

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1986

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

☒ Coloured covers/
Couverture de couleur

☐ Covers damaged/
Couverture endommagée

☐ Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

☐ Cover title missing/
Le titre de couverture manque

☒ Coloured maps/
Cartes géographiques en couleur

☐ Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

☐ Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

☐ Bound with other material/
Relié avec d'autres documents

☐ Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distortion le long de la marge intérieure

☐ Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.

☐ Additional comments:/
Commentaires supplémentaires:

☐ Coloured pages/
Pages de couleur

☐ Pages damaged/
Pages endommagées

☐ Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

☒ Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

☐ Pages detached/
Pages détachées

☐ Showthrough/
Transparence

☐ Quality of print varies/
Qualité inégale de l'impression

☐ Includes supplementary material/
Comprend du matériel supplémentaire

☐ Only edition available/
Seule édition disponible

☐ Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
☐	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐

The copy filmed here has been reproduced thanks to the generosity of:

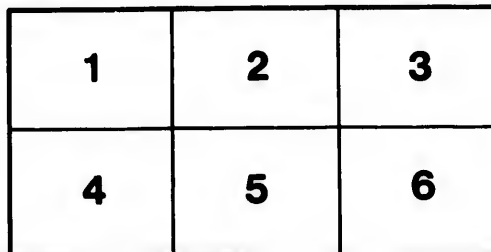
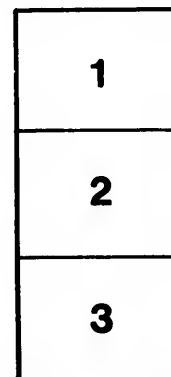
Library of Congress
Photoduplication Service

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol → (meaning "CONTINUED"), or the symbol ▼ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Library of Congress
Photoduplication Service

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole → signifie "A SUIVRE", le symbole ▼ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

ails
du
odifier
une
mage

rrata
o

pelure,
n à

32X

E
15
W
Cop

E
158
W/7
copy 2

POPULAR WORKS

PUBLISHED BY

D. APPLETON & COMPANY,
200 BROADWAY.

- | | |
|--|---|
| HANDY ANDY. By Samuel Lover. Price 25 cents. | AMY HERBERT. A Tale, by Miss Sewall. Price 50 cents. |
| S. S. D. TREASURE TROVE. By Samuel Lover. Price 25 cents. | GERTRUDE. By Miss Sewall. Price 50 cents. |
| FORTUNES OF HECTOR O'HALLORAN. By W. H. Maxwell. Price 50 cents. | LANEYTON PARSONAGE. By Miss Sewall. Price 50 cents. |
| MARGUERITE DE VALOIS. By Alex. Dumas. Price 25 cents. | MARGARET FEECIVAL. By Miss Sewall. 2 vols. \$1. |
| HISTORY AND ADVENTURES OF MARGARET CATCHPOLE. By Rev. Richard Catwold. Price 25 cents. | THE FAIRY BOWER. A Tale. Price 50 cents. |
| THE PEOPLE. By M. Michels. Price 25 cents. | SOMETHING FOR EVERY BODY. By Rob't Carlton. Price 50 cents. |
| NARRATIVE OF THE EXPLORING EXPEDITION TO OREGON AND CALIFORNIA. By Capt. Fremont. Price 25 cents. | TWO LIVES; or To Seem and To Be. By Miss McIntosh. Price 50 cents. |
| THE LIFE OF MAJOR GENERAL ZACHARY TAYLOR. By C. F. Powell. Price 25 cents. | AUNT KITTY'S TALES. By Miss McIntosh. 50 cents. |
| THE FOOLS OF THE NINETEENTH CENTURY; and other Tales. By E. Zschokke. Price 50 cents. | PREVENTION BETTER THAN CURE. By Mrs. E. Price 50 cents. |
| MY UNCLE ROSSON AND I; or Sketches at Life. By F. Jones. Price 50 cents. | A VOYAGE UP THE AMAZON. By W. H. Edwards. Price \$1. |
| MEMOIRS OF AN AMERICAN LADY. By Mrs. Goud. Price 50 cents. | A SUMMER IN THE WILDERNESS. By Charles Lamson. Price 50 cents. |
| THE BETROTHED LOVERS. By Alex. Maass. 2 vols. Price \$1. | LIFE OF MARTIN LUTHER. By M. Michels. Price 50 cents. |
| | HISTORY OF THE ROMAN RE PUBLIC. By M. Michels. Price 75 cents. |
| | HISTORY OF FRANCE. By M. Michels. 2 vols. \$3 25. |
| | HISTORY OF CIVILIZATION. By F. Guizot. 4 vols. \$3 25. |



Office of the District Court of the Southern District of New York.

Drawn & Eng'd by W. Williams



APPLETON'S
RAILROAD AND STEAMBOAT COMPANION.

BEING A
Travellers' Guide

THROUGH
NEW ENGLAND AND THE MIDDLE STATES,

WITH
ROUTES IN THE SOUTHERN AND WESTERN STATES,
AND ALSO IN CANADA.

Containing, besides, a Complete Guide to the White Mountain Region
(including the Lakes, Forests, Parks, and other places of interest,
and other waterfalls) with the points of railroad and
canal travel; and containing full and accurate descrip-
tions of all the principal cities, towns, villages, the
canals and railroads, and the scenery of
the whole, with numerous maps, &c.

ILLUSTRATED WITH NUMEROUS MAPS AND ENGRAVINGS.

By W. WILLIAMS.

NEW-YORK:
D. APPLETON & CO., 330 BROADWAY.

PHILADELPHIA:
GEO. S. APPLETON, 125 N. 3RD ST.
BROOKLYN:

E158
.W7
copy 2

Entered, according to Act of Congress, in the year 1941,
BY W. WILLIAMS,
In the Clerk's Office of the District Court of the Southern District of
New-York.

NOTICE.

The author claims the plan etc. of the present work, as his own; and
having been at great expense and trouble, and devoted much time to its
production, he therefore respectfully cautions others interested in, or about
getting up, similar works, not to infringe upon his copyright.

48 65 55
JUL 16 1942

4-1-43

E158
.W7
copy 2

In the year 1847,
the Southern District of

at work, as his wife; and
devoted much time to its
then interested in, or about
its copyright.

4-1-43

TO THE TRAVELLING PUBLIC.

THE want of a Guide such as the one here presented to the Travelling Public, has been so long felt and so generally acknowledged, that an apology for the present work would be an impeachment of the judgment of the intelligent Tourist; for we are persuaded that a comparison of this with other similar publications, will establish its superiority as a *Guide*, over all other works ambitious of that distinction.

In the preparation of this book, the old plan of filling the pages with *Tables of Routes*, that are as useless as they are uninteresting, and which, from their complexity, it is difficult to trace or to understand, has been discarded; and instead of a *General Map*, the only one with which other *Guides* are provided—which, from the smallness of the scale on which it is graduated, is of very little practical use in a railroad car—and which, from its size, and the necessity of its being opened and re-opened, folded and re-folded, is extremely inconvenient in a crowded conveyance, as well as an annoyance to its possessor and his fellow passengers—for the present work, *maps of the several routes have been engraved*; and where it is a long one, the route has been continued on another map, in such a way as to be easily understood—thereby obtaining a much larger scale for it.

The distances (instead of being placed as formerly between

each town, thereby giving the Traveller the continual trouble of reckoning up) have been carried on in regular order, from the starting place—an arrangement that will be found far more convenient than the old one.

Our "*Tours*" commence at *Boston*, not only because that city is the centre of a great railroad system, but also because it is the most convenient for our plan, enabling us at any time to add new information, or maps of new routes, without interfering with what is already done.

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

Having stated some of the original and more prominent features of the work, we submit it with confidence to the judgment of that class for whom it is more especially designed.

The materials for this publication have been drawn from the most authentic sources; much is the result of actual observation; and for a portion, we are indebted to friends resident in many of the sections described.

It is our intention to publish, on the same plan, as soon as it can be prepared, a Work embracing the remaining portions of the country.

IC.

the continual trouble
regular order, from
it will be found far

not only because
ad system, but also
ar plan, enabling us
snaps of new routes,
done.

oller, as he proceeds
glides along in the
to the route he is go-
le or inconvenience.
e maps, will enable
of the places through
ud when arrived in a
xt under the name of
formation respecting
ng—places of amuse-
ty, &c. &c.

and more prominent
ith confidence to the
t is more especially

ave been drawn from
he result of actual ob-
e indebted to friends
ibed.

same plan, as soon as
g the remaining por-

TABLE OF CONTENTS.

	Page
ORIGIN AND PROGRESS OF RAILROADS	13
Boston (city of)	20
Bridges	31
Harbor	32
Common	33
Water	33
Wharves	34
Churches	35
Public Buildings	35
State House	35
Custom House	35
Faneuil Hall	35
Exchange	37
Court House	37
Massachusetts Hospital	37
Massachusetts Medical College	38
Harvard University	39
Albany	39
Lowell Institute	39
Melrose Asylum	39
Institution for the Blind	39
Houses of Industry, &c.	39
Faneuil Hall Market	39
Beach in Boston	39
Theatre, &c.	40
Boston Museum	41
Mar'vany House	41
Natural History Rooms	41
Places worth visiting	41
Booker T. Washington, &c.	41
Mount Auburn Cemetery	42
Fresh Pond	42
Walking Places in the vicinity of Boston	42
Neighborhood	43
Phillips Beach	44
Nantasket Beach	44
Oaken Beach	44
Law relating to Hackney Coaches, &c.	44
Distances in Boston	45
EASTERN RAILROAD	45

TABLE OF CONTENTS.

	PAGE
Lynn	46
Salem	46
Marblehead	47
Danvers	47
Haverhill	47
Wendham	47
Lowell	47
Holyoke	47
Newburyport	47
Salem Beach	48
Southwick	48
Hampton Falls	48
Hampton	48
Beach	48
Great Bear's Head	48
Isle of Shoals	48
Eye Beach	48
Portsmouth	48
South Berwick	48
Free	48
Portland	48
Boston and Maine Railroad	48
Beverly	48
Malden	48
Stoughton	48
Spot Pond	48
South Reading	48
Reading	48
Wilmington	48
Andover	48
Lawrence (now city)	48
Beverly	48
Haverhill	48
Lowell	48
Worcester	48
Dover	48
Southwick	48
Great Falls	48
Boston and Lowell Railroad	48
East Cambridge	48
Medford	48
Woburn	48
Spot Pond	48
Lowell	48
Worcester	48
Hampton	48
Concord	48
The Northern Railroad, N. H.	48
Boston, Concord, and Montreal Railroad	48
Worcester	48
Concord in the White Mountains	48
Wiley House	48

5

Roots to the White Mountains	Page
Portland Route	62
Dover Route	63
Concord Route	64
Connecticut River Route	65
Route up the Hudson River, &c.	66
FITCHBURGH RAILROAD	67
Chesham	68
Bunker Hill Monument	69
United States Navy Yard	70
State Prison	71
West Cambridge	72
Woburn	73
Wrentham	74
Concord	75
Aston	76
Harvard	77
Concord	78
Flushing	79
BOSTON AND WORCESTER RAILROAD	80
Brighton	81
Winkle's Garden	82
Newton	83
Needham	84
Natick	85
Framingham	86
Needham	87
.. Mineral Spring	88
Concord	89
Worcester	90
WESTERN RAILROAD	91
Springfield	92
U. S. Army	93
West Springfield	94
Worcester	95
Field	96
CONNECTICUT RIVER ROUTE	97
Northampton	98
Mass. Turn and Holyoke	99
Springfield	100
OLD COLONY RAILROAD	101
Dorchester	102
Essex Village	103
Quincy	104
Lowell	105
PALL MALL ROUTE BETWEEN BOSTON AND NEW-YORK	106
Pall Mall	107
Newport	108
ROUTE BETWEEN BOSTON AND NEW BEDFORD	109
Provincetown	110
Provincetown	111
BOSTON AND NEW-YORK ROUTE, VIA PROVIDENCE AND STURGEON	112
Provincetown	113

TABLE OF CONTENTS.

	Page
Brook Farm Phalanx	84
Dedham	84
Duxton	84
Essex	84
Fairbury and Wrentham	85
Mansfield	85
Providence	85
Pawtucket Village	85
Warwick	87
Worcester	87
ROUTE FROM BOSTON TO NEW-YORK, VIA WORCESTER AND NEW-	
Worcester	88
Oxford	88
Worcester	88
Fitchburg	88
Norwich	88
New London	88
ROUTE FROM NEW-YORK TO NEW HAVEN, HARTFORD, AND	
Springfield	91
New Haven	91
Sharon's Head	91
Hartford	91
ROUTE FROM NEW-YORK TO BRIDGEPORT, CT., AND THE HOUS-	
TONIC RAILROAD	97
Bridgeport	97
Canaan Falls	98
Shelton	98
Monument Mountain	98
West Stockbridge	98
THE HUDSON AND BERKSHIRE RAILROAD	98
Route to New Lebanon Springs	98
New Lebanon	100
New Lebanon Spring	101
NEW-YORK CITY	104
Public Works, Yards, &c.	104
Churches, Public Buildings, &c.	105
Library Institutions	111
Hotels, &c.	112
Places of Amusement	114
Exhibition of the Fine Arts	114
Customs Ware-House	115
Lines of Steamboats	117
Rates of Fare in New-York for Hackney Carriages, &c.	118
Cabs	118
Distances from City Hall	118
Places in the Vicinity of New-York	118
Wilmington	118
Astoria	118
Flushing	118
Flatbush	118
Queens Island	118
Fort Mifflin	118

AND THE HOUSE

7

Rockaway Beach	120
Rooseburgh	120
Staten Island	121
New Brighton, &c.	121
Ocean House, W. J.	121
Long Branch	121
Shoreway, &c.	121
BROOKLYN	121
Public Buildings in Brooklyn	122
Churches in "	124
U. S. Navy Yard "	124
U. S. Naval Lyceum "	125
Atlantic Dock	125
Grantwood Cemetery	125
LONG ISLAND RAILROAD ROUTE	127
Jamaica	127
North Hempstead	127
Riverhead	127
Campbell	127
Goshen's Island	127
MARLBOROUGH RAILROAD	127
Yorkville	128
Hackensack	128
White Plains &c.	128
NEW-YORK AND HARTFORD RAILROAD	128
Ramapo	128
Chester	128
Goshen	128
Orange	128
PASADENA OF THE HUDSON	128
Hoboken	128
West Hoboken	128
Parkside	128
Belt's Ferry	128
Fort Lee	128
Fort Washington	128
Spartan Deyal Creek	128
Platzburg or Youkon	128
Marble	128
Dobb's Ferry	128
Passaic	128
Tarrytown	128
New York	128
King's Highway	128
Washington's Neck	127
Manhattan or Warren	128
Oldwell's Island	128
Peabody	128
The Highlands	128
Anthony's Nose	128
Bedford's Falls	128
West Point	128
Old Spring, &c.	128

TABLE OF CONTENTS.

	PAGE.
Corwall, Hudson River	143
New Windsor	143
Newburg	143
Fishkill	143
Low Point	143
New Hamburg	143
Barnegat	143
Poughkeepsie	143
New Falls Landing	144
Hyde Park	144
Reservoir	144
Kingsport Landing	144
Rhinbeck Landing	144
Lower Red Hook, &c.	144
Upper do.	144
Saugerties	144
Bristol	144
Outkill Mountain	145
Falls	147
Hudson	147
Coxsack Landing	147
Stuyvesant	147
Kinderhook Landing	148
New Baltimore	148
Greenbush	148
Albany	151
ROUTES TO BALLSTON SPA AND SARATOGA SPRINGS	151
TROY AND GREENBUSH RAILROAD	151
Troy	152
West Troy	152
U. S. Arsenal	153
THE RENSSELAIRE AND SARATOGA RAILROAD	153
Watkins	153
Cohoes Falls	153
THE SARATOGA AND SCHENECTADY RAILROAD	154
Ballston Spa	154
Saratoga Springs, &c.	154
Congers Spring, &c.	157
ROUTES FROM SARATOGA TO MONTREAL AND QUEBEC	157
ROUTES FROM ALBANY AND TROY TO MONTREAL AND QUEBEC	157
Sullivan	157
Fort Miller and Edward	157
Sandy Hill	157
Glenn's Falls	157
Fort Anne	157
Whitwell	157
GRAND ROUTES TO THE WEST FROM ALBANY AND TROY TO BURLINGTON AND NIAGARA FALLS	157
Schenectady	157
Amsterdam	157
Tonawanda	157
Falling Bridge	157

TABLE OF CONTENTS.

9

PAGE.		PAGE.
143	Canajoharie	162
143	Sharon Springs	162
143	Coopersburg	163
143	Palatine	163
143	East Canada Creek	163
143	Little Falls	164
143	Herkimer	164
144	Richfield Springs	165
144	Utica	165
144	Trenton Falls	167
144	Whitesboro	168
144	Oriskany	168
144	Rome	169
144	Syracuse	169
144	Stonewall	170
144	Lake	171
144	Auburn	171
144	State Prison	171
145	Aurelia	171
145	Cayuga Village	172
147	Lake	172
147	Idaho	172
147	Seneca Falls Village	172
147	Watkins	172
148	Geneva	172
148	Seneca Lake	174
148	Canandigua	175
148	Burnley Spring	175
148	Rockwell	175
148	Geneva Falls	176
148	Mount Hope Cemetery	177
148	Avon Springs	177
148	Lockport	178
148	Buffalo	178
148	ROUTES FROM BUFFALO TO CHICAGO, VIA DETROIT	180
148	Trip from New-York to Chicago, via Albany, Buffalo, and De-	180
148	troit, via the Great Upper Lakes	180
148	Hotels in Detroit	184
148	" " Chicago	184
148	" " Milwaukee	184
148	From Chicago to Galena, Illinois	184
148	" " St. Louis	184
148	From St. Louis to New Orleans	184
148	ROUTES FROM BUFFALO TO NIAGARA FALLS	184
148	FALLS OF NIAGARA	185
148	RAILROAD ROUTES FROM NEW-YORK TO PHILADELPHIA.	185
148	Bogert	185
148	Patterson	184
148	Penns. Falls	184
148	JERSEY CITY	184
148	Newark	185
148	Month and Route Railroad	185
148	Northtown	185

	PAGE.
Schooley's Mountain	197
Elizabethown	197
Elizabethport	197
Bonerville	198
Rahway	198
New Brunswick	198
Princeton	199
Trenton	199
Morrisville	200
Bristol	200
Andalusia and Holmsburg	201
Bridenbury	201
Port Richmond	201
STRANDWAY AND RAILROAD ROUTE BETWEEN NEW-YORK AND	
PHILADELPHIA	201
New Brighton	202
Bellon's Bay Harbor	202
Station Island	202
South Amboy	202
Bordentown	203
PHILADELPHIA	203
Public Square	203
Fairmount Waterworks	207
United States Navy Yard	207
Fish's Buildings	208
Giant College	208
Merchants' Exchange	209
United States Mint	210
Arcade	210
Custom House	210
Bank, &c.	211
Churches	211
Benevolent Institutions	212
Pennsylvania Hospital	212
United States Marine Hospital, &c.	212
Pennsylvania Institution for the Deaf and Dumb	212
Literary and Scientific Institutions	212
American Philosophical Society	212
Philadelphia Library	212
Athenaeum	212
Franklin Institute	214
Academy of Natural Sciences	214
Mercantile Library	214
Apprentices' Library	214
Historical Society	214
Friends' Library	214
Medical Institutions	214
University	215
Jefferson Medical College	215
Pennsylvania College	215
College of Physicians	215
Medical Institute	215
Philadelphia College of Pharmacy	215

PAGE.	TABLE OF CONTENTS.	PAGE.
197	Prison	215
197	Eastern Penitentiary	215
197	County Prison	215
197	House of Refuge	215
198	House of Correction	215
198	Cemeteries	216
198	Laurel Hill	216
198	Mount Pleasant Cemetery	217
198	Bowdoin's Cemetery	217
198	Places of Amusement	217
198	Places worth visiting	218
198	Principal Hotels	218
198	Rate of Fare for Hackney Coaches	218
198	" " Cabs	218
198	Places in the vicinity of Philadelphia	218
198	Camden	218
198	Woodbury	218
198	Germanstown	218
198	Wilmington Creek	218
198	Falls of the Schuylkill	218
198	Schuylkill Viaduct	218
198	Manayunk	218
198	Cape May	218
198	Brandywine Springs	218
198	From Philadelphia to Harrisburg	218
198	" " to Pittsburg, via Harrisburg	218
198	" " to Pottsville, via Reading	218
198	" " to Baltimore	218
198	From Baltimore to Washington	218
198	" " to Charleston	218
198	From Charleston to New Orleans	218
198	From Baltimore to Cumberland and Pittsburg	218
198	" " to Columbia, Pa., by Railroad	218
198	" " to the Virginia Springs	218
198	APPENDIX	218
198	Steamships, Packships, &c.	218
198	Telegraph Lines	218
198	Money	218



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





RAILROAD AND STEAMBOAT COMPANION.

ORIGIN AND PROGRESS OF RAILROADS.

Before steam navigation had attained that degree of perfection it now exhibits, a not less wonderful mode of travelling by steam-power on land had come into use. Since the commencement of the present century, far greater improvements have been made in the means of locomotion, and brought into practical operation for the benefit of mankind, than had ever before been known.

The first railway of which we have any satisfactory notice, was one constructed near Newcastle-upon-Tyne, England, about the middle of the 17th century. It was adopted in order to reduce the labor of drawing coals from the pits to the places of shipment, and consisted simply of pieces of wood imbedded in the ordinary road. These tracks presented a much smoother surface for the wheels to run on, than was previously used, and therefore greatly increased the available power of the horse. The advantages of even this kind of railroad were so great as to cause its extensive introduction in various mining districts; while improvements, from time to time, were made upon it.

2

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

The introduction of metallic iron as a material for rails is an improvement which may perhaps be considered to have done more than any other in the history of the railway, by facilitating the progress of the locomotive engine. The introduction of cast-iron rails, however, was not without its disadvantages. The weight of the iron was so great that the rails could be made of such a length as to be laid in their ordinary position, and they were so heavy that the wooden sleepers were unable to support them. The rails were therefore laid in a zig-zag position, and the weight of the iron was supported by the wooden sleepers. The rails were also so heavy that they were not easily moved, and they were so heavy that they were not easily replaced. The rails were therefore laid in a zig-zag position, and the weight of the iron was supported by the wooden sleepers. The rails were also so heavy that they were not easily moved, and they were so heavy that they were not easily replaced.

for a century and
taken for the intro-
duce stone-ways, it is
a, but, although pos-
sible smooth as wood,
the use of cast-iron
rails, rather of for-
mation, notwithstanding
withstanding resistance.
threw at the Colo-
ring, about the year
then becoming very
much. It was deter-
mined upon the wooden
rails, which up and
down by the W.
road of Colorado.
The plan of iron
rails, and a question of
it for making to the

a material for
to be substituted by
the iron rails. The
advantage of the
iron rails was that
they were more
durable than the
wooden rails, and
they were more
economical in the
long run. The iron
rails were also
more uniform in
size and shape, and
they were more
easily laid down.

greatly retarded the use of railways for the conveyance of passengers, if an adequate remedy had not been provided before the experiment was made.

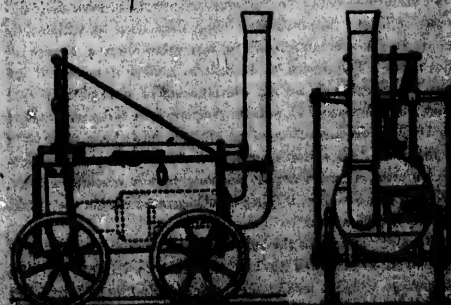
Bars of malleable iron were laid down as rails to a limited extent about the year 1800, and some engineers advocated their use, notwithstanding the inconvenience arising from their unsuitable form; no machinery being then used by which they could be made economically in any other than a square or flat form. The desire to introduce a more durable rail led also to experiments on the combination of wrought and cast iron; but these and all similar contrivances were superseded in 1825 by the invention of an efficient and cheap method of rolling iron bars suitable for rails and other purposes. Malleable rails, when in use, do not rust to any material extent, while the same rails, if lying on the ground beside the track, rapidly waste away.

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

An important improvement was introduced in the latter part of the last century for ascending and descending declivities. When a railway comes across such a declivity as is convenient for the railway power, a short inclined plane is constructed, formed by a series of rollers, on which a train of carriages is allowed to run down by the force of gravity. Drawing a rope, which, when passing over a pulley at the top of the plane, is connected with the rope and attached to an engine which is placed at the bottom of the plane, the engine being sufficient to draw the train up to the top of the plane. The railway then continues, either from the pulley by means of

ropes guided by pulleys in the centre of the track, have been used from an early period.

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



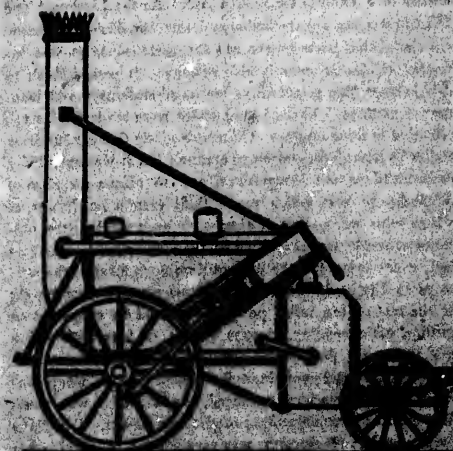
[Illegible text block]

...also learned group members
...the meeting
...the meeting

On January 1, 1941, the following persons were listed as being in the household of the above named person:

would be adopted. The experiment of forming a railway for passengers, as well as for carrying general merchandise, had already been tried, although the Stockton and Darlington Railway, which was opened in the fall of 1825, had done more than any of its predecessors in showing the capabilities of a railway for such a use. As the Liverpool and Manchester line approached completion, the directors became convinced that horse-power was ineffectual, since it was intended to run at considerable velocity. It was difficult to decide upon the comparative merits of stationary and locomotive engines. Various suggestions were made for the application of fixed engines at intervals along the line, to draw trains by ropes from station to station; but it was eventually determined to use locomotives, and to offer a premium of £2000 for the locomotive which would fulfil certain conditions, of which some were that it should not cost more than £1000, the cost of engine and boiler, by the improvement of which as fuel, which is used at the present time upon most of the railways in England, should draw more than its own weight at the rate of ten miles per hour, should be supported on springs, and should be able to travel at five miles and a half per hour, and should not cost more than £1000. The locomotive was first run in 1825, when, for some time, it was the only one of which was witnessed by the passengers of the experiment. The locomotive was built by Robert Stephenson, and was similar to Stephenson's portable engine, but working the same principle. It was built at a variety of places, and was built with various modifications, but it was built with the same principle. The locomotive was built by Robert Stephenson, and was similar to Stephenson's portable engine, but working the same principle. It was built at a variety of places, and was built with various modifications, but it was built with the same principle. The locomotive was built by Robert Stephenson, and was similar to Stephenson's portable engine, but working the same principle. It was built at a variety of places, and was built with various modifications, but it was built with the same principle.

load of seventeen tons, and averaged a speed of fourteen miles per hour; but under some circumstances it attained double that velocity, and succeeded in performing more than was stipulated for. The following engraving represents a side view of the "Rocket."



Since the successful adoption of locomotive steam-engines on the Liverpool and Manchester Railway, locomotives have followed closely upon one another, and they now consist here of a minor character, about as many, with that of making the boiler, which formed the distinguishing feature of the

Rocket engine. Stephenson built several engines, shortly after the competition in which the Rocket had proved victorious, retaining this arrangement, but having the machinery disposed in a different manner. The power of generating steam, which is the measure of efficiency in a locomotive engine, depends much upon judicious tubing, it being desirable to deprive the heated air of its caloric as completely as possible before leaving the boiler. An important feature in a locomotive is its security from bursting, because, as the tubes are much weaker than the external casing of the boiler, they are almost certain to give way first, and the bursting of one or two tubes is rarely productive of more serious consequences than extinguishing the fire, and thereby causing a gradual stoppage of the machine.

On the opening of the Liverpool and Manchester Railway, 15th Sept., 1825, the problem of the rapid transport of passengers by steam on railways was solved, and the profitable character of the enterprise soon became apparent.

This road was commenced under the direction of Mr. George Stephenson, an engineer of great practical skill and experience; and fortunate indeed it was for Great Britain and the world, that a work of such vast importance was placed in such able hands. Had this great enterprise failed, there is no knowing how long the progressive spirit of the age would have slept upon this important subject, and the world been deprived, at least for a time, of its vast benefits. The progress of this great work had intense opposition to surmount. The paralytic canal competition—which had settled down into a lifeless torpor, disengaged of the public mind—had by constant attention and vigilance of day, aroused the people to the necessity of this great undertaking, and after a lengthy negotiation in it in the British Parliament of four years, the company at last obtained a charter.

In the year 1870, the total length of the railways in Great Britain was 11,140 miles. In the year 1880, it was 12,000 miles. In the year 1890, it was 12,800 miles. In the year 1900, it was 13,600 miles. In the year 1910, it was 14,400 miles. In the year 1920, it was 15,200 miles. In the year 1930, it was 16,000 miles. In the year 1940, it was 16,800 miles. In the year 1950, it was 17,600 miles. In the year 1960, it was 18,400 miles. In the year 1970, it was 19,200 miles. In the year 1980, it was 20,000 miles. In the year 1990, it was 20,800 miles. In the year 2000, it was 21,600 miles. In the year 2010, it was 22,400 miles. In the year 2020, it was 23,200 miles. In the year 2030, it was 24,000 miles. In the year 2040, it was 24,800 miles. In the year 2050, it was 25,600 miles. In the year 2060, it was 26,400 miles. In the year 2070, it was 27,200 miles. In the year 2080, it was 28,000 miles. In the year 2090, it was 28,800 miles. In the year 2100, it was 29,600 miles.

The saving in time doubtless the main paid as railway fare, even under a complete system of monopoly.

Upon the railways in England locomotives attain a great speed, owing, perhaps, to the substantial nature of the tracks and rails. Trains on the Great Western Railway have gone 100 miles in three hours and thirty-eight minutes; at the same time drawing their own weight. Excluding fifty-two minutes for stoppages, it gives a rate of speed equal to three and a half miles per hour. The usual time, however, for performing this distance is four and a half hours, including stoppages, with a train of fifty freight-cars, which is drawn with perfect ease.

Recently it took two hours to perform the journey between Edinburgh and Glasgow a distance of fifty-four miles. This will be now done in one hour and ten minutes, and a quarter. The usual rate of travel upon the English railways is about thirty miles per hour, including stoppages.

One of the greatest runs ever performed by a locomotive was made by the Great Northern Railway, when a train of 125 cars and engines weighing 1,000 tons a distance of eighty-four miles in eight hours and thirty minutes. Trains in the United States are sometimes made of great length. One was observed passing over the Western Railroad between Boston and Albany, the whole train, including the engine, was over a mile in length. The engine and train on the railway passed through a tunnel.

of houses, and for nearly four miles is carried on a continued series of arches, forming one vast viaduct from one end to the other. There are not less than 916 brick arches, chiefly semi-circular, eighteen feet span and twenty feet high.

The Blackwall Railway, three miles and 643 yards long, is another gigantic work. On it there is a viaduct of 4689 yards, containing 306 arches, chiefly semi-elliptical, of thirty feet span.

As soon as the practicability of railroads for passenger traffic had been demonstrated in England, many persons in this country immediately saw the immense advantages that were to result from the adoption of that system here, and measures were at once taken to plant the "iron road" in America. The progress was rapid, and in a few years a very extensive system was entered into. The first railway constructed in the United States was the Quincy in Massachusetts, in the year 1827, which was four miles in length. It was built for the purpose of carrying granite quarried in the Granite Hills to vessels lying in the Hopedale River.

The first railway for the transportation of passengers, in this country, that was opened in 1825, connecting Newburgh, on the Delaware River, with Philadelphia, on the Schuylkill River, which runs into Chesapeake Bay. This was at the same time the first railway in America. About the same time was the first railway in England, connecting London and Birmingham, New Jersey, the first road upon which a locomotive was used in this country. The Boston and Worcester Railroad was opened in 1831, and was opened on the 1st day of June, 1834. Since that period railroads have increased with ever greater rapidity in this country than in England, and no doubt a few years more will witness a more extensive system of railway communication in the United States than

the most magazine ever dreamed of. At the present time there are about 5000 miles completed, and many thousands more projected. In the construction of these great avenues of intercourse, the enormous capital of one hundred and thirty millions of dollars has been expended.

The principal theatres of railway enterprise in America are in the New England States, (Massachusetts particularly,) New-York, and Pennsylvania; great progress is being made in several of the other States, but mostly in those bordering on the Atlantic seaboard. From Boston there is a direct line of railway communication with Buffalo, on the west, via Albany, a distance of 545 miles, and before long it will be extended to the eastern shore of Lake Michigan, a further distance of about 500 miles; and from thence by a direct route across the lake to Chicago. The Central Railroad in Michigan will, in a short time, extend from Detroit, centrally across the State. Detroit will be connected with Buffalo by the Canada Railroad, which, with the Suspension Bridge below the Falls of Niagara, (over which the road is to be extended) will soon be constructed. Boston will also be connected with Montreal in Canada by the Northern Railroad Company, which is to extend to Lake Huron on the Canadian River; from thence it will join the Vermont Central Railroad at Burlington on Lake Champlain, and thence by stages, on the lake to St. John, where it will meet the railroad to La Pointe on the St. Lawrence, and by a bridge across the river, or by tunnel under it, will connect with Montreal.

Montreal already connects Boston with Portland, and vice versa, and shortly afterwards, is to make Portland with Montreal, and the St. Lawrence River. The navigable of the Saguenay connects with New-York by a direct line

terminating on Long Island Sound; by the New Haven and New-York road, now building; by the Long Island road from Greenport to Brooklyn; and by steamboats running on the Sound.

The great commercial expansion of the United States will, in a year or two, be connected with Albany by roads now being constructed, and with Buffalo on Lake Erie by the New-York and Erie Railroad. When these great roads are completed, she will have the same advantages for carrying her portion of the trade of the great West that accrued to Britain from the opening of the Western Railroad. When the road from Syracuse to Oswego on Lake Ontario is built, with the Hamilton and Whitehall Railroad to the foot of Lake Champlain, and all the advantages of her coast become demonstrated by practical results conferred on her, New-York will then realize, how it was also, offered such immense advantages for extending and facilitating her intercourse, and trade as she comprehended as great a length of time.

Philadelphia, by her Central Railroad, will be united with Washington, 205 miles; the road as far as Harrisburg, 100 miles, is already built. It is intended, ultimately, to connect it with Cincinnati on the Ohio River; and another road, yet to be built, will connect this great city with St. Louis, on the Mississippi River. Philadelphia will thus have a direct communication by steam with New Orleans. Another link of iron, that will add greatly to the prosperity of Philadelphia, will be the route already commenced from New-York to Erie, on the lake of the same name. These great roads will, no doubt, be constructed and carried through better management, and in a shorter time, than any other in the

Union—the body of America. While our commerce is

From Baltimore it goes westward to give a line of communication to the West. It goes north and south, the former terminating in the State of Maine, 600 miles, and the latter at Wilmington, North Carolina, 500 miles. From Chesapeake Bay it goes to the West, passing through the State of Maryland, and then through the Allegheny range; at present, however, it is completed only as far as Cumberland, as the Potomac River, 100 miles, to the foot of the ridge, which is at this point crossed by an excellent Maryland road, on which stage coaches run. It is, however, intended to continue this road to some point on the Ohio River, whence communication is wanted on, by means of a canal, to the point where its waters are needed by the Maryland.

The release of sulphuric in overdoing just attention is overused. Release was the first idea, after three ideas, that seemed appropriate in the matter. Five different ideas had been in the mind, but none of them, at the time of the release, had been the result of the first idea.

after their opening, fully justified the policy which had dictated their construction. A secondary system of lines, about 600 miles, to communicate with the interior towns, has been commenced under the authority of the State, by private companies. If we consider the limited extent of the territory of Belgium, this is one of the greatest works of public utility that has yet been performed.

In 1848 the French government resolved that a system of railways should be planned and executed; with this view, it was determined that from Paris as a centre, main branch lines should issue, to be directed to those points of the frontiers, by land and sea, that should best serve the interests of foreign commerce. In 1848 there were 287 miles of railway opened to the public, absorbing a capital of \$27,500,000; in progress of construction 1207 miles, and 603 miles projected. When these are completed the total length will be 3096 miles, requiring the estimated capital of \$200,577,000. Most of the railways in France have been undertaken by the government, and when completed, are leased for a term of years to companies, or individuals, on complying with certain conditions. At the expiration of 40 years, they will revert again to the government, and in about 50 years private companies will cease to exist, except such as the government may think fit to re-constitute.

In Austria there are about 700 miles of railway completed and open for business, and nearly 2500 more in progress.

In Prussia 701 miles are open for traffic; but the total length planned and in actual progress is 1000 miles. Of its principal lines, 600 miles in length, opened in 1845, the cost of building was upwards of \$25,000,000.

Russia has also laid out a very extensive system of railway communication: by continuous routes, she will connect

all the chief cities of central Europe, the total length of which will be 1000 miles.

The average cost of railways in the United States and Europe, per mile, including purchase of lands, construction, materials, depots, salaries, and every appendage and apparatus, is as follows, in round numbers, omitting fractions. In Massachusetts \$30,000; the other Eastern States \$25,000; New-York \$20,000; New Jersey and Pennsylvania \$25,000; Michigan, Ohio, and Indiana \$15,000; In England \$10,000; Belgium \$20,000; France \$27,500; Germany \$2,000 (owing to the low price of labor and land); and Russia \$45,000.

Twenty years ago, who could have foreseen the rapid growth of railway communication was destined to make, and in a brief period? The spirit and enterprise of mankind seem to have been completely aroused in the necessity of constructing these "gigantic works of genius." The ingenuity and skill that have been displayed in carrying out many of these designs is beyond all things conceivable, but their great utility and rapid extension are owing to the invention of an efficient locomotive engine; for without a prime mover, of low first practical utility the iron system for passenger traffic would really have been, in its early stages, by constructing the railways of a former period with those in operation at the present time.

*The small cost comparatively of the rails South and West is owing to the better quality of the country, and the imperfectly constructed rails.

In 1871 the first railroad was built from Boston to New Bedford.



FIG. 14. BOSTON AND NEW BEDFORD RAILROAD.

Boston, the capital of Massachusetts, and metropolis of New England, is situated on a peninsula at the western extremity of Massachusetts Bay. It is in North latitude $42^{\circ} 21' 25''$, and West longitude $71^{\circ} 0' 9''$, and contains a population of 115,000.

The peninsula upon which Boston is built, is nearly three miles in length, with an average breadth of one mile, with numerous elevations from fifty to one hundred and forty feet above the sea, affording admirable sites for building, and giving to it a peculiarly fine appearance, especially when viewed from the water. The Indian name of Boston was *Quinsepogon*, but it was called by the first settlers *Stoughton*.

from the three hills on which the city is built. It was incorporated in February, 1838.

Boston is connected with the surrounding country by means of artificial avenues or bridges, and with Roxbury by the Neck which forms the peninsula upon which the city is built. It is connected with East Boston (formerly Noddie's Island) and Chelsea by means of steam ferry-boats, which ply at regular intervals during the day. The bridges are among the greatest curiosities of the place, being so different from any thing of their kind elsewhere; and their great length, with the fine views they afford, render them objects of interest to strangers. Boston is connected with Charlestown by the Charles River at Old Charles-town Bridge, and by Warren Bridge. The former was incorporated in March, 1792, and is 1300 feet in length, 45 in breadth, and cost upwards of \$200,000. Warren Bridge was incorporated in March, 1826; its length is 1500 feet, breadth 45. A toll was formerly collected from all who passed over that bridge, but this was abolished a few years since, on their becoming State property. West Boston Bridge, leading from the foot of Cambridge-street to Old Cambridge, was opened in November, 1795. It was upon 100 piers, and, including roadway and abutments, is 3100 feet in length. This bridge was sold to a company in June, 1845, for \$75,000, who have twelve years allowed for selling the same by tolls, the amount of which is to keep the bridge in repair. Cambridge or Canal Bridge, from the foot of Leverett-street to Cambridge Place, in East Cambridge, was opened in August, 1837; its length is 2700 feet, width 45. From this bridge another is built at Fifth Point, Charlestown, the length of which is 1600 feet, width 35 feet. The 18th June, or Warren Avenue, opened in July, 1831, extends from the

feet of Beacon-street to Sewall's Point in Brookline; it is constructed in a substantial manner of stone and earth, and is a mile and a half long, and from 60 to 100 feet in width. It encloses about 600 acres of flats, over which the tide formerly flowed. A cross dam divides this enclosure, which, by the aid of flood and ebb gates, forms a receiving basin, thereby producing, at all periods, a great extent of water power. The cost of this work was about \$700,000. *Boston Ferry Bridge*, from Sen-street to South Boston, completed in 1886, is 500 feet long and 36 wide. *South Boston Bridge*, leading from the "Neck" to South Boston, was opened in July, 1885. Length 1530 feet, width 40; cost \$50,000. These bridges are all lighted with lamps. Besides the above, the river is crossed by several railroad bridges or viaducts.

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

Boston Common is considered one of the most delightful places of its kind in the country; it is a great playground, and on holidays and public occasions is crowded with people.

Brookline; it is
one and a half
100 feet in width,
which the tide fur-
enclosure, which
a receiving basin;
extent of water
\$750,000. Now
with Boston, con-
30 wide. South
to South Boston,
8 feet, width 40;
stead with length
by several railroad

some of which are
enough for the
of this harbor is un-
below the city, and
Warren. The
strong section on
General Govern-
of the city, and the
to the harbor of
go out, and after
one of the many
"elephant." Some
started by this par-
th these.

the most delightful
great pleasure in
visited with people

It contains about seventy-five acres, and is a mile and one-third in circumference, and surrounded by an iron railing which cost the city about \$75,000. It is gently undulated, beautifully shaded with trees of various kinds, some of which are more than a hundred years old, and a beautiful gravelled walk, or mall, extends throughout its entire circumference. This spot is universally admired by strangers, and is the pride of all Bostonians. The ground was left to the city, on condition that it should not be appropriated to any other than its present use.

The Public Garden, as it is termed, on the west side of the Common, was laid out in 1637, by subscription. There is a probability that this will be built on before many years.

Warren.—Boston is about to be supplied with water from Long Pond, in Framingham, by means of the splendid enterprise now going forward. The aqueduct will extend a distance of nearly twenty miles. The ceremony of breaking ground took place near the lake, August 20th, 1846, on which occasion Long Pond received the appellation of "Con-
chinate Lake." This lake covers an area of 650 acres, and drains a surface of 11,400 acres. Its depth in some places is 70 feet, and it is elevated 134 feet above tide-water in Boston Harbor. It can supply ten million gallons daily. This water will be brought to Corey's Hill in Brookline, by an aqueduct laid in brick, with hydraulic cement, six feet four inches in height, and five feet in width. The reservoir at Corey's Hill will cover an area of eight acres, and contain upwards of fifty million gallons of water. From this hill the water will pass a distance of four miles, to a reservoir in the rear of the State House in Boston. This reservoir will cover an area of 13,000 feet, and contain 1,200,000 gallons of water. The water will be raised 112 feet above the level of the tide.

Perhaps the greatest drawback to Boston has been the want of a sufficient supply of this element; conflicting interests having retarded its introduction at an earlier period. The aqueduct company for bringing water from Jamaica Pond in Roxbury, a distance of four miles, commenced operations as early as 1785, but the greatest amount of water that can be supplied from this source is about 50,000 gallons daily, an amount quite inadequate for the rapid increase of the population. It is estimated that twenty-eight gallons per diem would be required for each individual, including what may be used for culinary and other purposes. At this rate it would take upwards of 3,000,000 gallons daily to supply the inhabitants.

WHARVES—About 300 docks and wharves surround the city, and form one of its peculiar features. The longest of these is *Long Wharf*, extending from the foot of State-street 1200 feet, and is 200 feet in width, containing seventy-six spacious stores. *Central Wharf* is 1380 feet long, with a signal station in the centre, from which visitors can obtain a fine view of the city and harbor.

India Wharf is 800 feet long. Ships from the East Indies and China are generally to be found here. *Commercial Wharf* is 1100 feet long, and contains many handsome granite stores.

Eastern Railroad Wharf.—This wharf, which is of recent construction, extends 184 feet on Commercial-street, and is 448 feet long and 184 feet wide. On this wharf are also twenty-eight large stores, the depot of the East Boston railroad ferry, and a new and commodious building called the *Exchange Hotel*.

Churches.—In December, 1846, there were 80 places of religious worship, costing \$2,345,200, and having accommodations for 84,185 persons. These churches, &c., are under-

tained at a yearly expense of \$170,856. There were eighty Sunday Schools, having 1,864 teachers and 17,000 scholars.

Christ Church, in Salem-street, near Copp's Hill, has a peal of eight bells, with the following inscription: "We are the first ring of bells cast for the British Empire in North America—A. R. 1744. God preserve the Church of England. Gloucester—Abel Radhall cast us all, 1744."

PURSE, BOWEN, & CO.—Of the public buildings in Boston, the State House, on the summit of Beacon Hill, and fronting the "Commons," may be regarded among the first. Its foundation is 110 feet above the level of the sea. The edifice was completed in 1798, at a cost of \$135,230, about three years having been occupied in its construction. Length 178 feet, breadth 61. On the entrance floor is to be seen Chalmers's beautiful statue of Washington. Near by is the staircase leading to the dome, where visitors are required to register their names, and from the top of which is a fine view of the city, the bay with its islands, and the surrounding country,—undoubtedly one of the finest views in the land, if not in the world. The number of visitors to the cupola from April to November, 1846, amounted to 54,350. The Legislature of the State held their annual session here.

The new Custom House is located at the foot of State-street, between the heads of Long and Central wharves. This building is in the form of a cross; the extreme length 140 feet, breadth 36 feet. The longest arms of the cross are 70 feet wide, and the shortest 67 feet, the opposite fronts and ends being alike. The entire height to the top of the dome is 96 feet. It is built in the pure Grecian Doric order of architecture. Each front has a portico of six fluted Doric columns, thirty-two feet high and five feet four inches in diameter, which is approached by fourteen steps. The vol-

quarries are each in one piece, of highly wrought granite, costing about \$2500 each. It is built on 3000 piles, driven in the most thorough manner. Immediately on the top is a platform of granite, one foot six inches thick, laid in the best hydraulic cement mortar, and upon it the foundations of the walls, partitions, &c., were commenced. Underneath the whole building is a cellar twelve feet deep, perfectly dry, which is used for the storage of goods. The architect of this noble structure was Amos E. Young, Esq., of Boston.

Faneuil Hall.—This venerated structure, termed the "Cradle of Liberty," is in Dock Square. It is about 160 years old, and is an object of deep interest to Americans. Here the fathers of the Revolution met to encourage the people, on the events of that stirring period; and often since that time the great men of the State and nation have made its walls resound with their eloquence. It was presented to the city by Peter Faneuil, a distinguished merchant, who on the 4th of July, 1740, made an offer in a town meeting to build a market-house. There being at that time none in the town, it was accepted by a vote of 567 to 503. The building was begun the following year, and finished in 1742. The donor as he executed his promise, so to erect a spacious and beautiful Town Hall over it, and several other important works. In commemoration of his generosity, the town, by a special vote, conferred his name upon the Hall; and as a further testimony of respect, it was voted that Mr. Faneuil's full length portrait be drawn at the expense of the town and placed in the Hall. This, with other portraits, can be seen by visitors. This gentleman died on the 31st of March, 1743, and the first meeting of the inhabitants of Boston held in Faneuil Hall was on the 4th of the next month, to hear a famous orator on the stage.

light granite; east-
 10 paces, down to a
 y on the top to a
 it, laid in the best
 condition of the
 Underneath the
 top, perfectly dry.
 The architect of
 the city, of Boston,
 was, named the
 It is about 100
 feet to American
 because the pos-
 and often alone
 station have made
 it was proposed on
 a merchant, who on
 a town moving to
 a time came to the
 1880. The build-
 finished in 1888.
 The great is a grand
 and other repre-
 sentation, the
 the upon the Hall,
 the voted that the
 the expense of the
 other, particular,
 and on the 1st of
 the inhabitants of
 the of the nation
 the.

The Exchange, a new and splendid building fronting on State-street, was completed in the fall of 1842. It is 70 feet high and 200 feet deep, covering about 12,000 feet of land. The front is built of Quincy granite, with four pilasters, being fifty-five feet in height, and weighing fifty-five tons each. The roof is constructed of wrought iron, and covered with galvanized sheet iron; and all the principal stairways are of stone and iron, and fire proof. The front is occupied by banks, insurance and other offices, and the rear is an hotel; on the lower floor are lodging-rooms, and at the top is a telegraph station. The centre of the basement story is occupied by the Post Office. The great entire hall, which is a magnificent room, is fifty-eight by eighty feet, having eighteen columns twenty feet in length, in imitation of Greek marble, with Corinthian capitals. The dome of this great hall contains a sky-light of coloured glass, finished in the most ornamental manner. This magnificent room is used for the merchants' exchange, and subscribers' meeting-room. The entire cost of the building, exclusive of land, was \$170,000.

The Court House, a fine building, occupied as law courts, record offices, &c., in Court Square, fronting on Court-street, is built of Quincy granite. The corner stone was laid in September, 1832. The interior contains four court rooms, fifty feet by fifty, and large and commodious offices for all the respective departments.

The City Hall is near the Court House and fronting on School-street, with an open yard in front.

The Massachusetts Hospital is built of granite, and occupies an acre of four acres on Charles River, between Allen and Bridge streets. It has recently been enlarged by the addition of wings.

The Massachusetts Medical College, formerly in Massachusetts, is now removed to the foot of Bridge-street, near the Massachusetts Hospital. A large brick edifice has recently been erected for it.

Harvard University, located in Cambridge, was founded in 1636, and takes its name from the Rev. John Harvard, who left it a legacy of \$779 17s. 9d. sterling. Its funds at the present time exceed half a million of dollars. The annual commencement is on the last Wednesday in August.

The Athenaeum, situated in Fagel-street, has a library of about 45,000 volumes, together with a rich cabinet of medals, coins, &c. It has an extensive reading-room, furnished with all the best American and European periodicals and newspapers. It has also a fine collection of Paintings and Statuary. It is open to subscribers and to friends that may be introduced, from 9 A. M. until dark. A new building is being erected in Beacon-street near the Tremont House.

The Lowell Institute.—This institution was founded by John Lowell, Jr. Esq., for the support of regular courses of popular and scientific lectures in the city of Boston. The sum bequeathed for this purpose amounts to about \$250,000. By his will, he provides for the maintenance and support of public lectures on natural and revealed religion, physics and chemistry, with their application to the arts; also on geology, botany, and other useful subjects. These lectures are all free. The season for delivering them is from October to April, during which period four or five courses (of twelve lectures each) are usually delivered. The founder of this Institute died on Sunday, 15 March, 1855, in the thirty-ninth year of his age.

The Milton Lyceum for the lecture is at Somerville, and occupies a fine situation on rising ground; it has about

erty in Mass-
a-street, near the
Museum has recently
been founded
by John Harvard,
his funds at
Boston. The an-
nual is August.
It has a library of
cabinet of medals,
g-rooms, furnished
on pedestals and
of paintings and
it stands that way.
A new building in
Boston House.
It was founded by
regular courses of
of Boston. The
about \$250,000.
courses and im-
proved religious
tion in the city;
subject. These
following them is
ated four or five
y of French. The
y, in March, 1895,
at Cambridge, and
nd; in last fifteen

acres of land attached to it. The grounds are well laid out, and every provision is made to beguile the patients into forgetfulness of their melancholy situation.

The *Institution for the Blind*, is at South Boston. The building is erected on elevated ground, and commands a splendid view of the city, harbor, and surrounding country. An exhibition of the pupils takes place at the Institute on the first Saturday of the month, and is a very interesting occasion. Strangers can obtain permission at any time by applying for an order. Omnibuses from Boston leave every fifteen minutes.

The *House of Industry, Correction, and Reformation*, are in South Boston, near the brow of Dorchester Heights, and occupy about 60 acres of ground.

Faneuil Hall Market, completed in 1837, is a gem, exclusive of land, of \$150,000, is built entirely of granite, and is 556 feet long and 80 wide, with a portico at each end, of four pillars 22 feet high. In the centre of the building is a dome of fine proportion.

Hotels.—The *Tremont House*, on Tremont and Beacon streets, was opened in October, 1869. It is a granite building, containing 100 rooms, and cost, without the land, \$50,000. Board \$2.00 per day.

The *American House*, in Hanover-street, is well kept, and worthy of patronage. Board \$2.00 per day.

The *United States Hotel*, corner of Lincoln and Beach streets, and opposite the Worcester Railroad depot, is a fine establishment. Wings have recently been added to this building, which makes it, in point of size, equal, if not superior, to any other of its kind in the country. Board \$2.00 per day.

The *Adams House*, a new and beautiful hotel, is located

in Washington-street, near its junction with Bedford-street. The house is furnished throughout in a superb style, and the comfort of visitors particularly attended to. Board \$2.00 per day.

Beaver House, an hotel recently opened, is on Bowdoin Square, a handsome situation. Board \$2.00 per day.

The **Martinez Hotel**, in Washington-street, is a strict temperance house, and a popular establishment. Board \$2.00 per day.

The **Albion**, in Tremont Row, is a good house, conducted on the European plan.

There are many other hotels in Boston, well kept, and where the charges are moderate. The following is a list of some of them:—**Winthrop House** in Tremont, cor. of Boylston-street; **Merchant's Exchange Hotel**, in State-street; **Eastern Railroad House**, 115 Commercial-street, head of Eastern Steamboat wharf; **Albion House**, in Hanover-street; **Exchange Office House**, Congress Square and Devonshire-street; **City Tavern**, Rattle-street; **Pemberton House**, Howard-street, &c. &c.

THEATRE, AND OTHER PLACES OF AMUSEMENT.—The **Howard Athenaeum**, in Howard-street, occupies the site of the "Milliner's Fabrics," which, after being converted into a theatre, was destroyed by fire. The present building is considered the handsomest of its kind in the country; its cost is said to have exceeded \$100,000. The basement is built in the Tudor style, and all above is that of the early Gothic. The perspective is filled with iron-framed scaffolding and chains. The walls which enclose the gallery stand in perfect and uniform circle, so that the most remote spectators can hear as well as those who are nearest the stage. This has been effected by setting the perspective back in

with, Bedford-street,
and style, and the
to. Board \$2.00

4, is on Bowdoin
00 per day.

street, is a quiet
ent. Board \$2.00

house, conducted

all kept, and where
is a list of some of

of Boylston-street;

at; Eastern Hall

of Western Street

street; Exchange

chiro-street; City

, Howard-street,

...

...The Lib-

...the site of the

...converted into

...building in

...the country; for

...The building is

...that of the early

...founded building

...officers have in

...most recent

...between the stage

...theatrical building

a level with the boxes, instead of allowing it to jut out upon the stage and interrupt the passage of sound, as it does in ordinary theatres. The curtain is 44 feet wide, exceeding that of the Park Theatre, New-York, by four feet. Prices of admission the same as are usual in places of this description.

The Federal-street Theatre, formerly the old Boston Theatre, and until recently the "Odion," has been re-converted into a theatre; it is on the corner of Federal and Franklin streets.

The National Theatre, at the junction of Portland and Truxton streets, was built in 1831. It was at first opened for equestrian performances, but is now used for theatrical representations.

The Adelphi, recently opened in Court-street, is devoted to Burlesque and Vaudevilles.

The new Boston Museum is situated opposite Tremont Row, near Court-street. Besides the curiosities of the Museum, it offers attractions in the shape of Theatrical performances, which are generally very entertaining. Price of admission, 25 cents.

In the Minerva House, in Faneuil Square, is a Museum which has been collected and forwarded by missionaries in various parts of the world. Open daily, admission free.

The Natural History Rooms, in Tremont-street, adjoining the Boston Museum, are worthy of a visit. Admission free.

PLACES WORTH VISITING.—The Bunker Hill Monument is in Charlestown. The top of this structure commands a magnificent view, embracing a wide extent of land and water country. The journey to the top is somewhat tedious, it being necessary to ascend nearly 300 steps; yet this is for

gotten in the charming scene and delightful air that await the arrival of the visitor. Near at hand is the *United States Navy Yard*, containing among other things, a rope-walk, the longest in the country. The machinery here is of the most perfect kind.

The *State House*, Boston, for which directions have already been given at page 85; and *Faneuil Hall*, at page 38.

Artists' Association Rooms, Tremont Row.

The *State Prison*, located in Charlestown. Fare 25 cents.

The *Blind Asylum* and the *House of Industry and Reformation*, both in South Boston. Omnibuses leave the city every fifteen minutes. Fare 6½ cents.

The *Custom House*, at the foot of State-street.

Mount Auburn Cemetery is about a mile from Harvard University. It is an enchanting spot—a magnificent resting-place for the dead. Omnibuses leave Brattle-street every half hour. Fare 20 cents.

Mr. Cushing's Garden, a place of great beauty, is a short distance beyond Mount Auburn, in Watertown. Tickets may be obtained gratis on application at the Horticultural Store in School-street.

Fresh Pond, another charming place of resort, is about four miles from Boston, and half a mile from Mount Auburn; it is reached by the railroad cars, which leave Charlestown many times during the day. Fare 12½ cents. Omnibuses are in readiness to convey passengers from Fresh Pond to Mount Auburn Cemetery. Fare 6½ cents.

The other fine sheets of water in the vicinity of Boston, well worthy the attention of visitors, are *Horn, Spot, App,* and *Mystic Ponds*.

WATERING-PLACES IN THE VICINITY OF BOSTON.—*Nahant*, a delightful watering-place, is situated about twelve miles

tiful air that swirls
in the United States
ga, a rope-walk, the
here is of the most

directions have al-
rail Hall, at page 38.
Row.

own. For 25 cents.
of Industry and Es-
business leave the city

to street.
mile from Harvard
a magnificent rest-
leave Battle-street

at beauty, is a short
Vetertown. Tickets
at the Horticultural

of resort, is about
mile from Mount Air-
which leave Charles-

12½ cents. Out-
ers from Fresh Pond
cents.

in vicinity of Boston,
e Horn, Spot, Spy,

Boston. Nahant,
about twelve miles

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

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

On the south side of Great Nahant is the dark cave or grotto called the *Shallow's Cove*, ten feet wide, five feet high, and seventy long, increasing in a short distance to fourteen feet in breadth and eighteen or twenty in height. On the north shore of the peninsula is a chasm twenty or thirty feet in depth, called the *Spouting Horn*, into which, at about half tide, the water rushes with great violence and noise, and forces a jet of water through an aperture in the rock to a considerable height in the air.

During the sultry heat of summer numbers resort to Nahant to enjoy the cool and refreshing breeze, and bathing in the surf, both of which may be enjoyed to perfection.

Visitors may amuse themselves at this delightful place, by fishing, the grounds for which are excellent—by bathing, either in cold or warm water—with riding, playing at billiards, or rolling ten-pins.

Phillips' Beach, a short distance northwest of Nahant, is another beautiful beach, and a noted resort for persons in search of pleasure or health.

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

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

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

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

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

STANTON.

theater of Mahant, is
resort for persons in

the town, is situated
which forms
completes the town
is for its great beauty,
and for its fine shell-

length, is situated in
place of resort. A
is delightful. It is
to be reached by cross-

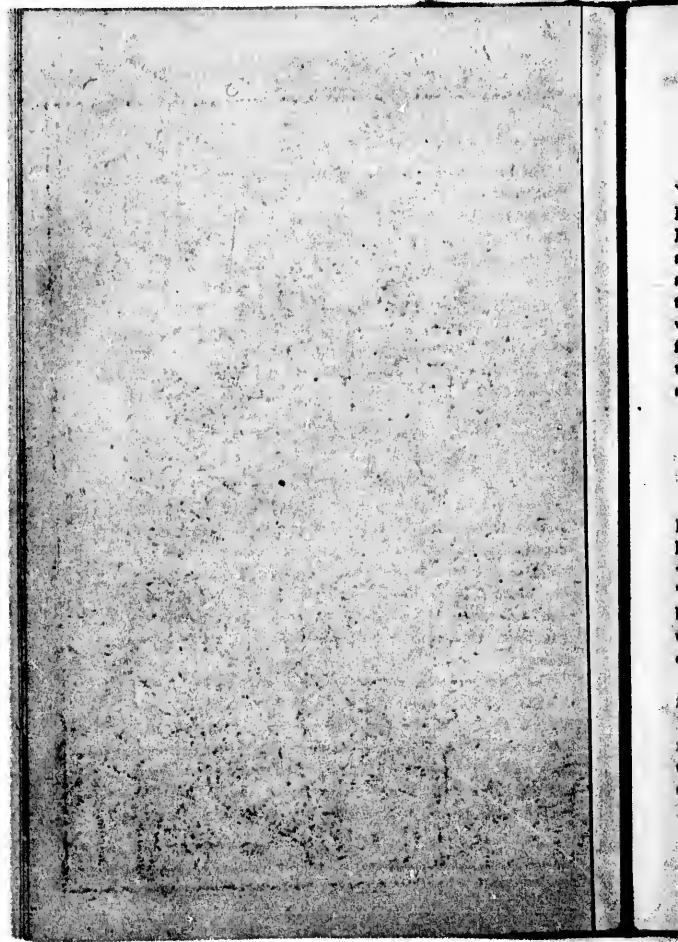
of Boston, to be taken
any licensed carriage,

as place to another,

twelve years of age, if
an adult, half price
children under three
their parents, or any
one or more of any
th each passenger one
bag, portmanteau,
ed in travelling, if the
e compensation there-
with article to show
is allowed and ready







DISTANCES IN BOSTON FROM THE EXCHANGE IN STATE-STREET.

To the Providence Depot, three-quarters of a mile; the Worcester and Old Colony Depots, two-thirds of a mile; the Boston and Maine Depot, one-third of a mile; the Lowell Depot, two-thirds of a mile; the Eastern Depot, half a mile; Bunker Hill Monument and Navy Yard, a mile and a quarter; Roxbury, two miles and a half; Chelsea, two miles; Cambridge Bridge, three-fourths of a mile; Harvard University, three miles and a half; Mount Auburn, four miles and a half; Fresh Pond, five miles; East Boston, one mile and a third; and to South Boston, one mile and an eighth.

EASTERN RAILROAD.

There are two routes from Boston to Portland, Me.; the Eastern or seaboard route from East Boston, 165 miles in length, and the Boston and Maine, or inland, or upper route, which connects with the Eastern at South Berwick, Me. The distance by the latter route is 109 miles. They are both well-managed roads, and the ease and conveniences upon them not inferior to those upon the best roads in the country.

The Eastern Railroad from Boston to Salem was opened in 1838; to Portsmouth, N. H., in 1840; and to Portland, Me., in 1849. The cost of this road to Portsmouth, fifty-four miles, including a double track to Salem, with locomotives, cars, &c., was \$2,500,000. The Portsmouth, Seacoast and Portland Railroad, fifty-one miles, cost \$1,200,000. Branch roads extend to Marblehead, Danvers, and Gloucester.

ter; the latter cost \$12,140. A new road, connecting Portsmouth with Concord, is in progress, which will be laid down upon the map as soon as it shall be opened for travel.

There are now nine passenger trains running daily from Boston to Lynn and Salem, and back—five trains daily to Newburyport, and back—three trains daily to Portsmouth, and two daily to Portland.

There are also nine daily trains from Salem to Danvers, on the Essex railroad, and eight daily to Marblehead, on the branch railroad to that place.

In order to take the cars from Boston to any place on this route, passengers must purchase their tickets at the depot in Commercial-street, and cross the ferry to East Boston, where is the commencement of the railroad.

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

Salem, which contains a population of about 17,000, is situated on a peninsula, a short distance from the sea, and twenty miles from Cape Ann. It was formerly extensively engaged in the East India trade, but has greatly declined in commercial importance, most of its shipping having been removed to the port of Boston, although continuing to be owned in Salem. Chestnut-street, one of the handsomest thoroughfares in the country, has rows of elm-trees on either side, and contains many splendid mansions.

The Museum of the East India Marine Society is well worthy of a visit, for which tickets of admission can be procured gratis, on application. It is remarkable for the variety and extent of its natural and artificial curiosities, collected from every part of the world.

new road, connecting
which will be laid
be opened for travel.
running daily from
free trains daily to
daily to Portsmouth,

Salem to Danvers,
to Marblehead, on
to any place on this
tickets at the depot in
erry to East Boston,
road.

is at Lynn Hotel,
some wishing to stop
cars at the second
Fare 25 cents.

n of about 17,000, is
from the sea, and
formerly extensively
has greatly declined in
opping having been re-
continuing to be owned
handicraft through-
trees on either side,

Marine Society is well
admission can be pro-
curable for the variety
of amusements, collected

The Eastern Railroad passes through a tunnel built under
Essex-street, and is thence carried over a bridge of consid-
erable length to Beverly. Fare from Boston to Salem, 40
cents.

Marblehead is connected with Salem by railroad. The
enterprises of its inhabitants is chiefly directed to the fisheries,
and the amount of its exports is very considerable. Popula-
tion between 5000 and 6000. Fare from Salem, 6½ cent.

Danvers, two miles northwest of Salem, is connect-
ed with the latter place by railroad. Population about 6000.
The inhabitants are mostly engaged in tanning, and the
manufacture of pottery, boots, shoes, &c. Fare from Salem,
6½ cents.

Beverly, two miles north of Salem, is connected with the
latter place by a bridge across the North River; the bridge,
which was built in 1788, is 1500 feet in length. The inhab-
itants are very generally engaged in the fisheries. Popula-
tion about 5000. Fare 45 cents.

Wenham is a very pleasant town, twenty miles north by
coast of Boston. Population about 2000. Wenham Pond, a
beautiful sheet of water, about a mile square, affords a great
abundance of excellent fish, and is much visited by persons
fond of angling. It is also noted for the quality and quan-
tity of its ice, a large amount of which is yearly exported.
Fare 55 cents.

Lynn contains about 2000 inhabitants. The country
around is well cultivated and beautifully variegated. Fare
70 cents.

Rowley is an agricultural town much resorted to by fam-
ilies seeking a healthy summer location. Distance from Bos-
ton, twenty-nine miles. Fare 80 cents.

Newburyport lies on a granite scabery, on the north bank

of the Merrimack River, near its union with the Atlantic. It is considered one of the most beautiful towns in New England. In consequence of a sand-bar at the mouth of the harbor, its foreign commerce of late years has greatly declined. The celebrated George Whitefield died in this town in September, 1770. Population of Newburyport about 10,000. *Fare from Boston, \$1.00.*

Salisbury Beach is noted for its beauty and salubrity, and is much visited during the warm season. It is from four to five miles distant from Newburyport.

Seabrook is noted for its whale-boat building, which is carried to a great extent in this town. The inhabitants are mostly mechanics and seamen. Population about 2000. *Fare from Boston, \$1.15.*

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

Hampton is pleasantly situated near the Atlantic coast. From elevations in the vicinity, there are fine views of the ocean, the Isle of Shoals, and of the sea-coast from Cape Ann to Portsmouth. *Fare from Boston, \$1.33.* Hampton Beach has now become a favorite place of resort for parties of pleasure, invalids, and those seeking an invigorating air. Great Bear's Head, in this town, is an abrupt eminence extending into the sea, and dividing the beaches on either side. There is here an hotel for the accommodation of visitors. The fishing a short distance from the shore is very good.

The *Isle of Shoals* is distant about nine miles from Hampton and from Portsmouth. There are seven in number. Hog Island, the largest, contains 350 acres, mostly rocky

with the Atlantic.
 al towns in New
 at the mouth of the
 re has greatly de-
 died in this town
 ewbaryport about
 and salubrity, and
 It is from four to
 bulding, which is
 he inhabitants are
 ation about 2000.

of Hampton, from
 in 1712. The in-
 al pursuits. Popa-

he Atlantic coast.
 are fine views of
 the sea-coast from
 on Boston, \$1.22.
 rite place of resort
 seeking an invigo-
 town, is an abrupt
 dividing the beaches
 for the accommoda-
 distance from the
 miles from Hamp-
 seven in number.
 acres, mostly rocky

and barren. Its greatest elevation is fifty-nine feet above high-water mark. Upon this island is an hotel, recently erected. These rocky isles are a pleasant resort for water parties, and the bracing air, while refreshing to the sedentary, cannot be otherwise than salutary to invalids.

Eye Beach is another noted watering-place on this coast, and is much frequented by persons from the neighboring towns.

Portsmouth, the principal town in the State, and the only seaport, is built on the south side of Piscataqua River. It is in North Latitude $43^{\circ} 4' 54''$, West Longitude $70^{\circ} 45'$. Population about 10,000. Its situation is a fine one, being on a peninsula near the mouth of the river. It is connected by bridges with Kittery in Maine, and Newcastle on Grand Island, at the mouth of the river. The harbor is safe and deep, and is never frozen, its strong tides preventing the formation of ice. There is here a United States Navy Yard, one of the safest and most convenient on the coast. The *North America*, the first line-of-battle-ship launched in the western hemisphere, was built here during the Revolutionary war. Portsmouth is well supplied with excellent water brought from a fountain three miles distant, and conducted into all the principal streets. *Fare from Boston, \$1.50.*

South Berwick is situated at the point where the Eastern Railroad is intersected by the Boston and Maine Railroad, and is sixty-six miles distant from Boston by the former route and seventy-three by the latter.

Saco, situated on one of the largest rivers in New England, is a port of entry, and has a flourishing trade. From the mouth of the river extends a fine beach, five miles in length, called Old Orchard Beach. Population about 6000. *Fare \$2.50.*



Portland from the Fort.

Portland is 108 miles from Boston, 54 southwest from Augusta, the capital of the State, and 550 from Washington, and is in North Latitude $43^{\circ} 20' 30''$, West Longitude $70^{\circ} 20' 30''$. It is pleasantly situated on a peninsula, and on approaching it from the ocean is seen to great advantage. The harbor is defended by forts Preble and Scammel. On the highest point of the peninsula is an observatory seventy feet in height, commanding a fine view of the city, harbor, and islands in Casco Bay. The misty fumes of the White Mountains, sixty miles distant, are discernible in clear weather. The scenery around Portland is noted for its extent, variety, and beauty, and is not surpassed by any similar view in the country.

A railroad connecting this city with Montreal in Canada is in progress, and is already completed to Lewiston, on the Androscoggin, twenty-five miles.

There are several well-kept hotels in Portland, the charges



44 southwest from
from Washington,
Foot Longitude 70°
peninsula, and on
a great advantage.
and Sentinel. On
observatory seventy
of the city, harbor,
view of the White
discernible in clear
is noted for its ex-
tended by any similar
feature in Canada
to Lewiston, on the
Portland, the charge

BOSTON AND MAINE RAILROAD.

51

at which are moderate. Fare from Boston, \$3.00. Usual time, 5½ hours.

Steamboats run in connection with the cars to Hallowell on the Kennebec River, and Bangor on the Penobscot, and intermediate places. A steamboat runs also to Boston each alternate day. Stages leave Portland for the principal places in the State, and for the White Mountains, N. H.

BOSTON AND MAINE RAILROAD.

This railroad is seventy-three miles in length, and was opened from Wilmington in 1843. It cost \$1,297,240. On the 1st of July, 1845, the road was opened to Boston, crossing the Charles River over a viaduct of considerable length, and terminating in a commodious depot at the foot of Union-street, in Haymarket Square. A canal formerly occupied the space between this depot and the river, over which the rails are laid. By this arrangement the cars are brought almost to the commercial centre of the city. The stock of this well-managed and prosperous road is among the best in the country. Cars leave Boston from the above-named depot for Portland daily (Sundays excepted) at 7½ A. M., and 3½ P. M. Returning, leave Portland at 7½ A. M., and 3 P. M. Leave Boston for Haverhill, Mass., and intermediate places, five times daily.

In crossing the river, the State Prison, a granite building situated on Prison Point in Charlestown, is an object of attraction. The first stopping-place on this route is at Somerville, two miles distant from Boston. Fare 3 cents.

Malden, five miles from Boston, is noted for its dyeing establishments. Fare 12 cents. Stoughton, three miles

beyond, has a population of about 2000, which is principally occupied in making shoes. Fare 18 cents. In this town is *Spot Pond*, a beautiful sheet of pure water, covering an area of 263 acres, and which is 143 feet above high-water mark in Boston Harbor.

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

Reading is another important boot and shoe mart. Fare 30 cents.

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

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

At North Andover is a branch road leading to the new city of *Lawrence*, which is situated on the Merrimack at its junction with the Spicket River. The water-power of Lawrence is very great, and will no doubt make it an important manufacturing place. Its population already amounts to several thousands, and it is estimated that by the close of the present year it will number not less than 10,000 inhabitants. A railroad, which is to connect this city with Lowell, is already in progress.

Bradford is pleasantly situated on the Merrimack River. The surface of the town is uneven, and the soil various, but much of the land is of a superior quality. The inhabitants

which is principally
In this town is
r, covering an area
high-water mark
ing place, where
e extensively man-
ed beautiful pond;
distant.
shoe mart. Fare

Boston. Here the
commenced: it is
depot, two miles
ed for its growth of
annually produced.
cellent cultivation,
nd theological insti-
eding to the new
e Merrimack at its
ter-power of Lowell.
is an important
already amounts to
hat by the close of
han 10,000 inhabit-
city with Lowell,
Merrimack River.
he soil various, but
The inhabitants

are principally engaged in the making of boots and shoes. A bridge 750 feet in length connects this town with Haverhill on the opposite side of the river. Population about 3000. Fare from Boston, 85 cents.

Haverhill, a handsomely built town, is delightfully located at the head of navigation on the Merrimack, and is so situated as to command a large inland trade. Boots and shoes, morocco leather, hats, cabinet-ware, and many other articles, are extensively made here. Population about 5000. Fare from Boston, 85 cents.

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

Rosier is a beautiful town, forty-nine miles north of Boston, fourteen southwest of Portsmouth, and forty southeast of Concord, the capital of the State. Cotton goods, morocco leather, paper, blank books, &c., are extensively made here. Population about 3000. Fare \$1.50.

Dover, N. H., one of the most important towns in the State, is situated on the Coosue River, at the head of navigation, about twelve miles from the ocean. The falls in this river, whose name they bear, have a sudden descent of thirty-two feet. Upon these falls have been erected the mills of the "Coosue Cotton Manufacturing Company," incorporated in 1880. This company has a capital of more than a million of dollars invested, and employs upwards of 1000 persons. The "mills" in Dover are well worthy of a visit. Fare from Boston, \$1.75.

Sumnerworth, on the Salmon Falls River, is a flourishing town with an extensive water-power. The river is of sufficient depth for vessels of 250 tons.—Great Falls is a large and extensive manufacturing village.—At South Berwick the Boston and Maine Railroad unites with the Portsmouth

and Saco Railroad. For the continuation of the route to Portland, see page 49.

BOSTON AND LOWELL RAILROAD.

This road, which was opened in 1835, crosses the Charles River on a viaduct, and thence proceeds in a northwesterly direction to Lowell, twenty-six miles, running nearly parallel with the Middlesex Canal. The country passed over is uneven, but the average of inclination does not vary over ten feet in a mile, so well is the grade preserved. It is undoubtedly one of the best roads in the country, and the amount of business done upon it is astonishing. There are two tracks, which are constructed upon stone and iron. A branch road extends to Webster Centre, a distance of two miles. The entire cost of this road, including depots, engines, cars, &c., was \$1,240,418. The Nashua and Lowell Railroad, fifteen miles, cost \$500,000; and the Concord Railroad from Nashua, thirty-five miles, cost \$800,000. The depot of this railroad is in Lowell-street, near the Charles River. On the opposite side of the river is East Cambridge, a flourishing place, with many extensive manufactures, of which the glass-works are the most important. About half a million dollars worth of glass is manufactured here annually.

Medford is a beautiful town situated at the head of navigation on Mystic River. It is noted for its ship-building, many fine vessels being annually built here. Fare from Boston, 12 cents.

Woburn has a varied and pleasing aspect, and contains some beautiful farms. Horn Pond in this town is a delightful sheet of water, surrounded by evergreens, and is so remarkable for its rural beauties as to attract many visitors.

n of the route to

ROAD.

crosses the Charles
in a northwesterly
ing nearly parallel
passed over is un-
not vary over ten
ed. It is undoubt-
and the amount of
ere are two tracks,
A branch road
two miles. The
engines, cars, &c.,
all Railroad, & the
ed Railroad from
0. The depot of
the Charles River.
Cambridge, a few
houses, of which
About half a mil-
red here usually.
the head of, near
its ship-building
here. Fare from
quest, and contains
town is a deligh-
com, and is so ac-
rest many visitors

BOSTON AND LOWELL RAILROAD.

55

from a distance. Fare to South Woburn, 30 cents, and to Woburn, 25 cents. A branch railroad extends from South Woburn to Woburn Centre, a distance of two miles.

Lowell is termed the Manchester of America, and is remarkable for the extent of its water-power, its rapid growth, and the perfection and variety of its manufactures. It lies on the south side of the Merrimack River, at its junction with Concord River. In 1815, the site where the city stands was a wilderness, with the exception of a few isolated dwellings—it has now thirteen manufacturing corporations, embracing a capital of \$11,400,000, and numbering forty-five mills. These mills employ 7,315 female and 2,240 male operatives. There are other manufacturing establishments in the city not incorporated, employing a capital of \$310,750, and about 1000 hands. Two new cotton-mills have just been built, one by the Merrimack Company, containing 23,684 spindles and 640 looms—and one by the Hamilton Company, of sufficient capacity for 20,000 spindles and 400 looms. The whole fall of the Merrimack at this place is thirty feet, and the quantity of water never falls short of 2000 cubic feet per second, and is very rarely so low as that. The goods manufactured in Lowell consist of broadcloths, sheetings, calicoes, carpets, rugs, cambrics, and many other useful articles. A railroad connects Lowell with the new city of Lawrence. Fare from Boston to Lowell, 65 cents. Time, 1 hour.

Nashua is the centre of a considerable trade, and the seat of important manufactures. The volume of water afforded by the Nashua River, at the dryest season of the year, is 100 cubic feet per second. Population, according to the census of 1847, is 7531. Fare \$1.00.

Littlefield, on the east side of the Merrimack, is a good

agricultural town. In the township are two ferries, *Thorton's* and *Reed's*. Population about 600. Fare to *Thorton's Ferry*, \$1.10, and to *Reed's Ferry*, \$1.30.

Manchester is on the east side of the Merrimack, eighty-nine miles from Boston: it received a city charter in 1845. The river here affords immense water-power, and manufacturing is extensively carried on. The growth of *Manchester* has been so rapid, that it now almost rivals *Lewell*. The population of this place, as shown by a recent census, is 19,906—increase in one year, 2162. Fare \$1.45.

Concord, the capital of the State of New Hampshire, and shire town of the county of Merrimack, lies on both sides of Merrimack River, and is seventy-six miles northwest of Boston. The principal village, and seat of most of the business of the town, is on the western side of the river, extending nearly two miles, and is one of the most healthy and pleasantly situated villages in New England. The State House occupies a beautiful site in the centre of the village, and is constructed of brown granite. It is 136 feet in length, 49 in width, and rises two stories above the basement. The State Prison, a massive granite structure, is located here. Population between 5000 and 6000. Fare from Boston, \$1.75. Time 2½ hours.

THE NORTHERN RAILROAD, N. H.

between Concord and Franklin, a distance of eighteen miles, was opened to the public on Monday, Dec. 20th, 1865, and in July, 1867, the line was running to North Andover, a further distance of 50 miles. By the close of the year it will probably be opened through to the mouth of the White River. There it is to meet the Vermont Con-

REPAIRED.

two ferries, Thorne.
Fare to Thorne.
\$1.25.

Merrimack, fifty-
y charter in 1846.
power, and man-
e growth of Man-
most rivals Lowell.
by a recent census,
Fare \$1.40.

ew Hampshire, and
ee on both sides of
miles northwest of
of most of the land
of the river, extend-
most healthy and
gland. The State
ntre of the village.
196 feet in length,
he basement. The
re, is located here.
Fare from Boston,

D. H. H.

ancer of eighteen
unday, Dec. 20th,
raining to North
tion. By the close
ough to the north
the Vermont Can-

BOSTON, CONCORD, AND MONTREAL RAILROAD. 57

tral Road which is to run up the White River, through the centre of the State, to Montpelier; thence to Burlington, on Lake Champlain—there uniting with a line of steamboats; then up the Lake, and the St. John's River, to St. John's; and thence by the La Prairie Railroad to Montreal, in Canada.

The whole original capital stock of the Northern Railroad Company was \$1,500,000, with the right to increase it if found necessary. The cost of the road, as far as completed, has averaged about \$25,000 per mile. The receipts of income on the road from Concord to Foggia, eighteen miles, during the first two months, exceeded the sum of \$2000, and the net receipts, after deducting expenses, were equal to a profit of 84 per cent. per annum.

The trains now run on this part of the road 120 miles per day, three times in each direction.

BOSTON, CONCORD, AND MONTREAL RAILROAD.

This is a new road, and is in course of construction from Concord to Sanbornton Bridge, a distance of eighteen miles, and to Meredith Bridge, nine miles further. It will shortly be carried to Plymouth, on the Merrimack, or Pennesseewassee River, eighteen miles from Meredith Bridge—making the distance from Concord forty-five miles. The total cost of the road from Concord to Sanbornton Bridge, eighteen miles, is estimated at \$199,453, and to Meredith Bridge, twenty-seven miles, at \$343,783. From Plymouth the road is to pass through one of the best farming and lumber regions of the State, ensuring ultimately the construction of the entire road contemplated in the charter.



The Wheat House, White Mountains.

WHITE MOUNTAINS.

These Mountains are situated in the State of New Hampshire, in the county of Coos, and extend from southwest to northeast, about twenty miles. They are, with the exception of the Rocky Mountains, the highest in the United States. Mount Washington, 6,949 feet above the level of the sea, is the most elevated peak of this region. The others are Mount Adams, 5,767 feet; Mount Jefferson, 5,665; Madison, 5,384; Monroe, 5,293; Franklin, 4,954; and La Fayette, 4,759. The former is the most southern of the three highest peaks, and may be known by its superior elevation; Mount Adams, the second north of Mount Washington, may be known by its sharp terminating peak. Jefferson is

situated between the two above mentioned. *Madison* is the most eastern peak of the range. *Monroe* is the first to the south of Washington. *Franklin* is the second south, and is known by its level surface. *La Fayette* is known by its conical shape, and being the third south of Washington. The ascent to the summits of these mountains, though fatiguing, is not dangerous, and the visitor is richly rewarded for his exertion. In passing from the notch to the highest summit, the traveller crosses the tops of Mounts *La Fayette*, *Franklin*, and *Monroe*. In accomplishing this, he must pass through a forest, and cross several ravines. These chasms are filled up with trees, exactly even with the mountain, on either side, their branches interlocking with each other in such a manner as to make it difficult to pass through them, and they are so stiff and thick as almost to support a person's weight.

Mount *La Fayette* is easily ascended; its top, to the extent of five or six acres, is smooth, and gradually slopes away from its centre. The prospect from this summit is beautiful. To the north the eye is dazzled with the splendor of Mount Washington. On descending this mountain, a small pond of water is found at its base; from which the ascent is gradual to the summit of Mount *Franklin*. After crossing this mountain, you pass over the east pinnacle of Mount *Monroe*, and soon find yourself on a plain of some extent, at the foot of Mount Washington. Here is a fine resting-place, on the margin of a beautiful sheet of water, of an oval form, covering about three-fourths of an acre. Directly before you the pinnacle of Mount Washington rises with majestic grandeur, elevated about 1500 feet above the plain, and presenting a variety of colors and forms. A walk of half an hour will generally carry one to the summit. The view

state of New Hampshire from southwest to northeast, with the exception of the highest peaks, is above the level of this region. The Mount Jefferson, Franklin, 4,954; and Mount Washington, peak. Jefferson is

from this point is wonderfully grand and picturesque. Innumerable mountains, lakes, ponds, rivers, towns, and villages meet the eye, and in the distance may be seen the waters of the Atlantic stretching along the dim horizon. To the north is seen the lofty summits of Adams and Jefferson; and to the east, a little detached from the range, stands Mount Madison. During two-thirds of the year, the summits of these mountains are covered with snow and ice, giving them a bright and dazzling appearance.

The *Notch of the White Mountains* is a term applied to a very narrow defile, extending two miles in length between huge cliffs, apparently rent asunder by some vast convulsion of nature. The entrance of the chasm on the east side, is formed by two rocks standing perpendicularly at the distance of about twenty feet from each other. The road from Portland to Lancaster on the Connecticut River, passes through this notch, following the course of the head stream of the Saco River. A short distance from the commencement of the chasm is a beautiful cascade, issuing from a mountain on the right; the stream passes over a series of rocks almost perpendicular, with a course so little broken as to preserve the appearance of a uniform current. This stream, which is probably one of the most beautiful in the world, falls over a stupendous precipice, forming the *Silver Cascade*.

About a mile distant from the Notch is the *Flume*, a stream of water falling over three precipices from a height of about 250 feet. It falls over the two first in a single stream, and over the last in three; these are again united at the bottom in a natural basin formed in the rocks. The *Second Flume* is the largest and most beautiful.

The *Wiley House* stands in the Notch, on the westerly side of the road, a short distance from the high bluff which

rise to the height of about 3000 feet. This was formerly occupied by Captain Willey, his wife, five children, and two men, all of whom were destroyed on the 26th of August, 1856, by an avalanche or slide from the mountains.

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

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

ROUTES TO THE WHITE MOUNTAINS.

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

The cars leave Boston for Portland in the morning and afternoon, and an express train leaves in the evening; by the latter, the traveller will reach Portland at 10 o'clock, P. M., in time for a night's rest, and the next morning can take the stage for the mountains. If he is disposed to tarry a few hours in Portland, he can take the cars in Boston, after breakfast, and arrive at Portland in time for dinner. The White Mountain stages leave the American House, and General Stage-office, Portland, every day during the summer season (except Sundays) at 7 o'clock, A. M. After breakfast you take the stage, on your way to the mountains, and passing through Gorham 5 miles, Standish 11, Baldwin 19, Hiram 29, Brownfield 35, Fryeburg 43, you at last reach Conway, a distance of 57 miles from Portland, which is the centre of all the eastern routes; and where the traveller finds excellent accommodations for the night. The next day you will have an opportunity of visiting the Crawford House, and the morning after may prepare for the ascent of the White Mountains. The distance from Boston by this route is about 175 miles.

Dover Route.—Another agreeable route from Boston to the White Mountains, is by the way of Dover, N. H. This latter place is reached by taking the cars of the Boston and Maine Railroad, and is 66 miles distant. Here we take the stage and proceed to Allen, at the southeastern extremity of Winnepesaukee Lake, 30 miles; thence by steamboat, up

the Lake to Centre Harbor, 20 miles; by stage to Conway, a further distance of about 30 miles; and from thence to the White Mountains as before; making the distance from Boston, by this route, about 180 miles.

Concord Route.—Travellers take the cars at the Lowell Depot, in Boston, passing through the busy towns of Lowell, Nashua, and Manchester, to Concord, the capital of the State, 76 miles. On the arrival of the first train from Boston, at 11½ o'clock, A. M., the stage is in readiness to convey passengers to Conway, 70 miles distant, passing through the Sheker village in Canterbury, 12 miles, or by Sanbornston Bridge, 16 miles; from Concord to Meredith Bridge, you pass on through Meredith Village to Centre Harbor, 4 miles, which is at the northwestern extremity of Lake Winnipiseogee. At this place you have an extensive view of the lake, which is one of great beauty and attraction. From Centre Harbor to Moultonborough is 5 miles, to Sandwich 2, to Tamworth 12, to Eaton 6, to Conway 8, to Bartlett 10, to the entrance of the Notch 12, and from thence to the Crawford House, is 12 miles. This latter place is situated about 9 miles from the summit of Mount Washington. The distance from Boston by this route is about 185 miles.

The Connecticut River Route.—The White Mountains are also reached by the way of the New Haven, Hartford, and Springfield Railroad; and by the Connecticut River Railroad, from the latter place to Greenfield, thence by stage to Brattleboro, Windsor, Hanover, and Haverhill, to Littleton, towns on the Connecticut River; thence in a southeasterly direction to Bethlehem; from Bethlehem to the Crawford House, is 16 miles. The distance from New-York city by this route is about 326 miles.

Route up the Hudson River and across the State of Ver-

mont to the *White Mountains*.—There is another route from New-York, by the way of Albany and the Champlain Canal to Whitehall, at the foot of Lake Champlain; from thence we take the steamboat to Burlington, Vt., 70 miles. From this beautiful town the Green Hills are crossed to Montpelier, the capital of the State, 40 miles, which is situated in a delightful valley. From Montpelier we cross to Littleton, N. H., on the Connecticut River, 40 miles; and from Littleton through Bethlehem to the Crawford House is about 18 miles; from thence to the ascent of the White Mountains, as before described. By this route the distance is about 286 miles.

FITCHBURG RAILROAD.

The depot of this road is at present in Charlestown, situated near the Warren Bridge, which is almost as convenient as though the terminus were in Boston.

The freight depot of this company is 250 feet in length by 66 in width, and the passengers' depot is 250 by 55 feet.

The legislature of Massachusetts has, by a bill, empowered this company to construct a bridge across Charles River, and to erect a depot in Boston, increasing their capital \$300,000 for that purpose.

This road was opened for travel to Fitchburg in March, 1845, and extends a distance of 50 miles, having cost \$1,763,400. It is designed to extend it to Montreal, on the St. Lawrence, passing through Burlington, Vermont.

In September, 1846, a branch road, six miles in length, connecting with the Fitchburg, was opened to Lexington, through East Cambridge. The Fresh Pond branch road is under the control of this company.

is another route
and the Champlain
Champlain; from
New, Vt., 70 miles.
Hills are crossed to
0 miles, which is
Montpelier we cross
River, 40 miles;
the Crawford House
west of the White
route the distance

D.
at in Charlestown,
is almost as con-
struction.
250 feet in length
it is 250 by 50 feet.
by a bill, empow-
erment Charles River,
along their capital
Fitchburg in March,
miles, having sent
to Montreal, on the
Vermont.
x miles in length,
road to Lexington,
and branch road is

The Fitchburg Railroad is undoubtedly one of the best roads in the country, and the business, both in freight and passengers, is steadily increasing. The construction of this road has been the means of developing the resources of the towns through which it passes. Its stock stands very high in the market.

The city of Charlestown is built on a peninsula, formed by the Charles and Mystic Rivers, and is connected with Boston by two bridges—by one with Chelsea and Malden, over the Mystic River—and with Cambridge, by a bridge over the Charles River. This place contains many handsome edifices. Population about 15,000.

The *Bunker Hill Monument* is in Charlestown, the site of which is 60 feet above the level of the sea. It is built of brown granite, is 31 feet square at the base, 15 feet square at the top, and 220 feet in height. From the summit there is a very extensive and delightful view.

The *United States Navy Yard*, which is in this town, was established about the year 1795. It contains about 60 acres, and is enclosed by a high wall built of stone in the most substantial manner. It contains three large ship-houses where vessels of war of the first class are built, an extensive rope-walk, houses for the officers, and many other buildings. The *Dry Dock*, a piece of masonry unrivalled by any other of its kind in this country, is built of brown granite, and is 341 feet in length, 60 in width, and 30 in depth, and cost \$670,000. It was completed in June, 1833, and the first vessel received in this dock was the frigate *Constitution*.

Charlestown also contains the *State Prison*, which was founded in the year 1800. Visitors are admitted within its walls by paying a fee of twenty-five cents.

West Cambridge is a very pleasant town, containing

numerous country seats and well-cultivated farms. Spy Pond and a part of Fresh Pond lie in this town; they both abound with fish, and are popular places of resort in the summer season. They also furnish large quantities of ice, much of which is exported. *Fare to West Cambridge, 15 cents; to Lexington, 25 cents.*

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

Woburn, formerly a part of Watertown, from which it was taken in 1713, is a well cultivated town 14 miles from Boston. *Fare 30 cents; to Lincoln, 40 cents.*

Concord is situated on the river of the same name, 30 miles from Boston. It is noted as the place where the first effectual resistance was made, and the first British blood shed, in the Revolutionary war. On the 19th of April, 1775, a party of British troops was ordered by Gen. Gage to proceed to this place to destroy some military stores, which had been deposited here by the province. The troops were met at the north bridge by the people of Concord and the neighboring towns, and forcibly repulsed. A handsome granite monument, erected in 1836, commemorates the heroic and patriotic achievement. Population about 8000. *Fare 50 cents.*

Acton, till 1735, formed a part of Concord. Nagog Pond is in this town, and is much visited. *Fare to South Acton, 25 cents, and to West Acton, 25 cents.*

Haverford is becoming important for its manufacture of paper. In this town reside an industrious community of Shakers, who own a considerable tract of land about three

COMPANION.

tivated farms. Spy
this town; they both
aces of resort in the
large quantities of ice,
West Cambridge, 15

one of the most beau-
tiful Hill, which is
of the sea, is a fine
Boston and its noble

rn, from which it was
n 14 miles from Bos-
ton.

of the same name, 20
place where the first
the first British blood
on the 19th of April,
ordered by Gen. Gage
some military stores,
province. The troops
people of Concord and
pulsed. A handsome
commemorates the
population about 2000.

Concord. Nagog Pond
Fare to South Acton,

to manufacture of
strious community of
of land about three

MAP OF THE
BOSTON & FREETOWN
AND
WORCESTER
ROUTES.

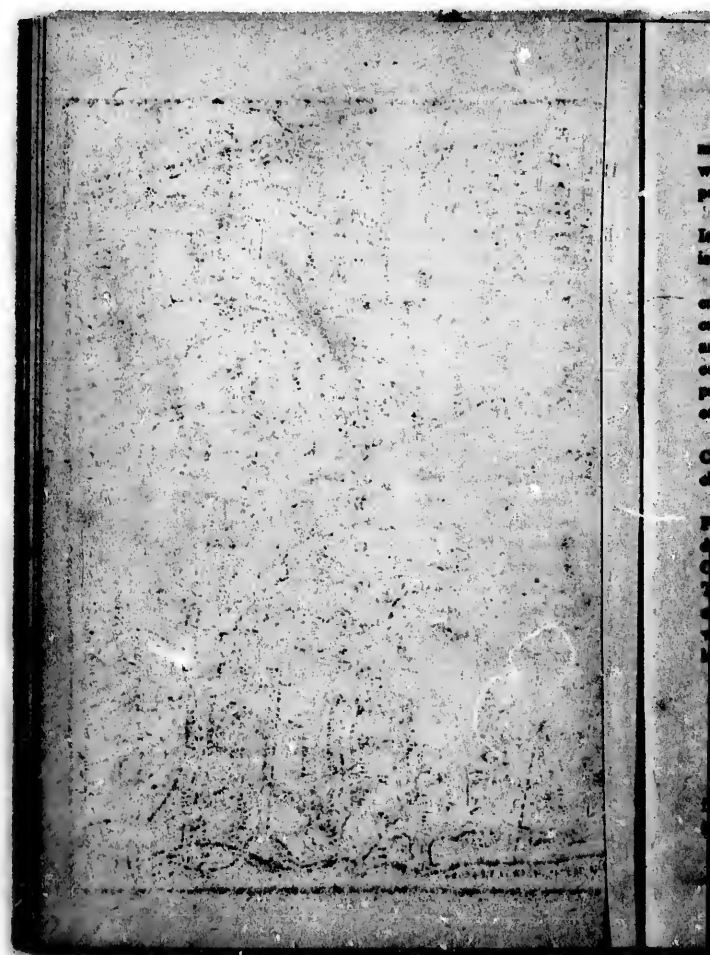


MAP OF THE

MAP OF THE
WESTERN R.R.
TO
SPRINGFIELD.
BOSTON & ALBANY
ROUTE.



Copyright 1888 by the Western Railroad, Boston, Mass.



miles from the centre of the town, and supply the market with a variety of things. This town contains some fine fish-ponds. Fare 90 cents.

Groton is one of the finest towns in Middlesex County. Its local beauties are very great, and its schools (for which it is famous) are admirably conducted. Fare 90 cents.

Fitchburg, since the completion of the railroad, has increased both in population and importance. It is situated on a branch of the Nashua River, which affords an extensive and constant water-power. The manufactures of the town consist of cotton and woolen goods, leather, boots and shoes, paper, and a variety of other articles. Population, upwards of 3000. Fare \$1.25. Usual time from Boston, 2½ hours.

Buses will connect at Fitchburg with the fast trains from Charlestown, for all the principal towns in Western Massachusetts, New Hampshire, Vermont, and the Canadas.

Passengers leaving Boston on Mondays, Wednesdays and Fridays, at 7½ A. M., will arrive at Montpelier the next day at 12 M., and at Burlington in the afternoon, via Charlestown, N. H., and Woodstock, Vt.; and Tuesdays, Thursdays and Saturdays, they will arrive at Montpelier and Burlington at the same hours, via Windsor, Vt., or they will be carried through to Burlington in two days, via Railroad, by leaving Boston any week-day at 7½ A. M.

BOSTON AND WORCESTER RAILROAD.

This road was commenced in 1827, and opened for travel in 1830, with a single track to Lowell, and cost \$2,425,000, including stock, land, engine, cars, &c. Its length

in Boston is on the corner of Beach and Lincoln streets, directly opposite the United States Hotel. It passes under Washington-street, and then proceeds westerly over a substantial bridge across what is termed the *Back Bay*, and then through many pleasant towns, stopping at each of the depots for passengers and freight.

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

Newton is both an agricultural and a manufacturing town. Its borders are washed by the Charles River for several miles in extent. There are two sets of falls on that river in this town, two miles apart, called the *Upper* and *Lower Falls*, on which are extensive paper-mills, and other manufacturing establishments. There is here a Theological Seminary, which was established in 1835. *Newton Corner*, or *Angier's Corner*, and *West Newton*, villages in this town, are growing places. A branch railroad running along the west bank of Charles River, connects Lower Falls with the Worcester Railroad. Fare to Newton Corner 20 cents, and to West Newton, 25 cents.

Needham is now quite a manufacturing town, having several paper-mills, a chocolate-mill, a coach and car manufactory, and manufactures of shoes, hats, &c. It has also,

Lincoln street.
It passes under
nearly over a cul-
the *Beak Bay*, and
g at each of the
route, five miles
on the south side
attle market, the
market day, when
there, to traffic in
evidence of many
beautiful country-
man's garden is
shrubby, and for
every variety. It
righton, 17 cents.
manufacturing town.
for several miles
that river in this
and Lower Falls;
er manufacturing
logical Seminary,
wner, or Angier's
own, are growing
the west bank of
h the Worcester
te, and to West
ny town, having
h and our man-
re. It has, also,

quarries of stone, which are becoming yearly more valuable. *Fare to East Needham, 35 cents; to West Needham, 45 cents.*

Natick, called by the Indians "the place of hills," is wa-tered in part by the Charles River: it contains several de-lightful ponds, well stored with fish. The southern part of *Long Pond* is in this town, and is seen from the cars while passing. A branch road extends from Natick to Saxonville, in the town of Framingham, four miles in length, which in part of its course is carried over Long Pond. The first In-dian Church in New England was established here in 1660, under the direction of the apostle Elliot. Population, 1500. *Fare 45 cents.*

Framingham, twenty-one miles from Boston, has the *Sudbury River* passing through its centre. Its fishing, fowling, and other sports, make it an agreeable place of resort. *Saxonville*, in the northeastern section of the town, is where the chief water-power lies. From Long Pond in Framingham, the city of Boston will be supplied with excel-lent water. Population of the town about 3250. *Fare 55 cents.*

Hopkinton, twenty-four miles from Boston, is a place of growing importance, rapidly increasing in population and wealth. The *Mineral Spring* in this town is now much re-sorted to. (Persons desirous of visiting this celebrated place, should leave the cars at *Worcester*, eight miles west from Hopkinton, and thence and a half northwest of the Springs.) It is situated near *Whitehall Pond*, a place famous for its fishing, with the attraction also of a fine hotel, at which visitors for health or pleasure meet with most agreeable entertain-ment. The waters of the Mineral Spring contain carbonic acid, and carbonate of lime and iron. *Fare to Hopkinton,*

65 cents; to Southboro', 80 cents; and to Westboro', thirty-two miles from Boston, 90 cents.

Grafton is the next town, seven miles this side of Worcester. The Blackstone River and other streams give this town a constant and valuable water-power. After leaving Grafton, the Worcester Railroad passes through the north corner of the town of Millbury, from which a branch road extends to the village, on the Blackstone River.

Worcester, the capital of the county of the same name, is a large and flourishing town, situated in the "heart of the Commonwealth," and is the centre of a great inland trade. The population amounts to about 12,000. Worcester is situated forty-four miles from Boston, forty-five from Providence, fifty-four from Springfield, forty from Nashua, N. H., fifty-nine from Norwich, seventy-nine from Hartford, one hundred and fifty-six from Albany, and one hundred and ninety-four from New-York via Norwich.

Worcester is the centre of an important railroad communication, which makes it one of the greatest thoroughfares in the country, and contributes much to its growth and prosperity. It has railroads diverging from it, on the east, to Boston; on the west, to Springfield and Albany; in a south-east direction, to Providence, R. I.; on the south, to Norwich and Allyn's Point, Ct.,—from the latter of which places there is communication by steamboat with New-York: it is also connected, in a northeast direction, with Nashua, N. H. The Blackstone Canal extends from Worcester to Providence, on both sides of the Blackstone River, forty-five miles. The village, pleasantly situated in a valley surrounded by hills of slight acclivity, is one of the finest in New England. It is abundantly supplied with water, brought through an aqueduct from the neighboring hills. Main-street, the most

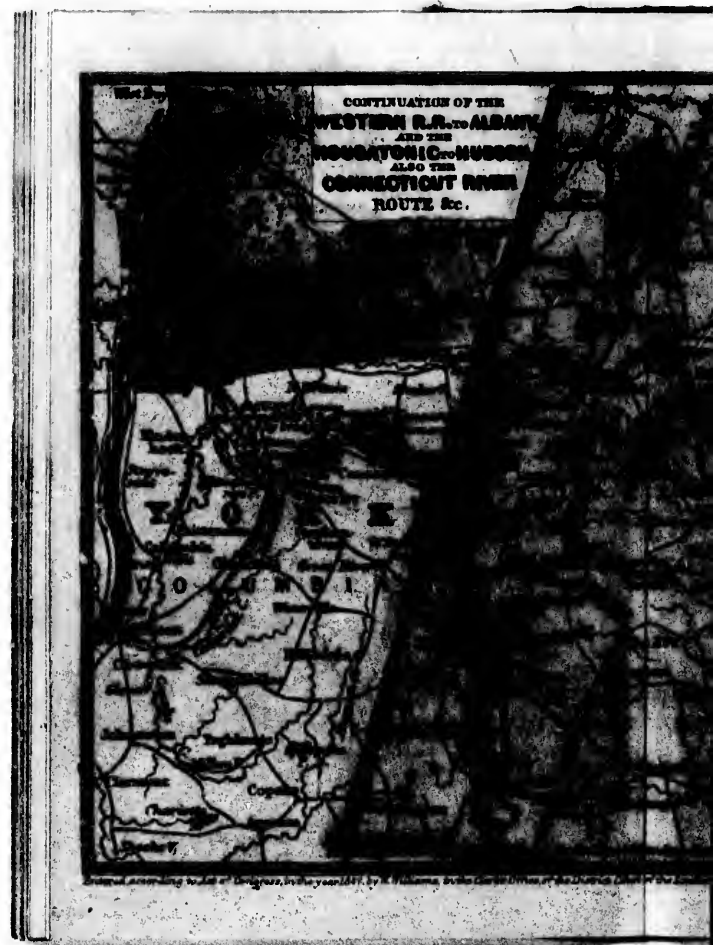
Worcester.

Worcester, thirty-

on this side of Wor-
cester streams give this
river. After leaving
through the north
which a branch road
River.

of the same name, is
the "heart of the
great inland trade."
100. Worcester is
forty-five from Provi-
dence, N. H.,
from Hartford, one
and one hundred and

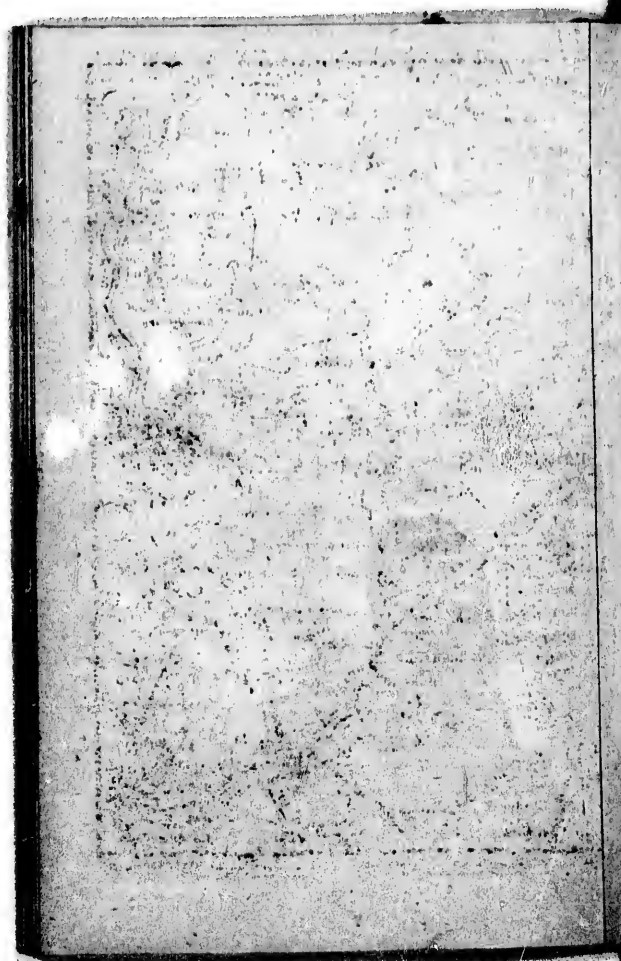
at railroad commu-
nication throughout in
growth and pro-
gress it, on the east, to
Albany; to a south-
the south, to New-
Haven; of which place
with New-York: it is
with New-Haven, N. H.
Worcester to Provi-
dence, forty-five miles.
valley surrounded by
mountains in New England.
brought through an
iron-bridge, the most





OF THE
TO ALBANY
HUDSON
RIVER
N.Y.

J. H. MASON & CO. NEW YORK







**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques



© 1986

important, is broad and handsome, shaded with trees, and more than a mile in length, containing many fine buildings both public and private.

The *American Antiquarian Society* at this place was founded in 1819, by the late Isaiah Thomas, L.L.D., the father of printing in New England. The Hall of this society, erected in 1890, has a central building forty-six feet long and thirty-six wide, with a neat Doric portico, and two wings twenty-eight feet long and twenty-one feet wide. The Society has a library of 12,000 volumes, a large and valuable cabinet of antiquities, and many interesting specimens of early printing.

The *State Lunatic Asylum*, established here in 1838, consists of a centre building seventy-six feet long, forty feet wide, and four stories high, with two wings, each ninety feet long, thirty-six feet wide, and three stories high. At each end of the wings are two other buildings one hundred and thirty-four feet long and thirty-four feet wide, forming, with the main building, three sides of a spacious square, all built of brick. The interior arrangements are admirably suited for the accommodation of the different classes of patients, and on the whole it is one of the best institutions in the country. *Fare from Boston to Worcester, \$1.25. Usual time about 2 hours.*

WESTERN RAILROAD.

The depot of this important road is situated on the corner of Lincoln and Beech streets (the same depot as the Boston and Worcester); at the South Cove, and directly opposite the United States Hotel.

This road connects with the Boston and Worcester Rail-

road at Worcester, and is 110 miles in length; and the Albany and West Stockbridge Railroad, connecting with the Western at the *State Line*, is 30 miles. The entire length of the road from Boston to Albany is 200 miles.

The merchandise depot of this railroad is said to be the largest in the country. It is 120 feet wide, and 400 feet long, occupying an area of 55,000 square feet, or nearly two acres of land. The roof, which is 120 feet span, rests wholly on the walls, and without any other support. The walls are built of hick, are eighteen feet high, and twenty inches in thickness, and where the rafters rest upon them the thickness is doubled. The entire space within these walls is one immense room, unbroken even by a single pillar, and is usually filled with piles of merchandise. The cars from Albany on the east track deliver their freight—consisting chiefly of the produce and provisions of Western New-York, and the varied manufactures of Worcester, Springfield, and the towns adjacent to the road—on a simple platform furnished with scales, on a level with the cars. The cars on the west track, for Albany, and the intermediate places, are at the same time receiving groceries, dye-stuff, wool, cotton, and a variety of other articles, in incredible quantities.

The Western Railroad was chartered in March, 1833, and opened for travel from Worcester to Springfield in 1835, and as far as Albany on the Hudson River in 1842. The cost of this road (150 miles) has been \$8,100,700. Its gross receipts between Worcester and Albany, in 1844, was \$244,417.50, an increase of \$140,327.50 over 1843.

This road is built in the most substantial manner, and is considered a model work of its kind. The engineering difficulties upon this road were very great, in consequence of the elevated and rugged sections of the country through which

in length; and the
connecting with the
The entire length
30 miles.
and is said to be the
wide, and 400 feet
e feet, or nearly two
not open, rests wholly
port. The walls are
and twenty inches in
than the thickness
one wall is one im-
pillar, and is usually
case from Albany on
relating chiefly of the
New-York, and the
field, and the town
them furnished with
on the west track
are at the same
d, cotton, and a vi-
fication.
ed in March, 1839,
Springfield in 1839,
iver in 1844. The
\$9,155,732. In
Albany, in 1844, was
over 1845.
sical manner, and to
the engineering de-
e consequence of the
nary through which

It passes to reach the western boundary of the State of Mas-
sachusetts. Between Worcester and Spencer, a distance of
12 miles, it crosses a chain of hills whose elevation is 900 feet
above tide-water in Boston harbor. After leaving Springfield,
it ascends by the valley of the Westfield River, crossing and
re-crossing that stream and its branches twenty-seven times,
owing to the rocky and unfavorable nature of this part of
the State. In the township of Washington this road crosses
a summit of 1400 feet, and twenty miles further another of
916 feet above tide-water, with grades eighty-four feet to the
mile.

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

The Pittsfield and North Adams Railroad, eighteen miles
in length, was opened for travel in October, 1845. It is a
branch of the Western Railroad, and under the control of
the same company. According to its charter the capital
stock was not to exceed \$300,000.

Cars for Albany and Troy leave the depot in Boston twice
daily (Sundays excepted). Those leaving in the morning
reach Springfield in time to dine, and where the cars stop
half an hour. Those leaving Boston in the afternoon stop
over night at Springfield, leaving the next morning for Al-
bany; arriving there about the middle of the day. Usual
time between Boston and Albany, ten hours. Summer fare,
\$5.50; winter fare, \$6.50. The trains for Troy leave
Greenwich on the arrival of the trains from Boston.

Springfield, the most important town upon this route, is situated upon the east bank of the Connecticut River, 98 miles from Boston, 108 from Albany, 18 from Northampton, 36 from Greenfield (the present termination of the Connecticut River Railroad), 26 miles from Hartford, Ct., and 148 from the city of New-York.

Springfield is the centre of a large inland and river trade, its natural as well as artificial advantages rendering it one of the most important commercial depots on the Connecticut River. It has railroads diverging from it; on the east to Boston, on the west to Albany, N. Y., on the north to Greenfield (this road will probably soon be extended to Montreal in Canada), on the south to Hartford and New-Haven, and by the New-York and New-Haven road (now building) with the great commercial depot of the Union.

The houses in Springfield are well made and uniformly built of brick, and the appearance of the town is lively and cheerful. Main-street, the principal, is about two miles and a half in length, and runs parallel with the river. The chief part of the business of Springfield is transacted in this street.

During the season of navigation, steamboats ply between this place and Hartford, and other towns on the river.

The United States Arsenal, at this place, is the most extensive in the country. It is situated on an elevated plain about half a mile from the village. The buildings, which are of brick, are arranged around a square of about twenty acres, presenting a handsome appearance. There is a cupola on one of them, from which there is a delightful view of the river and surrounding country. There are about 200 men employed in the Arsenal in manufacturing fire-arms and other warlike apparatuses. About 15,000 muskets are annually made here, and 100,000 are stored in the buildings.

on this route, to
Connecticut River; 98
from Northampton,
tion of the Connecti-
Hartford, Ct.; and 148
land and river trade,
rendering it one of
on the Connecticut
N. H., on the east to
Y., on the north to
can be extended to
Hartford and New-
Haven road (near
port of the Union.
made and uniformly
the town is lively and
about two miles and
the river. The chief
connected in this street.
uninterruptedly between
one on the river.
place, is the most ex-
on an elevated plain
a building, which con-
of about twenty acres.
There is a capital of
delightful view of the
are are about 200 most
meeting five times and
15,000 members de-
posed in the buildings.

connected with this establishment. There are several well-kept hotels in Springfield, where the traveller will find excellent accommodations at a reasonable rate. Fare from Boston, \$2.75. Time about 5 hours.

West Springfield, on the west side of the river, and two miles above Springfield, is connected with the latter place by a bridge over the Connecticut, four ferries, and also by the Western Railroad, which passes through this town. It is equi-distant from Boston and Albany.

Westfield, on the river of the same name, is a delightful town, possessing great natural beauties. It lies in a valley about four miles in diameter, and is surrounded by hills of considerable height. The Hampshire and Hampden Canal passes through this town, which is 106 miles from Boston. Fare \$3.55.

Pittsfield, a large manufacturing and agricultural town, elevated 1000 feet above the level of the sea, lies 151 miles west from Boston, and 49 miles east from Albany. The village is beautifully situated, and contains many handsome dwellings. In this village there is still standing one of the original forest trees—a large elm, 120 feet in height, and 90 feet to the lowest bough,—an interesting relic of the primitive woods, and justly esteemed a curiosity by persons visiting this place. Pittsfield contains a medical institution, and a seminary of learning. This town received its present name in 1761, in honor of William Pitt (Earl of Chatham), the celebrated British statesman. Fare from Boston, \$4.00. From this town there is a railroad to North Adams, eighteen miles distant.

Near the State Line, which is 103 miles from Boston and 55 from Albany, the Housatonic Railroad diverges in a southerly direction to Bridgeport, on Long Island Sound, 33

miles, and also to the city of Hudson, on the Hudson River, 23 miles.

The cars of the Western Railroad stop at the depots at Conant, Chatham Corners, Kinderhook, and Schoharie, to land and receive passengers. At Greenbush there is a ferry across the river to Albany.

CONNECTICUT RIVER ROUTE.

From Springfield, Mass., extends the Connecticut River Railroad to Greenfield, a distance of thirty-six miles: it will no doubt be continued up the Connecticut River, to unite with the railroads from Boston, on their routes to the River St. Lawrence. The road from Springfield to Northampton, a distance of sixteen miles, was opened in 1845, and from thence to Greenfield, twenty miles, in 1848. This road, thirty-six miles, cost \$1,010,548.

Northampton is delightfully situated on the west side of the Connecticut River, on rising ground, about a mile from the river, and is surrounded by large tracts of fertile meadow-land. Here commences the Farmington Canal, which extends to New-Haven, a distance of eighty-seven miles. The people are engaged in agricultural and manufacturing pursuits, although the former predominate. For some years past, it has prevailed with spirit and success the rearing of the silk-worm, from which large quantities of reeling-silk are annually produced.

Mount Tom is in the town of Northampton, and Mount Helder on the east or opposite side of the river; the former is elevated 1514 feet and the latter 1150 feet above the Connecticut River. Three mountains are now mentioned.

COMPARISON.

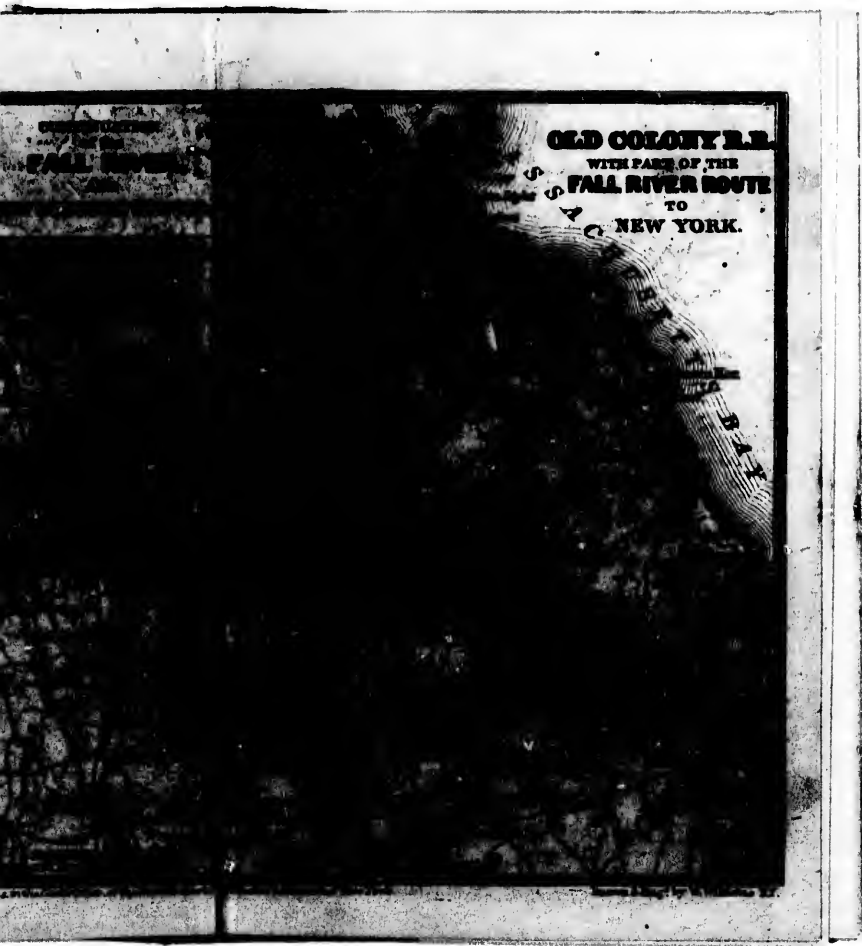
on the Hudson River,
stop at the depot at
York, and Schenectady,
on the bank there is a ferry

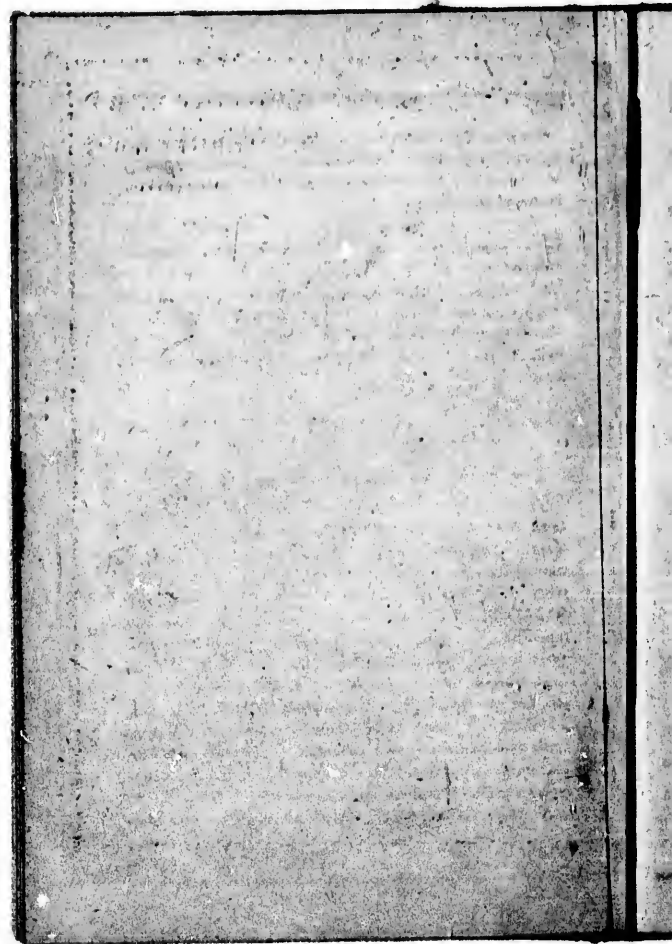
ROUTE.

The Connecticut River
fifty-six miles: it will
return River, to unite
its course to the River
field to Northampton,
ed in 1845, and from
in 1846. This road,

ed on the west side of
ed, about a mile from
age of fertile meadows
gion Canal, which ex-
of eighty-seven miles.
ual and manufacturing
case. For some reason
I cannot the running of
canals of working with
Northampton, and Mount
if this river; the history
e 1120 feet above the
e are now much altered.







and during the summer season present an opportunity for a delightful excursion. These elevations afford an extensive and beautiful prospect of the Connecticut valley and the surrounding country.

Greenfield, at present the northern termination of the Connecticut River Railroad, is 36 miles above Springfield and 124 miles from Boston. The village is situated on an elevated plain, on the margin of Green River, and contains many handsome buildings. From Greenfield to Brattleboro', Vt., is 21 miles; Bellows Falls, 45; Windsor, 70; Lebanon, N. H., 90; Haverhill, 126; and to Lancaster, 177 miles.

OLD COLONY RAILROAD.

This road was opened for travel on the 18th of November, 1845, and extends from the South Cove in Boston, to Flymouth, thirty-seven miles. It is designed to extend it through Sandwich to Barnstable on Cape Cod, a further distance of twenty-eight miles. The cost of this road was \$1,297,468. The depot is adjoining that of the Worcester (opposite the United States Hotel), where tickets are procured before taking seats in the cars.

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

Neponset Village, which is situated in the town of Dor-

chester, is on the Neponset River, near its mouth. It has considerable trade, and the population is rapidly increasing.

Quincy, eight miles from Boston, is situated on Quincy Ferry, in Boston Harbor. The village, which is built on an elevated plain, is remarkable for its neatness and beauty. The ancestral estate of the Quincy family, one of the most beautiful residences in New England, is in this town. In a church in the village, erected in 1838, at a cost of \$40,000, is a beautiful monument to the memory of John Adams and his wife. This town supplies the "Quincy Granite," noted for its durability and beauty. Immense quantities are annually quarried and sent to various parts of the United States. By means of a railroad from the quarries to the Neponset River, this material is transported at a small cost. Fare from Boston, 25 cents. A branch road, six miles in length, extends from the Old Colony at South Abington Depot, twenty-one miles from Boston, to the town of Bridgewater.

Plymouth, thirty-seven miles southeast from Boston, is celebrated as being the landing-place of the "Pilgrims," who disembarked here on the 23d of December, 1620; and it is the oldest town in New England. Pilgrim Hall, the building most worthy of notice, contains a valuable painting representing the landing of the Pilgrims from the "May Flower." It is thirteen by sixteen feet, and is valued at \$3000. The cabinet of the Pilgrim Society contains many valuable antiquities, which the visitor should not omit seeing. From Burying Hill, in the rear of the town, which is elevated 100 feet above the level of the sea, is a fine view of the village, the harbor, and shipping beyond, with the coast for some miles in extent,—a prospect which is considered very beautiful. "Plymouth Rock," a deeply interesting spot to New Englanders, is near the termination of Leyden street.

its mouth. It has rapidly increasing. situated on Quincy which is built on an easiness and beauty. ally, one of the most in this town. In a t a cost of \$40,000, of John Adams and iney Granite," noted quantities are annu- of the United States. lies to the Neponset a small cost. Fare six miles in length, th Abington Depot, own of Bridgewater. east from Boston, is of the "Pilgrims," mber, 1888; and it Pilgrim Hall, the a valuable painting time from the "May et; and is valued as ociety contains many ould not omit seeing e town, which is clo- ss, is a fine view of eyard, with the coast which is considered a deeply interesting vention of Lyden.

The town contains about 300 ponds; many of them quite small; the largest, however, called the Billington Sea, is about six miles in circumference. It is situated two miles south-west of the village, and contains a good supply of pickerel and perch.

Fare from Boston to Plymouth, \$1.00.

Stages convey passengers from Plymouth to Barnstable, twenty-eight miles, and to other places on Cape Cod.

FALL RIVER ROUTE BETWEEN BOSTON AND NEW-YORK.

This new route from Boston extends to Fall River, on Narragansett Bay, a distance of fifty-three miles; thence by steamboat to Newport, R. I., eighteen miles; and thence New-York, 169 miles. The Fall River Railroad, forty-two miles in length, cost \$225,000.

Passengers in Boston take the cars, at the Old Colony depot, corner of Lincoln and Beach streets.

This road leaves the Old Colony at Braintree, and passes on through Bridgewater to Fall River, one of the most flourishing towns of the commonwealth, having a population of about 10,000. It is an important manufacturing town, on the Falls of the outlet of the Watauga Ponds, at the junction of the stream with Taunton River, and near Mount Hope Bay. These ponds contain about 5,000 acres, being about eleven miles in length, and, on an average, about one mile in breadth. They are produced by deep, never-failing springs, and are two miles east of the village. The descent of the river is 126 feet in a regular volume of water, not liable to excess or diminution, and adequate to heavy manufacturing.

operations. The harbor of Fall River is safe, and of easy access, and has sufficient depth of water for ships of the largest class. Several vessels from this port are engaged in the whale fishery, and many others are employed in the coasting trade.

The principal business of this place consists in the manufacture of cotton, wool, machinery, stoves, the printing of calico, &c. The establishment for the manufacture of iron is on a very large scale, and is wholly operated by steam, employing between 400 and 500 hands, and using up about thirty tons of pig and hoop iron per day.

Fall River was, on Sunday, July 2d, 1843, visited by one of the most destructive fires which has ever occurred in the United States. About two hundred buildings, including the Pocasset Hotel, a splendid building, were consumed. The loss of property was estimated at upwards of half a million of dollars. *Fare from Boston to Fall River, \$1.35.*

At Fall River the railroad route from Boston terminates; and here passengers take the splendid steamer "Bay State," in which they are conveyed round Point Judith, and through Long Island Sound to New-York. The time usually occupied in going from Fall River to New-York is about 11 hours.

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

Newport, one of the towns where the State Legislature holds its sessions, is situated on Rhode Island (the island from which the name of the State is derived), in Narragansett Bay; and is, by the channel, five miles from the coast, thirty miles southeast from Providence, seventy-one from Boston, and 150 from New-York. The harbor, which is one of

is safe, and of easy
for ships of the lar-
port are engaged in
re employed in the
plants in the manufac-
the printing of calico,
ature of iron is on a
by steam, employ-
ing up about thirty

1843, visited by one
ever occurred in the
dings, including the
re consumed. The
de of half a million
Year, \$1.35.

Boston terminates;
steamer "Bay State,"
Judith, and through
have usually occupied
about 11 hours.

Fall River to New
York. There is also a
route of twenty-eight

the State Legislature
is Island (the Island
river), in Narragan-
setts from the sea,
seventy-one from Bos-
ton, which is one of

ROUTE BETWEEN BOSTON AND NEW BEDFORD. 81

the finest in the world, is safe, and accessible by ships of the largest class.

The town, lying on ground gradually rising from the water, has a beautiful site facing the harbor, in a southeasterly direction. It is celebrated for the salubrity of its climate, its cooling ocean breezes, and its fine views, which have made it a favorite resort during the summer season. Visitors and invalids will here find every accommodation, either at hotels or boarding-houses. Sea-bathing, fishing, sailing, and riding, are the chief amusements. In the waters in this vicinity there are about sixty different kinds of fish, comprising fin and shell-fish, which are taken in great abundance. The boats running between New-York and Fall River stop here to land and receive passengers.

ROUTE BETWEEN BOSTON AND NEW BEDFORD.

The cars from Boston leave the Providence Railroad depot at the foot of the "Common," and run on that road to Mansfield, twenty-five miles from Boston, where a branch railroad diverges in a southeast direction to Taunton, eleven miles; and from thence by the *New Bedford and Taunton Railroad*, to New Bedford, a further distance of twenty miles.

Taunton, a beautiful town, is situated on Mill River, at its junction with the Taunton River. The latter is navigable to Taunton for vessels of small draft, and is noted for its great water-power. The village, in the centre of the township, contains many handsome public and private buildings, tastefully located around a fine enclosure, called Taunton Green, a public walk ornamented with trees.

The *Mount Pleasant Cemetery*, near *Taunton Green*, is laid out in a tasteful manner, on the plan of *Mount Auburn Cemetery*, near *Boston*. *Fare from Boston to Taunton, 75 cents.*

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

The city of *New Bedford* is built upon rising ground, and the streets are laid out with much regularity, crossing each other at right angles. The buildings are mostly of wood, although more durable materials are now used to some extent. Many of the houses are nearly surrounded by extensive and well-cultivated gardens, and the streets on which they are built are bordered with ornamental trees.

Among the public buildings of *New Bedford*, may be mentioned the *Town Hall*, *Custom-House*, and *Court-House*. The former is a magnificent structure of granite, 100 feet long, 60 wide, and three stories high—the lower of which is used as a public market. The *Custom-House*, built of granite, is also a fine structure. In this building is the *Post-Office*. The *Court-House* is a plain structure, built of brick. The *County Jail* and *House of Correction* are near it.

The whale fishing business is conducted here on a large scale. There are about 250 vessels belonging to *New Bedford* engaged in this trade, and employing many thousand seamen. During the year 1844, 4,961,391 gallons of oil, and 978,303 pounds of whalebone, were brought into this port, valued at \$3,140,000.

COMPANION.

Taunton Green, is
an of Mount Auburn
oston to Taunton, 75

business, and port of
Shinet River, a small
Bazard's Bay. It is
and west longitude
230 from New-York,
ucket. Between the
a regular steamboat

on rising ground, and
clarity, crossing each
are mostly of wood,
ow used to some ex-
surrounded by exten-
the streets on which
ental trees.

Bedford, may be men-
e, and Court-House.
e of granite, 100 feet
the lower of which is
n-House, built of gra-
building is the Post-
ructure, built of brick.
ion are near it.

ected here on a large
longing to New Bed-
ying many thousand
51,351 gallons of oil,
ere brought into this

PROVIDENCE AND STONINGTON ROUTE.

83

The population of New Bedford in 1845, was about 15,000. Fare from Boston to New Bedford, \$1.50. Usual time 3 hours.

BOSTON AND NEW-YORK ROUTE, via PROVIDENCE AND STONINGTON.

In Boston, the passenger and freight depot of this important thoroughfare is at the foot of Boylston-street, near the "Common." This road, via Stonington, Conn., is one of the great connecting links between the cities of New-York and Boston; and it is undoubtedly one of the best managed roads in the country. The road from Boston to Providence, forty-two miles, was opened for travel in June, 1834, and cost \$2,109,455. At Providence, passengers cross a ferry to the opposite side of the river, where the route is continued to Stonington, Conn., on Long Island Sound, a distance from Boston of ninety miles. Here the passenger again takes the steamboat, and is wafted over the waters of Long Island Sound to the city of New-York, which place is usually reached in thirteen hours.

The most important branch of this road is from Mansfield, passing through Taunton to New Bedford, thirty-one miles in length. The cars, on leaving the depot in Boston, cross the west bay to the city of Revere (incorporated March 12th, 1846), a beautiful suburb of Boston. This place is under a high state of cultivation, and it abounds in beautiful gardens and pleasure grounds; and the villas of the more wealthy cannot but attract the attention of the visitor. Numerous omnibuses ply regularly between this city and Boston.

Break Farm Phalanx, a Fourier association founded in

1841, by the Rev. George Ripley, of Boston, lies at the extreme western limits of the township of Roxbury.

The vicinity of *Jamaica Pond*, in this town, is a very delightful and attractive spot. The cars pass within a short distance of it. Fare 12½ cents.

Dedham lies ten miles southwest from Boston. It is a very pleasant place, and the conveniences for reaching it from that city, make it a desirable residence. Fare 25 cents.

Canton, fourteen miles from Boston, is a beautifully diversified and picturesque town. It is watered by the *Nepomest River*, which, with the numerous ponds in its vicinity, gives this town an extensive water-power. The railroad bridge, which crosses the river at Canton, is considered one of the finest pieces of masonry in the country. It is of brown granite, is 612 feet in length, and elevated 63 feet above the foundation, resting on six arches, with a succession of arches on top. Its cost exceeded \$30,000. A branch railroad to *Stoughton Centre*, four miles, leaves the *Providence Railroad* near the bridge.

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

Needham and *Wrentham* are noted for the large quantities of cotton and straw annually used in the manufacture of bonnets. In the latter town is a curious cavern, called *Wampum's Rock*, nine feet square and eight feet in height. *Wrentham* is twenty-eight miles from Boston, and about 20

oston, lies at the ex-
Roxbury.

s town, is a very de-
ss within a short dis-

om Boston. It is a
s for reaching it from
Fare 25 cents.

s a beautifully diver-
red by the Neponset
in its vicinity, gives

The railroad bridge,
considered one of the

It is of hewn grain-
63 feet above the

with a succession of
90,000. A branch

s; leaves the Provi-
s; and the city of

between Boston and
town is exceedingly

et of water, is over a
of iron ore. During

f the iron ore are ex-
posed. Fishing and

the summer season.
the large quantities

the manufacture of
iron cavern, called

eight feet in height.
season, and about 10

ven miles west from the depot at Foxboro': *Fare to Fox-
borough, 56 cents.*

At Mansfield, twenty-five miles from Boston, the New
Bedford and Taunton Railroad meets the Boston and Pro-
vidence Railroad. *Fare from Boston, 70 cents.*

The city of Providence, a port of entry, and the semi-
capital of Rhode Island, and next to Boston, the second city
in New England for population and trade, is situated in 41° 49'
22" north latitude, and 71° 24' 48" west longitude. It is 42
miles south-southwest from Boston, 173 east from New-York,
30 north from Newport, 55 northeast from New London, 45
southeast from Worcester, Mass., and 70 east from Hartford,
Conn. The population in 1840 was upwards of 23,000.

The city is built on both sides of the river, and is connected
by wide and substantial bridges. On the east side are three
principal streets, running parallel with the river—Water,
Main, and Benefit streets. On Main-street stand a number
of public buildings, and many elegant brick edifices. On
this side of the river the land rises abruptly, and the cross
streets have a steep ascent. Benefit-street has an elevated
situation, and east of it the city is laid out with much regu-
larity, the streets generally running in an east and west di-
rection, crossed by others nearly at right angles. On the
hill, overlooking the city, is located Brown University, a
Baptist Institution, established here in 1770. From this
place there is a delightful view of the city, with a great ex-
tent of the surrounding country.

Among the public buildings of Providence are a State
House, City Hall, Hospital, Jail, State Prison, Custom-
House, Athenaeum, the buildings of Brown University, The-
atre, and a number of Churches. The Arcade, one of the
finest buildings of its kind in the country, is situated on the

west side of the river, and fronts on two streets, extending from Weybosset-street on the one front, to Westminster-street on the other, with a fine Doric portico on each. It is 225 feet long, 80 feet broad, and 72 feet high, divided into three stories, containing upwards of eighty shops; and the whole is lighted by a glass roof from above. It is built of granite, and was completed in 1836, having cost \$130,000.

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

There are lines of packets that ply regularly to New-York, Albany, Philadelphia, and Baltimore. The Blackstone Canal extends from Providence to Worcester, forty-five miles, passing through numerous manufacturing towns and villages scattered along the whole course of the Blackstone and Pawtucket rivers. The Providence and Worcester Railroad extends from Providence to Worcester, forty-five miles. A bridge is to be thrown across the Blackstone River, connecting this road with the Providence and Boston Railroad. Passengers from either Boston or New-York will notice, that upon the arrival of the cars at Providence, the river is crossed by steam ferry to the opposite shore, whence the cars are again taken either for Boston or Stonington. *Fare from Boston, \$1.25. Usual time 2 hours, and to New-York about 11 hours.*

Pawtucket Village, in Warwick township, is situated at

ve streets, extending
to Westminster-street
on each. It is 325 feet
long, divided into three
decks; and the whole
It is built of granite,
at \$130,000.

It has been celebrated for
investments of capital,
much of it has
manufactures. The
marrying establishments,
very great. The ma-
chines, steam-engines,
various, and numerous

regularly to New-
Hampshire. The Black-
stone to Worcester, forty-
manufacturing towns
course of the Black-
stone and Worcester
to Worcester, forty-
across the Blackstone
Providence and Boston
on or New-York will
at Providence, the
opposite shore, whence
Boston or Stonington.
as 2 hours, and to
ship, is situated at

the mouth of the Pawtuxet River, four miles south from Providence. Its water-power is very great, and the manufacture of cotton goods is carried on to a considerable extent.

W Pawtuxet, an important manufacturing town in Rhode Island, is situated on the west side of Narragansett Bay, six miles from Providence. The surface of the town in the vicinity of the Bay is generally flat, but in the western part it is hilly. From some of the elevations, a large part of the State and the Bay can be seen in clear weather. The village of Apponaug, in its south part, is on a branch of Narragansett Bay, and has a good harbor, about a mile distant, for vessels of any size, and those of from twenty to fifty tons come up to the village. A mile from Apponaug is "Drum Rock," a huge rock so completely balanced upon another, that a boy fourteen years of age can set it in motion, causing a noise more sonorous than that of a drum, and which in a still evening may be heard a distance of six or eight miles. This rock is considered a great curiosity, and is much visited in the summer season.

Stonington, Conn., is situated at the eastern extremity of Long Island Sound; and being the termination of the railroad from Providence, it is an important point on this route, between New-York and Boston. The harbor of Stonington is well protected by a breakwater, which was made at the expense of the United States, and cost \$50,000. Stonington is 90 miles from Boston, 125 from New-York, 12 from New London. Usual time from Boston 4 hours.

Here passengers for New-York take the steamboat, and are conveyed through Long Island Sound to that city, arriving there in about 2 hours.

ROUTE FROM BOSTON TO NEW-YORK via WORCESTER AND NORWICH.

Passengers leaving Boston by this route, will take the cars at the Worcester Depot, which is situated at the corner of Lincoln and Beach streets, and opposite the United States Hotel; and then proceed to Worcester, 44 miles from Boston (see the Boston and Worcester route, at page 67)—from thence to Norwich, Ct., 59 miles—and to Allyn's Point, 7 miles; a distance from Boston of 110 miles, and from New-York 126 miles, making the distance through 236 miles, which is accomplished in about 12½ hours. At Allyn's Point the steamboat will be in readiness to convey passengers over the Sound to New-York; or across the Sound to Greenport, 32 miles; thence they are conveyed over the Long Island Railroad, 26 miles to Brooklyn, and across the ferry to New-York. Time 10½ hours.

Oxford, eleven miles from Worcester, is an important manufacturing town. It is watered by French River, a branch of Quinnebaug River, which affords some water-power.

Webster, incorporated as a town in 1833, and named in compliment to the Hon. Daniel Webster, is sixty miles from Boston. In this town is Chebucagungumung Pond, an Indian name signifying a sheet of water with many bays. This pond, together with French River, affords the town a large and unfailing water-power.

Pomfret, Ct., contains the "Wolf's Den," celebrated for the bold exploit of Major Gen. Putnam.

Norwich is situated at the head of navigation on the Thames River, at the confluence of the Shetucket and Yan-

T COMPANION.

YORK via WORCESTER
M.

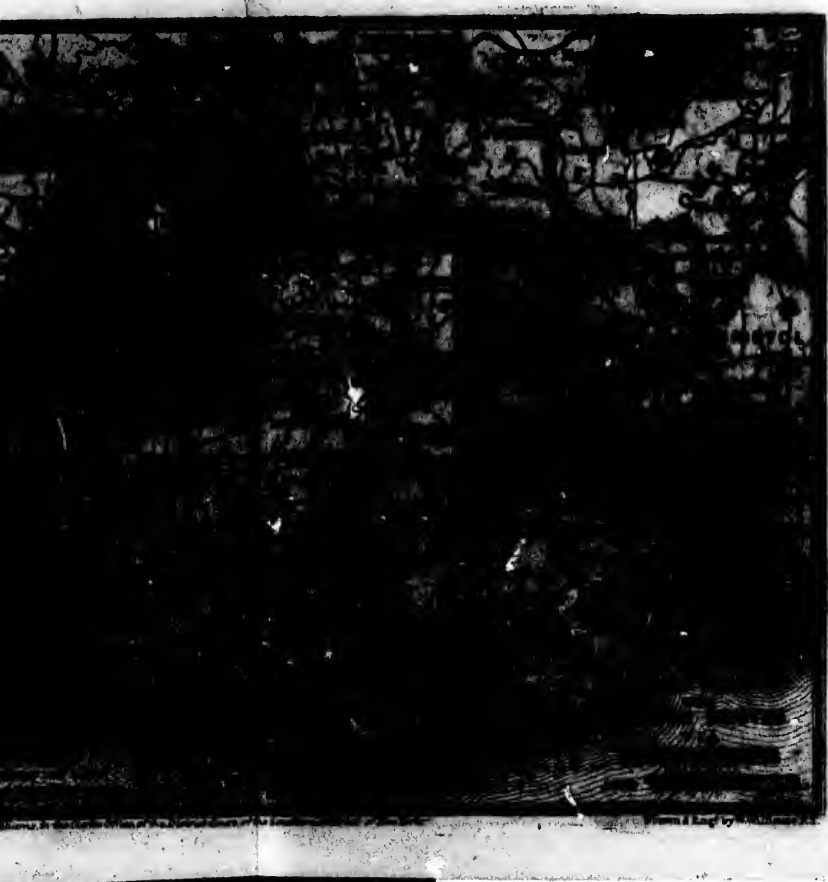
This route, will take the
is situated at the corner
posite the United States
er, 44 miles from Bos-
roste, at page 67)—
miles—and to Allyn's
ston of 110 miles, and
the distance through
about 13½ hours. At
in readiness to convey
-York; or across the
nce they are conveyed
miles to Brooklyn, and
e 10½ hours.

Worcester, is an important
d by French River, a
h affords some water-

In 1833, and named in
ter, is sixty miles from
guangcheng Pond, an
water with many bays.
ver, affords the town a

"a Den," celebrated for
of navigation on the
to Shetucket and Yan-







the rivers, whose united waters constitute the Thames. It is 13 miles north from New London, 38 southeast from Hartford, 36 southwest from Providence, and 50 northeast from New Haven. The city is built on a steep acclivity facing the south, the houses rising in terraces, street beyond street, and as approached from the south in coming up the river, it exhibits one of the most beautiful and interesting views on the route. The falls at Yanticville, a flourishing manufacturing village about a mile distant from Norwich, are a curiosity, being singularly wild and picturesque. From a high projecting rock which overhangs the foot of these falls, the Mohogan Indians formerly plunged to destruction, when pursued by the Narragansetts, preferring thus to perish, than fall into the hands of their enemies. About a mile east of Norwich is the flourishing manufacturing village of Greenville, situated on the Shetucket River. There is a dam across the river at this place, which furnishes a large amount of water-power for manufacturing purposes. Paper is made here to a great extent.

The railroad, on leaving Norwich, in a few miles crosses the river at Jewett's City, and from thence extends up the beautiful valley of the Quinnebaug to the State of Massachusetts, and unites with the Boston and Worcester Railroad at Worcester, 50 miles from Norwich. From the latter place the railroad extends to Allyn's Point, 7 miles, which is the termination of the railroad route from Boston. From Allyn's Point the traveller proceeds to New-York in a comfortable steamboat, which on its way down the river stops at New London to land and receive passengers. Fare from Boston to Norwich, \$3.75. Usual time to Allyn's Point, 2½ hours.

New London is admirably situated on the west bank of

the Thames, about three miles north of the Sound. It is 13 miles south from Norwich, 49 southeast from Hartford, 54 east of New Haven, and 190 from New-York. It has one of the best harbors in the United States, with water of sufficient depth for the largest vessels, and is seldom frozen. The city is defended by Forts Trumbull and Griswold, the former being on the New London side of the river, a mile below the city, and the latter on the opposite side, on an eminence overlooking the city of New London.

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

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

of the Sound. It is 13
miles from Hartford, 54
miles from New-York. It has one of
the best harbours with water of sufficient
depth for steamers. The city
is situated on the eastern shore,
about a mile below the
mouth, on an eminence

with Great Britain, the
British attention to the
city has become an important
factor. Over 10,000 are invested in
the city, and many vessels employed in
the harbours of New-York.

A large portion of New
Haven, under the tutelage
and great part of the

A granite obelisk,
commemorates the
names of those who
were New London was
British squadron un-

ROUTE FROM NEW-YORK TO NEW HAVEN, HARTFORD AND SPRINGFIELD.

Passengers leave New-York daily by steamboat from
Fleet Slip, East River, for New Haven, a distance of eighty
miles, which place is usually reached in about five hours.
As the boat leaves the wharf, and proceeds up the East Ri-
ver, the traveller will have an opportunity of viewing the
upper portion of the city, bordering on the river, with its
shipping and ship-building; and on the Long Island shore,
Brooklyn, its Navy Yard, and Williamsburg. Four miles
above New-York is Blackwell's Island, upon which is the
Penitentiary, and a short distance beyond is Astoria, a sub-
urb of New-York; from whence we pass through Hell Gate,
onwards to Throg's Point, then into the broad expanse of
Long Island Sound, which extends to Fisher's Island, a dis-
tance of upwards of a hundred miles. As the boat proceeds
up the Sound the shore on either side becomes dim, in con-
sequence of the distance we are from it, except some of the
more prominent headlands, which extend some distance be-
yond the general line of the Connecticut shore.

New Haven, the semi-capital of Connecticut, is situated
at the head of a bay which cuts up four miles from Long
Island Sound, in 41° 10' 30" north latitude, and 73° 50' 45"
west longitude from Greenwich. Population in 1840, 12,200.
The city, which lies on a plain, with a gentle inclination
towards the water, is in other directions skirted by an suc-
cession of hills, which at their termination present bold
bluffs of trap-rock, rising nearly perpendicularly to the
height of 300 to 375 feet, and constituting a striking feature
of the scenery. From the summit of these bluffs is presented

a fine view of the city, of Long Island Sound, here about twenty miles wide, and of the adjacent country. The harbor is entered by three rivers—Quinnipiac on the east, West River on the west, and by Mill River on the east. Quinnipiac, towards its mouth, furnishes great quantities of fine oysters and clams, to the trade in which the village of Fairhaven chiefly owes its prosperity. New Haven consists of two parts—the Old Town and the New Town—and is laid out with great regularity. The Old Town was laid out in the form of a square, half a mile wide, divided into nine smaller squares. These squares have, by intersecting streets, been divided into four parts. The central was reserved for public purposes, and may vie with the public grounds of any other city in the country. On this square are located three churches, of various architecture, and which are not excelled by any similar edifices in New England. The State House, a splendid edifice of the Doric order of architecture, after the model of the Parthenon at Athens, stands near the centre of the western half of this square. On its west side, is the fine row of buildings belonging to Yale College. There is a public cemetery at the northwest corner of the Old Town, that has been denominated the *Père-la-Chaise of America*. Beautifully ornamented with trees and shrubbery, this "garden of graves" deservedly attracts much attention from visitors.

There are twenty Churches in New Haven, a Custom-House, a Jail, an Almshouse, a State General Hospital, three Banks and a Savings Institution, a Young Men's Institute, and an Institution for the support of Popular Lectures, with a well-selected library. Yale College, founded in 1701, and named in honor of Elihu Yale, of London, who bequeathed it £3000, and an equal amount in goods, the larger of which

land Sound, here about
ent country. The hap-
nomic on the east, West
er on the east. Quin-
great quantities of fine
which the village of Fair-

New Haven consists of
New Town—and is laid
d Town was laid out in
wide, divided into nine
s, by intersecting streets,
central was reserved for
the public grounds of any
square are located three
which are not enclosed

and. The State House,
of architecture, after the
stands near the centre of
its west side, is the fine
College.—There is a

corner of the Old Town,
e-to-Charles of American
and churchyard, this "gar-
much attention from

New Haven, a Custom-
General Hospital, three
Young Men's Institute,
Popular Lectures, with a
founded in 1781; and
and, who frequented
red; the latter of which

were never received, is the most important public institution
in the city. Besides possessing the most splendid minera-
logical cabinet in the United States, consisting of more than
16,000 specimens, it has a magnificent collection of paint-
ings, by Trumbull and other distinguished artists. It has
33,000 volumes in its libraries. Though possessing limited
funds, it has more students than any other college in the
Union.

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

New Haven will, in the course of another year, be united
with New-York by the railroad, now building, which is to
connect with the Harlem Railroad, near Williams' Bridge,
fourteen miles north from the city of New-York.

Beacon's Head, a wild and picturesque spot, sixteen miles
southeast from New-Haven, and three miles south of Guil-
ford, is an attractive watering-place during the sultry months
of summer. It has a good hotel, with ample accommoda-
tions for visitors, near which the steamboat lands its pas-
sengers.

The railroad to Hartford proceeds from the eastern part
of New Haven, round to front of the East Rock, and then

takes a route up the valley of the Quinnipiac River, to Wallingford, on the east bank, and thence to Hartford. Fare from New Haven to Hartford \$1.00, and from New-York \$2.50.



City of Hartford, Ct.

HARTFORD is situated on the west side of Connecticut River, fifty miles from its mouth, and is in latitude $41^{\circ} 45' 30''$ north, and longitude $72^{\circ} 30' 45''$ west from Greenwich. The population at the present time is about 15,000. It is 34 miles north-northeast from New Haven, 20 south from Springfield, 45 northwest from New London, 15 north from Middletown, 73 west from Providence, R. I., 197 from Boston, and 114 from New-York. The city, which is built on ground rising gradually from the river, is laid out with little regularity, appearing to have been more the result of chance than of foresight and design. Many of its streets, however, are straight from the beginning of their existence, as well as important from the extensive business of which

mainpias River, to Wal-
 noe to Hartford. Page
 0, and from New-York



side of Connecticut Ri-
 is in latitude 41° 45' 30"
 west from Greenwich.
 is about 15,000. It is
 w Haven, 20 south from
 w London, 15 north from
 E. I. 197 from Dutch
 city, which is built on
 river, is laid out with streets
 more the result of circum-
 stance. Many of its streets,
 elegance of their edifices,
 centre business of which

they are the seat. The scene of the principal retail business is in Main-street, which, broad, but not entirely straight, extends through the city from north to south, presenting an almost unbroken range of buildings, many of them large and elegant. Most of the public buildings are in this street; and here Mill River, which crosses the city from west to east, is passed by a bridge 100 feet wide, consisting of a single arch of 104 feet span, elevated 36 feet 9 inches above the bed of the river to the top of the arch. From Morgan-street, a bridge of six arches of 150 feet each, crosses the Connecticut River to East Hartford. It is a costly and substantial structure.

Hartford, from its situation, is calculated to become a place of considerable commerce. The Connecticut River, which has been made navigable 120 miles above the city, brings to it a great amount of the produce of the fertile country through which it flows. Steamers ply daily to New-York; and there are two steam freight packets—one of which runs to Philadelphia, the other to Albany. There are also packet lines to Boston, Albany, New London, Norwich, Providence, and Fall River.

Of the public buildings, the State-House is the most prominent. It fronts on Main-street, standing on the public square, and is surrounded by an iron railing, and ornamented with trees. It is of the Doric order of architecture. The legislature holds its sessions here—meeting at Hartford and New Haven on alternate years, the odd years at Hartford.—The City Hall, also in the Doric style, is a large building, fronting on Market-street, between Kingsley and Temple streets. Trinity College, formerly Washington College, founded in 1804, and finally located in the southwestern part of the city, is under the direction of the Episcopalian.—The Athenaeum,

an elegant edifice of the Doric order, was erected for the accommodation of the Young Men's Institute, the Historical Society, and a Gallery of Paintings.—Hartford has the honor of having established the first institution for the relief of that most unfortunate class of persons, the deaf and dumb—the *American Asylum*. This establishment was opened for the reception of pupils in 1817, the number of whom rapidly increased from 7 to 140, which rather exceeds the average. The institution has spacious buildings, with eight or ten acres of ground attached. Congress also granted it a township (or 36,000 acres) of land in Alabama, to constitute a permanent fund.—The *Asylum for the Insane*, an equally meritorious institution, is on an elevated site, a mile and a quarter southwest of the State House. The grounds around the buildings are laid out with much taste, and ornamented with shrubbery and gardens.—There are in the city several churches, some of which are remarkable for their architecture, five banks, a bank for savings, and four insurance companies.

The old burying-ground here, is a place of much interest, containing as it does the monuments of some of the fine families of the place. Another attraction to visitors is the "Charter Oak," with whose history every one is familiar, and which must continue to be an object of interest as long as it exists.

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

From Hartford the railroad route is continued up the west side of the Connecticut River, crossing it by a substantial bridge at Windsor Locks, thence continuing for eleven miles to the east bank of the river to Springfield. From the latter place passengers are conveyed to Boston by the Western

was erected for the
 citizens, the Historical
 Society has the honor
 for the relief of that
 deaf and dumb—the
 at was opened for the
 of whom rapidly in-
 creased the average
 of eight or ten
 is granted it is township
 to constitute a particu-
 lar, an equally impor-
 tant, a mile and a quarter
 a grounds around the
 and connected with
 the city several church-
 their architecture, five
 insurance companies.

place of much interest,
 of some of the fine res-
 idences to visitors in the
 every one is familiar,
 feet of interest in long
 steamboats for the ven-
 between Hartford and
 a continued up the coast
 ing it by a substantial
 including the coast on
 field. From the lower
 Boston by the Western

and Worcester railroads is about five hours, and from Spring-
 field to Albany, N. Y., is about the same time. (See de-
 scriptions of these routes at pages 67 and 71). Usual time
 from New-York to Springfield 6 hours—fare \$3.25.

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

Passengers at New-York take the steamboat from the foot
 of Market-street, East River, and in about four hours reach
 Bridgeport on Long Island Sound, a distance of sixty miles.
 Here is the commencement of the Housatonic Railroad,
 which extends to the State line of Massachusetts, where it
 meets the Western Railroad from Boston to Albany. This
 is now the usual route (during the winter season) between
 New-York and Albany; the time occupied is about 12 hours.
 From the State line of Massachusetts, this road is continued to
 the city of Hudson, on the Hudson River, under the name
 of the Hudson and Berkshire Railroad.

Bridgeport is situated on the west side of an arm of Long
 Island Sound, which receives Pequannock River, a considera-
 ble mill-stream. This is one of the most beautiful and
 flourishing places in New England. The city is chiefly
 built on an elevated plain, twelve feet above high-water.
 Northwest of the city the ground gradually rises to the
 height of fifty feet, called Golden Hill, the summit of which
 is a plain, with a commanding view of the Sound and sur-
 rounding country. There is a bridge across the harbor
 1200 feet in length, with a draw for the passage of vessels.
 Castings and machinery are extensively manufactured for
 exportation. Population in 1840, 4579.

Cornwall, fifty-nine miles north of Bridgeport, is where the Foreign Mission School was established in 1818, in which some distinguished heathen youth have been educated as missionaries, who have been useful among the American Indians, and in the Sandwich Islands. In the village graveyard is a monument erected to the memory of Henry Obasiah, a pious Owyheean youth, who was brought to this country in 1806, and from whom this school had its origin, in the attempt to qualify him for missionary labors.

Cannon Falls is the most extensive cascade in the State of Connecticut. A ledge of limestone rocks crosses the Housatonic River at this place, causing a perpendicular fall of sixty feet, which affords extensive water-power. (For continuation of this route, see map at page 74.)

Sheffield, Mass., eighty miles north of Bridgeport, is one of those delightful towns, where the lover of majestic mountain scenery wishes to linger. The village, which is very neat, is situated in a beautiful valley, surrounded by hills, one of which rises to the height of 3000 feet, presenting a great variety of delightful scenery.

Miner's Mountain, in the town of Grant Barrington, derives its name from a rude pile of stones on its southeastern point, raised over the grave of a beautiful Indian girl, who threw herself from the mountain and fell upon this spot, through the influence of a passionate love for one with whom the religion of her tribe would not allow her to be united in marriage. Every Indian, who afterwards passed the place, threw a stone upon the grave to commemorate the event.

West Stockbridge is the terminus of the Housatonic Railroad from Bridgeport; but a branch railroad, of about two miles in length, unites it to the Western Railroad at this State line, where there is a depot, from which the conductor

Bridgeport, in where
established in 1818, in
which have been educated
among the American
In the village grave-
memory of Henry Obse-
was brought to this
school had its origin,
country laborer.

ascends in the State of
rock's across the flow-
a perpendicular fall of
water-power. (For con-
see 74.)

h of Bridgeport, is one
lover of majestic moun-
village, which is very
ry, surrounded by hills,
2000 feet, presenting a

n of Grant Barrington,
stance on its southeastern
coastal Indian girl, who
and fell upon this spot,
love for one with whom
allow her to be united in
words passed the place,
announced the event.

of the Housatonic Rail-
road, of about two
Western Railroad as the
one which the traveller

is conveyed over the Albany and West Stockbridge Rail-
road to Greenbush, and across the ferry to Albany.

THE HUDSON AND BERKSHIRE RAILROAD

extends from West Stockbridge, Mass., to the city of Hud-
son on the Hudson River, and connects at the State line, and
also at Chatham Four-Corners, with the Western Railroad
to Boston and Albany, and with the Housatonic Railroad to
Bridgeport. Its length is thirty-one miles, and it was
opened for travel in September, 1836. The original cost of
constructing the whole distance, including outfit, &c., was
\$375,512. In 1845 there were 17,000 passengers trans-
ported over it.

This road forms a direct route for summer travel from
New-York city, and indeed all the towns on the river below
Hudson, to New Lotham Springs, one of the most delight-
ful watering-places in the country. By this route the tra-
veller can leave New-York at 7 o'clock in the morning by
the steamer, and reach Hudson at 3 o'clock, P. M., where
the cars of the Hudson and Berkshire Railroad are in readi-
ness to convey him to Edwards Depot, twenty-eight miles
from Hudson, and eight miles from the Springs, where the
company have in readiness a line of stages, with careful
drivers, that in one hour reach Lotham Springs.

Visitors can also reach these Springs by the Housatonic
Railroad, the company having made arrangements for the
purpose. Passengers for this delightful watering-place will
leave New-York for Bridgeport in the steamer *Mountain*,
from the foot of Market-street, East River, at 6½ o'clock,
A. M.; arrived at Bridgeport, they will take the due care

of the company, and reach the Massachusetts State Line Depot at 3½ o'clock, P. M.; thence to Lebanon Springs by stage-coach, arriving at 5½ o'clock, P. M., of the same day. Fare through, \$2 50.

These Springs can also be reached by the cars of the Albany and West Stockbridge Railroad to the Fiske line, thence by stage to the Springs.

From Boston and the eastward they can be reached by the cars on the Western Railroad, stopping at the State line, and taking the stage as above stated.

New Lebanon is situated in the northwest corner of Columbia County, N. Y., on the turnpike-road from Albany to Pittsfield, Mass.; it is twenty-five miles from the former and seven from the latter place. It is delightfully situated in a valley, surrounded by cultivated hills, which present a most fertile and peculiarly pleasing scenery. This is the chief seat of the family of Shakers, a religious community practicing celibacy, and alike remarkable for their mode of worship, and the singular order and economy of their domestic concerns. The society, which numbers about 600, owns 3000 acres of excellent and highly improved land.

This place has become a great resort for visitors from all directions; come to enjoy the romantic scenery of this region, and share the beneficial influence of the waters. The Spring, a mile and a half from the village, is on the side of a hill; it is ten feet in diameter, and four feet deep, and discharges water sufficient to turn a mill near its source. The temperature is 72° Fahrenheit, which being near human blood renders it delightful for the bath. The water is transparent, pure as crystal, inodorous, and soft, and is deemed beneficial in internal obstructions, catarrhs, and various affections generally.

T COMPANION.

Massachusetts State Line
to Lebanon Springs by
P. M., of the same day.

by the cars of the Al-
land to the State line,
they can be reached by
opping of the State line,
northwest corner of Co-
he-road from Albany to
the from the former and
neighly situated in a
is, which present water-
try. This is the chief
less community, practis-
e their work, of worship,
of their domestic com-
s about 600, owns 2000
ed land. The water is
rest for visitors from all
and vicinity of this po-
son of the water. The
village, is on the side of
d four feet deep, and dis-
ill near its source. The
ish being near houses
h. The water is taken
d off, and is downed
d clean, and sometimes
d. The water is taken

NEW-YORK CITY.

101



The Park, N.Y., taken from a window in the Museum.

NEW-YORK CITY.

This city, the great emporium and metropolis of Amer-
ica, enjoys from nature a decided superiority over every other
city in the Union. Its vicinity to the ocean, and its direct
quays of intercourse, not only with every part of its own
State, but with New England and the States bordering south
and west, and through these with every other section of the
country, offer facilities for trade and commerce not surpassed
in any other portion of the world.

The latitude of New-York from the City Hall is 40° 49'
42" north; longitude west from Greenwich 73° 59' 48"—
east from Washington city 3° 1' 13".

The population at different periods has been as follows:
in 1656, it was 1000; in 1697, 4200; 1721, 9000; 1750,

10,000; 1774, 22,750; 1800, 60,400; 1810, 94,573; 1820, 123,706; 1830, 202,957; 1835, 270,000; 1840, 312,710; at the present time (1847) it probably reaches 400,000—making it, among the commercial cities of the world, the third in population; while it is the second in commercial importance, being surpassed only by London in the extent of its commerce.

The compact portion of the city is built on the south end of Manhattan Island, at the junction of the Hudson with the East River, which connects the waters of Long Island Sound with the harbor of New-York. The island is 14½ miles long from north to south, varying from half a mile to somewhat more than two miles in width—the greatest width being at 55th street—and covering about 22 square miles. It is bounded on the east by the East and Hudson Rivers, the former separating it from Long Island Sound; on the west by Hudson River, which separates it from New Jersey; and on the north by Harlem River—a part of which, between Kingsbridge and the Hudson, received from the Dutch the name of *Spyten Duyvel Creek*.

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

The Harbor of New-York, which is perfectly safe, & at easy of access, extends eight miles south of the city to the "Narrows," and is twenty-five miles in circumference, being sufficiently capacious to contain the united navies of the world. The variegated scenery upon its shores, together with the neatly-built cottages, the country-seats of opulent

1810, 24,373; 1820,
70,000; 1840, 312,714;
ably reached 400,000—
cities of the world, the
second in compass to
London in the extent of

is built on the south end
of the Hudson with the
bay of Long Island Sound.
The island is 14 miles long
half a mile to somewhat
greater width being at
its narrowest 3 miles. It is
bounded by the Hudson River, the
Sound; on the west
from New Jersey; and
part of which, between
the city and its rapidly
is kept up by means of
dredges; sandbars, &c. &
r, with accommodations
belonging to any other

is perfectly safe. At
south of the city to the
is in circumference, being
at widest portion of the
open its shores, together
country-side of upland

citizens, and the fine view of the islands, and of the city of
New-York in approaching it from the "Narrows," impart to
this harbor a beauty unsurpassed by that of any other in the
world. The outer harbor, or bay, extends from the Narrows
to Sandy Hook, where is a light-house, at the distance of
eighteen miles from the city.

In the harbor adjoining the city are Governor's, Bedloe's,
and Ellis's Islands, on all of which are strong fortifications.
The first, which is the most important of the three, in-
cludes 70 acres of ground, and is situated 2000 feet from
the Battery. It has Fort Columbus in the centre, and on its
northeast point Castle William, a round tower 600 feet in
circumference and 60 feet high, with three tiers of guns.
There is also a battery on the northwest side, commanding
the entrance through Bottoms Channel, a strait which
separates it from Brooklyn, L. I. Besides these fortifica-
tions, the harbor of New-York is well defended by similar
works on Bedloe's and Ellis's Islands; at the Narrows, on
the Long Island shore, by Fort Hamilton, and Fort Lafayette
(formerly called Fort Diamond), which is built on a reef of
rocks, about 200 yards from the shore; and on Staten
Island, opposite, by Fort Tompkins and Richmond. The
Narrows here is about one third of a mile wide. The en-
trance from the Sound on the East River is defended by
Fort Schuyler, on Throg's Neck.

The first settlement of New-York was made at the south-
ern extremity of the city, which accounts for many of the
streets being narrow and crooked, no regular order having
been observed in laying them out. In later times many of
the streets have been widened and improved, at a great ex-
pense. The squares in the northern part of the city are laid
out straightly, and some of these are of considerable width.

Many of the most splendid mansions and places of religious worship of which the city can boast, are to be seen in this quarter.

The most elegant and fashionable street is Broadway, which traverses the city in a straight line from north to south, being 2½ miles in length and 60 feet in breadth, and terminating at Union Square, where it is connected with the Fourth Avenue. It is occupied by many splendid stores, elegant houses, and public buildings, and few streets in the world equal it for the splendor and bustle it exhibits. It is also the great promenade of the city, being much resorted to in pleasant weather by the gay and fashionable.

PUBLIC WALKS, SQUARES, &c.—The *Battery*, which contains about eleven acres, is situated at the extreme south end of the city, at the commencement of Broadway, and is planted with trees and laid out in gravelled walks. From this place is a delightful view of the harbor and its islands, of the numerous vessels arriving and departing, and of the adjacent shores of New Jersey, and Staten and Long Islands. *Castle Garden* is connected with the *Battery* by means of a bridge: it is used for public meetings and exhibitions, and is capable of containing within its walls 10,000 persons. Since the destruction of *Bible's Garden* by fire (September, 1846) the site of the *American Institute*, which were formerly held there, have been removed to this capacious place. The *Swelling Green*, situated near the *Battery* and at the commencement of Broadway, is of an oval form, and surrounded by an iron railing. Within its enclosure is a fountain, in the form of a rude pile of rocks about fifteen feet in height.

The *Park* is a triangular enclosure situated about the centre of the city, and is eleven acres in extent; it contains

and places of religious
not, are to be seen in this
able street is Broadway,
straight line from north to
d 60 feet in breadth, and
re it is connected with the
by many splendid stores,
pa, and few streets in the
bungle it exhibits. It is
ty, being much resorted to
d fashionable.
The Battery, which con-
ed at the extreme south
ment of Broadway, and is
gravelled walks. From
harbor and its islands—
and departing, and of the
Staten and Long Islands
the Battery by means of
stages and walkways, and
to walk 10,000 persons
orden by fire (September),
inventions, which were fir-
ed to this spacious place.
r the Battery and at the
f an oval form, and sur-
in its enclosure is a foun-
tain about fifteen feet in
height, and about twenty
feet in diameter; it contains

the City Hall and other buildings, and near the south end is
a fountain, the basin of which is 100 feet in diameter: the
water, when made to issue in a single stream, ascends to the
height of about 75 feet. *St. John's Park*, in Hudson Square,
is four acres in extent, and is the property of Trinity Church.
It is beautifully laid out in walks, with shade-trees, and kept
in excellent order: it has a fountain in its centre, and is
surrounded by an iron railing which cost about \$36,000.
Washington Square, or *Parade Ground*, in the north part of
the city, contains about ten acres, surrounded by a wooden
fence. A portion of this Square was formerly the Potter's
Field. *Union Square* is situated at the upper end or termi-
nation of Broadway. It is of oval form, and is enclosed
with an iron railing: its centre is ornamented with a foun-
tain. *Greenwich Park*, near Union Square, and *Tompkins
Square*, in the northeast part of the city, are handsomely
laid out in walks, and shaded with trees. There are other
squares besides in the city—*Madison*, *Hamilton*, &c.—which
are extensive, but not yet laid out.

CHURCHES. *Trinity Church*, &c.—The city of New-York
can boast of many splendid public buildings. The new
Trinity Church may be regarded as the best specimen of
pure Gothic architecture in the country. (The engraving
which follows represents a view of this church from the
Custom-House steps, Wall-street.)

Trinity Church, New-York. This church was built by the
Trinity Church Society, and was dedicated to the Holy Trinity.
It was designed by the architect, John B. Thompson, and was
built in the Gothic style. The church is situated in the north
part of the city, in Hudson Square. It is a large and
handsome building, and is one of the finest specimens of
Gothic architecture in the city. The church was built in
1846, and cost about \$100,000. It is a large and
handsome building, and is one of the finest specimens of
Gothic architecture in the city.



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

first opened for divine service in February, 1697, by the Rev. Mr. Vesey, Rector of New-York. In 1735 it was found necessary to make an addition at its east end, and two years afterwards it was again enlarged on the north and south sides. This building was 146 feet long and 73 wide, with an ornamented steeple 180 feet high. During the awful conflagration of the city in September, 1776, this spacious edifice was entirely destroyed, and remained a heap of ruins during the Revolutionary war. "From the size and height of this noble structure, from the simple style of its architecture, from the lofty trees which embosomed it, and the graves and monuments of the dead which surrounded it on every side, it presented to the spectator a striking object of contemplation, and impressed him with ideas connected with reverence." At the close of the war it was again rebuilt, and consecrated in 1790 by Bishop Provost. This edifice was not so spacious as the one destroyed, it being only 104 feet long and 73 feet wide, and the steeple about 200 feet high. In 1838 this building was taken down, and the present magnificent edifice erected in its place. It is built throughout of sandstone, is without galleries, and capable of seating with comfort 800 persons; it is 189 feet long, 84 feet wide, and 64 feet high; the height of the tower, including the spire, is 264 feet. It cost nearly \$400,000. The tower contains a chime of bells and a clock. In the graveyard adjoining the church may be seen the monuments of Hamilton, Lawrence, and others, who occupy an enviable distinction in the history of the country. Trinity Church is the oldest and richest Episcopal society in America; she annually devotes a large portion of her vast income to the education and support of churches throughout the State. Her corporation, or vestry, whose business it is to conduct the

of the origin of this church. The society (at that time in America) were held in the Battery. The rapid increase of the city rendered it necessary to erect a new edifice, which was done in 1838. It was

affairs of the church, is composed of men of high standing in society, and who are usually characterized as being just and liberal in their official capacity.

There are about 220 churches in the city, many of which are magnificent and expensive structures; and the number is constantly increasing, especially in the upper part of the city.

The *City Hall*, a building of the Corinthian and Ionic orders, displaying a fine combination of taste and elegance, is 216 feet long, 105 feet wide, and, including the attic story, 65 feet high. The first stone of this edifice was laid in 1803, and its construction occupied, with little intermission, a period of ten years. It covers 22,596 square feet of ground, is two stories high above the basement, with an attic story in the centre of the building. The front and the ends are of white marble; the rear of Nyack freestone.

In this building are twenty-eight offices with other public rooms, the principal of which is the Governor's room, a splendid apartment appropriated to the use of that functionary on his visiting the city, and occasionally to that of other distinguished individuals. The walls of this room are embellished with a fine collection of portraits of men celebrated in the civil, military, or naval history of the country. It is 58 feet long by 30 feet wide. In the Common Council room is the identical chair occupied by Washington when President of the first American Congress, which assembled in this city.

The *Merchants' Exchange*, in Wall-street, is built in the most durable manner of Quincy granite, and is fire-proof, no wood having been used in its construction, except for the doors and window frames. It is erected on the site occupied by the exchange building destroyed by the great fire of 1835. The present one, however, covers the entire block, and is 200 feet long by 171 to 144 feet wide, 77 feet high to

men of high standing in
terised as being just and

the city, many of which
tures; and the number is
the upper part of the city.
Corinthian and Ionic or-
of taste and elegance, is
including the attic story,
this edifice was laid in
with little intermission,
a 22,296 square feet of
the basement, with an
ding. The front and the
of Nysack freestone.

offices with other public
Governor's rooms, a splen-
dour of that functionary on-
ly to that of other dis-
tinct rooms are embellished
of men celebrated in the
country. It is 52 feet
more Council room is the
apartment when President of
assembled in this city.
Wall-street, is built in the
style, and is fire-proof, no
exception, except for the
structure on the site con-
tained by the great fire of
covered the entire block,
feet wide, 77 feet high to

the top of the cornice, and 124 feet to the top of the dome.
The entire cost, including ground, is estimated at \$1,500,000.

The Custom House is situated on the corner of Wall
and Nassau streets. It is built of white marble, in the Doric
order of Grecian architecture, similar to the model of the
Parthenon at Athens. It is 200 feet long, 90 wide, and 80
high. The great hall for the transaction of business, is a
circular room 60 feet in diameter, surmounted by a dome,
supported by 16 Corinthian columns, 30 feet high, at the top
of which is a sky-light through which the hall is lighted.

A short distance above, in Nassau-street, is the Post-
Office, formerly the Middle Dutch Church, now rented to the
general government for \$3000 a year, on a lease for seven
years. The inside has been fitted up suitably for the busi-
ness of the office, no other alteration having been made in
the building. There is a branch Post-Office at the corner
of East Broadway and Chatham Square.

The *Halls of Justice*, or "Tombs," is located in Centre-
street, between Leonard and Franklin streets. It is a sub-
stantial looking building of the Egyptian style of architecture,
is two hundred and fifty-three feet long and two hundred
wide; constructed of a light-coloured granite brought from
Hallowell, Me.

LITERARY INSTITUTIONS, &c.—Of the literary institutions
of New-York, *Columbia College*, at the foot of Park Place,
is the oldest, having been chartered by George II. in 1754,
by the name of King's College. The original name was
changed to Columbia College in 1784. It has a president
and ten professors, 1170 alumni, 100 students, and a library
containing 14,000 volumes. The building contains a chapel
lectures-room, hall, museum, and an extensive philosophical
and chemical apparatus. The *Grammar School* attached to

the College has usually from 200 to 300 students, and instruction is given in all the branches necessary for admission into any college, or for the performance of the business of the counting-room.

The *University of the City of New-York* is in University Place, opposite Washington Square. It is built of white marble, in the Gothic style, and is 180 feet long and 100 wide. The building contains a chapel, which receives its light from a window of stained glass in the west front, 24 feet wide and 80 high. This institution was founded in 1831; has a president and 11 professors, a valuable library, and philosophical apparatus.

The *Union Theological Seminary*, founded in 1824, is located in University Place, between Seventh and Eighth streets. It has 6 professors, about 100 students, and a library containing over 16,000 volumes.

The *General Theological Seminary of the Protestant Episcopal Church in the United States* is situated at the corner of 9th Avenue and 31st-street. It was founded in 1819, and consists of two buildings, constructed of stone, in the Gothic style of architecture.

The *Rutgers Female Institute*, in Madison-street, has a fine building, a valuable library, and philosophical apparatus.

The *New-York Society Library* is on Broadway, corner of Leonard-street. This institution was founded in 1754, and has a library of about 40,000 volumes, a lecture-room, and rooms for the Academy of Design.

The *Apprentices' Library*, situated in Crosby street, has a library of 12,000 volumes, and offers facilities for the cultivation of the mind, of which a large number of apprentices have availed themselves. Here is also the *Mechanics' School*, which has many teachers and 300 pupils.

to 300 scholars, and is necessary for administration of the business of the University. It is built of white stone, 100 feet long and 100 feet wide, which receives its light from the west front. The institution was founded in 1826, and contains a valuable library. The Seminary, founded in 1836, is on Seventh and Eighth streets, and contains 100 students, and a library. The Seminary of the Protestant Episcopal Church is situated at the corner of Broadway and Madison-street, and is constructed of stone, in the Italian style. The Seminary in Madison-street, has a philosophical apparatus. The Seminary on Broadway, corner of Broadway, was founded in 1754, and contains a lecture-room, and a library. The Seminary in Crosby street, has facilities for the cultivation of a number of apprentices. It is also the Nicholas Seminary, and 250 pupils.

The *New-York Hospital*, situated on Broadway, opposite Pearl-street, has extensive buildings, and is finely located.

The *New-York Lunatic Asylum* is at Bloomingdale, near the Hudson: attached to it are 40 acres of ground, laid out in gardens, pleasure grounds, and walks. Being on elevated ground, a fine view of the Hudson River, with the surrounding country, is here obtained. The principal building, which is of stone, cost, with its grounds, upwards of \$300,000. It contains 150 patients.

Hotels.—The hotels in New-York are numerous, and well kept, and are not surpassed in comfort and accommodation, by those of any other city in the Union.

The *Astor House*, in Broadway, may be considered among the first in point of attraction, although there are many others equally as well kept. This building was erected by Mr. John Jacob Astor, and opened on the 31st of May, 1836; it is built of Quincy granite, in a remarkably massive style, simple and chaste, is five stories high, with a front of 201 feet on Broadway, directly opposite the Park, 154 on Barclay-street, and 146½ on Vesey-street. Its height is 77 feet, and it contains upwards of 300 rooms. The dining room is 108 feet by 42. The entire cost of the building, including the ground, was about \$750,000. The price of board per day in this establishment is \$2.00.

The *American Hotel* is pleasantly situated at 229 Broadway, opposite the Park. Board \$2.00 per day.

The *Atteneum Hotel*, 347 Broadway, is a well kept house. Board per day \$1.50.

The *Atlantic Hotel*, No. 5 Broadway, opposite the Bowling Green. Board per day \$1.50.

The *Carlisle House*, 350 Broadway. Board \$2.00 per day.

The *City Hotel*, 123 Broadway, on the corner of Cedar-street. Board \$2.00 per day.

Clinton Hotel, in Beckman-street. Board per day \$2.00.

The *Croton Hotel*, 142 Broadway. Board per day \$1.50. This is a temperance house.

Delmonico's, in Broadway, near the Bowling Green, is a new and handsome building. This establishment is conducted on the European plan.

Florence's, in Broadway, corner of Walker-street, is also a new and elegant establishment, conducted upon the European plan.

The *Franklin House* is in Broadway, corner of Dey-street. Board \$2.00 per day.

Howard's Hotel is in Broadway, corner of Maiden-Lane. Board per day \$2.00.

Judson's Hotel, 61 Broadway. Board \$2.00 per day.

Levee's Hotel, on the corner of Park-Row and Beckman-street, is conducted on the European plan.

The *Merchants' Hotel*, 41 Courtland-street. Board \$1.50 per day.

The *National Hotel*, at No. 5 Courtland-street. Board \$1.50 per day.

The *New England House*, 111 Broadway. Board \$1.50 per day.

The *New-York Hotel*, 721 Broadway, is retired, but eligibly situated. Board \$2.00 per day.

The *Pacific Hotel*, 162 Greenwich-street. Board \$1.50 per day.

The *Pearl-Street House*, 88 Pearl-street. Board reduced to \$1.00 per day.

The *Rochester Hotel*, 31 Courtland-street. Board \$1.25 per day.

the corner of Cedar-

Board per day \$2.00.

Board per day \$1.50.

the Bowling Green, is a
establishment is con-

Walker-street, is also a
ucted upon the Euro-

ny, corner of Dey-street.

corner of Maiden-Lane.

board \$2.00 per day.

ark-Row and Beekman-
a plan.

nd-street. Board \$1.50

ourtland-street. Board

roadway. Board \$1.50

ay, is retired, but eligi-

h-street. Board \$1.50

1-street. Board reduced

nd-street. Board \$1.25

NEW-YORK CITY.

113

Rathbun's Hotel, 165 Broadway, between Courtland and Liberty streets. Board \$2.00 per day.

Tommany Hall, corner of Nassau and Frankfort streets, is conducted on the European plan.

Tremont Temperance House, 110 Broadway. Board \$1.50 per day.

The *United States Hotel*, formerly Holt's, is on Fulton-street, bounded by Pearl and Water streets. Board per day \$1.50.

The *Western Hotel*, 9 Courtland-street. Price of board \$1.25 per day.

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

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

Park Theatre.—Park Row, opposite the Park. Boxes \$1.00—Pit 50 cents.

Mitchell's Olympic Theatre.—444 Broadway, a few doors above Canal-street. Boxes 50 cents—Pit 12½.

Bowery Theatre.—In the Bowery, above Bayard-street. Boxes 25 cents—Pit 12½.

Chatham Theatre—Chatham-street. Boxes 25 cts., Pit 12½.

Palme's Opera House—41 Chambers-street.*

American Museum—Broadway, opposite the Astor-House. Admission 25 cents.

Castle Garden—Off the Battery. Admission 25 cents.

Nible's Garden—Was destroyed by fire on the 18th of September, 1846.

Vauxhall Garden—Situated at the furthest end of the Bowery. Admission 25 cents.

EXHIBITIONS OF THE FINE ARTS.—*American Art Union*—Collection of Paintings, 323 Broadway, above Pearl-street. Admission free.

New-York Gallery of Fine Arts—In the Rotunda in the Park, corner of Centre and Chambers streets. Admission 25 cents. Life Membership \$1.00.

National Academy of Design—Corner of Broadway and Leonard street.

Grant Thorburn's Flower Store and Picture Gallery—15 John-street.

Plumb's Daguerrian Gallery—Broadway, opposite the Park.

THE CROTON WATER-WORKS.—The building of this great work was decided on at the city charter election of 1835, and on the 4th of July, 1845, it was so far completed that the water was let into the Reservoir, and on the 14th of October following it was brought into the city.

The whole cost of this great work will be about \$14,000,000, more than double the original estimate. Between the Distributing Reservoir in 40th-street and the

* A new Theatre is building in Broadway, near Anthony-street, and a new Opera House in Astor-Place, in the upper part of Broadway, both of which are expected to be in operation this fall.

Bones 25 cts., Pitt 12 1/2 cts.,
 Broadway-street.
 opposite the Astor House.

Admission 25 cents.
 fire on the 19th of Sep-

the farthest end of the
 American Art Union—
 ay, above Pearl-street.

In the Rotunda in the
 two streets. Admission
 corner of Broadway and

and Picture Gallery—

Broadway, opposite the
 building of this great
 election of 1836, and
 completed that the wa-
 on the 14th of October

city.
 work will be about
 original estimate. Be-
 in 40th-street and the
 y, near Anthony-street, and a
 part of Broadway, high

Battery, about 150 miles of pipe have been laid, from 6 to
 36 inches in diameter. There are 1400 fire, and 600 free
 hydrants in the city.

The aqueduct commences five miles from the Hudson,
 and is about forty miles from the City Hall. The dam is
 250 feet long, 70 feet wide at the bottom, and 7 feet at the
 top, and 40 feet high, built of stone and cement. A pond
 five miles in length is created by the dam, covering a surface
 of 400 acres, and containing 500,000 gallons of water.
 From the dam the aqueduct proceeds sometimes tunneling
 through solid rocks, crowning valleys by embankments and
 brooks by culverts, until it reaches Harlem River. It is
 built of stone, brick, and cement, arched over and under;
 is 6 feet 3 inches wide at the bottom, 7 feet 6 inches at the top
 of the side walls, and 9 feet 5 inches high; has a descent of
 18 1/2 inches per mile, and will discharge 60 millions of gallons
 in 24 hours. It crosses Harlem River on a magnificent
 bridge of stone, 1450 feet long, with 14 piers, eight of them
 60 feet span, and seven of 50 feet span, 114 feet above tide-
 water to the top, and which will cost \$900,000. The Re-
 ceiving Reservoir is at 86th-street and Sixth Avenue, cover-
 ing 35 acres and containing 150 millions gallons of water.

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

The most convenient mode of visiting the Distributing
 Reservoir in 40th-street, or the Receiving Reservoir in 86th-
 street, is by the cars of the Harlem Railroad, which leave
 the depot opposite the City Hall every 15 minutes during the
 day. Fare 12 1/2 cents.

Lanes or Steamboats, &c. Steamboats (during the sea-

son of navigation) leave daily for Albany and Troy and intermediate places, mornings and evenings, from the North River. Fare usually varies from 50 cents to \$3.00.

For Boston, passengers by the Norwich and Worcester, and Stonington and Providence routes, take the steamboats on the above lines, from the foot of Battery Place; and those who wish to go by the Fall River route, starting from Pier No. 3, North River, are conveyed in splendid and commodious steamers, through the Sound, to the termini of the several railroads, and thence to Boston.

The fares are as follows:—On either route between New-York and Boston, \$4.00. To Worcester, Mass., \$3.50; to Norwich, Conn., \$3.00; to Providence, R. I., \$3.00; to Stonington, Conn., \$3.00; Providence by Fall River route, \$3.00; and to Newport or Fall River, \$3.00.

The above steamboats leave every afternoon (Sundays excepted), and arrive in Boston early the next morning.

There is also a day-line to Boston, via New Haven, Hartford, and Springfield, which leaves from Peck Slip, East River, every morning.

For New Haven and Hartford, steamboats leave Peck Slip, East River, daily.

Philadelphia, by New Jersey Railroad. Passengers leave the depot at the foot of Liberty-street (where tickets are procured), and crossing the ferry to Jersey City, there take the cars for Philadelphia. Trains leave New-York at 9 o'clock, A. M. and 4½ P. M. Fare \$4.00.

Philadelphia, via Camden and Amboy Railroad. Passengers take the steamboat from Pier No. 2, North River, near the Battery, at 5 o'clock, A. M. to Amboy—there taking the cars for Philadelphia. Fare \$3.00.

New-York and Erie Railroad. Steamboats leave the foot

Albany and Troy and
evenings, from the North
cents to \$3.00.

erwich and Worcester,
son, take the steamboats
Battery Place; and these
route, starting from Pier
splendid and commodious
termina of the several

ter route between New-
cester, Mass., \$3.50; to
denoe, R.I., \$3.00; to
nce by Fall River route,
er, \$3.00.

y afternoon (Sundays ex-
the next morning.

n, via New Haven; Hart-
s from Peck Slip, East

steamboats leave Peck

road. Passengers leave
street (where tickets are
Jersey City, there take
ns leave New-York at
are \$4.00.

Amboy Railroad. Pas-
senger No. 2, North River,
I. to Amboy—there tak-
\$3.00.

Steamboats leave the foot

of Duane-street at 7 o'clock, A. M. and 4 P. M. for Piermont,
where passengers take the cars for places on the route.

Bridgeport and Housatonic Railroad. A steamboat
leaves the foot of Market-street every morning for Bridge-
port, Conn., connecting with places on the Housatonic
route.

The Hudson River Railroad, extending from New-York
to Albany, is now being constructed; it will, no doubt, be
pushed through to completion at as early a day as possible.
The route of this road may be seen, by referring to the map
of the Hudson River, &c.

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

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

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

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

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

Each passenger is entitled to take one trunk, valise, box,
bag, or other travelling package; and as many more as he
pleases, by paying 5 cents for each extra, or 12½ cents if over
a mile.

If the distance be over one mile, and not over two miles,

the charge for one passenger is 50 cents, and each additional one, 25 cents.

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

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

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

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

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

DISTANCES FROM THE CITY HALL.—To the Battery, north end, three-quarters of a mile—south end, one mile; foot of Courtland-street, half a mile; foot of Barclay-street, three-quarters of a mile; foot of Chambers-street, half a mile; foot of Canal-street, one mile; Dry Dock, two miles; Catharine-street Ferry, three-quarters of a mile; Fulton Ferry, half a mile; South Ferry, one mile; Navy Yard, Brooklyn, one mile and a quarter; Jersey City Ferry, half a mile; Harlem, eight miles; Distributing Reservoir, three miles and a quarter; Receiving Reservoir, five miles.

PLACES IN THE VICINITY OF NEW-YORK.—Brooklyn, described at length, at page 122; Navy Yard, Brooklyn, at page 124; Atlantic Dock, at page 125; Greenwood Cemetery, at page 126.

cents, and each additional
y or hour, it must be so

the driver is entitled to
cents per hour after-

reously numbered, and
; and in default
demand or receive

ange, to or from steam-
with one or two persons,

one person, any distance

When with two per-
son, driving in town from

To the Battery, north

end, one mile; foot of

of Barclay-street, three-

er-street, half a mile;

Deck, two miles; Ceth-

a mile; Fulton Ferry,

Navy Yard, Brooklyn,

ity Ferry, half a mile;

reservoir, three miles and

a mile.

-Youn.—Brooklyn, fr-

avy Yard, Brooklyn, at

125; Greenwood Cem-

NEW-YORK CITY.

119

Williamsburg is situated on Long Island, opposite the northeast part of New-York, from which it is separated by the East River. This place, which, as well as Brooklyn, has become a noted residence for those doing business in New-York, is increasing rapidly both in wealth and population. At the present time (1847) its population is not less than 15,000. It is connected with New-York by three steam-ferries, the boats on which ply at regular intervals. *The ferriage is from 3 to 4 cents each way.*

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

Flushing, at the head of Flushing Bay, five miles from Long Island Sound by water, and nine miles from the City Hall, New-York, is a favorite place of resort for the citizens of New-York and Brooklyn; and the ride from the latter place is delightful; from the former it is reached by steamboat, one plying between the two places at regular intervals. *The Linnaean Botanic Garden*, situated here, covers, including nurseries, about forty-five acres of ground, and is a delightful place. Here may be procured fruit and ornamental trees, shrubs, plants, and flowers, in great variety. *Visitors have free access to the garden on all days (Sundays excepted).*

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

Coney Island, belonging to the town of Gravesend, is five miles long, and one broad, and is situated about twelve miles from New-York. It has a fine beach fronting the ocean, and is a favorite resort for sea-bathing. On the north side

of the Island is an hotel. *Steamboats ply regularly between the city and Coney Island during the summer season. Fare 12½ cents each way.*

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

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

Bloomington is a neat village, five miles from the City Hall, on the left bank of the Hudson. Here is the Orphan Asylum. *Manhattanville*, two miles north of the latter place, contains the Lunatic Asylum, which occupies a commanding situation. *Harlem*, eight miles from the City Hall, is reached by the cars on the Harlem Railroad, which leave the depot in New-York many times daily.

The *Croton Water Works*—already described at page 114.

Places on the Hudson River worthy the attention of stran-

boats ply regularly between the summer season. Fare

provisions for protecting the at the "Narrows," about here is here an extensive accommodation of visitors. Fort Hamilton to land and

and fashionable watering- in a southeast direction, a splendid estab- the beach, a short distance style befitting its object as a desirable company. There kept; also several private, or the invalid, may enjoy with less parade and at a hotel. The best route for Long Island Railroad, to Ju- at miles by stage, over an, five miles from the City son. Here is the Orphan miles north of the latter m, which occupies a com- miles from the City Hall, from Railroad, which leaves daily.

already described at page 114. worthy the attention of stran-

gers, are described under the heading, "Passage up the Hud- son," at page 134.

Staten Island, the landing at which is about five miles from New-York and fronting the Quarantine Ground, has a fine situation commanding a splendid view of the beautiful bay, Long Island, &c. There are here hotels and boarding-houses, for the reception of visitors. Steamboats leave New-York several times daily, from the foot of Whitehall-street, at the Battery. Fare 12½ cents.

New Brighton, *Fort Richmond*, and the *Sailor's Snug Harbor*, an asylum for superannuated seamen, are situated in the north part of the Island.

The *Ocean House*, in New Jersey, near Sandy Hook, and fronting the Atlantic, is a place of much resort during the warm season.

Long Branch, about thirty-two miles from New-York, and a little south of the Ocean House, is another place of resort for those in pursuit of fishing or sea-bathing.

Shrewsbury, *Red Bank*, and *Tinton Falls*, in the vicinity of the above places, are also places of great resort. A steamboat leaves New-York daily from the pier next above the Fulton Ferry.

Schooley's Mountain, and the *Panama Falls*, both in New Jersey, attract numerous visitors. See *Index*.

**BROOKLYN.**

The city of **BROOKLYN** is situated at the west end of Long Island, opposite to the city of New-York. It is the second city in the State in population, and at the present time numbers about 60,000. It is separated from New-York by the East River. The communication between the two cities is rendered easy and convenient by five steam-ferries. Fare 2 cents each way. The Fulton Ferry, which is by far the greatest thoroughfare, has handsome and comfortable boats. Two new steamboats have recently been placed on the Ferry, costing upwards of \$30,000 each, which are not surpassed for size and beauty by those on any other ferry in the world. The crossing to and fro, especially mornings and evenings, is so great as to strike a stranger with astonishment. Three boats constantly ply at the same time on each

of the three principal ferries, and the time of crossing is usually from four to six minutes. Two new ferries are about to be established between these places. The near vicinity of Brooklyn to the business centre of New-York; makes it a favorite residence with many doing business in the latter place.

The ground on which Brooklyn is built is more elevated than that of New-York. The "Heights," on the East River, present a bold front, elevated seventy feet above tide-water, affording a delightful view of the city and harbor of New-York, the islands in the bay, and the shore of New Jersey.

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

Most of the houses here are well built, and many of its dwellings are distinguished for their splendor, and a chasteness of elegance in their architectural design.

The population in 1810 was 4402; in 1830, 7175; in 1850, 15,206; in 1860, 36,223; and at the present time (1867) it is not less than 60,000.

Brooklyn was incorporated as a village in April, 1806, and as a city, with greatly extended limits, on the 8th of April, 1866. It is divided into nine wards, and is governed by a mayor and a board of eighteen aldermen, two from each ward, annually elected.

The shores of Brooklyn, where not defended by wharves,

at the west end of Long
-York. It is the second
at the present time num-
d from New-York by the
between the two cities is
five steam-ferries. Fare
erry, which is by far the
se and comfortable boats.
tly been placed on the
each, which are not sur-
on any other ferry in the
especially mornings and
a stranger with astonish-
at the same time on each

undergo continual and rapid changes by the velocity of the current in the East River. Governor's Island was formerly connected with Brooklyn at Red Hook Point; and previous to the Revolution, cattle were driven from the Hook to the island, then separated by a narrow and shallow passage called Buttermilk Channel, which is now wide and deep enough for the passage of merchant vessels of the largest size.

PUBLIC BUILDINGS.—Of these the most prominent is the new *City Hall*, now being constructed, which occupies the site of the one projected and commenced several years since; the present one is built of white marble, and is on a less magnificent scale, the plan of that day being altogether too extensive for the requirements of the city. The *Jail*, a substantial building erected in 1837, is situated in the eastern part of Brooklyn, near Fort Greene. The *Lycæum*, in Washington-street, corner of Concord, is a fine granite building, with a spacious and commodious lecture-room. The *City Library* contains a large number of valuable literary and scientific works. The *Savings Bank*, an excellent institution, is in an elegant new building on the corner of Fulton and Concord streets.

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

THE UNITED STATES NAVY YARD is situated on the south side of Wallabout Bay, in the northeastern part of Brooklyn, and occupies about forty acres of ground, enclosed on the land side by a high wall. There are here two large ship-

ages by the velocity of the current. The island was formerly Hook Point; and previous to the removal from the Hook to the present site, the water was very shallow and narrow, and the passage was now wide and deep. The most prominent feature of the island is the Arsenal, which occupies the site of the old fort, and has been extended several years since; it is built of marble, and is on a level with the city. The Jail, a substantial building, is situated in the eastern part of the island. The Lyceum, in Washington, is a fine granite building, and is used as a lecture-room. The City Hall, a valuable literary and historical institution, is situated on the corner of Fulton

Brooklyn are numerous, and among them are the Episcopal Church of the Holy Trinity, which is a magnificent structure. This church was built on the site of the old fort, and is a fine specimen of Gothic architecture.

is situated on the southern part of Brooklyn, and is enclosed on the north and east by the city wall. There are here two large ship-

houses for vessels of the largest class, with workshops and every requisite necessary for an extensive naval depot. The United States Naval Lyceum, an exceedingly interesting place, is also in the Navy Yard. It is a literary institution, formed in 1833 by officers of the Navy connected with the port. It contains a splendid collection of curiosities, and splendid mineralogical and geological cabinets, with numerous other valuable and curious things worthy the inspection of the visitor. A Dry Dock is being constructed here, at a cost of about a million of dollars.

On the opposite side of the Wallabout, half a mile east of the Navy Yard, is the Marine Hospital, a fine building erected on a commanding situation, and surrounded by upwards of thirty acres of well-cultivated ground.

At the Wallabout were stationed the Jersey and other prison-ships of the English during the Revolutionary war, in which, it is said, 11,500 American prisoners perished, from bad air, close confinement, and ill treatment. In 1806, the bones of the sufferers, which had been washed out from the bank where they had been slightly buried, were collected, and deposited in thirteen coffins, inscribed with the names of the thirteen original States, and placed in a vault beneath a wooden building erected for the purpose, in Jackson-street, opposite to Front, near the Navy Yard.

THE ATLANTIC DOCK, about a mile below the South Ferry, is a very extensive work, and worthy the attention of strangers. It can be reached from New-York by taking the Manhattan Avenue Ferry, near the Battery, which lands its passengers close by. The Company was incorporated in May, 1860, with a capital of \$1,500,000. The basin within the pier contains forty-two and a half acres, with sufficient

depth of water for the largest ships. The piers are furnished with many spacious stone warehouses.

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

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

The Cemetery contains about 200 acres of ground, with a great variety of surface, and is tastefully laid out in walks. The natural surface has been preserved, together with its ponds, trees, &c. Several of the monuments, which are original in their design, are very beautiful, and cannot fail to attract the notice of strangers. Those of the Iowa Indian Princess, Dolusame, and the "mad poet," McDonald Clark, near the *Sylvan Water*, are admirable.

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

pa. The piers are furnished
houses.

rd in the south part of Brook-
lles from the Fulton Ferry,
one of the stages which leave
12½ cents. Another way
be new ferry at Whitehall,
the vicinity of the Cemetery,
ing out from the shore: cars
to the Cemetery, carrying

avenue, called *The Tber*, as
obtain the best general view
again to reach the entrance
caution be observed, they
to discover their way out.
wever, to the grounds and
able to take other avenues,
unde of peculiar interest and

at 200 acres of ground, with
tastefully laid out in walks,
reserved, together with its
the monuments, which are
beautiful, and cannot fail to
Those of the Iowa Indian
and poet," McDonald Clark,
sirable.

ells, nestling little lakes in
and willows from the sun,
d musical with the songs of
illage of graves, as it were,

with hundreds of visitors, like yourself, poring over sculp-
tured tokens of affection."

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

LONG ISLAND RAILROAD ROUTE.

This road extends from South Brooklyn, opposite to the
lower part of the city of New-York, to Greenport, at the
east end of Long Island, 96 miles. After leaving the depot
near the South Ferry, the cars pass through a tunnel, under
Atlantic-street, which is 2,750 feet long, and about 30 feet
deep, at the highest part of the street, and cost \$36,000.

The railroad to Jamaica, 12 miles, was the first link of the
road constructed, by a company incorporated April, 1832,
with a capital of \$300,000. In April, 1834, the Long
Island Railroad Company was incorporated, with a capital of
\$1,500,000, to construct a road through Long Island to
Greenport, with permission to unite with the Brooklyn and
Jamaica Company. The design of this road originally was
to open a speedy communication between New-York and
Boston, which, by a ferry crossing the Sound, was to connect
with either of the great routes that terminate in the latter
city. This is undoubtedly the shortest route between the
two cities, and until recently was opened for the day travel

between New-York and Boston, but owing to some temporary embarrassments of the Company, has been discontinued for the present. The cars, however, run regularly between Brooklyn and Greenport, and intermediate places. The scenery on the route is neither varied nor interesting, the country through which it passes being mostly flat, with a poor and sandy soil. The distance between New-York and Boston, by this route, connecting with the Norwich and Worcester railroad, is 235 miles.

Jamaica, situated on the railroad, and on the turnpike-road leading from Brooklyn to Hempstead, is a neat and pleasant village, approached by roads running through a district highly cultivated, and richly adorned with productive farms and splendid country-seats. This village is a great resort for persons from the neighboring cities, the railroad rendering the communication easy and convenient. Many persons doing business in New-York have a permanent residence here. *Fare 25 cents.*

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

North Hempstead, 21 miles from Brooklyn, is situated a short distance north of the railroad, and on the turnpike-road which runs throughout the island. It is the seat of the county, and contains the court-house, &c. In this town is "Harbor Hill," which rises to the height of 331 feet above the ocean, and is said to be the most elevated land on the Atlantic coast from Montauk Point to Florida. It is about 19 miles from the Atlantic, and is visible some distance at sea. Success Pond, situated on a high hill, in the

but owing to some temporary, has been discontinued, but run regularly between intermediate places. The varied and interesting, the being mostly flat, with a road between New-York and with the Norwich and

and, and on the turnpike-road road, in a neat and pleasant running through a district rmed with productive farms a village is a great resort for ices, the railroad rendering convenient. Many persons ave a permanent residence

half miles, extends to Hemp- south side of " Hempstead road about 21 miles from dy loam, is rendered highly an. Fare 37½ cents.

from Brooklyn, is situated a road, and on the turnpike- island. It is the seat of rt-houses, &c. In this town to the height of 331 feet e the most elevated land on ak Point to Florida. It is e, and is visible some dis- uated on a high hill, in the

west part of the town, is a mile in circumference; it abounds with yellow perch, and is a favorite resort for the angler.

Riverhead is situated on the Peconic River, 75 miles from Brooklyn, and is the capital of Suffolk county. Vessels of 70 tons burthen come within two and a half miles of the village. Large quantities of wood are sent from this place to New-York. Fare \$1.50.

Greenport is the eastern termination of the Long Island railroad, from Brooklyn 95 miles. Before the construction of the railroad, it consisted of a few straggling houses only, but is now quite a large and prosperous village. Fare \$2.00. On the arrival of the cars, a steamboat leaves Greenport for Sag Harbor.

Gardiner's Island, situated across the mouth of Gardiner's Bay, about 10 miles from Greenport, was settled as early as 1639, by a Scotchman who had served in the English army. This, it is said, was the first British settlement in the State of New-York. The island is remarkable for its fine cultivation, its extensive dairy, numerous herds, and great product of wool. "The celebrated Captain Kidd called at this island on his way to Boston, when he returned from his cruise in 1699, and deposited there a box of gold, silver, and precious stones, intrusting the then owner of the island with the secret, and holding his life in pledge for his fidelity. An account of the deposit was found among the pirate's papers upon his arrest; and the box was disinterred, and delivered to the commissioners appointed to receive it. It contained 728½ oz. of gold, 847½ ounces of silver, and 17½ of jewels."

HARLEM RAILROAD.

This road, which is now in operation to Somers Town, 20 miles from New-York, extends from the City Hall, at the junction of Centre and Chatham-streets, through Centre, Broome and the Bowery, to the Fourth Avenue; at 22d-st. it enters the first deep cutting into the solid rock, at Murray's Hill, and then proceeds towards the tunnel under Prospect Hill, at Yorkville, which is 598 feet long, 34 wide, and 21 high to the top of the arch, cut through solid rock, superseding the necessity of masonry, and which cost \$90,000; from thence it proceeds to Harlem, crossing the river over a substantial bridge into the county of Westchester. (By referring to the map of the Hudson River, the extension route of this road to Albany will be seen.) About one half of the route is already completed, if we take into consideration that portion of the Albany and West Stockbridge railroad of which it will form a part, and with which it will connect near Chatham Four-Corners. The completion of this road will open a new trade with the rich and flourishing counties through which it is to pass, which will give a new impetus to its business prospects.

The New-York and New-Haven railroad, (which will probably be in operation in the course of next year,) will unite with the Harlem at a point near Williams' Bridge. In anticipation of the increased amount of business by this connection, the Harlem company have erected a handsome engine-house above 50th-street. It is of brick, with sixteen sides and three entrances, its diameter being 126 feet, that of the turn table 35 feet, and the height of the dome from the ground, 54 feet. The building will accommodate sixteen engines, with their tenders. A machine shop, 100 feet by 40, is constructed in the rear of the main building.

ation to Somers Town, 50 m. the City Hall, at the streets, through Centre, North Avenue; at 234-st. the solid rock, at Mar- wards the tunnel under a 808 feet long, 24 wide, cut through solid rock, security, and which cost to Harlem, crossing the the county of Westches- Hudson River, the ex- ploy will be soon.) About mpleted, if we take into Albany and West Stock- a part, and with which Corners. The completion with the rich and flour- to pass, which will give seen. on railroad, (which will come of next year,) will as Williams' Bridge. In t of business by this con- created a handsome an- ls of brick, with sixteen ver being 126 feet, that ight of the dome from ill accommodate sixteen the shop, 100 feet by 40, in building.

Yorkville to 5 miles north of the City Hall: the cars pass many times through it daily. In this vicinity is the Receiv- ing Reservoir of the Croton water-works, containing 36 acres, enclosed by a high and substantial wall. Fare 12½ cents.

Harlem, 8 miles from the City Hall, is a suburb of New-York, and is now quite a manufacturing place. It can be reached from the city by the cars, many times daily. Fare 12½ cents. Harlem was founded by the Dutch, in 1660, with a view to the amusement and recreation of the citizens. The following is from an ancient Dutch record. "The Go- vernor and Council, desirous to form a new village at the end of Manhattan Island, proposed to settle grants of land of 48 acres each, at 12 shillings the acre, free from taxes, for 10 years, and to assign 15 soldiers for their defence, to erect a sub-court of justice when there should be 25 fam- ilies established, to provide a clergyman, half of whose salary should be paid by the government, and to make a road to the city by the company's negroes."

White Plains and Bedford are each semi-captains of Westchester county: the latter is situated upon a highly fertile plain, encompassed by hills. Whiteknockville, at the junction of Croton and Croton rivers, has some manufacturing. Fare to White Plains, 50 cents, and to Croton Falls and Somers, \$1.

NEW-YORK AND ERIE RAILROAD.

This road, when completed, will extend from Flomont, on the Hudson river, 24 miles above N. Y., to Dunkirk on Lake Erie, 420 miles. The company was incorporated by

the legislature on the 24th day of April, 1832, with power to construct a railroad from the city of New-York to Lake Erie, with a capital of \$10,000,000. They were allowed ten years from the date of their charter, within which to complete one-fourth part of the road; fifteen years for one half; and twenty years for the whole; with the privilege to commence at any point on its route, which they should deem most eligible, and use either a single or double track. At the granting of the charter the state reserved the right, after the expiration of ten years, and within fifteen from the completion of the road, to take it with its appurtenances for public use, on paying the cost thereof, with interest at fourteen per cent. per annum. This road is now opened to the public as far as Otisville, eighty-seven miles from New-York, and before long will be completed to Port Jervis on the Delaware River, where it will intersect the Delaware and Hudson Canal, 100 miles from Philadelphia. Instead of carrying it through Sullivan County (as the people resident there desired), it is to follow the Delaware River, on the Pennsylvania side, for which privilege the company is to pay that state \$10,000 per annum. Ten miles of the road at Dunkirk are already completed, other portions are graded, and a part of the superstructure laid down between. The route traversed by the Erie Railroad is through one of the best agricultural districts in the country. At Dunkirk, the termination of this road, the lake navigation usually opens from four to six weeks earlier, and remains open for the same period later than at Buffalo. The road from Piermont to Otisville, sixty-three miles, cost about \$1,237,000. At Piermont a pier extends into the river one mile in length, which cost \$220,000.

A steamboat leaves New-York daily, except Sundays,

of April, 1833, with power
 city of New-York to Lake
 100. They were allowed
 or charter, within which to
 road; fifteen years for one
 sole; with the privilege to
 e, which they should deem
 single or double track. At
 te reserved the right, after
 within fifteen from the com-
 with its appurtenances for
 roof, with interest at four-
 road is now opened to the
 ven miles from New-York,
 to Port Jervis on the De-
 let the Delaware and Hud-
 son. Instead of carrying
 the people resident there
 are River, on the Pennsylv-
 the company is to pay that
 miles of the road at Dunkirk
 are graded, and a part
 between. The route through
 rough one of the best agri-
 At Dunkirk, the termina-
 tion usually opens from
 main open for the same
 the road from Piermont to
 t about \$1,237,000. At
 river one mile in length,
 k daily, except Sundays,

from the foot of Deane-street for Piermont, where passen-
 gers take the cars for any place on the line of the Erie Rail-
 road. *Usual time from New-York to Piermont, 1 hour 45*
minutes; and from Piermont to Otisville, 3½ hours. Stages
 run daily from Middletown, on the arrival of the afternoon
 train, to Millford, Carbondale, Honesdale, Montrose, To-
 wanda, and Owego; also to Monticello, Windsor, Bing-
 hamton, Ithaca, &c.

Ramapo, on the Erie Railroad, is two and a-half miles
 above the New Jersey line, and lies in the deep valley of
 the Ramapo River, on the old stage-road from New-York
 to Albany. It is about to be connected by railroad with
 Paterson in New Jersey, fourteen and a-half miles south of
 Ramapo, and thirty miles from Jersey City. When this
 road is completed, passengers from the great West will have
 a direct and convenient land route to New-York. *Fare to*
Ramapo 70 cents.

Chlorster lies on the stage-road from Gothen to New-York,
 about eighteen miles S. W. from Newburg, in a rich and
 picturesque country, productive of grass, grain, fruits, and
 excellent butter.

Gothen, the shire town of Orange County, lies in a beau-
 tiful valley forty-six miles from Piermont, seventy from New
 York, and twenty from the Hudson River at West Point.
 It is celebrated for the large quantities of butter produced
 here for the New-York and other markets. *Fare from New-*
York \$1.12.

Otisville is the present termination of the railroad. *Fare*
from New-York \$1.20.

PASSAGE UP THE HUDSON.

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

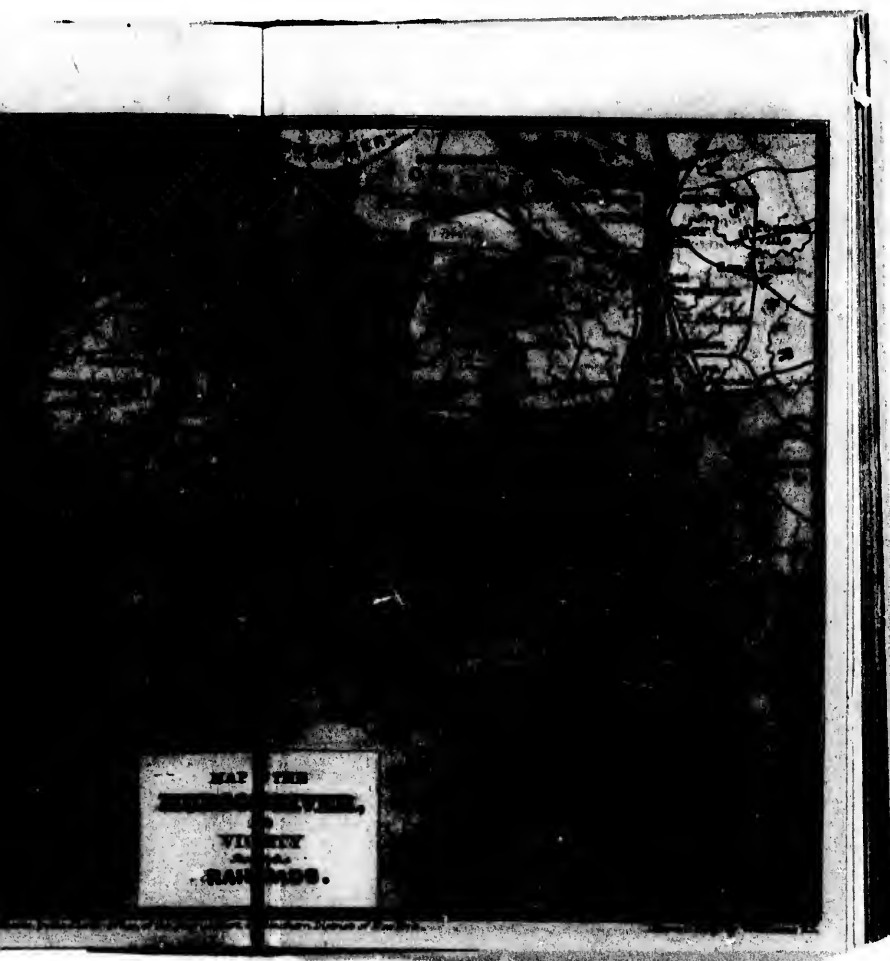
Opposite New-York is Jersey City, where commence the Philadelphia and the Paterson Railroads. This is also the starting-point of the Morris Canal, which unites the Hudson with the Delaware River. One mile north is Hoboken, a popular place of resort for the citizens of New-York. The walks, which are shaded by trees, extend for about two miles along the bank of the river, terminating with the Ely-

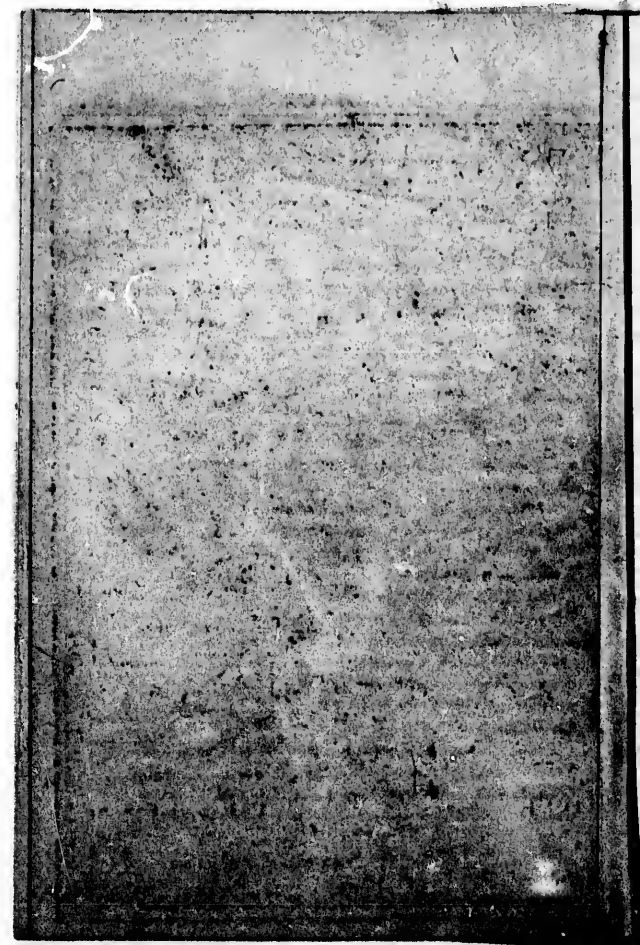
AT COMPANION.

HUDSON,

York, in any one of the waters of the Hudson,—
 es," from the expensive-
 uction, the gorgeoussness
 and the many appliances
 harm the senses and dis-
 raveller is at once intro-
 and which forms a sitting
 at await his progress up
 stance, lies the Battery,
 the pride of its citizens;
 is arrested by Govern-
 Coming his view down
 " Narrows," and of the
 which, in the distance,
 separated by only a thread
 of the Bay his eye is at-
 tains, whose batteries can
 waters and the verdure
 These, with many other
 beauty and interest of
 such as are, "like angels'
 City, where commence the
 threads. This is also the
 which unites the Hudson
 mile north is Hoboken, a
 ents of New-York. The
 extend for about two
 commencing with the Ely-







stein Fields. Four miles above the city, on this side of the river, is Westcote. Under a ledge of rocks facing the river, is the spot where General Alexander Hamilton fell in a duel with Aaron Burr. Formerly there was here a marble monument erected to his memory, but it is now removed.

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

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

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

Fort Lee, on the west side of the river, ten miles above the city, is situated on the brow of the Palisades, more than 200 feet above the river. A ferry connects it with New-York. Fare, 12½ cents.

Fort Mifflin is nearly opposite. Here, during the Revolution, the American army sustained a defeat, and 2000 men surrendered themselves prisoners of war.

Deerpark. Deerpark Creek, thirteen miles above New-York, flows into the Hudson; this creek, with the Harlem River, of which it is a part, forms Manhattan Island, upon which the city is built.

Pawlingburg, or Yonkers, seventeen miles above New-York, at the mouth of a small creek called the Saw-Mill Creek, is a thriving village, and is much resorted to in warm weather. Fare, in omnibuses from New-York, 25 cents.

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

Dobbs' Ferry, twenty-two miles north of the city, was a noted place during the Revolutionary war.

Piermont, on the west bank of the Hudson, is the starting point of the New-York and Erie railroad. A pier extends from the shore a mile in length. A steamboat plies daily between this place and New-York, and connects with the railroad. Three and a half miles west, lies the village of *Tappan*, celebrated as being the head-quarters of Washington during the Revolution, and the place where Major Gen. Andre was executed, October, 1780. Here commences the expansion of the river known as the Tappan Bay, extending a distance of ten miles, with an average width of two and a half.

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

Tarrytown, twenty-seven miles above New-York, is beautifully situated on Tappan Bay. This is the place where Major Andre was stopped, (on his way to the British lines,) returning from his visit to Gen. Arnold.

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

Shag-Shag is on the east shore of the Hudson, thirty-three miles above New-York. It is situated partly on elevated

of Yonkers, is a neat little
dry-seats.

to the north of the city, was a
nary war.

the Hudson, is the starting
railroad. A pier extends

A steamboat plies daily
work, and connects with the

es west, lies the village of
head-quarters of Washing-

place where Major Gen.
90. Here commences the

the Tappan Bay, extending
average width of two, and a

ry is the beautiful residence
ar American author. This

is a river, with a neat lawn
ading it. It is built in the

ectly seen by the traveller
r down the river.

above New-York, is beau-
This is the place where

is way to the British (Hess.)
Arnold.

o river, twenty-eight miles
important for its quantity of

and other granites have sup-
steamboats plies daily between

of the Hudson, strip-shore
situated partly an elevated

ground, and commands a fine view of the river and the sur-
rounding country. This place contains the State Prison, oc-
cupying one hundred and thirty acres of ground, which can
be distinctly traced from the boat, as it proceeds up or down
the river. It is noted for its marble quarries, which are ex-
tensively worked by the State convicts, who have erected
two large prisons, workshops, &c., from the stone quarried
here. The Croton River, after running a southwest course
of about forty miles, enters the Hudson two miles above
Sing Sing, and during the spring of the year pours a consid-
erable volume of water into that river. Its source is derived
from ponds of pure water in a granite region of country.
A portion of this river is diverted from its course to supply
the citizens of the metropolis with the greatest of all luxu-
ries, a beautiful supply of the pure element. The rapid
freshets of the Croton have brought down such an amount
of earth and stones as to form Tellers or Croton Point; an
isthmus that extends about a mile from the eastern shore,
separating the Tappan from the Haverstraw Bay.

On the opposite side of the river is *Verdriets's Hook*, a
bold headland rising majestically from the water; above
which the river again expands to the average width of two
miles, extending six, and is known as the Haverstraw Bay.
On the Verdriets's mountain is a clear crystal lake, about
four miles in circumference, which forms the source of the
Hachemack River, and which, although not more than a
mile from the Hudson, is elevated 550 feet above it. This
is the Rockland lake, from which New-York is supplied
with ice of the purest quality. The ice is cut into large
square blocks, and slid down to the level of the river, and,
when the river breaks up, is transported to the city of New-
York.

Hoerstraw, or Warren, is on the west side of the river, thirty-six miles from the city, with which there is a daily communication by steamboat. Verplanck's Point, on the east side of the river, and Stony Point, on the opposite side, are memorable from their connection with events of the Revolutionary war.

Caldwell's Landing, on the west side of the river, forty-four miles from New-York, is at the base of the Dunderberg or Thunder mountain. From this elevated position, which is three hundred feet above the river, the visitor has a view that extends over Westchester county to Long Island Sound, down the river and bays to the vicinity of the city, and crosses the river to Peekskill and the mountain summits around West Point. Caldwell is usually a place of landing for the Albany boats on their way up the river. Just before reaching this place, the traveller who has never before ascended the river, is scarcely able to conjecture, as he looks around, and sees all further ingress apparently cut off, which course the boat will pursue,—whether through the deep opening to the right, or the one in front, leading through the opening in the mountains. During this brief suspense, and while contemplating the stupendous elevation close at hand, which the steamer almost grazes in its rapid course, the boat is suddenly directed to the left or west, around the acute angle that opens into the Horse Race, a short reach of the river between the mountains on the south, and St. Anthony's Point on the north.—Peekskill, on the opposite side of the river, is a village of some importance. An effort is making to connect it by railroad with New Haven, Conn.

The Highlands.—These may be considered the most remarkable feature in the Hudson River scenery. They are sixteen miles in width, and extend in a N. E. and S. W.

the west side of the river, in which there is a daily ferry, *Arplanck's Point*, on the east, on the opposite side, station with events of the

side of the river, forty-five miles above the base of the *Dunderburg* is an elevated position, which, for the visitor has a view nearly to Long Island Sound, in the vicinity of the city, and the mountain summit is usually a place of landing up the river. Just before who has never before can conjecture, as he looks apparently cut off, which whether through the deep front, leading through the g this brief respite, and an elevation close at hand, in its rapid course, the or west, around the route *Russ*, a short reach of the south, and *St. Anthony's* on the opposite side of the river. (An effort is making *St. Haven, Conn.* is considered the most river scenery. They are in a N. E. and S. W.

direction, about twenty-five miles. The highest elevation is 1680 feet.—The course of the boat now is through the "Horse Race," a term derived from the rapidity of the current, caused by an abrupt angle in the bed of the river, which is contracted to a narrow space by its passage through the mountain pass.

Anthony's Nose, on the right or east shore, is a mass of rocks rising to the height of 1128 feet above the level of the river, which runs deeply at its base. Two miles above the last named place, is the *Sugar-Loaf Mountain*, which rears its summit to the height of 860 feet.

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

Warr Point.—The traveller has now arrived at this romantic and interesting spot, fifty miles above New-York, and ninety-three miles from Albany. It was one of the most important fortresses during the Revolutionary war; and is now the seat of the National Military School, organized in 1809, under the direction of General Williams. The cliff selected for the fortress rests against a lofty ridge broken into small eminences that form a species of amphitheatre, washed below by the river. It rises in terraces, the first of which is very narrow and nearly level with the river; the second is approachable by a steep ascent of eighty or ninety feet, and the third, rising one hundred and eighty-eight feet above the level of the water, spreads into a plain of more than a mile in circumference, on which the principal works

were constructed, the chief of which was *Fort Clinton*. Upon the eminences were several redoubts which commanded *Fort Clinton*, of which *Fort Putnam* was the most important. This fort is elevated 598 feet above the river. As the boat proceeds on her course the outworks and buildings attached to the Military School are plainly discernible. During the Revolutionary war this post was emphatically the key of the country, as it commanded the river, which admitted vessels of heavy burden as far as *Hudson*, and prevented the British from holding communication with *Canada*. For this reason the British commanders were very anxious to obtain it, and its surrender was to have been the first fruit of *Arnold's* treason; but in this he was disappointed by the arrest of *Major André*.—The boat stops at the landing at *West Point* to discharge and receive passengers, allowing the traveller barely time enough to catch a glimpse of the beauties of this locality. There is a hotel at the brow of the hill which is approached by a good carriage-road from the steamboat landing; the pedestrian may mount by another path, though not without some difficulty. The view from the observatory at the top of the hotel is peculiarly fine in all its parts, but especially on the north,—looking down upon the *Hudson* and towards *Newburg*, and the remote chain of the *Shawangunk Mountains*, seen in the dim blue distance towards the northwest. The hotel is built of stone, and is surrounded by extensive piazzas for promenade, commanding in front a full view of the plain and buildings, and in the rear a delightful prospect of the river and *Highlands*. During the months of *July* and *August*, the cadets are encamped on the plain, when it is highly interesting to witness the drills and parades of these embryo chieftains. Near the north-east extremity of the grounds, at the pro-

which was *Fort Clinton*.
 l redoubts which com-
 rt Putnam was the most
 598 feet above the river.
 the outworks and build-
 are plainly discernible.
 post was emphatically
 commanded the river, which
 far as Hudson, and pre-
 munication with Canada.
 nders were very anxious
 o have been the first fruit
 was disappointed by the
 t stops at the landing at
 ive passengers, allowing
 o catch a glimpse of the
 is a hotel at the brow of
 good carriage-road from
 trian may mount by an-
 ime difficulty. The view
 of the hotel is peculiarly
 y on the north,—looking
 de Newburg, and the re-
 ountains, seen in the dim
 st. The hotel is built of
 ve piazzas for promenade,
 f the plain and buildings,
 ct of the river and High-
 y and August, the cadets
 it is highly interesting to
 these embryo chieftains.
 the grounds, at the pre-

jecting point forming the abrupt bend of the river, is a mon-
 ument of white marble, consisting of a base and short col-
 umn, on the former of which is the simple inscription, "Kos-
 ciuszko," "Erected by the corps of Cadets, 1828." Another
 monument on a hillock at the northwest corner of the plain,
 is an obelisk of twenty feet high, erected by Major Gen.
 Brown to Col. E. D. Wood, a pupil of the institution, who fell
 leading a charge at the sortie from Fort Erie, on the 17th of
 September, 1814. On the river bank at the southeast ex-
 tremity of the parade ground, upon a lower level, is Kosci-
 usko's garden, whither the Polish chieftain was accustomed
 to retire for study or reflection. Near this garden is a clear
 boiling spring, enclosed in a marble reservoir, with durable
 and ornamental steps leading down from the plain above,
 with an arrangement of benches on a projection of the rock
 for visitors.

As the boat takes a sharp turn around the low, rocky pro-
 jection of the river, it unfolds to the eye one of the loveliest
 views in the world:—the lake-like expansion of the river,
 with the steep front of the lofty mountain that here faces it,
 called the *Crow's Nest*, rising to the height of 1428 feet,
 with a depression on the top for the nest, giving a fancied
 resemblance to the name it bears.



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

Cold Spring, a little higher up on the same shore, is handsomely situated in a cove between *Constitution Island* and *Bull Hill*, with a good landing-place, and containing 1200 inhabitants. *Bull Hill*, 1596 feet, *Breshneck Hill*, 1167

feet, and *Beacon Hill*, 1685 feet high, are situated immediately above Cold Spring. *Butter Hill* is the last of the Highland range on the west shore, and is 1539 feet high. This forms a more impressive sight to the traveller, from its immense topping masses of craggy rocks and sweep of precipice, especially towards the south. In getting clear of the Highlands we pass *Polopet's Island*, a mass of rock on the east of the channel, having the appearance of the top of a sunken mountain. *Cornwall*, near the northern base of *Butter Hill*, two miles south of Newburg, is the commencement of the expansion of the Hudson called *Newburg Bay*, one mile in width and five in length. *New Windsor*, on the west bank, fifty-nine miles above New-York, is noted as the birthplace of De Witt Clinton. We now approach *Newburg* on the left, with some 6000 or 7000 inhabitants, and which, from its elevated situation on a steep acclivity, is presented full to the view of the passing traveller. It is one of the principal landing-places, and is connected with the opposite side of the river at *Fishkill* (a thriving place of some 1000 inhabitants) by a ferry. Several whale ships, steamboats, and numerous sloops are owned in Newburg.

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

New Hamburg, the next place above, near Warpenger's Creek, an important mill-stream, is another steamboat landing. *Hempden*, nearly opposite, is connected with Newburg by a ferry. A little north is the village of *Marlboro'*.

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

Poughkeepsie, one of the handsomest places in the State, was founded by the Dutch in 1735. It is 74 miles from the city of New-York, 71 from Albany, 14 from Newburg, 18

w of the "Crow's Nest,"
Point and Fort Putnam
of the mountains, and
and rocky eminences or
of this magnificent picture.
opposite side of the river,
the largest establishment
situated on a stream (which
flowing down from the

on the same shore, is hand-
in *Constitution Island* and
ace, and containing 1200
et, *Breakneck Hill*, 1187

from Kingston, and 42 from Hudson city. It is a place of considerable trade, being surrounded by one of the richest agricultural districts in the county. Several steamboats and sailing vessels, with a few whaling ships, are owned here. Poughkeepsie contains several well-kept hotels. The Collegiate School is situated on College Hill, about half a mile northeast of the village. Its location is one of unrivalled beauty, commanding an extensive prospect of the river and surrounding country. *New Paltz Landing* is on the opposite side of the river, the village lying a little distance back. *Hyde Park*, eighty miles from New-York, and sixty-five from Albany, is situated on the east bank of the river. The country seats here are very beautiful.

Rondout is situated at the mouth of the Wallkill River, and is a place of considerable trade, it being the termination of the Delaware and Hudson Canal, at Eddyville, two miles above. Lackawana coal is brought from the mines in Pennsylvania to Rondout, where a number of vessels are employed in conveying it to other parts. One mile further north is *Kingston Landing*, where stages are always ready to convey passengers to *Kingston*, three miles inland. On the opposite side of the river is *Rhinbeck Landing*, originally settled by the Dutch, the descendants of whom still retain the habits, language, and frugality of their forefathers. *Lower Red Hook* is seven miles north; and three miles still further up is *Upper Red Hook Landing*. This place is connected by a steam ferry with the opposite side of the river, at *Saugerties*, an important manufacturing village. It has a never-failing water-power, derived from the southern slope of the lofty Catskill. *Bristol* is two miles above *Saugerties*. The village of *Catskill*, 111 miles from New-York, and thirty-four from Albany, is seated on both sides of the Cats-

a city. It is a place of
by one of the richest
Several steamboats and
ships, are owned here.
kept hotels. The Col-
Hill, about half a mile
on is one of unrivalled
respect of the river and
landing is on the oppo-
a little distance back.
New-York, and sixty-five
bank of the river. The
of the Wallkill River,
it being the termination
at Eddyville, two miles
from the mines in Penn-
ber of vessels are en-
rta. One mile further
stages are always ready
three miles inland. On
ineback Landing, origi-
endants of whom still
alty of their forefathers.
h; and three miles still
ing. This place is con-
posite side of the river,
cturing village. It has
from the southern slope
miles above Saugerties.
from New-York, and
both sides of the Cats-

kill Creek, near its junction with the Hudson. Coaches run regularly to and from the mountain, and are so arranged as to be at the steamboat landing on the arrival and departure of the boats; and also to enable those who feel inclined to visit the different falls in the vicinity, where every facility is afforded the traveller. The time required for ascending to the Mountain House, a distance of twelve miles, is usually four hours, and the price about one dollar—half this time being sufficient to return. The journey up the mountain is rather a trying one to timid persons, although a safe one. The road for two-thirds of the distance from the landing is very uneven; the remaining distance is by a steep ascent in a zig-zag direction to the top of the mountain. Here, on Table Rock, is the famous hotel known as the *Catskill Mountain House*, elevated 2500 feet above the Hudson. This hotel was erected by the citizens of Catskill at a cost of \$22,000; it is 140 feet in length, four stories high, with a piazza extending across the front, supported by a colonnade. It is placed at a convenient distance back from the verge of the precipice, in order to allow carriages to drive up in front to get down and receive passengers. There is a promenade where visitors may look from the dizzy height into the deep valley beneath, and where, for a distance of forty or fifty miles, the Hudson is distinctly seen, with numerous steamers and river craft, cleaving their way through its waters.



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

The water over the first precipice falls a distance of 175 feet, and within a short distance takes another plunge of about 75 feet, and then follows the dark windings of the ravine to the valley of the

Catskill.* The visitor should not omit following the circuitous path that leads down a distance of ninety feet, and then pass under the rock behind the waterfall, where are presented many fine scenes. The pure air inhaled at the Mountain House is very invigorating, and its exhilarating effects have been the means of restoring to health, persons

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

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

The water over the first precipice falls a distance of 175 feet, and within a short distance takes another plunge of about 75 feet, and then follows the dark windings of the ravine to the valley of the river following the circuit of ninety feet, and then waterfalls, where are pure air inhaled at the spring, and its exhilarating effect to health, persons

submits three falls, which is ever supply of water is small. Occasionally this occurs only in the fall or rains or from freshets, the volume of the accumulated waters rushing at the first fall, as represented it, to the second—thus the falls in this state, since, as in the summer months, when these times the water is preserved with the fall on the arrival of stran-

who had in vain tried almost every other means. *Stages leave Catskill daily for Oswego, Ithaca, and other places.*

On passing Catskill the boat shapes its course towards the city of Hudson, which is one hundred and sixteen miles above New-York, and twenty-nine miles from Albany. The city is built principally on the summit of a hill, sixty feet above the river, commanding a fine prospect. At the landing are several warehouses, which, with steamboats and sailing vessels, are evidence of the capital and enterprise existing here. Several whaling vessels belong to this place. Population 10,000. Here diverges the Hudson and Berkshire Railroad, connecting with the Housatonic at the Massachusetts State line, and terminating at Bridgeport, on Long Island Sound. Travellers intending to visit the *Shaker Village at New Lebanon*, about thirty-six miles distant, will land at Hudson, and take the railroad cars to within seven miles of the Springs, which are much resorted to in warm weather. On the arrival of the cars at "Edwards" stages are in readiness to convey passengers to Lebanon Springs. The New-York and Albany boats land and receive passengers several times daily. *Four Mile Point*, on which is a light-house, is one hundred and twenty miles above New-York; it is the head of ship navigation on this river.

Coscocks Landing, on the west side of the river, has about 1500 inhabitants; the village is one mile west of the landing. *Netter Hook*, on the river directly opposite, is a bustling little place, with some shipping.

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

Kinderhook Landing is one hundred and twenty-seven miles above New-York; the village is situated about five miles east of the river. It is the birth-place of Martin

Van Buren, Ex-President of the United States. His present residence is two miles south of the village.

New Baltimore, one hundred and thirty miles above New York, is a village of about 500 inhabitants. *Coeymans*, on the west side of the river, is three miles higher up. *Scho-doe Landing* is directly opposite. *Castleton* is three miles above the latter place. Here a bar is forming in the channel, injurious to navigation. The *Overlook*, within three miles of the city of Albany, has heretofore formed the principal obstruction to the free navigation of the river. The General Government has spent considerable sums of money in deepening the channel; still, the evil has not been entirely overcome, the place filling up again as often as cleaned out.

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

ted States. His present village. thirty miles above New-nhabitants. Coeymans, miles higher up. Scho-Castleton is three miles r is forming in the chan-Deerslaugh, within three etofofe formed the prina-tion of the river. The siderable sums of money e evil has not been en-again as often as clean.

y, is the terminus of the d side of the railroad lbany by a ferry.



VIEW OF ALBANY.

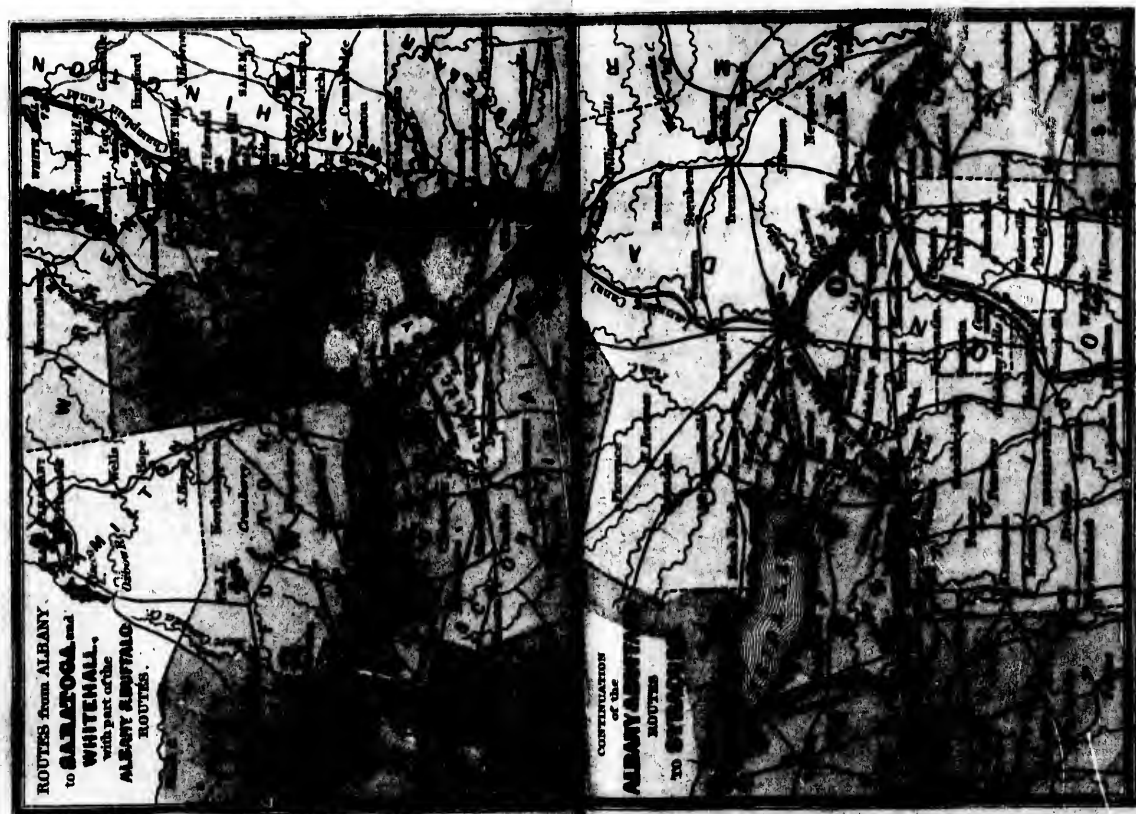
ALBANY, the capital of the State, is on the west bank of the Hudson River, 145 miles above the city of New-York, 325 by railroad from Buffalo, 200 from Boston, 380 from Washington, and 250 from Montreal, Canada. Population, about 45,000. This city was founded in 1612, by people from Holland, and, next to Jamestown in Virginia, was the earliest European settlement within the thirteen original States. On the capture of New-York by the English in 1664, this place received its present name, in honor of James, Duke of York and Albany, afterwards James the Second. The city has a commanding situation, and when viewed from the water appears to great advantage. Albany owes its importance and prosperity to its being the diverging point of several important routes of travel, and being the termina-

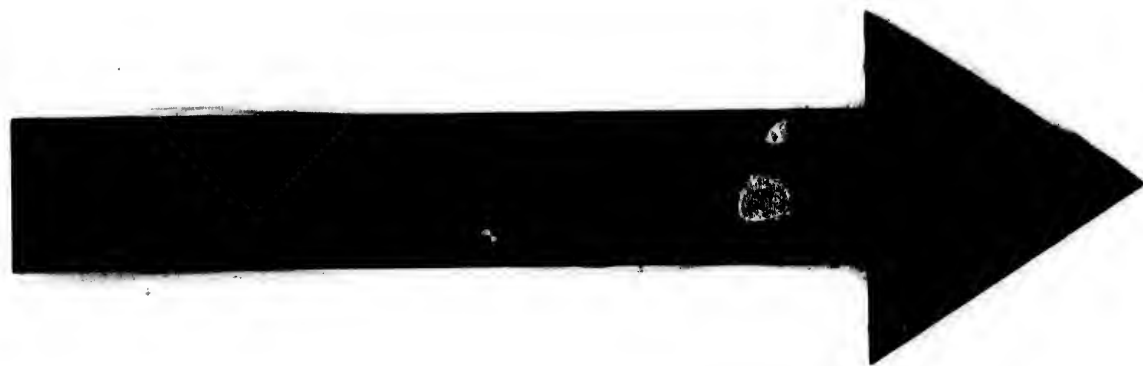
tion of the Erie and Champlain Canals, which unite nine miles above, and enter the Hudson at the east end of the city.

Of the public buildings in Albany, the Capitol ranks among the first; it contains the legislative halls, the rooms of the supreme and chancery courts, the state library, &c. It stands at the head of State-street, 130 feet above the river. It is 115 feet long, 96 broad, and 50 high, of two stories, upon a basement of 10 feet elevation; on the east side is a portico of the Ionic order, with columns of three feet eight inches in diameter, and thirty-three feet high. It is built of Nyack freestone, and cost about \$125,000. The legislative halls and court-rooms contain portraits of eminent men. The building is surrounded by a public square enclosed with an iron railing. From the observatory at the top, which is accessible to visitors, a fine view of the surrounding country is obtained. The *Albany Academy*, a part of which is occupied by the Albany Lyceum, is built of the same stone as the state-house, and fronts on the square north of the capitol. It cost \$100,000. The *City Hall*, fronting the capitol square, at the foot of Washington-street, is constructed of white marble hewn out by the convicts at Sing Sing, and appropriated to the city authorities. Its gilded dome is very conspicuous, especially when viewed from a distance. The *Exchange*, at the foot of State-street, is a commodious building of granite, constructed a few years since. The *post-office* is in this building. It has also an extensive reading-room, with a good supply of papers and periodicals, American as well as foreign; strangers are admitted gratis. The old state-house is now converted into a *Museum*, for the reception of the geological cabinet formed under the direction of the state geological surveyors. The *Albany Female Academy* a fine building in North Pearl-street. This school enjoys a

BOAT COMPANION.

Canals, which unite, nine
at the east end of the city.
Albany, the Capitol ranks
legislative halls, the rooms
courts, the state library, &c.
it, 130 feet above the river.
50 high, of two stories,
tion; on the east side is a
columns of three feet eight
feet high. It is built of
\$125,000. The legislative
portraits of eminent men.
public square enclosed with
vestory at the top, which is
of the surrounding country
y, a part of which is occa-
ilt of the same stone as the
uare north of the capitol.
Hall, fronting the capitol
n-street, is constructed of
victs at Sing Sing, and ap-
Its gilded dome is very
ved from a distance. The
et, is a commodious build-
years since. The post-
also an extensive reading-
and periodicals, American
admitted gratis. The old
Museum, for the reception
under the direction of the
Albany Female Academy
ret. This school enjoys a





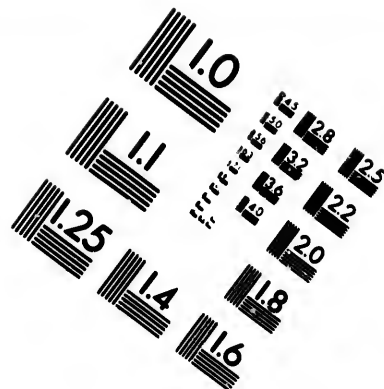
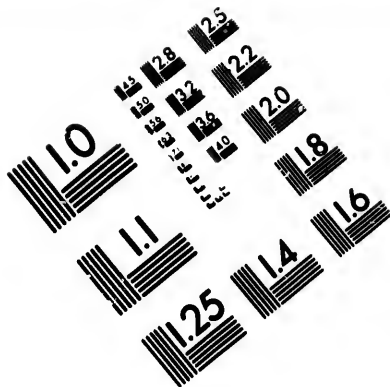
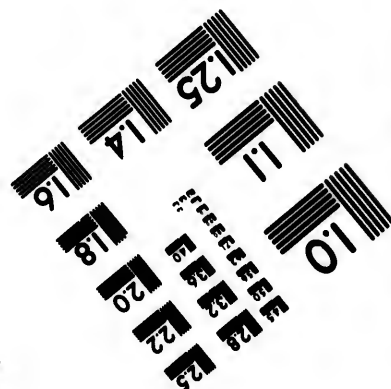
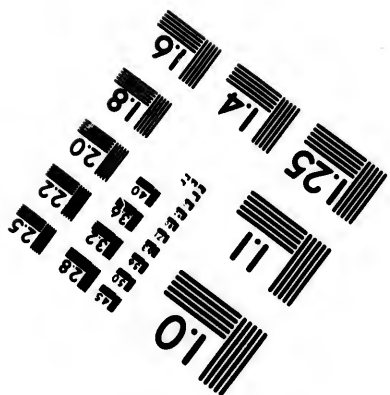
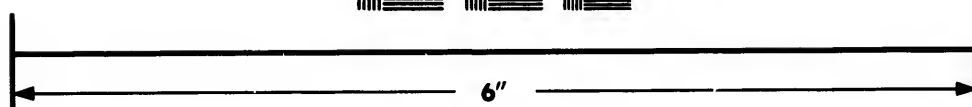
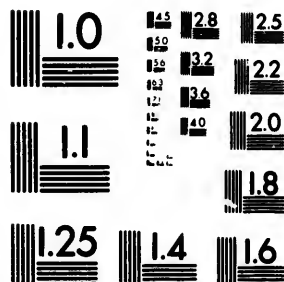


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic
Sciences
Corporation

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

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1986

ROUTES TO BALLSTON SPA AND SARATOGA SPRINGS. 151

great reputation. *Stowes Hall*, built of Quincy granite, is surmounted by a large dome. The religious institutions of Albany are numerous. The principal Hotels are the *American City*, *Clinton*, *Columbian*, *Congress Hall*, *Delavan House* (Temperance), *Eastern R. R. Hotel*, *Franklin House*, *Man-ning House*, *Stowes Hall*, *United States Hotel*, and *Washington Hall*. During the season of navigation, steamboats ply daily between the metropolis and the state capitol. Fares range from fifty cents to two dollars. Stages run to all places in the vicinity.

ROUTES TO BALLSTON SPA AND SARATOGA SPRINGS.

These places are now easily reached by railroads both from Albany and Troy.

From Albany by the Mohawk and Hudson Railroad to Schenectady, sixteen miles; thence by the Saratoga and Schenectady Railroad to Ballston Spa, fourteen miles; thence to Saratoga Springs, seven miles.

From Troy, the traveler has his choice of two routes, either by the way of the Troy and Schenectady Railroad to Schenectady, eighteen miles, and thence, as by the former route; or by the Rotterdam and Saratoga Railroad, via Mechanicville, terminating at Ballston Spa, twenty-four miles, there connecting with the railroad to Saratoga Springs. See page 153.

TROY AND SCHENECTADY RAILROAD.

This road is six miles in length, and was opened to the public in 1846. It is a fine work of masonry, that 500,000 persons have been carried over this road since its completion (less than two years), without loss of life or injury to

any way. The travel over this road is constantly increasing, and its stock is among the best in the country. Up to January 1st, 1846, \$233,371.39 was spent in its construction, and the receipts up to the same period were \$12,000.96, from 99,713 passengers, and from freight \$3,647.22, making a total of \$15,648.18. The expense of the road amounted to \$3,960.60. The cars leave Troy and Greenbush every hour during the day and evening. *Fare 12½ cents.*

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

Troy is situated at the head of tide-water on the Hudson, on the east bank of the river, six miles above Albany. It is a port of entry, and the seat of justice of Rensselaer county. It received its city charter in 1816. Troy is celebrated for its beauty and healthiness; most of the streets are wide, and laid out at right angles, and planted with trees. Mount Ida, directly in the rear of the south part of the city, and Mount Olympus in the north, are distinguished eminences, affording fine views of the country. The city is abundantly supplied with water, by subterranean pipes of iron, from a basin in the neighboring town of Lansingburg, seventy-two feet above the plain of the city. It has numerous hotels, several of which are well kept, the principal being the *American Hotel*, *Mansion House*, *Troy House*, *National Temperance House*, *Western Hotel*, *Washington Hall*, and the *Tark Hotel*. Stages pass frequently between Albany and Troy. *Fare 25 cents.*

West Troy, a suburb of Troy, is on the opposite side of the river, and is a rapidly growing place. The inhabitants are

is constantly increasing, the country. Up to January in its construction, period were \$19,000.00. eight \$3,647.33; making the of the road amounted to and Greenbush every four 12½ cents.

and Troy, and the Rensselaer through the main street passengers at the door of Mansion House. Troy

de-water on the Hudson, miles above Albany. It is the office of Rensselaer county. Troy is celebrated for its streets are wide, planted with trees. Mount Washington part of the city, and distinguished eminences. The city is abundant in pipes of iron, town of Lansingburg, the city. It has numerous, the principal being the Troy House, National Washington Hall, and nearly between Albany

on the opposite side of the river. The inhabitants are

employed principally in manufactures. A fine macadamized road, one of the best in the State, leads from West Troy to Albany, a distance of six miles.

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

THE RENSSELAER AND SARATOGA RAILROAD

leaves Troy for Mechanicville and the Springs. From the junction of Albany and River streets, near some of the principal hotels, it crosses Hudson River to Green Island by a bridge about 1000 feet long and 35 wide, resting on piers of solid stone, and thence taking a direction north to Waterford, five miles, and crosses several branches of the Mohawk on substantial bridges resting on stone abutments.

Waterford, 187 miles from New-York, and 12 above Albany, is situated at the junction of the Mohawk and Hudson rivers, upon the Champlain Canal, and on the railroad above described. This is the extreme head of sloop navigation. Waterford is connected with Lansingburg, on the east side of the river, by a trestle.

Cohoes Falls, on the Mohawk River, about two miles and a half west from Waterford, near the village of Cohoes, and in full view from the Erie Canal, is a place much resorted to by visitors from all parts. The falls have a perpendicular descent of about seventy-five feet. The banks of the river vary in height from 50 to 150 feet, and present grand and romantic scenery. A short distance below the falls the river is crossed by a bridge about 500 feet in length.

From Waterford, the railroad passes for eight miles between the Hudson and Champlain Canal to Mohawkville, a small but thriving village; it then crosses the canal, and in about four miles passes *Round Lake*, on its way to Ballston Spa, where it connects with the routes from Schenectady, and, after a short detention to land and receive passengers, passes on to Saratoga Springs.

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

Ballston Spa is situated on Kayaderos Creek, a small stream which flows through the village. It is twenty-five miles from Troy, and thirty-two from Albany. Its mineral waters, which were discovered in 1768, have become celebrated for their medicinal qualities, although not so popular as formerly, those of Saratoga being generally preferred. The *Saxe Street Hotel*, a handsome building situated near

crosses for eight miles be-  
 Canal to Schoharieville,  
 then crosses the canal, and  
 Lake, on its way to Ball-  
 route from Schoharieville,  
 and receive passengers.

#### BOAT RAILROAD.

\$300,000, commences at  
 where it connects with the  
 Albany, the Troy and  
 and the railroad to Utica and  
 y to the bridge, over which  
 ordinary travel; thence  
 Flat, for about three  
 a northeasterly course, in  
 or miles; thence a north-  
 Ballston Lake, and enter-  
 ing Ballston, it crosses a  
 thence continued to Car-  
 hole line is beautiful, and  
 greatest inclination on the  
 to the mile.

der crosses Creek, a small  
 village. It is twenty-five  
 Albany. Its mineral  
 1769, have become cele-  
 although not so popular  
 ing generally preferred.  
 a building situated near

the centre of the village, is 160 feet long, with wings ex-  
 tending back 155 feet, and surrounded by beautiful pleasure-  
 grounds. It is a well-kept house, and can accommodate  
 about 150 visitors, and is a great place of fashionable resort.  
*Long Lake*, five miles south of the Springs, is a fine place  
 for fishing.

SARATOGA SPRINGS, 184 miles north of New-York, 39  
 from Albany, and 39 from Troy, is the most noted watering  
 place in the United States, and one of the most celebrated  
 in the world. It is a great resort for visitors from all parts  
 of the Union, and also from Europe. During the summer  
 months, particularly July and August, the hotels and other  
 places of accommodation are much thronged, the arrival of  
 strangers being very great, 2000 having arrived here in a  
 week. The waters are useful in many diseases, and have  
 an almost magic effect upon the system relaxed or ex-  
 hausted by disease or sedentary habits. After drinking the  
 waters for a short time, which is usually before breakfast,  
 the appetite is improved, and the entire system feels their  
 invigorating effects.

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



Congress Spring, the most celebrated, was discovered in 1799, by a member of Congress, named Gillman, issuing from an aperture in the side of the rock, that formed the border of a little brook, which rises from the earth fifty rods to the west. For several years it could be collected only in limited quantities, as it came in a small stream from the rock. The supply not being sufficient to satisfy the want of visitors, attempts were made to remove the obstructions which prevented a larger supply. In excavating for its source the spring disappeared, and was supposed to be forever lost; but soon after signs of gas were observed rising through the water of the brook, near the old fountain, which inspired the hope of again recovering it by turning the stream from its course; and, by digging eight feet through marl and gravel, the fountain was again discovered, over which was placed a tube of plank ten inches square, rising to the surface, from whence flows an abundant supply of the finest mineral water. In the spring of 1849, this fountain, after being thoroughly cleansed, was renovated by putting down a new tube, extending to the rock from which the water issued, which restored it to its original strength. The following is an analysis of the water of this spring, made by Dr. Chilton, of New-York, May 1, 1843. One gallon, of 231 cubic inches, contained chloride of sodium, 369.639 grains; carbonate of soda, 7.900; carbonate of lime, 86.143; carbonate of magnesia, 78.631; carbonate of iron, .841; sulphate of soda, .651; iodide of sodium and bromide of potassium, 5.990; silica, 472; alumina, .391; total 543.998 grains. Carbonic acid, 284.65; atmospheric air, 5.41; making 290.06 inches of gaseous contents.

The other springs are numerous, many of which have the same properties. The Columbian Spring is situated a

rated, was discovered in  
named Gillman, having  
rock, that formed the  
from the earth fifty rods  
could be collected only in  
small stream from the  
ent to satisfy the want of  
remove the obstruction.

In excavating for the  
was supposed to be for  
gas were observed rising  
the old fountain, which  
ering it by turning the  
aging eight feet through  
again discovered, over  
inches square, rising to  
abundant supply of the  
of 1843, this fountain,  
as renovated by putting  
rock from which the wa-  
original strength. The  
r of this spring, made by  
1, 1843. One gallon, of  
ide of sodium, 360.830  
0; carbonate of lime,  
1.631; carbonate of iron,  
de of sodium and bro-  
72; alumina, .391; total  
34.65; atmospheric air,  
eous contents.

s, many of which have  
an Spring is situated at

short distance southwest from the Congress; the *Washington* fifty rods from the *Columbian*; the *Hamilton*, the second spring discovered, lies directly in the rear of Congress Hall; *Flat Rock Spring* lies 100 rods northeast from the *Hamilton*, and the *High Rock*, 100 rods farther north.

Persons visiting the Springs, either at Saratoga or Ballston Spa, should be cautious in having their letters directed either to SARATOGA SPRINGS or BALLSTON SPA, otherwise they may have some difficulty in obtaining them.

#### ROUTES FROM SARATOGA TO MONTREAL AND QUEBEC.

Travellers can proceed by stage from Saratoga to *Glens Falls*, on the Hudson River, seventeen miles; and to *Caldwell*, at the foot of Lake George, six miles; there taking the steamboat up the lake to *Ticonderoga*, 36 miles, where steam passage-boats, on their way up from *Whitehall*, stop to receive passengers for *St. John* and *Montreal*.

Or from Saratoga to *Sandy Hill*, 18 miles; thence to *Whitehall*, 22 miles; thence take the steamboat up Lake Champlain to *St. John*, Canada, 150 miles; thence by the railroad to *La Prairie*, 15 miles; and thence up the *St. Lawrence* to *Montreal*, a further distance of nine miles. At *Montreal*, those destined for *Quebec* take the steamer up the *St. Lawrence* to *William Henry*, 45 miles; *Lake St. Peter*, 63; *Three Rivers*, 90; *St. Anne*, 123; *Cape Rouge*, 176; thence to *Quebec*, 100 miles from *Montreal*.

The route from Albany and Troy, during the winter season, and when the navigation is closed, is to Saratoga by railroad, as before given; thence by stage to *Glens Falls* and *Caldwell*, 63 miles from Albany; thence to *Warrens-*

burg, 60; Schenck Lake, 94; Elizabethtown, 127; Knoxville, 140; Paris, 154; Plattsburg, 165; Beaver's Point, 190; Newportville, 207; St. Philip, 217; La Prairie, 223; thence across the St. Lawrence to Montreal, making the entire distance 223 miles, which is usually performed in about 40 hours.

#### ROUTES FROM ALBANY AND TROY TO MONTREAL AND QUEBEC.

Passengers by the Champlain Canal, take the packet boats at Albany, and continue through to Whitehall, at the foot of Lake Champlain; or they can go by railroad from Albany and Troy to Mechanicville, where the cars unite with the boats bound to Whitehall.

There is also a stage route from Albany passing through Troy, 7 miles; Lansingburg, 9; Schaghticoke, 16; Boston, 26; Greenestock, 26; Argyle, 46; Hartford, 57; Granville, 69; and Whitehall, 73 miles from Albany.

By the canal route, after leaving Albany we proceed through West Troy to Cohoes Falls and Mechanicville, to Whitehall.

At Cohoes Falls, the Mohawk presents a sublime scene. At this place the Erie and Champlain canals are united, the former having, within a short distance, 17 locks.

Blimont, on the Champlain Canal, four miles north of Mechanicville, is one of the oldest places in the State. The town claims some distinction in history, as constituting the battle-ground of the action commanded by General Gates and Burgoyne. It was on Bemis Heights that the latter General was defeated by Gates, in 1777, after a fierce and sanguinary struggle.

Fort Miller and Edward, places on the canal, are interesting from their historical reminiscences.

velocity, 187; *Koreville*,  
*Wesley's Point*, 188; *Ne-*  
*s Fréville*, 189; *thence*  
 1, making the entire dis-  
 tance in about 40 hours.

# W TO MONTREAL AND

al, take the packet boat  
 Whitehall, at the foot  
 by railroad from Albany  
 the cars unite with the

Albany passing through  
 Whitehall, 16, Horton, 26,  
 1, 51, Granville, 68, and  
 Albany we proceed through  
 Granville, to Whitehall.  
 presents a sublime scene.  
 in details are united, the  
 co, 17 locks.

and, four miles north of  
 place in the State. The  
 story, as containing the  
 ended by General Glen  
 fight that the latter Gen-  
 after a fierce and sin-

on the canal, are inter-  
 mitted.

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

*Glen's Falls*, three miles west of Sandy Hill, lies partly on the north and partly on the south bank of the Hudson. The falls in the river, which have given name to the village, have a descent of 70 feet. The waters flow in one sheet over the brink of the precipice, 300 feet long, and, in floods, rush in one mass down the cataract; but in ordinary seasons they are immediately divided by rocks into three channels, with an angular descent of several hundred feet.

*Fort Ann*, on the Champlain Canal, is 51 miles above Albany. From this place the canal has a descent of 54 feet to the lake, and 39 only to the Hudson River.

*Whitehall* is 73 miles north from Albany, 23 from Sandy Hill, 46 from Saratoga Springs, 216 from New-York, and 100 south of Montreal. It derives its importance from its favorable situation for trade—on the canal and Lake Champlain—by which it commands the business of a very extensive country. Its situation is low and unpleasant, the village being built on almost naked rock. The population amounts to about 4000. *Coastal packets and stages leave daily for Troy and Albany; and during the summer stages run to Saratoga Springs.*

At Whitehall passengers take the steamboat up the lake to St. John, 154 miles; thence take the cars to *Le Prairie*, 15 miles; thence pass by steamboat up the St. Lawrence to Montreal, 5 miles farther; from which place they are taken by steamboat up the St. Lawrence to Quebec, 120 miles, making the entire distance from Albany to Quebec 369 miles.

**GRAND ROUTES TO THE WEST FROM ALBANY AND  
TROY TO BUFFALO AND NIAGARA FALLS.**

The traveller to the West, via Buffalo and intermediate places, has the choice of two routes: the first by a continuous line of railroads to Buffalo, 385 miles, which has been chartered under different names, and under the control of separate companies, viz: the Mohawk and Hudson Railroad, 16 miles in length; the Utica and Schenectady Railroad, 77; the Syracuse and Utica, 64; the Auburn and Syracuse, 36; the Auburn and Rochester, 77; the Tonawanda Railroad, which extends from Rochester to Attica, 43; and the Attica and Buffalo Railroad to Buffalo, 33 miles. The other route is by the Erie Canal, which extends to Buffalo, a distance of 264 miles. The former route is the most expeditious and agreeable, but those travelling at leisure will find the latter route a very delightful one; the canal, passing through a highly fertile and interesting part of the State, affording the traveller a succession of varied and beautiful scenery.

The rates and the time between the principal places are as follows: By railroad from Albany to Schenectady, 60 cents—time, 1 hour; from Schenectady to Utica, 84 cents—\$3.00; from Utica to Syracuse, 84 cents—\$3.00; from Syracuse to Auburn, 2 hours—\$1.00; from Auburn to Rochester, 2 hours—\$3.00; from Rochester to Buffalo, 5 hours—\$8.00. Time between Albany and Buffalo 62½ hours—\$12.00. The cars leave Albany and each of the principal places on the route three times daily—morning, afternoon, and evening; except during the winter months, when they leave twice daily. Returning from Buffalo the regulations are the same. The depot in Albany is in Maiden Lane.

FROM ALBANY AND  
NIAGARA FALLS.

Buffalo and intermediate  
the first by a contin-  
miles, which has been  
under the control of  
and Hudson Rail-  
and Schenectady Rail-  
4; the Auburn and Sy-  
er, 77; the Tonawanda  
water to Attica, 48; and  
Buffalo, 33 miles. The  
oh extends to Buffalo, a  
route is the most ex-  
pelling at leisure will find  
one; the canal, passing  
ning part of the State,  
of varied and beautiful  
the principal places are  
ny to Schenectady, 60  
dy to Utica, 54 hours—  
1; leave—\$2.00; from  
9; from Schenectady to Ro-  
chester to Buffalo, 5 hours  
and Buffalo 621. leave—  
ny and each of the prin-  
s daily—morning, when  
to winter months, when  
from Buffalo the water-  
way is in Maiden Lane.

Persons going by the Erie Canal from Albany or Troy, take the railroad cars to Schenectady, which is a great saving of time; there taking either the *packet boats*, which go through in about *three and a half days*, or the *line boats*, which occupy *seven days*. By the former the charge is \$7.50 with board; and \$5.50 without; and by the latter, one and a half cents per mile with board, and one cent a mile without. From Schenectady to Utica, 94 miles, the charge by the packets is \$1.50 with board—\$1.00 without; from Utica to Syracuse, 64 miles, the same; from Syracuse to Rochester, 90 miles, \$2.50 with board—\$2.00 without; from Rochester to Buffalo, 95 miles, \$3.00 with board—\$1.50 without.

For descriptions of Albany and Troy, the reader is referred to pages 149 and 152.

The traveller has already been made acquainted with the modes of reaching Schenectady; from this place we start on our Western tour, either for Buffalo, Niagara Falls, or the Springs in the vicinity of the routes. Here we have our choice of either the railroad or canal. The cars, on leaving Schenectady, cross the Mohawk River and the Erie Canal by a bridge nearly 1000 feet long, and an embankment of considerable length, when the roads diverge, that for Utica to the west, the other in a northeast direction to the Springs. The canal is continued on the south bank of the Mohawk to Rome, where it is joined by the Black River Canal.

Amsterdam, on the railroad, 17 miles from Schenectady, is a small but thriving village. The Chautauwunda Creek passes through it, with falls near its mouth of 125 feet, which afford considerable water-power. Stages leave this place daily for Fish House village, a very pleasant place on the Chautauwunda River. This river is crossed by a wooden bridge

with three arches, and it is 125 feet in length, with walks on each side.

*Fonda*, the county seat of Montgomery county, contains a fine court-house, and other county buildings. *Johnstown*, four miles north, is an old place, having been laid out in 1784; it is situated upon a fine plain, skirted on the north and west by the Cayadutta Creek, and on the south by a hill of moderate elevation. It is the county town of Fulton, and contains a court-house, prison, and county offices.

*Palatine Bridge*, on the railroad, fifty-three miles from Albany, is connected by a bridge with the opposite side of the river.

*Catskill* is situated on the Erie Canal, and is sixty-nine miles from Albany. Its name is derived from an Indian word, signifying "the pot that washes itself," applied to a whirlpool at the foot of one of the falls of the creek. This village, which was incorporated in 1839, is a place of much trade, and has a population of about 3000. From this place, and also from Palatine Bridge, stages are in readiness to carry passengers to *Cherry Valley* and *Suander Brame*, situated about ten miles in a southwest and south direction from Palatine Bridge, the route being over a fine country. The *Springs* are situated near the village, about half a mile north of the turnpike road; they are pure and clear, and notwithstanding they flow for one-fourth of a mile from their source with other water, preserve their distinctive character. The water falls over a ledge of rocks, which have a perpendicular descent of about sixty-five feet, with sufficient volume of water to turn a mill. There are two springs, which are situated at the foot of a hill, called the sulphur and magnesia springs, the former being highly impregnated with sulphur, and somewhat resembling the White Sulphur Springs of

in length, with walks on

every county, contains a  
buildings. Johnston,

having been laid out in  
in, skirted on the north  
ed on the south by a hill  
nty town of Fulton, and  
county offices.

It, fifty-three miles from  
with the opposite side of

the Erie Canal, and is sixty-

is derived from an in-

ter washes itself," applied

of the falls of the creek.

ed in 1829, is a place of

about 3000. From this

, stages are in readiness

g and Grand Branch,

west and south direction

ing over a fine country.

illage, about half a mile

pure and clear, and not

orth of a mile from their

their distinctive character.

ta, which have a perpen-

et, with sufficient volume

two springs, which are

the sulphur and magnesia

pregnated with sulphur.

ates Sulphur Springs of

Virginia. These waters, while they have an exhilarating effect upon the spirits, invigorate the system and purify the complexion, and are efficacious in rheumatic and other diseases.

The Pavilion House is large, well constructed, and admirably arranged to accommodate a great number of visitors. It is erected on an eminence, with large columns in front, and presents a comfortable and inviting appearance. The prospect from the piazza towards the north is unlimited, and few views surpass it in grandeur. Its elevation renders the air always pure and bracing, and in hot weather delightfully cool and refreshing.

Coopersstown lies at the south end of *Otsego Lake*, thirteen miles southwest from Cherry Valley, and twenty-six miles southwest from the Erie Canal at Canajoharie. From the village there is a fine view of the *Otsego Lake*, for its whole extent; a delightful prospect, the lake being nine miles long from north to south, and from one to three wide. The hills which encompass it have an elevation of from 400 to 500 feet above its surface. The purity of its water, and the rich and varied scenery around, give it the highest claim to the attention of the lovers of natural beauty. It is replenished with several small streams and numerous springs, and affords an abundant supply of *salmon trout*, *pike*, *pickered* and *bae*,—the last of which has a remarkable delicacy of flavor, and are said to be peculiar to this lake.

*Poletine*, on the railroad and Mohawk River, at the mouth of *Gare* creek, is fifty-nine miles from Albany, and is one of the stopping places on this route. *St. Johnsville* is a small settlement three miles distant.

*East Canada Creek*, joins the Mohawk three miles above; the creek crosses it over a substantial bridge. It is a very rapid



stream, and within the last two miles of its course falls 200 feet. Its descent near the outlet is by six cataracts, which, with the intermediate rapids, occupy three-quarters of a mile, and is, in that distance, estimated at 180 feet.

*Little Falls*, on the Mohawk River, seventy-two miles from Albany, is a place of considerable trade, and owing to the facilities afforded by the railroad, canal, and river, is constantly increasing. The population is about 2700. The village is supplied with water brought from a spring in the granite mountain, the elevation of the spring being 306 feet above the tops of the houses. This place is remarkable for the passage of the Mohawk River through the mountain barrier, for its wild and picturesque scenery, and for the difficulties which have been overcome in constructing the Erie Canal through the pass. This defile, which extends for two miles, is a deep cut through the solid rock: it presented obstacles inferior to none, save the deep excavation at Lockport. This place received the name of *Little Falls* in contradistinction to the Great Falls at Cohoes. It extends along the river, about three-fourths of a mile, descending in that distance forty-two feet, and consists of two long rapids, separated by a stretch of deep water, occupying each about the fourth of a mile. The upper rapids are the most considerable. Above them, a dam across the stream renders it placid, over which the waters, separated by a small island, form beautiful cascades falling into a deep pool beneath, whence the current rushes, murmuring and foaming, over ridges and masses of rock,—flowing with comparative gentleness beneath the overarching bridge and aqueduct, and thence hurrying, with new impetuosity, over the rocky bed below. The Erie Canal descends the pass by five locks, forty feet in the distance of one mile; and the time occupied

of its course falls 200  
six cataracts, which,  
three-quarters of a mile,  
10 feet.

er, seventy-two miles  
e trade, and owing to  
canal, and river, is  
is about \$700. The  
from a spring in the  
spring being 306 feet  
face is remarkable for  
ugh the mountain bar-  
ery, and for the diffi-  
constructing the Erie  
which extends for two  
rock: it presented ob-  
excavation at Lock-  
Little Falls in con-  
cess. It extends along  
le, descending in that  
of two long rapids,  
occupying each about  
side are the most con-  
the stream renders it  
ted by a small island,  
a deep pool beneath,  
ing and foaming, over  
with comparative gen-  
e and aqueduct, and  
y, over the steep bed  
is pum by five locks,  
and the time occupied

in passing it affords the travellers in boats ample time to view leisurely the natural scenery and artificial improvements. The traveller by railroad cannot appreciate the vast expenditures on the public works, or of those effected by the railroad company, in merely a passing glance, as he is whirled rapidly along over the "iron rail." Here are to be seen vast works of art, as well as those of nature, costly viaducts, aqueducts, locks, raceways, waterfalls, mills, machinery, and a noble stream urging its rapid course over its rocky bed in the very midst, and giving life and animation to all around. Here is the beautiful aqueduct that spans the entire volume of the Mohawk, that is at this place compressed into its narrowest limits, resting on three arches, two of fifty, and one of seventy feet span, and thus forming a navigable feeder for the canal, 170 feet long. If the traveller has time to tarry here, if only to wait for the next train, he will be highly gratified by descending to the stone bridge and viewing the central arch, with the basin beneath, and then climbing up to the top of the mountain to catch a view of the Mohawk valley for an extent of twenty or thirty miles.

*Herkimer*, seven miles west from Little Falls, is the county town of Herkimer. The village, which is mostly built on two parallel streets, contains the court-house, jail, and other public buildings, and a population of about 900.

*Rotterdam Granges* are situated in Otsego county, on the north side of Schuyler's Lake, one mile distant; they are reached from the north, east, and west, by railroad or the Erie Canal to Herkimer, where post-coaches and other conveyances are in constant readiness to carry visitors to the Springs, twelve miles distant. The location is in the vicinity of beautiful lakes, affording the finest variety of fish; while

their shores, and the neighboring hills and woods, yield abundance of game. On the lake, in the vicinity of the Springs, pleasure-boats and fishing apparatus are always kept in readiness for visitors. The ride to Otsego Lake, six miles distant, is over a fine road. Six miles farther is Cooperstown, the residence of Mr. Cooper, the novelist. Cherry Valley, Springfield, and other pleasant villages, are within a circuit of a few miles.

The accommodations for visitors, whether in search of pleasure or health, have recently been greatly improved; and the *Hôtels*, which are of the first class, furnish every luxury and comfort usually found at those resorts.

The following is an analysis of the Sulphur Springs, made by Professor Reed, formerly of the University of Edinburgh, and now consulting chemist in the city of New-York:—bi-carbonate of magnesia, 90 grains; bi-carbonate of lime, 10 grains; chloride of sodium and magnesia, 1:5; sulphate of magnesia, 90; hydro. sulph. of magnesia and lime, 2; sulphate of lime, 90; solid matter, 153:5; sulphureted hydrogen gas, 20:8 inch per gallon.

URICA is situated 93 miles from Albany by railroad, and 223 from Buffalo; by the Erie Canal it is 110 from the former place, and 254 from the latter. The city is beautifully situated on the south side of the Mohawk River, on an inclined plane rising from the river, so as to command, from its elevated parts, many fine views. The streets are generally laid out with regularity, are of good width, and well paved. The buildings, which are of brick, are mostly of a superior kind. Its population is about 15,000. It contains a courthouse and other county buildings, banks, numerous churches of various denominations, and has several charitable and other institutions. The *State Lunatic Asylum*, situated

hills and woods, yield in the vicinity of the parates are always kept to Otsego Lake, six miles farther is Coe, the novelist. Cherry villages, are within

whether in search of greatly improved; and, furnish every luxury

Sulphur Springs, made university of Edinburgh, city of New-York;—bi-carbonate of lime, 10 parts, 1:5; sulphate of soda and lime, 2; sulphate of soda, 3:5; sulphated hy-

Albany by railroad, and it is 110 from the for-

The city is beautifully situated on the Hudson River, on an island to command, from its streets are generally wide, and well paved, are mostly of a superior

It contains a court-house, numerous churches, several charitable and a Catholic Asylum, situated

on elevated ground, about a mile west of the centre of the city, has fine buildings, with a large farm attached to it. This institution, which is an honor to the State, is for persons of unsound mind resident within its limits. Friends of this unfortunate class can always obtain admission for them, on application to the proper authorities.

Utica is a central point for canals, railroads, and turnpikes, which radiate from it in all directions. The railroads, and the Erie Canal, (which is here seventy feet wide and seven feet deep,) pass through it, on the east to Albany, and on the west to Buffalo; and the Chenango Canal, which is here joined with the Erie, extends south to Binghamton in Broome county, 96 miles distant. The country around is fertile, populous, and rich, and is the centre of an extensive trade.

There are many well-kept hotels, which are situated on Genesee-st., the principal street in the city.

*Stages leave Utica for all the chief places within a circuit of many miles; and for Ithaca, 34 miles from Utica, three times a week.*

**TAYLOR FALLS**, which are situated on West Canada Creek, fifteen miles in a northeast direction from Utica, are yearly growing in interest with the tourist. They can be reached by conveyances from Little Falls, Herkimer, and Utica; they are however nearer to the latter place, and by leaving early in the morning, the visitor, if he intends devoting only one day to view these splendid falls, will have an opportunity of returning in the evening. These falls, which are six in number, commence a short distance above the High Bridge, on the Black River road, and terminate at Conrad's Mills; embracing a distance of two miles, with an aggregate fall of 319 feet. The appearance of the falls va-

ries greatly with the state of the water. In seasons of freshet, the scene is tremendously wild and exciting; though, possessing at all times great interest.

There is a well-kept hotel near the falls, where visitors will meet with every accommodation; and the fine trout dinners which are usually served up here are delicious. From this house you descend a pathway leading to a long staircase down the steep bank of the West Canada Creek, which has worn a frightful chasm through a rocky range, in some places 160 feet deep; thence you proceed up the stream, and follow the winding footpath to Sherman's Fall, which has a descent of 35 feet, with its greatest fall towards the west, from the foot of which the stream pours along, with less rapidity descending to Connor's Falls, which have a pitch of about 20 feet. The High Falls have a perpendicular pitch of 160 feet, and are divided by rifts in the rock into three different and splendid cascades.—Starting with the chasm, the high banks covered with foliage, and the rocky cliffs, a scene of the wildest grandeur. The Middle Fall, from the regularity and smoothness of the rock, has a uniform pitch of about 16 feet, with a width of about 175 feet. The waters of the Upper Falls, which have an abrupt descent of about twenty feet, are received into a spacious basin; that passes off through a wild ravine along the rocky bed of the river, for about a mile, towards the Cascades, which have a fall of about eighteen feet.

A few years ago, two young ladies lost their lives here, in consequence of the unprotected state in which a narrow ledge of rocks was left, at the foot of a high precipice, and on the brink overlooking the rushing water, from whence they fell into the boiling stream, and were lost forever. After this unfortunate circumstance it was made secure, by

AT COMPANION.

water. In seasons of  
dold and exciting; though

the hills, where visitors  
en; and the fine trout  
up here are delicious.  
away leading to a long  
West Canada Creek,  
rough a rocky range, in

u proceed up the stream,  
Sherman's Fall, which  
reatest fall towards the  
stream pours along, with  
y's Falls, which have a  
Falls have a perpendicular  
by rifts in the rock into  
ten,—forming, with the  
Bridges, and the rocky

The 2000-foot Fall,  
of the rock, has a uni-  
width of about 100 feet.  
ch have at abrupt de-  
vels into a capacious  
turbine along the rocky  
towards the Cascades,  
feet.

lost their lives here, in  
ate in which a narrow  
of a high precipice, and  
ing water, from whence  
lost their lives. Af-  
it was made secure, by

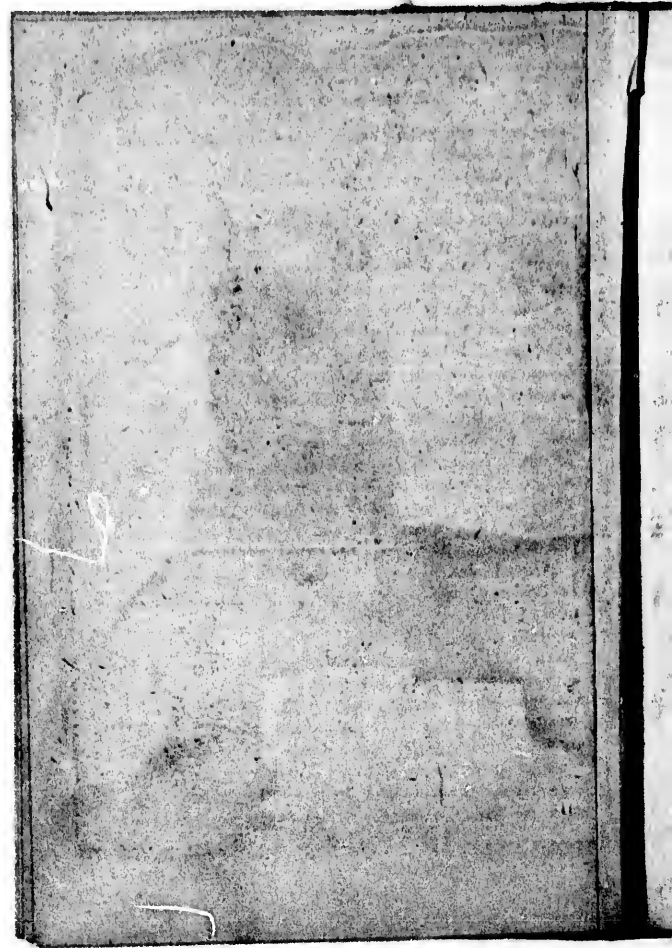




## ROUTING

**TECHNICAL STAFF**





guarding it with a chain, supported by iron standards, which are made fast to the rock.

From Utica we proceed westward to *Whitesboro'*, a few miles distant, a pleasant village, surrounded by rich and cultivated lands, and having a population of about 2000.

*Oriskany*, situated on a creek of the same name, near its junction with the Mohawk, is a small but thriving village. The Oriskany Manufacturing Company is located here.

*Rome*, through which passes the railroad from Albany, is between the Mohawk River and Wood Creek, and near the Erie Canal. It is handsomely laid out, having wide streets crossing each other at right angles, and two squares. It contains a court-house, jail, county-offices, United States arsenal, a number of work-shops, and about 2500 inhabitants. The village, which is a semi-capital of the county, is built on the site of *Fort Stanwix*, erected here in 1755, and rebuilt during the revolutionary war, under the name of *Fort Schuyler*, on the summit level between the ocean and Lake Ontario. *Hawley's Basin*, on the canal, four miles distant, is a small but growing place.

*Verona Centre*, *Ononda Depot*, and *Wampsville*, are small and unimportant places on the route. At the second of these, the passenger cars usually stop a few minutes.

*Syracuse*, on both railroad and canal, is 147 miles from Albany and 178 from Buffalo, by the former route, and 171 miles from Albany and 193 from Buffalo, by the latter or canal route. It was incorporated in 1825, and now contains about 8000 inhabitants. The village and surrounding country are celebrated for the manufacture of salt, made from brine springs which abound here. These works are an important source of revenue to the State, which receives six cents per bushel on all that is manufactured here. Fine

salt is made by evaporation by heat, and coarse salt by solar evaporation. The Oswego Canal connects Syracuse and the Erie Canal with Lake Ontario. A railroad will before long unite the two places.

The *Syracuse House*, an excellent hotel near the railroad depot, and the *Empire House*, which has recently been built and elegantly furnished, are the two principal hotels here.

Omni-buses leave *Syracuse for Salina every hour*. The canal boats stop a quarter of a mile south of the railroad depot.

At *Syracuse*, the railroad and canal, which have kept in close proximity with each other from Schenectady, here take a separate course, each winding and twisting about until they again meet at Rochester, the railroad crossing the canal at Pittsford; whence they again diverge, the Erie Canal taking a westerly direction to Lockport, and thence a southerly one to Buffalo. The railroad takes a course southwest to Batavia, thence southerly to Attica; thence almost due west to Buffalo. Passengers to the west, can select either of the above routes, or the canal route from Syracuse to Oswego, thirty-eight miles, the usual time being seven hours, and the fare \$1.50, and there take the steamboat to the mouth of the Genesee River. Travelers can also go from Oswego to Niagara Falls. Fare, including meals, \$4.00 to \$5.00.

*Schenectady*, five miles south of the Auburn and Syracuse Railroad, with which it is connected by a branch railroad, is delightfully situated at the foot of *Schenectady Lake*. The site of the village is one of surpassing beauty, commanding a view of the lake, which is very transparent, for seven or eight miles, and of the country, which rises gently from the

and coarse salt by solar  
connects Syracuse and  
A railroad will before

at hotel near the railroad  
which has recently been  
the two principal hotels

lines every hour. The  
the south of the railroad

al, which have kept in  
from Schenectady, here  
g and twisting about un-

the railroad crossing the  
in diverge, the Erie Co-  
Lockport, and thence a

and takes a course south-  
to Attica; thence almost  
to the west, can select

usual time being seven  
or take the steamboat to  
Travelers can also go

*Fare, including meals,*  
the Auburn and Syracuse  
d by a branch railroad, is

Schenectady Lake. The  
ing beauty, commanding  
transparent, for even on

ish also gaily from the

shore into hills of 100 feet in height, having their banks  
highly cultivated, and surrounded by fine farms and country  
residences. This lake is sixteen miles long, and from half  
a mile to one and a half wide, and abounds with trout, salmon  
trout, and other fish. Its water is deep and remarkably  
pure, its bottom gravelly, and its shores bold and picturesque,  
rising, towards the head of the lake, abruptly several hundred  
feet.

Auburn, one of the most beautiful and thriving villages in  
the State, is situated on the Outlet, two and a half miles  
from Owaseo Lake. This lake, which is twelve miles long  
and about one wide, contains an abundance of excellent  
fish, and is a great resort for the angler. The shores  
of the lake are surrounded by rugged and picturesque  
scenery.

Auburn is 173 miles west from Albany, and 153 east  
from Buffalo, and contains about 6000 inhabitants. The  
streets are wide, well paved, and there are handsome ranges  
of stone and brick stores, and, in the retired parts, some  
tasteful dwellings and ornamented grounds.

The Auburn State Prison, located on the north side of the  
Owaseo Outlet, is a splendid edifice of its kind, erected at a  
cost of upwards of half a million of dollars, and is regarded  
as a model for such institutions. The enclosure forms a  
square, 300 feet on a side, surrounded by a stone wall 3000  
feet long, and from sixteen to forty feet high. The Owaseo  
Outlet passes directly along the outside of the south wall,  
and moves a water-wheel on a shaft, which extends through  
the wall, and sets the machinery in motion within the prison.  
The buildings form three sides of a square, the front of  
which is 275 feet long, and the wings 243 feet long and 45  
feet wide. The main building faces to the east. The north

wing is divided into solitary cells and a hospital, and the south wing into cells. Between the wings is an area of grass and gravelled walks; to the west of this is the interior yard, surrounded with workshops, which are built against the outer wall. In the front part of the main building is the residence of the keeper, and offices for the clerk and agent. The walls that form the enclosure are thirty-five feet high, four thick, and two thousand feet in extent, or five hundred feet on each front. The prisoners labor together in silence when employed, and when not employed are confined in solitary cells. Visitors can obtain admission within the walls by paying a small fee.

*Aurélius*, six miles west from Auburn, and situated in the centre of the township, is a small but thriving village.

*Cayuga* village, lies on the northeast side of Cayuga Lake, and contains about 250 inhabitants. The celebrated "Cayuga Bridge," a mile and eight rods in length, here crosses the lake, and gives the traveller over it an extensive and beautiful view of this sheet of water, and its highly cultivated shores as far as the eye can reach. The railroad bridge, which is a mile and a half in length, is carried over its north end. *Cayuga Lake* is a beautiful expanse of water, forty miles long, and from one to four broad; its outlet is about twenty-five miles south of Lake Ontario. It is surrounded by well cultivated farms and thriving villages, and abounds with salmon trout, pickerel, perch, white-fish, pike, &c. This lake is very deep, in some places, it is said, exceeding 500 feet; its water is very transparent, and owing to its depth is rarely closed by ice, even in the most rigorous winters. It is navigated by steamboats from Cayuga Bridge to *Ithaca* in its south part, a distance of forty miles, stopping at intermediate places. There boats run to

and a hospital, and the wings is an area of vest of this is the inter-shops, which are built front part of the main sepor, and offices for the form the enclosure are two thousand feet in ex- a front. The prisoners ayed, and when not em- ible. Visitors can obtain a small fee. *Auburn* is a town, and situated in the at thriving village. *It is* the northeast side of Cayuga itants. The celebrated it rods in length, here aller over it an extensive of water, and its highly an reach. The railroad in length, is carried over beautiful expanse of wa- to four hundred; its outlet of Lake Ontario. It is me and thriving village, colored, perch, white-fish, in some places, it is said, a very transparent, and by ice, even in the most by steamboats from Can- part, a distance of forty nese. These boats run in

education with the cars on the Auburn and Rochester, and Ithaca and Owego railroads, and also with the various stage routes in this vicinity. The boats leave Ithaca at an early hour in the morning daily for Cayuga Bridge, arriving in time for the trains going either east or west.

The situation of *Ithaca* is one of extreme beauty, lying one and a half miles above the head of the lake, and surrounded on three sides by an amphitheatre of hills, rising by a gentle ascent to the height of 500 feet. A portion of the village is built on the hills, from which commanding situation a splendid view of the lake and its adjacent country is obtained. The population of the village is about 6000. The location of this beautiful and attractive place for trade has been very fortunate. By the *Ithaca and Owego Railroad*, thirty miles in length, it communicates with Owego on the Susquehanna River, and by the lake and the Seneca and Erie Canals with New-York and Buffalo. In a year or two the above road will connect with the Erie Railroad from New-York to Dunkirk, on Lake Erie. Its trade with Pennsylvania is considerable, receiving iron and coal in exchange for plaster, salt, lime, flour, and merchandises.

*Seneca Falls* village is situated on both sides of the outlet of Seneca Lake, and is sixteen miles west from Auburn. The water-power afforded by the outlet is very great, the descent, in a distance of twelve miles, being about eighty feet. The Auburn and Rochester Railroad, and the Cayuga and Seneca Canal, which unites with the Erie Canal at Montezuma, pass through the village.

*Waterville* lies on the outlet of Seneca Lake, along which runs the Seneca Canal, and the Auburn and Syracuse Railroad, which passes through the village. It contains grist and saw-mills, nurseries, and other evidences of industry.

and is an active, bustling place, with a population of about 2500.

Geneva, situated at the northwest corner of Seneca Lake, which is here about two miles wide, is 59 miles west from Syracuse, 51 southeast from Rochester, 199 from Albany, and 126 from Buffalo. It is built upon the side and summit of an eminence rising up from the lake, the plane of which is elevated more than 100 feet above it, from which is a fine view of this beautiful expanse of water, the high and sloping shores beyond it, and the valley of its outlet. Upon the west it is bounded by low hills, rising by terraces, highly cultivated, and adorned with handsome dwellings. The principal street of the village runs near to, and parallel with the lake shore, and the mansions on the eastern side have hanging gardens reaching to the water's edge. The business part of the village, which is compactly built, extends to the plain which lies at the foot of the lake, and contains many fine stores, &c.

The accommodations at Geneva for visitors, at the several hotels, are very good, and the charges moderate. Vehicles can readily be obtained to convey persons to any part of the village or vicinity. Steamboats also ply regularly on the lake, connecting with stage routes to Elmira and Corning, and at the latter place with the railroad to Binghamton, in the north part of Pennsylvania.

Seneca Lake is one of the most beautiful, and the largest of the lakes of Western New-York. It is forty miles long, and varies in width from two to four miles. From its great depth, twelve miles from its outlet having been found to be 500 feet, it is never entirely frozen over. It is elevated 491 feet above the water. Its outlet, which is at the north-eastern angle, affords great water-power at Watkins and

a population of about  
corner of Seneca Lake,  
is 52 miles west from  
ter, 199 from Albany,  
on the side and summit  
the, the plane of which  
it, from which is a fine  
er, the high and sloping  
f its outlet. Upon the  
ing by terraced, highly  
dwellings. The  
ar to, and parallel with  
the eastern side have  
water's edge. The best-  
apastly built, extends to  
the lake, and contains  
visitors, at the several  
as moderate. Vehicles  
to any part of the  
so ply regularly on the  
to Elmira and Corning,  
road to Elmira, in the  
beautiful, and the largest  
It is forty miles long,  
few miles. From its  
rocket having been found  
over. It is elevated  
et, which is at the north-  
power at Watkins and

**Seneca Falls.** The outlet of Crooked Lake enters Seneca Lake twelve miles south of Geneva, having a descent of 265 feet. A canal extends from its north end to the Erie Canal, and another connects it with Crooked Lake.

**Canandaigua,** on the Auburn and Rochester Railroad, 221 miles from Albany, 104 from Buffalo, 74 from Syracuse, and 89 from Rochester, is beautifully situated on a plain at the north end of Canandaigua Lake, at its outlet. The ground descends gently towards the lake, presenting a fine view of it from the village. Canandaigua is beautifully built, lying chiefly in two parallel streets, running north and south, and crossed at right angles by a number of others. At the centre is a fine public square, on which stands the court-house, and other public buildings. Perhaps no place in the state exceeds this for its picturesque beauties, or in a more desirable place of residence, it being surrounded by a rich agricultural country, producing every luxury and comfort.

**Canandaigua Lake,** another beautiful sheet of water, four miles long, and from a mile to a mile and a half wide, is surrounded by a highly cultivated country, presenting on its shores much delightful scenery. Its waters, which are elevated 670 feet above the ocean, are very deep, beautifully clear, and contain a variety of excellent fish.

The **Burning Spring** is situated in a ravine, on the west side of Bristol, eight miles southeast from Canandaigua. The gas rises through fissures of the slate from the margin and bed of the brook; where it passes through the water it is in bubbles, and flashes only when the flame is applied; but where it flows directly from the rock, it burns with a steady and beautiful flame. In winter it forms openings in the snow, and being set on fire, the novel sight of a flame rising out of the snow is witnessed. In very cold weather,



tubes of ice are formed around these currents of gas, to the height of two or three feet, the gas issuing from their tops; the whole, when lighted in a still evening, presents a beautiful appearance.

The city of Rochester lies on both sides of the Genesee River, seven miles south of Lake Ontario; by railroad west from Albany 250 miles; by the Erie Canal, 269; and east from Buffalo, by the former route 75 miles, and by the latter, 95 miles. The population, in 1690, was 1602; in 1830, 9209; in 1840, 20,181. It was founded in 1812, by Nathaniel Rochester, and others, all of whom were from Maryland; incorporated as a village in 1817; and as a city in 1834. It is handsomely laid out, with considerable, though not entire, regularity. The east and west parts of the city are connected by three bridges, and the river is also crossed in the middle of the city by the splendid aqueduct of the Erie Canal, which rests on eleven arches, and is 804 feet in length, and cost \$30,000. The streets are spacious, with a width varying from sixty to eighty feet, well paved in the centre, with convenient sidewalks; and there are also several public squares which are enclosed. Buffalo-street, which is broad and straight, runs through the centre of the city, crossing the river on a bridge; and on the east side is called Main-street. The city is handsomely built, chiefly with brick, and a large number of the stores and dwellings are elegant; many of the houses have fine gardens, ornamented with fruit trees and shrubbery. Some of the churches and public buildings are handsome structures.

Rochester owes its rapid growth and present greatness to the vast water-power created by the falls in Genesee River, which amounts to 208 feet within the bounds of the city, in which are three successive perpendicular falls of 25,

currents of gas, to the  
 mining from their tops;  
 mining, presents a beau-  
 a sides of the Genesee  
 rio; by railroad west  
 Canal, 269; and east  
 miles, and by the latter,  
 was 1808; in 1830,  
 ended in 1812, by Ne-  
 whom were from Mary-  
 1817; and as a city in  
 considerable, though  
 west parts of the city  
 the river is also crossed  
 aqueduct of the  
 ches, and is 804 feet in  
 ets are spacious, with a  
 feet, well paved in the  
 and there are also sev-  
 Buffalo-street, which  
 the centre of the city,  
 on the east side is called  
 uly built, chiefly with  
 stores and dwellings are  
 gardens, ornamented  
 one of the churches and  
 uren.  
 and present guests  
 y the falls in Genesee  
 within the bounds of the  
 perpendicular fall of 80,

30, and 105 feet, besides rapids. On these rapids and falls are many large flouring-mills, not surpassed by any others in the world, and numerous other hydraulic works. These mills are capable of manufacturing 5000 barrels of flour daily.

As a seat of commerce the city is most admirably situated. It is the port of entry of the Genesee collection district, and by Lake Ontario may participate in all the trade of the St. Lawrence basin. Vessels come up the Genesee River from the lake to Carthage, two and a half miles north of the centre of the city, where steamboats arrive and depart daily, and to which there is a railroad from the city. The river is navigable for boats to the head of the rapids, a distance of 53 miles, and steamboats of light burthen may ply between the city and the village of Avon, twenty miles south. The Erie Canal passes centrally through the city, giving it access on the east to Albany, and thence by the Hudson River to New-York, and on the west to Buffalo; and thence to the upper lakes and the great West. The Genesee Valley Canal is to connect it with Olean on the Allegheny River, and thence to Pittsburg. The chain of railroads from Boston to Buffalo passes through it, giving it a ready access to both sections of the country, and intermediate places.

There are several well-kept and elegantly furnished Hotels in Rochester, where the traveller will find every accommodation. The principal ones are the *Eagle*; *American*; *New Market House*; *Congress Hall*; *Clinton*; *Rochester*; &c. &c.

The German Falls are seen to the best advantage from the east side of the stream. The railroad cars pass about 100 rods south of the river, and thence fall on Genesee River, so

that passengers, in crossing, lose the view. The falls are three in number, over the first of which, the water has a perpendicular descent of eighty-six feet. The ledge recedes here up the river from the center to the sides, breaking the water into three distinct sheets, unsurpassed in beauty by any waterfall in the state, although those of Niagara and Cohoes have more sublimity. From Table Rock, in the center of these falls, the noted Sam Patch made his last and fatal leap into the depths below. The second fall is a mile and a quarter north from where the railroad crosses the river; here it has a perpendicular descent of about 100 feet. It thence passes in nature, which is noisy and rapid, to the third and last fall, over which it pours its flood in a perpendicular stream of 100 feet.

Mount Hope, a rural cemetery under wild and picturesque scenery, is situated two miles south of the railroad depot, and a quarter of a mile west of the river and the Genesee Valley Canal. This cemetery is said to compare in beauty with Greenwood at Brooklyn, or Mt. Auburn near Boston. Thousands leave Rochester for Mt. Hope every three days.

The Hot Springs, which are yearly increasing in public favor, are situated in the valley of the Genesee, thirteen miles from Rochester, and twenty-five from Cambridge. The village, which is on the right bank of the stream, is about 100 feet above it, and is delightfully situated for the view, commanding an extensive view of the neighboring country. The waters of these springs have obtained considerable celebrity, owing to their efficacy in curing various diseases; this, added to the rural beauties of the spot, has induced thousands to visit them. The distance from the Genesee River, which is only twenty-five miles, is easily made.

view. The falls are high, the water has a great volume. The bridge crosses the river, breaking the current in beauty by the falls of Niagara and falls Rock, in the center, made his last and The second fall is a great the railroad crosses a descent of about 150 feet in many and rapid, it passes its head in a

in wild and picturesque of the tall and deep, five and the Genesee and to compare to beauty of Auburn near Batavia, says many times daily.

ly increasing in public the Genesee, situated five from Oswego, and of the state, if the ability should find the use of the neighboring have abundant and many in using various conditions of the river. The Genesee is the best, although the

filled with drawing and sleeping rooms in the most elegant modern style; the *Acorn Hotel*, which has also been greatly improved, and is an excellent house; the *American*, *Ketch-er's Hall*, and *Pavilion*, which afford fine accommodations. A stage leaves Rochester, during the season, every morning, and packet-boats on the Genesee Valley Canal land passengers within two miles, from which point carriages are in readiness to convey them to the Springs.

From Rochester there are three modes of conveyance to Buffalo and Niagara Falls. The route by railroad to Buffalo, 74 miles, is the most expeditious; the canal route, 95 miles, is, however, the cheapest. Steamboats, during the season of navigation, run daily from *Canastota*, which is connected with Rochester by railroad, to *Lowiston*, on the Niagara River; and thence the passenger is conveyed by railroad over to Niagara Falls and Buffalo.

*Lockport*, on the Erie Canal, 31 miles northeast from Buffalo, is noted as containing the deep excavation for the canal, which is cut through the mountain ridge for a distance of three miles, at an average of twenty feet deep, in limestone rock. It demands in a natural ravine from the higher to the lower plain, by five double locks of twelve feet lift each; so that whilst one boat ascends, another may descend the canal. These locks, which are of superior workmanship, with steep steps in the center and at either side, are guarded with iron rollers for the convenience of passengers. The canal being supplied by Tonawanda Creek from the northwestern corner of Lake Erie, distant 90 miles, affords an abundant supply of water for hydraulic purposes, whence the village derives, chiefly, its prosperity. From the foot of the steps the canal continues upon one level of 65 miles, ending two miles east of Rochester. From Lockport extends a railroad to Niagara Falls and Lowiston.

## [BUFFALO.]

This city, a port of entry, and the capital of Erie county, is situated on the outlet of Lake Erie, at the head of Niagara River, and at the mouth of Buffalo Creek which forms its harbor. It is from Albany, by railroad, 285 miles,—by the Erie Canal, 364 miles; 470 from New-York; 28 south-southwest from Niagara Falls; 75 from Rochester, by railroad; 31 from Lockport; 103 north-northeast from Cleveland, Ohio; 280 east-by-north from Detroit; and 507 from Chicago, Illinois.

Buffalo was originally laid out in 1801, but grew slowly until 1812, when in that year it became a military post, and in Dec. 1812, every building in it, save two, was burnt by a party of British and Indians. It rose, however, from its ashes, and in four years afterwards contained upwards of a hundred buildings, some of which were large and elegant brick houses. In 1820 it had upwards of 5000 inhabitants and 400 houses. At the present time its population exceeds 30,000, and is rapidly increasing. At the close of the war of 1812, the United States paid the inhabitants of Buffalo a compensation of \$50,000 for the losses they had sustained by the conflagration of 1812.

Buffalo owes the commencement of her prosperity to the completion of the Erie Canal, which was opened in 1825. It was incorporated as a city in April, 1825; is divided into five wards, and governed by a mayor and common council, annually elected. It is laid out partly on a bluff or terrace, rising fifty feet above the lake, and partly on the low ground or marsh towards the lake and creek. The marsh having been drained, is now become the business part of the city. The ground on which the city is built rises gradually from the creek which runs through its south part, and at the distance

capital of Erie county, at the head of Niagara Creek which forms its bed, 285 miles,—by the New-York; 28 south-west from Rochester, by rail-northeast from Cleveland; and 507 from

1801, but grew slowly as a military post, and in 1812, was burnt by a fire, however, since then it has continued upwards of 2000 inhabitants to its population since.

At the close of the war the inhabitants of Buffalo as a place they had sustained

of her prosperity to the city was opened in 1825. In 1828, it is divided into wards and common council, partly on a bluff or terrace, partly on the low ground. The marsh having been part of the city. The city gradually from the part, and at the distance

of two miles it becomes an elevated and extended plain, fifty feet above Lake Erie. From this elevation there is a delightful view of the lake, the Niagara River, the Erie Canal, and the Canada shore. The city is regularly laid out, with broad and straight streets that intersect usually at right angles. Main-street, which is more than two miles in length, and 120 feet in breadth, is occupied on either side with fine and lofty stores, dwellings, and hotels, which present an imposing appearance. There are three public squares, Niagara, Franklin, and Washington, which are planted with trees, adding much to the beauty and health of the city. Buffalo has a court-house, jail, county-clerk's office, two markets, in the upper story of one of which are the common council chamber and city offices, and about twenty churches. It has also several banking-houses, a theatre, and many spacious and elegant hotels.

A pier, of wood and stone, extends 1500 feet on the south side of the mouth of the creek, so as to form a breakwater, for the protection of vessels from the violent gales which are not unfrequently experienced here. A lighthouse, 45 feet high and 20 in diameter, is placed at the head of the pier: it is a substantial and beautiful structure, built of dressed yellowish limestone, and is an ornament to the city.

The commerce of Buffalo has already become very great in consequence of the trading facilities afforded by the canal and railroad, in connection with the lake navigation, which has an extent of some thousands of miles.

Buffalo has communication on the east by canal with Albany, and thence by a complete chain of railroads, 525 miles in length, with Boston. It is also connected by railroads with Niagara Falls and Lewiston, on the north.

The principal banks in Buffalo are Cushman's Western Bk-

tel, at the depot of the Niagara Railroad; *Mansion House*, corner of Main and Exchange streets; *U. S. Hotel*; *Huff's Hotel*, 83 Main-st.: at the latter house the price of board is \$1.00 per day. There are also other excellent houses.

#### ROUTE FROM BUFFALO TO CHICAGO, VIA DETROIT.

By steamboat from Buffalo to Erie, Pa., 60 miles; thence to Cleveland, 194 miles; Huron, 240; Sandusky, 280; Detroit, 227 miles. By railroad from Detroit to Kalamazoo, 146 miles; thence by stage to St. Joseph, on Lake Michigan, 55 miles—*1 hour by daylight*; thence crossing the Lake, by steamboat to Chicago, 60 miles. The whole distance through from Buffalo to Chicago by this route is 587 miles. The time occupied is thirty hours. Fare \$8.40—to Detroit \$4.00.

During the summer season travellers have an opportunity of going from Buffalo and Detroit to Chicago, by the way of the great Upper Lakes, Huron and Michigan, stopping at all the principal places. Difference in time between this and the former route (by steamboat) about sixty-eight hours. Fare from Buffalo \$8.00. Time four days; distance 1050 miles.

The following, which is a summary of a trip from New-York to Chicago, via Albany, Buffalo, and Detroit, is by a correspondent of one of our daily papers, and will convey more information, for those about taking this excursion, than any other description we are able to give.

Leaving New-York by the 7 o'clock boat, on Monday evening, for Albany, you breakfast at that place next morning, and at 7 o'clock proceed to the Railroad Office, and

# COMPANION.

ad; Mansion House,  
U. S. Hotel; Hug's  
the price of board is  
excellent house.

## GO, VIA DETROIT.

Pa., 90 miles; distance  
440; Conductors, 224;  
Detroit to Kalamazoo,  
on Lake Michigan,  
creating the Lake;  
The whole distance  
is route to 507 miles  
are \$2.40 to Detroit

have an opportunity  
Chicago, by the way of  
Michigan, stopping at  
in time between the  
boat forty-eight hours;  
days; distance 1050

of a trip from New  
and Detroit, is by a  
pass, and will convey  
ing this excursion, then  
trip.

pack boat, on Monday  
that place next morn-  
ing. Railroad Office, phd

## ROUTE FROM BUFFALO TO CHICAGO, VIA DETROIT. 163

get a through-ticket for Buffalo, for which you pay \$12.00. After an hour's ride you reach Salamanca, and proceed thence on the way to Union, where you stop for dinner; and then with the same rapidity fly away to Syracuse, where you can stop till morning, if too much fatigued to ride all night;—if, however, you are in a hurry, you can keep your seat in the cars, and at sunrise the next morning will find yourself in Buffalo; but if you prefer travelling by daylight, you can spend the night in Syracuse or Auburn, and the next day you have an opportunity to see the beautiful villages of Geneva, Canandaigua, Batavia, and the city of Rochester, and arrive in Buffalo in the evening of the second day—Wednesday.

You now take passage on one of the large and elegant Upper Lake boats. Here you generally find companies of ladies and gentlemen, bound on a voyage of pleasure, with guns, fishing-tackle, harps, flutes, violins, and other music. The next morning, which is Thursday, you land at Cleveland; and here, while the boat is taking in wood, &c., you have an hour or two to ride around the town. You leave Cleveland at 11 or 12 o'clock, and the next morning, Friday, at daylight, you are in Detroit. Another hour or two is spent about the city, and you are off for Mackinaw. Saturday morning finds you moored amidst bark canoes and Indian tents, close under a high rocky fort, bristling with a hundred cannon. After getting a breakfast of Mackinaw trout, trying your luck at fishing in water so clear that you can see a trout twenty feet from the surface, buying a few tickets from the young Indians, visiting the forts and barracks, you sail for Chicago, where you arrive on Sunday at sunrise, making the whole trip of 1500 miles in five days, at an expense of \$21.00, all told. The fare on the lakes is



\$8.00, or about \$2.00 a day—the same as at an hotel. This includes passage and board.

**Hotels in Darnest.**—The *National Hotel*, *Monarch House*, *Steamboat Hotel*, *Railroad Hotel*, *Steamboat Temperance House*. The price of board per day, at each of the above houses, varies from 75 cents to \$1.25.

**Hotels in Chicago.**—The *Sherman House*, which keeps a splendid table,—\$1.25 per day. *Lake House*, accommodations equal to any of the Eastern hotels,—\$1.25 per day. The *Tremont House*, *Manitowish House*, *Western Hotel*, *American Temperance House*, and many other good houses, with board for \$1.00 per day.

**Hotels in Milwaukee.**—The *United States Hotel*, *Milwaukee House*, *City Hotel*. Board about \$1.25 per day.

**From Chicago to GALENA, Illinois,** by stage, 15 miles. Fare coverages \$3.00. Time about two days.

**From Chicago to St. Louis.**—By stage to Peru, on the Illinois River, 100 miles; by steamboat, at Peru, down the river to St. Louis. Time from there to three and a half days. Fare coverages about \$9.00.

**Hotels in St. Louis.**—*City*, *Planters*, *Virginia*, and several other well-kept houses.

**From St. Louis to New-Orleans.**—Take the steamboat at St. Louis, passing down the river to Memphis, Tennessee, 370 miles; thence to Vicksburg, Mississippi, 260 miles; thence to Natchez, Miss., 95 miles; and from thence to New-Orleans, 270 miles; making the entire distance 1000 miles, which is performed in about four days. The distance from New-Orleans to the Gulf of Mexico is about ninety miles.

AT COMPANION.

the same as at an hotel.

ational Hotel, Manitowish Hotel, Steamboat Tour per day, at each of the to \$1.25.

an House, which keeps a Lake House, accommodates, \$1.25 per day. House, Western Hotel, many other good houses,

United States Hotel, and about \$1.25 per day. mile, by stage, 16 miles. two days.

by stage to Peru, at the day, at Peru, down the river to three and a half days.

ward, Virginia, and sev-

—Take the steamboat to Memphis, Tennessee, Mississippi, 250 miles; day; and from thence to the entire distance 1000 four days. The distance Mexico is about ninety

#### ROUTES FROM BUFFALO TO NIAGARA FALLS. 185

##### ROUTES FROM BUFFALO TO NIAGARA FALLS.

Visitors can reach Niagara Falls from Buffalo, either by the Buffalo and Niagara Falls Railroad, or by Steamboat to Chippewa, on the Canada side, or to Schlosser, on the American side. These Falls are also reached from Rochester by the Erie Canal to Lockport, and from thence by railroad to the Falls; thereby dispensing with the route through Buffalo,—a saving of both time and expense. By the Buffalo and Niagara Falls Railroad, passengers are conveyed direct to the Falls, on the American side, twenty-two miles distant; and from the steamboat-landing at Schlosser, either by the cars, or stage, running direct to the Falls. From the landing at Chippewa, the traveller is conveyed by the railroad connecting Queenston with that place, to Niagara Falls, a short distance north of Chippewa, stopping opposite the Pavilion Hotel, and about half a mile from the Clifton House.

The fare on each of the routes from Buffalo to 75 cents; going and returning by the same conveyance, \$1.25.

##### FALLS OF NIAGARA.

These Falls are esteemed the most sublime object of the kind in the world, language being incapable of conveying to the mind an adequate description of their beauties—their immensity raising emotions of wonder, terror, and delight, in all who look upon them. There are other falls which have a greater perpendicular descent, but none in the known world where such a mass of water is precipitated from so great a height. It has been computed that the quantity of water discharged over the Falls is about 670,000 tons per

minute. On viewing this magnificent work of nature, the words of the Psalmist are forcibly brought to mind: "I will remember the works of the Lord. Thou art the God that doest wonders. The waters saw thee, O God, the depths also were troubled, the earth trembled and shook. Thy way is in the sea, and thy path in the great waters, and thy footsteps are not known."

The Falls are situated on the Niagara River, fourteen miles above Lake Ontario, and twenty-three miles below Lake Erie, on the New-York side. The river forms the outlet of the waters of the great upper lakes, which, together with Erie and Ontario, drain, according to Professor Drake of Kentucky, an area of country equal to 40,000 square miles, and the extent of their surface is estimated at 83,000 square miles. These lakes contain nearly one half of the fresh water on the surface of the globe. At the distance of about three-fourths of a mile above the Falls, the river begins a rapid descent, making within that distance a succession of slopes, equal to fifty-two feet on the American side, and fifty-seven on the opposite one, and forming a powerful current at the Falls, it turns at a right-angle to the northeast, and is then suddenly contracted in width from three miles to three-fourths of a mile. Below the cataract the river is only half a mile wide, but its depth is said to exceed 300 feet.

The cataract is divided into two parts by Goat or Iris Island, containing about seventy-five acres; but the principal channel is on the western or Canadian side, whose waters form the Great Horse-Shoe Fall, over which about seven-eighths of the whole is thrown. The eastern channel between Goat Island and the State of New-York, is again divided by a small island, named Prospect, forming a beautiful cascade. The descent on the American side, on either

ent work of nature, the  
ought to mind: "I will  
Then art the God that  
thee, O God, the depths  
d and shook. Thy way  
at waters, and thy feet

Niagara River, fourteen  
centy-three miles below

The river forms the  
er lakes, which, together  
ling to Professor Drake  
equal to 40,000 square  
is estimated at 83,000  
nearly one half of the

be. At the distance of  
he Falls, the river begins  
distance a succession of  
he American side, and  
forming a powerful cur-  
t-angle to the northeast,  
width from three miles to  
cataract the river is only  
d to exceed 300 feet.

o parts by Goat or Isle  
s acres; but the principal  
adian side, whose waters  
ver which about seven-  
The eastern channel be-  
of New-York, is again  
spect, forming a beauti-  
American side, as enter

tained by measurement, is 164 feet, and on the Canadian  
side 158 feet.

The chief features of this sublime scene are—the Great  
Horse-Shoe Fall, Goat Island, Table Rock, and the Ameri-  
can Fall. The best single  
view of the cataract is that  
from Table Rock, on the  
Canadian side; the best  
view of the rapids is from  
Goat Island, and of the  
American Fall, from the  
Ferry, a short distance be-  
low the Falls, on the Amer-  
ican side; but the most  
sublime and overpowering  
view is that of the Great  
Horse-Shoe Fall, on the  
Canadian side. The en-  
graving presents a view  
of Table Rock.



A bridge connects Bath and Goat Islands with the main  
land, the erection of which was a work of noble daring, for  
it is here that the waters rush with tremendous velocity  
towards the fearful abyss.

On Bath Island is a toll-house, where visitors are required  
to inscribe their names, and at the same time pay a fee of  
twenty-five cents, which entitles them to visit all the islands,  
with their appendages, as often as may be wished, during the  
visit, or season, without any additional charge. On Goat  
Island the visitor will find guide-boards, directing to all the  
most interesting places and objects around the Island. There  
is also a bridge, called the Terrapin Bridge, about 300 feet

in length, jutting out from the west part of Goat Island, which projects ten feet over the Horns-Shoe Fall. On the rock, at the verge of the precipice, is a stone tower, erected in 1833, which is forty-five feet in height, with winding stairs on the inside, and an open gallery on the top, surrounded by an iron balustrade, from which, or from the end of the bridge, the effect of the Falls upon the beholder is awfully sublime.

The descent to the bottom of the Falls, on Goat Island, is accomplished by covered winding stairs, erected in the year 1833, by the late Nicholas Biddle, Esq., of Philadelphia: it gives visitors an opportunity of descending below the bank, and of passing a considerable distance behind the two main sheets of water. The descent from the island to the margin of the river is 185 feet. A common flight of steps leads down 40 feet to the perpendicular spiral steps, 50 in number, which are enclosed in a building in the shape of a hexagon, resting on a firm foundation at the bottom. From the foot of the building there are three paths leading to the most important points of observation, one of which leads to the river below, a distance of 80 feet, where visitors will find *one of the finest fishing places in this part of the world.* Here was Sam Patch's jumping-place. The path at the left of the staircase leads to the great Crescent, or Horns-Shoe Fall, where, when the wind blows up the river, a safe and delightful passage is opened behind the sheet of water. The path to the right leads to a magnificent cave, appropriately named, on its discovery, *Elmer's Cave*, or *Cave of the Winds*; it is about 150 feet across, 50 feet wide, and 100 feet high, and is situated directly behind the Centre Fall, or Cascade, which at the bottom is more than 150 feet wide.

About 100 feet below the Falls, on the American side, is

et part of Goat Island,  
Horse-Shoe Fall. On the  
is a stone tower, erected  
a height, with winding  
gallery on the top, sur-  
which, or from the end  
upon the beholder is

Falls, on Goat Island, is  
pire, erected in the year  
1823, of Philadelphia: it  
ending below the bank,  
once behind the two main  
the island to the margin  
on slight of steps leads  
spiral steps, 50 in num-  
g in the shape of a bene-  
t the bottom. From the  
paths leading to the most  
e of which leads to the  
where visitors will find  
this part of the world.  
co. The path at the left  
Crescent, or Horse-Shoe  
up the river, a safe and  
the sheet of water. The  
fluent cave, appropriately  
re, or Cave of the Winds;  
wide, and 100 feet high,  
Centre Fall, or Cascade,  
50 feet wide.

on the American side, is

another staircase leading to the Ferry, which connects with  
the Canadian shore. From the Ferry a very near view of  
the highest Fall, and a most charming prospect of the entire  
Fall, are obtained.

There is not the least danger in crossing the river, compe-  
tent persons having charge of the boats; and, for a short  
one, the excursion is delightful, eight minutes being the  
usual time in crossing. Persons occasionally swim across  
without difficulty.

The visitor on being landed will proceed up the bank by  
a carriage road, at the head of which stands the Clifton  
House; here he may obtain refreshments, and afterwards  
proceed towards Table Rock, where will be found a spiral  
staircase, from the foot of which you can pass 153 feet be-  
hind the sheet of water. A gentleman has the charge of  
this staircase, and furnishes dresses and a guide for visitors  
who wish to go behind the sheet. There is here a reading-  
room, and a place of refreshment, with albums, an exami-  
nation of which will, no doubt, prove interesting.

About equidistant between the Clifton House and Table  
Rock stands Mr. Barnett's very interesting Museum, a visit  
to which should not be omitted. The Camera Obscura, near  
the Museum, is also worthy the attention of visitors.

From Table Rock you have one broad and imposing view  
of the entire Falls, and much of the scenery of the rapids and  
islands. It is generally conceded that this view, and that  
from the Terrapin Bridge and Tower, are the best, and  
combine more of the beautiful and sublime than can be ob-  
tained from any other point on either side of the river. In  
ascending the bank from Table Rock to the hotels, you  
have a fine and extensive view of the surrounding country.

A suspension bridge is about to be thrown over the Nia-

gan River near the Falls, the site of which has been all subscribed for. The work, which is to be on a suspension cable, 300 feet above the river, will be 800 feet long, and 40 feet wide—the centre track for cars, that will connect with the Canada Railroad through to Detroit, and be capable of transporting 500 tons over it at once, at the rate of ten miles to the hour. There will be two tracks for carriages, and a foot-path; and it will have three spans, with abutments 300 feet high. The completion of this noble work of art will, no doubt, be the means of drawing an immense increase of visitors to this most attractive and lovely spot. It will take about two years to complete it, which will be in time for the Canada Railroad.

Three miles below the Falls is the Whirlpool, resembling in its appearance the celebrated Maelstrom on the coast of Norway. It is considered by the river making nearly a right-angle, while it is here narrower than at any other place, not being more than thirty rods in width, and the current running with such an amazing velocity as to rise up in the middle ten feet above the sides. This has been ascertained by actual measurement.

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

A falls below the Whirlpool is a place on the American side called the "Devil's Hole," embracing about two acres, cut out laterally and perpendicularly in the rock by the side of the river, and about 150 feet deep. An eagle or hawk or gull comes within a few feet of the steep rock, attracting travellers as opportunity, without alighting, of looking into the yawning abyss. But they should alight and pass to the

of which has been all to be on a suspension of 600 feet long, and 40 that will connect with rock, and be capable of at the rate of ten miles an hour for carriages, and a no, with about 200 the work of art will, no immense increase of poly spot. It will take will be in time for the

Whirlpool, resembling brown on the coast of river making nearly a than at any other place, width, and the current city as to rise up in the it has been mentioned to the Whirlpool difficult to descend and very dry as the American place on the American valley about two miles in the rock by the side. An eagle of this bank the stage road, affecting looking of looking like a night and part to the

Further side of the flat projecting rock, where they will feel themselves richly repaid for their trouble.

| DISTANCES.                                                         |     |
|--------------------------------------------------------------------|-----|
| From Steamboat Landing across to Chippewa                          | 2½  |
| From Fort Schlosser to Chippewa                                    | 1½  |
| From the Falls to Chippewa                                         | 2   |
| Across the River at the Falls                                      | 3   |
| From the Eagle and Cataract Hotels to Table Rock                   | 1½  |
| From the Falls to the Mineral Springs                              | 2   |
| " to the Whirlpool                                                 | 3   |
| " to the Devil's Hole                                              | 4   |
| " to Erie Canal at Tonawanda                                       | 11  |
| " to Buffalo                                                       | 22  |
| " to Lockport                                                      | 18  |
| " to Lewiston                                                      | 7   |
| " to Goat Island by the bridge                                     | 55  |
| Across the Falls on the American side                              | 55  |
| Across the foot of Goat Island                                     | 90  |
| Length of Goat Island                                              | 100 |
| Across the Horse-Shoe Fall                                         | 114 |
| From the steps of the Eagle and Cataract Hotels to top of the bank | 100 |
| Top of the bank down the staircase to the River                    | 20  |
| Width of River at the Ferry                                        | 78  |
| Up the Canada bank                                                 | 75  |
| Depth of water at the Horse-Shoe                                   | 50  |
| Depth of water at the Ferry                                        | 200 |

At the close of the last war with Great Britain, three large British ships, stationed on Lake Erie, were declared unfit



for service, and condemned. Permission was obtained to send them over the Falls. The first was torn to shreds by the rapids, and went over in fragments; the second filled with water before she reached the falls; but the third, which was in better condition, took the leap gallantly, and retained her form till she was hidden in the mist below. A reward of ten dollars was offered for the largest fragment of wood which should be found from either wreck, five for the second, and so on. One piece only was seen, and that, about a foot long, was marked as by a vice, and its edges notched like the teeth of a saw.

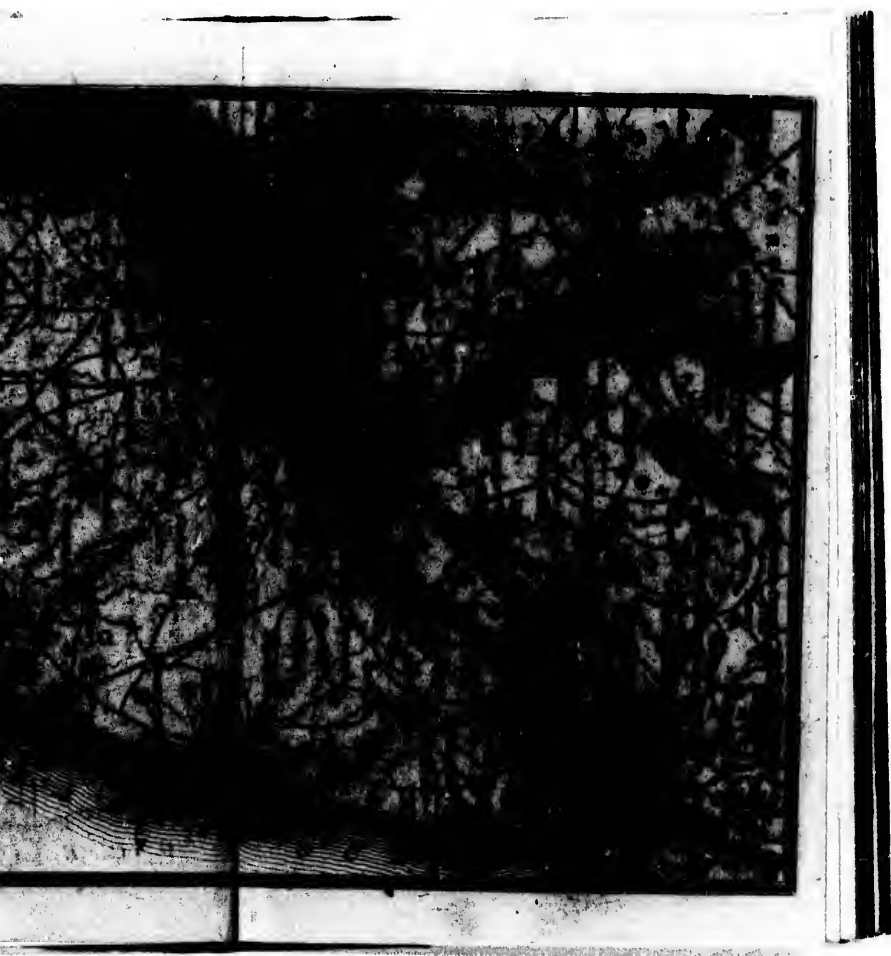
In the year 1837 a few individuals purchased a large schooner of 140 tons burthen. This vessel was towed down the river to within half a mile of the "rapids," when it was cut adrift and left to its fate. The rapids are caused by numerous ledges of rocks from two to four feet high, extending wholly across the river, over which the water successively pitches for about the distance of a mile immediately above the main cataract. The vessel got safely over the first ledge, but upon pitching over the second, her masts went by the board: she sprung a leak and filled with water, but contrived nevertheless to float, though she changed her position to stern foremost, in which manner she took her last plunge over the main fall, her bowsprit being the last part that was visible of her. She of course never rose more, but numerous fragments of her timbers and planking were picked up some miles below in very small pieces, bruised, torn, and shivered. There were two boats and some other animals on board of her, but the boats seemed to have had some misgivings of the safety of the voyage, and therefore when she sprung a leak and floated stern foremost they stepped over-board, and with much difficulty succeeded in swimming

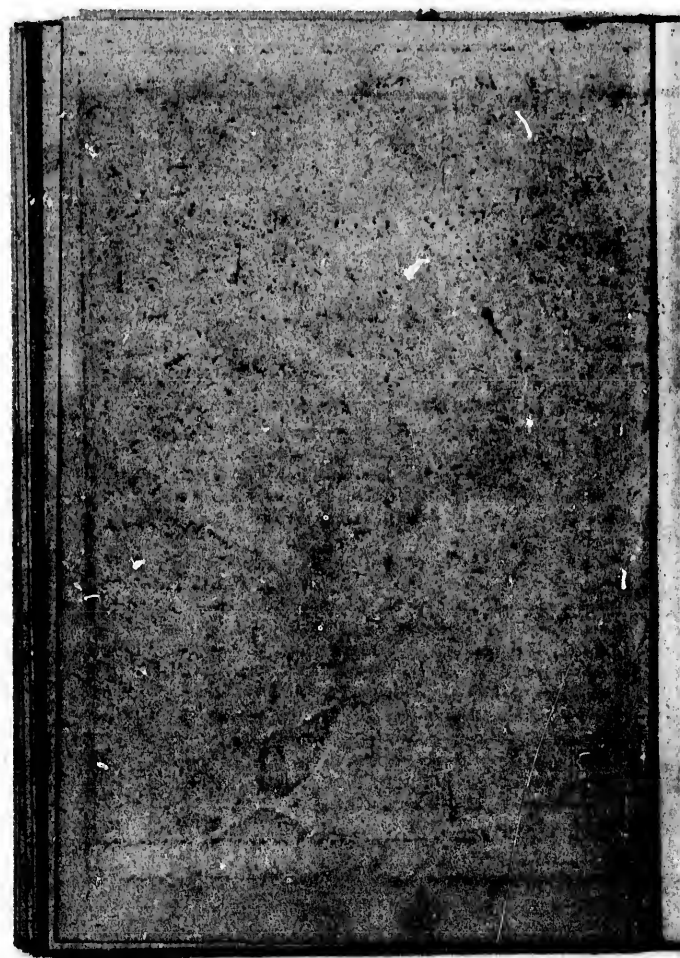
#### COMPANION.

tion was obtained to  
as torn to shreds by the  
the second filled with  
at the third, which was  
antly, and retained her  
low. A reward of ten  
gment of wood which  
ve for the second, and  
and that, about a foot  
its edge notched like

who purchased a large  
vessel was towed down  
"rapids," when it was  
rapids are caused by  
four feet high, extend-  
which the water comes  
of a mile immediately  
not get safely over the  
the second, her mast  
it and filled with water,  
though she changed her  
water she took her last  
air being the last part  
never rose more, but  
d planking were picked  
loose, bruised, torn, and  
some other animals on  
to have had some who  
and therefore while she  
near they stopped suc-  
ceeded in swimming

OF THE  
NO. 10075  
WITH OTHER, BARRIERS  
and  
PLACES OF RESORT.





where, after having been carried half way down towards the main cataract by the rapidity of the current. It is the opinion of those who have been long resident near the cataract, that not even the different sorts of fish that happen to be found down the falls ever escape with life; and in corroboration of this, numerous dead fish are daily seen below the gulf; wild fowl too, unmindful of their danger, or floated down while they are asleep, never escape destruction if once caught within the verge of the main cataract.

#### RAILROAD ROUTE FROM NEW-YORK TO PHILADELPHIA.

There are two great lines of travel between these important and populous cities; the first of which is the Railroad Line; the other is by steamboat and railroad united, described hereafter: the former is the most expeditious, and the latter (in pleasant weather) the most varied and interesting.

The railroad line leaves New-York from the foot of Liberty-street daily, at 9 o'clock A. M., and 4½ o'clock P. M.; when tickets for the same are presented; these passengers are conveyed across the ferry to Jersey City, where is the depot and starting-place. Time between the two cities, usually five hours; fares 50 cents. Fare in the first class one, \$1.50; second class, 90¢.

The route from Jersey City passes through Newark, New Brunswick, Trenton, and crosses the Delaware by a substantial bridge to Bristol, on the Delaware River. Here, the route of navigation, passengers are usually conveyed in a commodious manner down the beautiful Delaware to Philadelphia.

The Philadelphia and Trenton Railroad is now continued to Bridgeton, seven miles above the city, where the company have erected a splendid depot with a front of 400 feet, which extends into the river a distance of from 150 to 200 feet.

It is expected that shortly the arrangements for a change on this route will be completed, and that the large boats will land New-York passengers at Bridgeton, instead of at Bristol, who will be conveyed thence by steamer to Philadelphia. By this route full half an hour will be saved.

At Trenton a branchroad enters the New Jersey with the Camden and Amberg, over which the route is sometimes changed to the latter road, reaching to Camden opposite to Philadelphia. From Trenton a branchroad leads to the manufacturing town of Paterson, 17 miles distant. From 50 cents. Near the Passaic Falls, which are celebrated for their picturesque beauty, and are much visited by strangers.

Jersey City is situated on the west bank of the Hudson River, opposite to New-York, and is connected with that city by a steam-ferry, over a mile in length, the boats on which are constantly plying.

According to the census of 1840, its population was 20,000, being an increase of 4,000 since 1830.

Jersey City has become an important place, as a diverging point for the great route connecting the north with the south, and which is terminated at Philadelphia. It is also the starting place of the Delaware Railroad, which has its depot there. The Morris Canal, uniting the Delaware and Hudson rivers, and which is 100 miles in length, terminates in this city.

Railroad is now continued  
the city, where the gate  
with a front of 400 ft.,  
stone of 100 to 150

arrangement for a change  
and that the large stone  
Building, instead of  
to be constant to Phila-  
hour will be saved.

to New Jersey with the  
the route is sometimes  
to Camden, except on

to New Jersey City, where  
the population of Phila-  
is. Here are the Penn-  
picturesque beauty, and

bank of the Hudson  
is connected with the  
the length of the line on  
the population was 200,000

place, as a diver-  
ing the north with the  
the Hudson. It is also  
the Hudson, which has the  
the Hudson, and the  
the Hudson, and the



The property of this city will be greatly increased in to-  
coming to the city, and the city of Philadelphia, for  
the city of Philadelphia, the city of Philadelphia, which is now being  
built on the city of Philadelphia, at a great cost, by the Ser-  
city City Park Company.

Philadelphia, 3 miles from Jersey City, 61 miles from New York,  
and 70 miles from Philadelphia, is situated on the Delaware River,  
and is the most populous and flourishing place in the State  
of New Jersey. The population at the present time is up-  
wards of 20,000. The city, which is situated on the river  
just above the river, is regularly laid out with broad and  
straight streets, many of which are bordered by tall and  
elaborate stone walls. It contains two large and handsome  
public squares. The city is well built, and presents a very



fine appearance, many of the dwellings being large, and finished in a superior style. The court-house, in the north part of the city, is built of brown freestone, in the Egyptian style of architecture. Newark is well supplied with pure water brought from a copious spring more than a mile distant.

Newark contains numerous churches, some of which have great architectural beauty. It has also three banks, an apprentices' library, a circulating library, with literary and scientific institutions, &c. This city is very extensively engaged in manufactures, a great part of which is sent to distant markets. In 1840 the capital invested in this species of industry, amounted to upwards of a million and a half of dollars. In two articles alone, that of carriages and leather, there was half a million of dollars invested; and employing many hundreds of workmen. The commerce of Newark is also considerable, there being owned here about 70 vessels, of 100 tons each, besides several whale-ships. The Morris Canal runs through the city.

The cars of the New Jersey Railroad, on the route between New-York and Philadelphia, pass through Newark twice daily, in each direction. Cars, also, from Jersey City arrive and depart several times daily. Fare 25 cents. A steamboat also plies between Newark and New-York. Fare 25 cents.

The Morris and Essex Railroad begins here and extends to Morristown, 23 miles from Newark, and 31 from Jersey City. The depot at Newark is in Broad-street. Usual fare \$1.40.

Passengers by the morning train from Newark to Morristown will arrive there at 10½ o'clock, where stages will be in readiness to convey them to Schooley's Mountain, Washington.

villages being large, and court-houses, in the north sections, in the Egyptian well supplied with pure more than a mile dis-

urches, some of which It has also three banks, a library, with literary a city is very extensively part of which is sent to al invested in this opo- ards of a million and a ne, that of earrings and of dollars invested, and tion. The committee of being owned here about tes several whale-ships city.

ilroad, on the route be- , pass through Newark n, also, from Jersey City. Fare 25 cents. A Newark and New-York begins here and extends ark, and 31 from Jersey n. Broad-street. Usual n Newark to Morristown o stages will be in road- Mountain, Washington,

Balvidere and Easton, daily; to Succasunny, Stanhope, New- ton, Milford, and Owego, on Mondays, Wednesdays, and Fri- days; and to Rockaway, Dover, Sparta, and Newton, on Tuesdays, Thursdays, and Saturdays; each line returning on the following days to meet the P. M. trains for New-York.

SCHOOLY'S MOUNTAIN is eighteen miles from Morristown, and is a celebrated summer resort, owing to its elevated sit- uation, its pure and bracing atmosphere, and its mineral springs, the waters of which are used to great advantage in chronic diseases and general debility. They contain muri- ate of soda, muriate of magnesia, muriate of lime, carbonate of magnesia, sulphate of lime, silica, and carbonated oxyde of iron. The visitor to this healthful region will find the accommodations here in no way inferior to those at similar places elsewhere. *Belmont Hall*, and *Marck's Health- House*, are fine and extensive establishments.

*Elizabethport*, on the New Jersey Railroad, 5 miles from Newark, 14 from New-York, and 46 from Trenton, is situated on a creek, two and a half miles from its en- trance into Staten Island Sound. It is a beautiful town, regularly laid out with broad streets, and contains a court- house, and other public buildings, with saw-mills, oil-cloth factories, tanneries, &c. Population about 3000. The railroad from Elizabethport to Somerville passes through this place. It extends 26 miles to Somerville, which is 40 miles from New-York. Fare to Elizabethport by steamboat, 19½ cents, and to Somerville, 75 cents. From Elizabethport, two- and a half miles distant, a steamboat plies daily to the city of New-York.

It is in contemplation to continue this railroad from Somerville through to Easton, one of the most growing and enterprising towns in Pennsylvania.

*Rahway*, situated on both sides of the Rahway River, contains about 2500 inhabitants, and several manufacturing establishments, which are on an extensive scale, and in daily operation. The manufactures consist of silk printing, carriages and carrying, furniture, hats, shoes, clocks, earthenware, and cotton goods.

*New Brunswick*, 31 miles from New-York, 80 from Trenton, and 56 from Philadelphia, is situated at the head of steamboat navigation on the Raritan River, and 40 miles from its entrance into Raritan Bay at Amboy, by the course of the river. This is also the seat of Rutgers College and school, which was founded in 1770. The streets on the river are narrow and crooked, and the ground low; those on the upper bank are wide, and many of the dwellings are very neat and elegant, surrounded by fine gardens. From the site of Rutgers College on the hill, there is a wide prospect, terminated by mountains on the north, and by Raritan Bay on the east. The Delaware and Raritan Canal extends from New Brunswick to Bordentown on the Delaware River. It is 75 feet wide and seven deep, admitting the passage of ships of 75 or 100 tons burden; is 40 miles in length, and has fourteen locks, and 117 feet of lockage; the locks being 110 feet long and 34 wide. The entire cost was about \$2,500,000.

*Princeton*, eleven miles from Trenton, is the seat of the New Jersey College, long celebrated as one of the oldest and most respectable colleges in the country. It was originally founded at Elizabethtown in 1746, removed to Newark in 1748, and in 1756 was permanently located here.

\* At New Brunswick passengers have an opportunity of obtaining slight refreshments, the one stopping a few minutes only.

of the Rahway River, and several manufacturing representative scale, and in 44ly consist of silk printing, car- ets, shoes, clocks, earthen- on New-York, 80 from is, is situated at the head Raritan River, and thence on Bay at Amboy, by the the east of Rutgers Col- ed in 1770. The streets ed, and the ground low; and many of the dwell- surrounded by fine gardens. on the hill, there is a wide on the north, and by Rail- and Raritan Canal extends on the Delaware River, admitting the passage of is 40 miles in length, and lockage; the locks being to entire cost was about

Trenton, is the seat of the ted as one of the oldest the country. It was wn in 1744, removed to permanently located here.

an opportunity of obtaining minutes only.

It has a library of about 12,000 volumes. The commencement is on the last Wednesday in September. The Theological Seminary of the Presbyterian church, founded in 1812, is also located here. Both institutions are in a flourishing condition. Princeton is a neat and pleasant village, built mostly on one extended street, and containing about 1500 inhabitants. In this vicinity was fought the memorable battle of Jan. 3d, 1777, between the American forces under General Washington, and those of the British, in which the former were victorious.

Trenton, the capital of the State of New Jersey, is situated on the east side of the Delaware River, at the head of steamboat and deep navigation. It is 27 miles from Philadelphia, and 60 from New-York. The population in 1810 was 3600; in 1820, 3940; in 1830, 3605, in 1840, 4035. The city is regularly laid out, and has many fine stores and handsome dwellings. The State House, which is 100 feet long and 60 wide, is built of stone, and encased, so as to resemble granite. Its situation, which is on the Delaware, is very beautiful, commanding a fine view of the river and vicinity. The Delaware is here crossed by a handsome covered bridge 1100 feet in length, resting on five arches, supported on stone piers, and which is considered a fine specimen of its kind. Its width is sufficient to allow two carriage-ways, one of which is used by the railroad. The Delaware and Raritan Canal, forming an inland navigation from New Brunswick, passes through Trenton to the Delaware at Bordentown. It is supplied by a navigable feeder, taken from the Delaware 20 miles north of Trenton. It was completed in 1824, at a cost of two and a half millions of dollars. The New-York and Philadelphia trains pass through Trenton twice daily in each direction. A

train also leaves the Kensington depot, Philadelphia, for Bristol and Trenton, every morning, (Sundays excepted,) returning in the afternoon. *Fare to Trenton from Philadelphia, 50 cents; to Bristol, 25 cents.*

On Christmas night, in 1776, and during the most gloomy period of the revolutionary war, General Washington crossed the Delaware with 5500 men, and commenced an attack upon Trenton, then in possession of the British. So sudden and unexpected was the assault, that of the 1500 German troops encamped there, 1000 were made prisoners. This successful enterprise revived the spirit of the nation, as it was the first victory gained over the German mercenaries. General Mercer, a brave American officer, was mortally wounded in the attack.

*Morrisville* is a thriving village on the Delaware, directly opposite Trenton; it has considerable water-power, which is derived from the river. The population is about 500.

*Bristol* is a beautiful village, situated on the west bank of the Delaware, nearly opposite to Burlington, 18 miles north-east from Philadelphia, and occupies a commanding situation; it is regularly laid out and neatly built, and contains about 2000 inhabitants. The Delaware division of the Pennsylvania Canal, which communicates with the Lehigh Canal at Easton, terminates here, in a spacious basin which communicates with the Delaware River. This canal, in connection with the Lehigh Canal, forms an uninterrupted water communication with the anthracite coal region of Northampton county, in Pennsylvania. *Fare to Bristol by railroad from Philadelphia, 25 cents; by steamboat, which runs twice daily in each direction during the summer season, 12½ cents.*

*Andelstein and Holmsburg are pleasant places, situated*

depot, Philadelphia, for  
(Sundays excepted,) re-  
Trenton from Philadel-

during the most gloomy  
General Washington crossed  
commenced an attack  
of the British. So sudden  
at of the 1500 German  
made prisoners. This

spirit of the nation, as it  
the German mercenary  
an officer, was mortally

in the Delaware, directly  
ble water-power, which  
elation is about 500.

ted on the west bank of  
Wilmington, 18 miles north-  
e a commanding situa-

estly built, and contains  
Delaware division of  
communications with the

es here, in a spacious  
Delaware River. This  
Canal, forms an un-  
the anthracite coal re-

sylvania. Fare to Brie-  
5 cents; by steamboat,  
den during the summer

place, steamboat

a few miles northeast from Philadelphia, and are much re-  
sorted to by the citizens during the summer months. At the  
former place the late Nicholas Biddle Esq., had a splendid  
country residence, and a fine vineyard.

*Bridgetown*, a beautiful village situated on the Delaware  
five miles from the city, and elevated about twenty-five feet  
above the river, is a neat and very attractive place. It has  
become the residence of many wealthy and retired citizens  
of Philadelphia. This is now the terminus of the Phila-  
delphia and Trenton Railroad.

*Port Richmond*, a town of recent date, on the bank of  
the Delaware, and at the eastern termination of the Reading  
Railroad, is three miles distant from Philadelphia. It has  
become an important place, owing to its favorable situation  
for trade. Coal brought over the Reading Railroad, from  
the productive anthracite coal region in Pennsylvania, is  
shipped here for other places.—We now arrive at Philadel-  
phia, for a description of which the traveller is referred to  
page 203.

#### STEAMBOAT AND RAILROAD ROUTE BETWEEN NEW-YORK AND PHILADELPHIA.

This route from New-York to Philadelphia is performed  
by steamboat and railroad—the former leaving from the pier  
in the North River, near the Battery, every morning during  
the winter at seven o'clock, and the summer season at five  
o'clock, A. M. On board the boat tickets for the route are  
presented. Fare \$2.50. The traveller is now conveyed  
across the beautiful harbor of New-York, and will, no doubt,  
have his attention attracted by the enchanting scene before  
him. As the boat proceeds towards Staten Island, and

shapes its way through the narrow straits between the island and the New Jersey shore, called the "Kills," many beautiful places will be presented to his view; among others, *New Brighton*, a village of country-seats, erected by opulent citizens from the metropolis, arranged in all its attractions of fine architecture and eligible position, and commanding views of the city, islands, harbor, and adjacent shores.

The *Sailors' Snug Harbor*, a short distance beyond, an asylum for superannuated seamen, is the most imposing edifice on this shore.

*Staten Island*, which we keep on our left as we proceed towards *Amboy*, abounds with beauties, and is no doubt destined to be, ere long, a favorite place of residence of the wealthy and retiring citizens of the metropolis.

At *South Amboy*, situated at the mouth of the *Raritan River*, is the commencement of the *Camden and Amboy Railroad*. Here we are transported, in an incredible short space of time, from the steamboat to the railroad cars, and after a short detention, we proceed on our journey up the steep ascent from the river, which soon enters a line of deep cutting through the sandhills. It is then continued through a barren and uninteresting region of country, towards the *Delaware River* at *Bordentown*, thirty-six miles from *Amboy*. Here are situated the extensive grounds and mansion formerly occupied by the late *Joseph Bonaparte*, ex-king of *Spain*, which are among the most conspicuous objects of the place.

*Bordentown* is situated on a steep sandbank, on the east side of the *Delaware River*. Although in a commanding situation, its view is in a great measure obstructed from the river. This is a favorite resort for the people of *Philadelphia* during the summer season. The *Delaware* and *Rari-*

straits between the inland  
"Kills," many beautiful  
new; among others, New  
erected by opulent citi-  
d in all its attractions of  
dition, and commanding  
adjacent shores.

short distance beyond, an  
the most imposing edi-

on our left as we proceed  
entire, and is no doubt  
place of residence of the  
metropolis.

the mouth of the Raritan  
the Camden and Amboy  
d, in an incredible short  
to the railroad cars, and  
on our journey up the  
can enters a line of deep  
then continued through  
of country, towards the  
ty-six miles from Am-  
ve grounds and mansion  
Bonaparte, ex-king of  
conspicuous objects of the

p sandbank, on the east  
ough in a commanding  
were obstructed from the  
the people of Philadel-  
the Delaware and Rari-

tan Canal is here connected with the Delaware River. A  
branch railroad running alongside of the canal and river,  
connects Bordentown with Trenton.

The further continuation of the route to Philadelphia is  
usually effected during the pleasant months of summer, on  
the opening of navigation, by steamboat conveyance down  
the river to the city, a distance of thirty miles. The rail-  
road route is, however, continued along the east bank of the  
river to Camden, which is frequently resorted to, and always  
during the winter, when the river is made fast with ice.  
From Camden passengers are conveyed across the Dela-  
ware in a commodious steamboat, and landed at the foot of  
Walnut-street in Philadelphia.

---

PHILADELPHIA,

the metropolis of Pennsylvania, and, after New-York, the  
largest city in the United States, is situated in lat.  $39^{\circ} 57'$   
 $9''$  N., long.  $75^{\circ} 10' 37''$  W. from Greenwich, and  $1^{\circ} 50'$   
 $47''$  W. long. from Washington. It is 87 miles S. W. from  
New-York, 322 S. W. from Boston, 97 S. E. from Balti-  
more, 106 from Harrisburg, and 135 from Washington. The  
population in 1800 was 70,367; in 1810, 96,367; in 1820,  
119,325; in 1830, 167,325, and in 1840, including the  
county, 258,001.

The city is situated between the Delaware and Schuyl-  
kill Rivers, five miles above their junction, and is about 100  
miles from the ocean by the course of the former river. The  
city proper is that portion which is bounded by the Dela-  
ware on the east, the Schuylkill on the west, Vine-street on  
the north, and South-street or Cedar on the south. The





VIEW OF FAIRMOUNT WATERWORKS, PHILADELPHIA.

*districts* are the Northern Liberties, Kensington, and Spring Garden on the north; and Southwark, Moyamensing, and Passyunk on the south. These districts, which properly belong to Philadelphia, have municipal authorities of their own, entirely distinct from that of the city, and from each other.

Philadelphia is built on a plain, slightly ascending from each river, the highest point of which is elevated sixty-four feet above high-water mark. It is laid out with much regularity; the streets, which are broad and straight, with a few exceptions crossing each other at right angles, and varying in width from 50 to 120 feet. The dwellings, which are neat and clean-looking in their appearance, are built chiefly



PHILADELPHIA.

Kensington, and Spring  
ark, Moyamensing, and  
districts, which properly  
pal authorities of their  
the city, and from each

slightly ascending from  
ch is elevated sixty-four  
id out with much regu-  
and straight, with a few  
ght angles, and varying  
dwellings, which are  
arance, are built chiefly

of brick, the style of architecture being plain rather than showy and ornamental. White marble is generally used for the door-steps, window-sills, the basement story, and not unfrequently for the entire front.

A stranger on visiting this city would judge it to be one of the cleanest in the world, (which it certainly is,) from the great use made of the waters of the Schuylkill, which are visible in washing and scrubbing continually. The city is drained by common sewers, which are arch-vaults of brick-work, constructed under most of the main streets. The densely built parts of the city and districts have an outline of about eight and a half miles: the length of the city on the Delaware is four and a half miles.

Philadelphia has the advantage of a double port, connected with very remote sections: that on the Schuylkill is accessible to vessels of 300 tons, and is the great depot for the coal of the interior;—the other, on the Delaware, admits the largest merchant vessels to the doors of the warehouses, and is spacious and secure.

This city is celebrated for its fine markets, which are well supplied not only from its own State, but from the States adjacent, and particularly New Jersey. The "Neck," which is formed by the Delaware and Schuylkill Rivers, and which lies south of the city, is divided off into farms and gardens, on which large quantities of vegetables and fruit are raised for the Philadelphia markets.

Philadelphia has a large foreign and domestic trade; the latter, however, predominates. The registered tonnage entered from foreign ports in 1843, was 63,369; and the registered tonnage cleared for foreign ports for the same period was 58,294. The value of the imports was \$4,916,535;—of the exports, \$3,043,320. She is also distinguished for

her manufactures, which are various and extensive. In 1840, the amount of capital invested in this branch of industry was nearly \$12,000,000. At the present time, however, it is considerably more.

**PUBLIC SQUARES.**—In the city are many public squares, which are ornamented with fine shade and flowering trees. The principal one is *Washington Square*, a little southwest of the State-House: it is finely ornamented with trees and gravelled walks, and surrounded by a handsome iron railing, with four principal entrances, and is kept in excellent order. *Independence Square*, situated in the rear of the State-House, is surrounded by a solid brick wall rising three or four feet above the adjacent streets, surmounted by an iron railing. The entire area is laid off in walks and grass-plots, and shaded with majestic trees. It was within this enclosure that the Declaration of American Independence was first promulgated; and at the present day it is frequently used as a place of meeting for political and other purposes. *Franklin Square*, between Race and Vine, and Sixth and Franklin streets, is an attractive public promenade, with a splendid fountain in its centre, surrounded by a marble basin; it is embellished with a great variety of trees, grass-plots, &c. The other squares are—*Penn Square*, at the intersection of Broad and Market streets, now divided into four parts by cutting Market and Broad streets through it; *Logan Square*, between Race and Vine streets; and *Rittenhouse Square*, between Walnut and Locust streets.

**FAIRMOUNT WATER-WORKS.**—The inhabitants of Philadelphia are liberally supplied with water from the Fairmount Water-Works, which were constructed at an expense of about \$450,000; upwards of 100 miles of iron pipe convey it to all parts of the city and districts. These

ous and extensive. In  
ed in this branch of in-  
t the present time, how-

re many public squares,  
ade and flowering trees.  
ere, a little southwest of  
mented with trees and  
a handsome iron railing,  
is kept in excellent  
ated in the rear of the  
d brick wall rising three  
eets, surmounted by an  
off in walks and grass-  
ees. It was within this  
American Independence  
esent day it is frequently  
ical and other purposes.  
d Vine, and Sixth and  
able promenade, with a  
nded by a marble basin;  
ty of trees, grass-plots,  
e Square, at the inter-  
sects, now divided into  
ad streets through it; Le-  
streets; and Rittenhouse  
streets.

the inhabitants of Phila-  
water from the Fair-  
constructed at an expense  
400 miles of iron pipe  
y and districts. These

water-works are situated on the east bank of the Schuyl-  
kill, about two miles in a northwest direction from the city,  
occupying an area of thirty acres, a large part of which  
consists of the "mount," an eminence 100 feet above tide-  
water in the river below, and about 60 feet above the most  
elevated ground in the city. The top is divided into four  
reservoirs, capable of containing 22,000,000 gallons, one of  
which is divided into three sections for the purpose of filtra-  
tion. The whole is surrounded by a beautiful gravel-walk,  
from which may be had a fine view of the city. The reser-  
voirs contain an area of over six acres; they are twelve feet  
deep, lined with stone and paved with brick, laid in a bed of  
clay, in strong lime cement, and made water-tight. The power  
necessary for forcing the water into the reservoirs is obtain-  
ed by throwing a dam across the Schuylkill; and by means  
of wheels moved by the water, which work forcing-pumps  
the water of the river is raised to the reservoirs on the top of  
the "Mount." The dam is 1600 feet long, and the race  
upwards of 400 feet long and 90 wide, cut in solid rock.  
The mill-house is of stone, 238 feet long, and 56 feet wide,  
and capable of containing eight wheels, and each pump will  
raise about a million and a quarter of gallons in 24 hours.

The UNITED STATES NAVY YARD is located in Front-street  
below Prince, and contains within its limits about twelve  
acres. It is enclosed on three sides by a high and substan-  
tial brick wall; the east side fronts on and is open to the  
Delaware River. Its entrance is in Front-street. The  
Yard contains every preparation necessary for building ves-  
sels of war, and has marine barracks, with quarters for the  
officers.

PUBLIC BUILDINGS.—The State-House fronts on Chesnut-  
street, and including the wings, which are of modern con-

struction, occupies the entire block, extending from Fifth to Sixth street. In a room in this building, on the 4th of July, 1776, the memorable Declaration of Independence was adopted by Congress, and publicly proclaimed from the steps on the same day. The room presents now the same appearance it did on that eventful day, in furniture and interior decorations. This chamber is situated on the first floor, at the eastern end of the original building, and can be seen by visitors on application to the person in charge of the State-House. In the hall of Independence is a statue of Washington, carved in wood, said to be an excellent likeness, and also several fine paintings. The mayor's court, and district and circuit courts of the United States, are held in this building. Visitors have free access to the cupola, from which there is an extensive view of the city and vicinity.

The *Girard College* is situated on the Ridge Road, in a northwest direction from the city proper, about two and a half miles from the Exchange. It was founded by the late Stephen Girard, a native of France, who died in 1831, and bequeathed \$2,000,000, for the purpose of erecting suitable buildings for the education of orphans. More than one half of this sum has already been expended upon the buildings, and a large amount will still be required for their completion. It occupies a commanding position, and the site on which it stands contains about forty-five acres of ground, bequeathed for the purpose by the founder of the institution. The college, or centre building, which is to be devoted to the purposes of education, is one of the most superb buildings in the country; its dimensions are 218 feet from north to south, 160 from east to west, and 97 in height. This building, with its beautiful columns and gorgeous capitals, at once attracts the attention of the beholder. It is surrounded

extending from Fifth to  
ding, on the 4th of July,  
of Independence was  
claimed from the steps  
into now the same ap-  
in furniture and interior  
ed on the first floor, at  
ng, and can be seen by  
in charge of the State-  
e is a statue of Wash-  
e excellent likeness, and  
yor's court, and district  
ates, are held in this  
s to the cupola, from  
the city and vicinity.

the Ridge Road, in a  
oper, about two and a  
was founded by the late  
who died in 1831, and  
ose of erecting suitable  
se. More than one half  
ded upon the buildings,  
red for their completion.  
and the site on which it  
of ground, bequeathed  
institution. The col-  
be devoted to the pur-  
most superb buildings in  
18 feet from north to  
in height. This build-  
t gorgeous capitals, at  
lder. It is surrounded

by thirty-four columns of the Corinthian order, with beauti-  
ful capitals, supporting an entablature; each column, including  
capital and base, is 55 feet in height and 6 in diameter,  
having a base three feet high and nine in diameter,—  
leaving a space of fifteen feet between the columns and the  
body of the building. At each end is a doorway or en-  
trance, 22 feet high and 16 wide, decorated with massive  
architraves, surmounted by a sculptured cornice. Each of  
these doors opens into a vestibule, 36 feet wide and 48 long,  
the ceiling of which is supported by eight marble columns.  
Immediately above these vestibules, in the second story, are  
an equal number of lobbies, the ceilings of which are sup-  
ported by Corinthian columns. In each corner of the  
building are marble stairways, which are lighted from  
above. On each floor are four rooms, 50 feet square,  
and the third is lighted by a skylight, which does not rise  
above the roof. No wood is used in the construction of the  
building, except for the doors, so that it is fireproof.

The remaining four buildings, situated two on either side  
of the main building, are each 52 feet by 120, and two sto-  
ries high, with commodious basements. The most eastern  
of these is also divided as to constitute four distinct houses for  
the professors. The other three are designed for the resi-  
dence of the pupils.

The *Merchants' Exchange*, situated between Dock, Wal-  
nut, and Third streets, is built of white marble: it was  
commenced in 1834, under the direction of Mr. Strickland,  
the architect. It is a beautiful structure, and of its kind,  
one of the finest in the country.

The *United States Mint* is in Chestnut-street below  
Broad-street, and fronts on the former street 123 feet. It is  
built of white marble in the style of a Grecian Ionic temple,

and comprises several distinct apartments. The process of coining is among the most interesting and attractive to those who have never witnessed such operations. Visitors are admitted during the morning of each day, until one o'clock, on application to the proper officers.

The *Arcade* is in Chestnut, between Sixth and Seventh streets, and extends through to Carpenter-street, 150 feet, fronting 100 feet on Chestnut-street. On the ground-floor are two avenues, extending the entire depth of the building, with rows of stores fronting on each. The second floor, which is reached by flights of marble steps at each end, is divided into stores similar to those on the ground-floor. The third story was originally prepared for Peale's Museum, which, however, was removed in 1839 to its new and beautiful hall in Ninth-street. Having been again removed, it is now kept in the Masonic Hall, in Chestnut-street.

The *Custom-House*, formerly the United States Bank, is located in Chestnut-street, between Fourth and Fifth streets. It is a chaste specimen of the Doric architecture, after the Parthenon at Athens, with the omission of the colonnades at the sides. It was commenced in 1819, and occupied about five years in its construction, and cost half a million of dollars.

**BANKS, &c.**—There are about fifteen banks, seven savings institutions and loan companies, and numerous insurance companies, in Philadelphia. Some of the banks occupy splendid and costly buildings. The *Pennsylvania Bank*, in Second below Chestnut-street, is built of white marble, and has an enclosure ornamented with plants and shrubbery, and surrounded by an iron railing. The *Chard Bank*—formerly the old United States Bank, purchased by the late Stephen Chard, and used by him for a banking

ments. The process of  
ing and attractive to  
operations. Visitors  
of each day, until one  
floors.

on Sixth and Seventh  
center-street, 150 feet,

On the ground-floor  
depth of the building,  
h. The second floor,  
steps at each end, to  
the ground-floor. The  
for Peale's Museum,  
to its new and beau-  
en again removed, it  
chestnut-street.

United States Bank, to  
Fourth and Fifth streets.  
architecture, after the  
tion of the colonnade  
1819, and occupied  
and cost half a million

banks, even savings  
numerous insurance  
of the banks occupy  
Pennsylvania Bank,  
built of white mar-  
bled with granite and  
railling. The Girard  
Bank, purchased by  
him for a banking

house—has a marble front, with the sides and rear of the building of brick, and is enriched by a portico of six Corinthian columns. The *Philadelphia Bank*, corner of Chestnut and Fourth streets, is a beautiful structure and nearly new. The *Bank of North America*, originally chartered by Congress in 1781, was the first institution of its kind organized in the United States. It is located in Chestnut, above Third street. Many of the other banking houses are handsome buildings, but generally of a plain style of architecture.

**CHURCHES.**—The places of religious worship in Philadelphia are numerous, and the style of their construction various; few only, however, have any pretensions to great architectural beauty. *St. Stephen's Church* (Episcopal), in Tenth-street, between Market and Chestnut, is a fine specimen of Gothic architecture. It is 102 feet long and 50 wide, and on its front corners has two octagonal towers 86 feet high. The upper parts of the windows are embellished with cherubim, in white glass on a blue ground, and the spaces are filled with diamond-shaped glass of various colors, ornamented in the same manner. *Christ Church*, in Second-street, was built in 1691, and enlarged in 1810. It is the oldest church in the city: its spire, which is 196 feet in height, was commenced in 1753, and completed the following year, by means of a lottery, a mode of raising money not uncommon in these days. This church has a chime of bells. *St. John's Church* (Catholic), situated in Thirteenth-street, between Chestnut and Market streets, is an elegant Gothic structure, with square towers on each of its front corners. The windows are of stained glass, and the interior is decorated with several handsome paintings. The *First Presbyterian Church*, fronting on Washington Square, is, perhaps, the most elegant church of this denomination in the city.



There are numerous other churches in Philadelphia, of all persuasions; the limits of this work, however, will not permit of a detailed description.

**BENEVOLENT INSTITUTIONS.**—The county *Alms-House*, situated on the west side of the Schuylkill, opposite South-street, is a place for the reception of the poor of the city and county of Philadelphia. It is an immense structure, consisting of four main buildings, covering and enclosing about ten acres of ground, and fronting on the Schuylkill River. The site is much elevated above the bank of the river, and commands a fine view of the city and surrounding country. Visitors are admitted to this excellent institution, which on inspection cannot fail to excite much satisfaction.

*Pennsylvania Hospital*, in Pine-street, between Eighth and Ninth streets, is an admirable institution. It contains an anatomical museum, and a library of more than 8000 volumes. In the rear of the lot fronting on Spruce-street is a small building which contains West's celebrated picture of Christ Healing the Sick, presented to this institution by its author.

† The *United States Marine Hospital or Naval Asylum* has a handsome situation on the east bank of the Schuylkill below South-street. It is for the use of invalid seamen, and officers disabled in the service.

• The *Pennsylvania Institution for the Deaf and Dumb* is situated on the corner of Broad and Pine streets, having extensive buildings adapted to the purposes of the establishment.

The *Pennsylvania Institution for the Instruction of the Blind* is situated in Race-street near Schuylkill Third-street. The pupils of this institution are instructed in reading, writing, arithmetic, geography, and music; and are also taught to manufacture a great variety of useful and ornamental articles.

es in Philadelphia, of all  
however, will not permit  
county *Alma-House*, sit-  
waykill, opposite South-  
of the poor of the city  
an immense structure,  
covering and enclosing  
outing on the Schuylkill  
above the bank of the ri-  
the city and surrounding  
this excellent institution,  
quite much satisfaction.

rest, between Eighth and  
tution. It contains an

more than 6000 volumes.

Spruce-street is a small  
brated picture of Christ  
institution by its author.

*Hospital or Naval Asylum*  
at bank of the Schuylkill  
e of invalid seamen, and

for the Deaf and Dumb  
and Pine streets, having  
purpose of the establish-

the instruction of the  
Schuylkill Third-street,  
strapped in reading, wri-  
note; and are also taught  
useful and ornamental

There are in Philadelphia numerous other societies for the relief of the distressed.

**LITERARY AND SCIENTIFIC INSTITUTIONS.**—The *American Philosophical Society* was founded in 1743, principally through the exertions of Dr. Franklin; its hall is situated in South Fifth-street, below Chestnut, and in the rear of the State-House. In addition to its library of 15,000 volumes of valuable works, the Society has a fine collection of minerals and fossils, ancient relics, and other interesting objects. Strangers are admitted to the hall on application to the librarian.

The *Philadelphia Library* is situated in Fifth-street, below Chestnut, on the north corner of Library-street. This library, which was founded in 1731 by the influence of Dr. Franklin, contains upward of 30,000 volumes, embracing works on almost every branch of general knowledge. Citizens and strangers have free access to the library, and for their accommodation tables and seats are provided. To this has been added the *Loganian library* (which formerly belonged to the late Dr. Logan), containing 11,000 volumes of rare and valuable books, mostly classical.

The *Athenaeum*, in Fifth below Chestnut street, contains the periodical journals of the day, and a library consisting of several thousand volumes. The rooms are open every day and evening (Sundays excepted) throughout the year. Strangers are admitted gratuitously for one month, on introduction by a member.

The *Franklin Institute* was incorporated in 1824; it is situated in Seventh-street, below Market. Its members, about 3000 in number, consist of manufacturers, artists, and mechanics, and are very friendly to the mechanic arts. The annual exhibitions of this institute never fail to attract a

large number of visitors. It has a library of about 3,000 volumes, and an extensive reading-room, where most of the periodicals of the day may be found. Strangers are admitted to the rooms on application to the secretary.

The *Academy of Natural Sciences*, incorporated in 1817, has a well-selected library of about 9000 volumes, besides an extensive collection of objects in natural history. Its splendid hall is in Broad-street, between Chestnut and Walnut. It is open to visitors every Saturday afternoon.

The *Mercantile Library*, which is situated in Chestnut-street, between Fourth and Fifth, was founded in 1823, for the purpose of diffusing mercantile knowledge. It consists of about 6000 volumes, chiefly on commercial subjects, and pursuits connected with commerce.

The *Apprentices' Library* consists of about 14,000 volumes, and is open to the youth of both sexes.

The *Historical Society*, in Fifth-street, below Chestnut, was founded for the purpose of diffusing a knowledge of local history, especially in relation to the State of Pennsylvania. It has caused to be published a large amount of information on subjects connected with the early history of the State, and is now actively engaged in similar pursuits.

The *Friends' Library*, on the corner of Fourth and Arch streets, has about 3000 volumes, the books of which are loaned free of charge to persons who come suitably recommended.

There are several excellent libraries in the Districts of Philadelphia, which are conducted on the most liberal principles.

**MANUAL INSTITUTIONS.**—The *Orphan Asylum*, which is an admirable institution, is situated on the west side of Ninth-street, between Market and Chestnut. It was founded in 1791, by

ary of about 3,000 volumes, where most of the passengers are admitted to study.

incorporated in 1817, 9000 volumes, besides a natural history. Its on Chestnut and Walnut.

afternoon.  
is situated in Chestnut-street, founded in 1822, for knowledge. It contains commercial subjects, and

of about 14,000 volumes, west, below Chestnut, was knowledge of local history of Pennsylvania. It contains information on history of the State, and in

er of Fourth and Arch streets, of which are some suitably recom-

ries in, the Districts of the most liberal principles.

city, which is an admirer side of Ninth-street, was founded in 1791, by

the union of the old University and College of Philadelphia. The buildings consist of two handsome structures, 85 feet front by 112 deep, surrounded by open grounds, tastefully laid out in gravel-walks, &c., which are separated from the street by an iron railing. The average number of students who attend annually the medical lectures in this institution, is about 400.

*Jefferson Medical College* is situated in Tenth-street below Chestnut; it was originally connected with the college at Canonsburg, but is now an independent institution. The number of pupils averages about 300 annually. The anatomical museum of this institution is open to visitors.

*Pennsylvania College*, in Filbert-street above Twelfth, is a flourishing institution of recent origin; the first lectures having been delivered in the winter of 1839-40.

The *College of Physicians* is an old institution, having existed before the Revolution. It is one of the principal sources from which proceeds the Pharmacopoeia of the United States.

The *Medical Institute*, in Locust-street above Eleventh, is where the elementary branches of medical science in all their relations are taught.

The *Philadelphia College of Pharmacy*, in Zane-street, above Seventh, was the first regularly organized institution of its kind in the country. Its objects are to impart appropriate instruction, to examine drugs, and to cultivate a taste for the sciences.

*Penitentiary*.—The *Eastern Penitentiary*, in the northwest part of the city, is situated on Center-street, west of Broad, and south of Girard College. It covers about ten acres of ground, is surrounded by a wall thirty feet high, and in architecture resembles a heron's castle of the middle ages. It is constructed on the principle of strictly solitary

confinement in separate cells, and is admirably calculated for the security and the health, and, so far as consistent, the comfort of its occupants.

The *County Prison* is situated on Passyunk road, below Federal-street; it is a spacious Gothic building, presenting an imposing appearance. It is appropriated to the confinement of persons awaiting trial, or those who are sentenced for short periods. The *Debtors' Prison*, adjoining the above on the north, is constructed of red sandstone, in a style of massive Egyptian architecture.

The *House of Refuge*, at the corner of Coates-street and Ridge Road, near the Penitentiary, was founded by the benevolence of citizens of Philadelphia, and is devoted to the confinement of vicious and abandoned juvenile offenders of both sexes.

The *House of Correction* is at Bush Hill, and is used for the confinement of disorderly persons, and such as are charged with minor offences.

**CENETERRIES.**—The beautiful cemetery of *Laurel Hill*, is situated on the Ridge Road, three and a half miles north-west of the city, and on the east bank of the Schuylkill, which is elevated about ninety feet above the river. It contains about twenty acres, the surface of which is undulating, prettily diversified by hill and dale, and adorned with a number of beautiful trees. The irregularity of the ground, together with the foliage, shrubs, and fragrant flowers, which here abound—the finely sculptured and appropriate monuments—with an extensive and diversified view—make the whole scene grand and impressive in a high degree. On entering the gate, the first object that presents itself to the gaze of the visitor, is a splendid piece of statuary of "Old Mortality," executed in sandstone by the celebrated Thom.

is admirably calculated  
and, so far as consistent,

a Ferrybank road, below  
this building, presenting  
appropriated to the confine-  
ment of those who are sentenced  
to prison, adjoining the above  
cemetery, in a style of

corner of Coates-street and  
was founded by the be-  
nevolent, and is devoted to the  
education of juvenile offenders

at the H.M., and is used for  
prison, and such as are

corner of Laurel H.M., in  
and a half miles north-  
west of the Schuylkill,  
above the river. It con-  
sists of which is undulating,

and adorned with  
regularity of the ground,  
and fragrant flowers, which  
and appropriate monu-  
mental view—make the  
in a high degree. On  
the presents itself to the  
eye of antiquary of "Old  
by the celebrated Thom.

The chapel, which is situated on high ground to the right of  
the entrance, is a beautiful Gothic building, illuminated by  
an immense window of stained glass. Visitors are admitted  
within the cemetery by making application at the entrance;  
those with carriages, wishing to enter the enclosure, must  
show a ticket from one of the managers. The cars of the  
Nerriestown Railroad will convey visitors to the cemetery  
and back twice daily, from their depot at the corner of  
Ninth and Green streets. *Fare, 12½ cents.*

*Monument Cemetery* is situated on Broad-street, in the vi-  
cinity of Turner's Lane, in the north part of Philadelphia,  
and about three miles from the State-House. It was opened  
in 1836, and now contains many handsome tombs.

*Ronaldson's Cemetery*, in Shippen-street, between Ninth  
and Tenth, is very beautiful: it occupies an entire square,  
and is surrounded by an iron railing. It formerly belonged  
to Mr. James Ronaldson, from whom it takes its name, who  
divided it off into lots, and disposed of it for its present pur-  
poses. It contains a large number of beautiful tombs, and  
is adorned with a great variety of flowers and foliage, whose  
fragrance and beauty make this an attractive, although a  
mournful spot.

*Places of Amusement.*—*Walnut-street Theatre*, on the  
corner of Walnut and Ninth streets. *Arch-street Theatre*,  
in Arch-street, above Sixth. *Peale's Museum*, and Gallery  
of Fine Arts, at the Mosaic Hall, in Chestnut-street above  
Seventh. Admission 25 cents. *Academy of Fine Arts*,  
north side of Chestnut, between Tenth and Eleventh streets:  
Open daily, admission 25 cents. *West's Picture of Christ*  
*Healing the Sick*, in Spruce-street, between Eighth and  
Ninth streets. Admission 25 cents. *Musical Fund Hall*, in  
Locust-street, between Eighth and Ninth streets—for Con-

certs. *Diorama*, in Sanson-street, above Eighth. Admission 25 cents.

**PLACES WORTH VISITING.**—*Fairmount*; *Laurel Hill Cemetery*; *Girard College*; *Navy Yard*; the *Mint*, and *State House*, both of which are in Chestnut-street; *State Penitentiary*; *Alma-House*, on the west bank of the Schuylkill; and the various *Market Houses*, all of which are described under their respective heads.

**PRINCIPAL HOTELS.**—*Washington House*, in Chestnut street between Seventh and Eighth streets. *Jones's Hotel*, Chestnut-street between Sixth and Seventh streets. *Columbia House*, Chestnut-street below Seventh. *United States Hotel*, Chestnut-street between Fourth and Fifth. *Merchants' Hotel*, North Fourth-street, near Arch-street. *Congress Hall*, 85 Chestnut, and 37 South Third-street. *Madison House*, 39 North Second-street, above Market-street. *Franklin House*, Chestnut-street above Second-street. *Morris House*, Temperance Hotel, 188 Chestnut-street. *Mansion House*, Third-street near Spruce. *Red Lion Hotel*, 200 Market-street. *White Swan Hotel*, 106 Race-street, above Third. *Indian Queen*, in Fourth, above Chestnut-street.

**RATES OF FARE, AS FIXED BY CITY ORDINANCE.**—*Hackney Coaches.*—For conveying one passenger from any place east of Broad-street, to any other place east of Broad-street, within the city limits, 25 cents. For conveying one passenger from any place west of Broad-street, to any other place west of Broad-street, within the city limits, 25 cents. Each additional passenger, 25 cents. Not more than four passengers to be charged for any one carriage. For conveying one passenger from any place east of Broad-street to any place west of Broad-street, or from any place west of said street to any place east of the same, within the city

above Eighth. Admin-  
istrator; *Leurell Hill Co-  
pied; the Mint, and State  
t-street; State Peniten-  
t of the Schuylkill; and  
which are described under*

*Houses, in Chestnut street  
Jones's Hotel, Chestnut-  
street. Columbia House,  
situated States Hotel, Ches-  
nut. Merchants' Hotel,  
West. Congress Hall, 85  
Madison House, 39  
street. Franklin House,  
Morris House, Tern-  
Mansion House, Third-  
street, 200 Market-street.  
t, above Third. Indian  
street.*

**CITY ORDINANCE.**—Hack-  
passenger from any place  
east of Broad-street,  
For conveying one pas-  
senger, to any other  
the city limits, 25 cents.  
Not more than four  
carriage. For convey-  
east of Broad-street to  
from any place west of  
the same, within the city

limits, 50 cents. If more than one passenger, then for each passenger 25 cents. For conveying one or more passen- gers in any other direction, within the limits of the pavement, for each passenger, per mile, 25 cents. For conveying one or more passengers, when a carriage is employed by the hour, one dollar per hour.

**Baggage.**—For each trunk or other baggage placed in- side, at the owner's request, and which would exclude a pas- senger, for each passenger that might be excluded thereby, 25 cents. For each trunk, &c., placed outside, 12½ cents. Baggage placed outside not to pay more, in the whole, than 25 cents. Penalty, for exceeding the above charges, \$5.

**Cab.**—For conveying one passenger from any place east of the centre of Broad-street, to any other place east of the centre of Broad-street; or from any place west of the centre of Broad-street, to any other place west of the centre of Broad-street, within the city limits, 25 cents. Each ad- ditional passenger, 12½ cents. For conveying one passenger from any place east of the centre of Broad-street, to any other place west of the centre of Broad-street; or from any place west of the centre of Broad-street, to any other place east of the centre of Broad-street, within the city limits, 37½ cents. Each additional passenger, 12½ cents. For the use of a cab by the hour, within the city limits, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required, for each and every hour 50 cents. Whenever a cab shall be detained, except as in the foregoing section, the owner or driver shall be al- lowed per hour 50 cents. And so, in proportion, for any part of an hour, exceeding fifteen minutes. For conveying one or two persons, with reasonable baggage, to or from any of the steamboats or railroads, (except the Trenton and



New-York railroads,) 50 cents. More than two persons, each 25 cents. For exceeding the above charges, or for refusing or neglecting, when unemployed, to convey any persons or their baggage to any place within the limits prescribed by the ordinance, upon being applied to for that purpose, \$5.

Omnibuses leave the Exchange every few minutes for the various parts of the city, Fairmount, Girard College, &c. *Fare 6½ cents.*

**PLACES IN THE VICINITY OF PHILADELPHIA, &c.**—*Camden*, a city and port of entry of Gloucester county, N. J., is situated on the east bank of the Delaware River, opposite to Philadelphia. It was incorporated as a city in 1831. Much of the soil in the vicinity is employed in raising fruits and vegetables, which always find a ready market in the neighboring city opposite. The population is about 3500. Numerous steam ferry boats keep up a constant communication between Philadelphia and Camden. *Fare 5 cents.*

A railroad extends from this place to Woodbury, the county town of Gloucester, nine miles. It contains a population of about 1000; a court-house, jail, churches, schools, libraries, and many other institutions for the promotion of knowledge, and the moral improvement of the people.

*Keight's Point*, a short distance below Camden, *Greenwich Point*, three miles below the city, and *Gloucester Point*, directly opposite, are favorite places of resort during the summer season. Steamboats run many times daily from Philadelphia. *Fare to the former place, 5 cents,—to the latter, 6½ cents.*

*Germentown*, six miles north of Philadelphia, consists of one street only, compactly built, and extending for about four miles, in a direction from southeast to northwest. A

more than two persons,  
above charges, or for re-  
veyed, to convey any per-  
within the limits pre-  
applied to for that pur-

very few minutes for the  
ent, Girard College, &c.

PHILADELPHIA, &c.—Camden,  
county, N. J., is situ-  
ware River, opposite to  
a city in 1831. Much  
ed in raising fruits and  
y market in the neigh-  
is about 3500. Nu-  
constant communication

Fare 5 cents.

place to Woodbury, the  
s. It contains a popu-  
jail, churches, schools,  
as for the promotion of  
ent of the people.

below Camden, Green-  
y, and Gloucester Point,  
as of resort during the  
many times daily from  
place, 5 cents,—to the

Philadelphia, consists of  
nd extending for about  
east to northwest. A

railroad and numerous stages afford a constant communica-  
tion between this place and the city, of which it is a suburb.  
Cars leave the depot in Philadelphia, corner of Ninth and  
Green streets, four times daily. Fare 15 cents.

*Wissahickon Creek*, a stream remarkable for its romantic  
and beautiful scenery, falls into the Schuylkill about six  
miles above the city. It has a regular succession of cas-  
cades, which in the aggregate amount to about 700 feet. Its  
banks, for the most part, are elevated and precipitous, cover-  
ed with a dense forest, and diversified by moss-covered  
rocks of every variety. The banks of the beautiful Wissa-  
hickon afford one of the most delightful rides in the vicinity  
of Philadelphia, and are a great resort for the citizens, pic-  
nic parties, and Sunday Schools.

The *Falls of the Schuylkill* are about four miles above  
the city, on the river of that name. Since the erection of  
the dam at Fairmount, the falls have almost disappeared.  
From the city to the falls, however, is a very pleasant drive;  
and they might be reached in a return visit to the Wissa-  
hickon.

*Fairmount Water Works*, see page 206; *Girard College*,  
page 206; *Laurel Hill Cemetery*, page 216.

The *Schuylkill Viaduct*, three miles northwest from the  
city, is 900 feet in length, and crossed by the Columbia rail-  
road. It leads to the foot of an inclined plane, 2000 feet  
long, with an ascent of 187 feet. The plane is ascended by  
means of a stationary engine at the top, which conveys the  
cars from one end of the plane to the other. It is a pleasant  
and cheap excursion.

*Maryunk*, eight miles from the city, has become a large  
manufacturing place. It is indebted for its existence to the  
water created by the improvement of the Schuylkill, which

serves the double purpose of rendering the stream navigable, and of supplying hydraulic power to the numerous factories of the village.

*Cape May*, an attractive watering-place, and now much frequented by the citizens of Philadelphia, and by others, is situated at the mouth of Delaware Bay, the extreme south-end portion of New Jersey. The accommodations here are of the first order, and the beach is unsurpassed as a bathing place. During the summer season a steamboat leaves Philadelphia for Cape May three times a week. Fare \$3.00—distance 102 miles.

*Brandywine Springs*.—Visitors to this celebrated watering-place, take the cars in Philadelphia, which leave the depot, corner of Eleventh and Market streets, twice daily, for Wilmington, where carriages are in waiting to convey them to the Springs. Fare through \$1.00.

FROM PHILADELPHIA TO HARRISBURG.—Cars leave the depot, 274 Market-street, twice daily for Harrisburg and intermediate places. To *Pack*, 21 miles; fare 75 cents; *Lancaster*, 70 miles, \$2.50; *Columbia*, 83 miles, \$2.57½; to *Harrisburg*, 106 miles, \$4.00; to *West Chester*, by the West Chester branch, 26 miles, \$1.00. From Harrisburg the Cumberland Valley Railroad extends to Chambersburg, 56 miles.

FROM PHILADELPHIA TO PITTSBURG, VIA HARRISBURG.—To *Harrisburg*, 106 miles, fare \$4.00; thence by Canal to *Mifflin*, 153 miles, \$6.25; to *Lewistown*, 164 miles, \$6.50; to *Huntingdon*, 193 miles, \$7.50; to *Hollidaysburg*, 216 miles, \$8.00; to *Johntown* by railroad, 37 miles; thence to *Pittsburg* by canal, 94 miles;—total distance, 346 miles; fare \$10.00.

FROM PHILADELPHIA TO POSTSVILLE, VIA READING.—Cars

the stream navigable,  
the numerous factories  
place, and now much  
phia, and by others,  
y, the extreme south-  
commodations here are  
surpassed as a bathing  
steamboat leaves Phila-  
delphia. Fare \$3.00—

this celebrated water-  
table, which leave the  
at streets, twice daily,  
in waiting to convey  
\$1.00.

cars.—Cars leave the  
ly for Harrisburg and  
miles, fare 75 cents;  
to, 83 miles, \$2.57;  
to West Chester, by the  
10. From Harrisburg  
roads to Chambersburg.

VIA HARRISBURG.—To  
thence by Canal to  
ws, 164 miles, \$6.50;  
to Hollidaysburg, 918  
road, 37 miles; thence  
al distance, 340 miles;

R, VIA READING.—Cars

leave Philadelphia from the corner of Broad and Cherry  
streets, at 9 o'clock daily (Sundays excepted). To *Norris-  
town*, 17 miles, fare 40 cents; *Reading*, 58 miles, \$2.25;  
*Pottsville*, 94 miles, \$3.50. Usual time about five hours.

FROM PHILADELPHIA TO BALTIMORE.—There are two modes  
of conveyance from Philadelphia to Baltimore,—one is by  
the railroad line, which leaves Philadelphia three times  
daily, morning, afternoon, and night, from their depot in  
Market-street, below Eleventh-street. The distance by this  
route is 97 miles. Fare \$3.00;—usual time six hours.  
The other route is by steamboat and railroad. A steamboat  
leaves Philadelphia in the afternoon of each day, from the foot  
of Dock-street, and passes down the Delaware to *New Castle*;  
here travellers take the cars on the *New Castle and French-  
town Railroad* for the latter place, where the steamboat is  
again resorted to down the *Chesapeake Bay* and up the Pa-  
tuxent River to *Baltimore*. Distance through, by this route,  
117 miles. Fare \$3.00;—usual time seven hours.

FROM BALTIMORE TO WASHINGTON.—Cars leave Baltimore  
from the depot in Pratt-street, three times daily. Distanc-  
e 40 miles. Fare 1.50;—usual time two hours.

FROM BALTIMORE TO CHARLESTON.—Spring, Summer, and  
Fall Arrangement of the *great Southern Mail line*.—This  
line carries the *Great Southern Mail*, and arrives twenty-four  
hours in advance of the *Bay Line*, leaving Baltimore on the  
same day.

|                                             |         |
|---------------------------------------------|---------|
| Through-Ticket from Baltimore to Charleston | \$31.00 |
| Do do do Walden                             | 12.00   |
| Do do do Petersburg                         | 7.50    |
| Do do do Richmond                           | 7.00    |

*Fast Mail Line*.—Leave New-York at 4½ P. M., and ar-  
rive in Philadelphia at 9 P. M. Leave Philadelphia at 10

P. M., and arrive in Baltimore at 5½ A. M. Leave Baltimore at 6¼ A. M., and arrive in Washington at 8¼ A. M. Leave Washington at 9 A. M., and arrive in Fredericksburg at 1¼ P. M. Leave Fredericksburg at 1¼ P. M., and arrive in Richmond, Va., at 5 P. M. Leave Richmond at 6 P. M., and arrive in Petersburg, Va., at 7¼ P. M. Leave Petersburg at 9 P. M., and arrive in Weldon, N. C., at 2 A. M. Leave Weldon at 2 A. M., and arrive in Wilmington, N. C., at 3 P. M. Leave Wilmington at 3½ P. M., and arrive in Charleston S. C., at 7¼ P. M.

Passengers arriving in Baltimore by Morning Line from Philadelphia, had better remain in that city until 6 o'clock the next morning; or they can go on to Washington at 5 P. M., and remain there until 9 A. M. the next day. By this course they arrive at the end of their journey as soon, *if not sooner*, than by the other course, and have the advantage of avoiding a disagreeable night on the Bay. Passengers going to Washington by the train of 5 P. M., are taken, if they desire it, by the Company's omnibus, at once, without charge, from the Washington Depot to the *Potomac Steamboat*, where they lodge free of charge, and lay over (if they desire to do so) with their through-tickets, for a few days, at the following places, viz. Washington, Richmond, Petersburg, and Weldon. For further information and "through-tickets" apply at the Southern Ticket-Office, adjoining the Washington Railroad Ticket-Office, Pratt-street, Baltimore.

FROM CHARLESTON TO NEW ORLEANS.—From Charleston passengers proceed to Augusta, Ga., by railroad, 136 miles; from thence to Atlanta, 175; from Atlanta to Natchez, by stage, 124 miles; by railroad from Natchez to Montgomery, 50 miles; from Lagrange to Columbus, Geo., 46

M. Leave Balti-  
mington at 8½ A. M.  
e in Fredericksburg  
P. M., and arrive in  
mond at 6 P. M.  
Leave Petersburg  
at 2 A. M. Leave  
ingron, N. C., at 3  
M., and arrive in  
Morning Line from  
city until 6½ o'clock  
to Washington at 5  
the next day. By  
air journey as soon  
ed have the advan-  
the Bay. Passen-  
a of 5 P. M., are  
e omnibuses, at once,  
pot to the Potomac  
age, and lay over (if  
a-tickets, for a few  
ington, Richmond,  
information and  
Ticket-Office, ad-  
Office, Pratt-street,  
From Charleston  
railroad, 136 miles;  
ente to Natchulge,  
Natchulge to Mont-  
blumias, Geo., 46

miles; from *Montgomery to Mobile*, by steamboat and stage, 200 miles; from *Mobile to New Orleans*, by steamboat, 178 miles. Total distance from Baltimore to New Orleans, by the most direct route, 1460 miles; usual time from six to seven days;—fare from Baltimore to New Orleans, \$62.00.

FROM BALTIMORE TO CUMBERLAND AND PITTSBURG.—Trains leave Baltimore, by the *Baltimore and Ohio Railroad*, from the depot in Pratt-street, daily, at quarter past 7 o'clock, A. M. for Cumberland on the Potomac River, arriving there at 5 P. M. Distance 178 miles.—Fare about \$6.50—usual time nine hours. From Cumberland, stages leave at 6 o'clock P. M. by the National Road, arriving in Pittsburg, or Wheeling, next evening. Passengers going direct to Pittsburg, will take the steamboat at Brownsville on the Monongahela River, thereby having only seventy-four miles of staging on the whole route. From Cumberland to Pittsburg is 114 miles, and from Baltimore to Pittsburg 292 miles. Usual time through, about thirty-two hours.—Fare \$9.00. to Wheeling, on the Ohio river, \$1.00 more.

Steamboats leave Pittsburg and Wheeling hourly, and passengers are forwarded without delay to Cincinnati, and all other ports in the south and west. Fare to Cincinnati \$3.00.

FROM BALTIMORE TO COLUMBIA, PA., BY RAILROAD.—From Baltimore to York, 58 miles; to Columbia 14 miles. Total distance 72 miles. Fare about \$2.00; usual time five hours. Passengers can go from Columbia to Philadelphia by railroad, 82 miles.

FROM BALTIMORE TO THE VIRGINIA SPRINGS.—Passengers leave Baltimore by the railroad to Washington, thence by the Potomac Steamboat, (passing in view of Mount Vernon) to Aquia Creek, and afterwards by the Richmond and Fred-

*ericksburg and Louisa Railroad to Gordonsville; whence they are conveyed by four-horse post-coaches to Charlottesville, Staunton, the Warren Springs, White Sulphur Springs, &c., passing in sight of Monticello and the celebrated University of Virginia, and avoiding night travelling. Passengers by this route reach the Warm Springs to breakfast, the second day after leaving Washington, and the White Sulphur on the afternoon of the same day. The White Sulphur Springs are 380 miles from Baltimore.*

COMPANION.

ordansville; whence  
aches to *Charlottes-*  
*ite Sulphur Springs*,  
the celebrated Uni-  
avelling. Passengers  
breakfast, the second  
White Sulphur on the  
Sulphur Springs are

## APPENDIX.

### SAILING OF STEAMSHIPS.

**BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.**—These vessels sail between *Boston*, U. S., and *Liverpool*, Eng., alternately, leaving the former place on the 1st and 16th of each month, and the latter place on the 4th and 19th of each month. They are as follows:—

The *Hibernia*, 1200 tons, Capt. Ryne; *Caledonia*, 1200 tons, Capt. Lott; *Britannia*, 1200 tons; Capt. Hewitt; *Cam-  
bria*, 1400 tons, Capt. Jodkins; *Arcade*, Capt. Harrison.

*Price of Passage* from *Boston* to *Liverpool*, \$120.00; from *Boston* to *Halifax*, \$30.00.

No berths can be secured until paid for. Passengers' baggage must be on board the day previous to sailing.

In addition to the above line between *Liverpool* and *Halifax*, and *Boston*, a contract has been entered into with Her Majesty's government, to establish a line between *Liverpool* and *New-York* direct. The steamships for this service are now being built, and early next year due notice will be given of the time when they will start. Under the new contract the steamers will sail every Saturday during eight months, and every fortnight during the other months in the year, going alternately between *Liverpool* and *Halifax* and *Boston*, and between *Liverpool* and *New-York*.

**STEAMSHIPS BETWEEN NEW-YORK AND EUROPE.**—The *French Transatlantic Steamships*, running between *New-York* and *Havre*, are equal to any afloat, and are commanded by experienced and gentlemanly officers. There are four vessels of this line, the *Philadelphia*, *Missouri*, *New-York*,



and *Union*, which sail from the port of New-York on the 1st and 15th of each month.

*Price of Passage* from New-York to Havre, \$120.00; and from Havre to New-York, 1000 francs.

All letters must pass through the post-office.

AMERICAN STEAM NAVIGATION COMPANY.—The steamship *Washington*, at present the only vessel of this line ready, sails between New-York and Europe as often as convenient. Other steamships now building will soon be placed on the line.

*Price of Passage*.—In first cabin, from New-York, \$120.00; second cabin, \$60.00.

The *SARAH SANDS*, steamship, sails from New-York for Liverpool, on the 4th of each alternate month. *Price of Passage*, \$100.00.

The steamships *Southerner* and *Northerner*, sail alternately from New-York for Charleston, S. C., every Saturday afternoon, at 4 o'clock, from Peck Slip wharf, and from Adger's wharf, Charleston, every Saturday at 2 o'clock. Usual time about 60 hours. *Passage* \$25, and food. Agents in New-York, Spofford, Tileston & Co., 48 South-st.

#### PACKETS.

NEW-YORK AND LIVERPOOL PACKETS.—These vessels leave each port on the 1st, 6th, 11th, 16th, 21st and 26th of each month. *Price of Passage* to Liverpool, \$100; from Liverpool to New-York, £25.

NEW-YORK AND LONDON PACKETS.—These sail from each port on the 1st, 8th, 16th, and 24th of every month. *Price of Passage* from New-York to London, \$100; from London to New-York, £25.

HAVRE PACKETS.—These leave each port on the 1st, 8th, 16th, and 24th of each month. *Price of Passage* from New-York to Havre, \$100; and from Havre, 560 francs.

Packets sail from New-York to New Orleans twice a week; to Mobile, weekly; to Charleston, weekly; to Savannah, weekly; to Texas, twice each month.

NEWSPAPER AND LETTER POSTAGE TO EUROPE BY THE  
STREAM AND PACKET SHIPS.

For the following we are indebted to the New-York Herald.

*American Line*—Steamship *Washington*.—For each letter and package not exceeding  $\frac{1}{2}$  ounce, 24 cents; over  $\frac{1}{2}$  and not exceeding 1 ounce, 48 cts.; for every additional  $\frac{1}{2}$  ounce or fraction, 15 cts.; on each newspaper, pamphlet or price current, 3 cts.

Mail matter to Bremen, either for delivery or distribution, may be sent either with or without the postage being previously paid.

*British Line*—Steamship *Sarah Sands*.—For each letter weighing  $\frac{1}{2}$  ounce or less, 25 cents; every additional  $\frac{1}{2}$  ounce, 25 cts.

*French Line*—Steamships *Union*, *Philadelphia*, *New-York*, and *Missouri*, &c.—[It must be borne in mind that the rates by the French line, refer to letters weighing only one quarter of an ounce.] Postage at the New-York post-office, 1 cent; postage to cross the Atlantic, 20 cts.; postage from Havre to Paris, 10 cts.

*Postage of a letter from New-York to England, via Havre*.—Postage at the New-York post-office, 1 cent; postage to cross the Atlantic, 20 cts.; postage from Havre to English shore, 2 cts.; English taxation from the shore to the letter's destination, 10 cts.

*Packet Ships for Liverpool, London, and Havre*.—On each letter weighing  $\frac{1}{2}$  ounce, 12 $\frac{1}{2}$  cents; newspapers, 2 cts.

Those at a distance from New-York wishing to send letters by the packet ships, have merely to post-pay them to New-York, and they will go to their destination.

Letters destined for the Old World, and intended to be transmitted thence by the Cunard steamships plying between Boston and Liverpool, must be pre-paid through the United States. The British postage will be charged the persons to whom they are directed.

## MAGNETIC TELEGRAPH LINES IN OPERATION.

|                                                                            | Miles. |
|----------------------------------------------------------------------------|--------|
| Between Boston and Portland, via the route of the                          | 100    |
| Boston and Maine Railroad                                                  |        |
| " Boston and Lowell                                                        | 26     |
| " New-York and Boston, via New Haven, Hartford, Springfield, and Worcester | 238    |
| " New-York, Albany, and Troy                                               | 160    |
| " Albany and Buffalo                                                       | 335    |
| " Troy and Saratoga                                                        | 32     |
| " Syracuse and Oswego                                                      | 38     |
| " Auburn, Ithaca, and Elmira                                               | 74     |
| " Buffalo, Lockport, and Lewiston                                          | 48     |
| " Queenston and Toronto                                                    | 45     |
| " New-York and Oting, over Long Island to Fire Island                      | 68     |
| " New-York and Philadelphia                                                | 87     |
| " Philadelphia and Pittsburg, via Lancaster and Harrisburg                 | 236    |
| " Philadelphia and Pottsville                                              | 24     |
| " Philadelphia and Baltimore                                               | 97     |
| " Baltimore and Washington                                                 | 40     |
| " Baltimore and Cincinnati                                                 |        |
| " Washington and Richmond, Va.                                             | 100    |

MAIL AND TELEGRAPH.—The Magnetic Telegraph Line is now completed from Washington to Richmond, Va., and a station opened at the latter place.

The Southern Mail arrives at Richmond at about 7 o'clock in the morning, and the Northern Mail at 6½ P. M. The latter is the mail which leaves New-York at 4½ o'clock of the preceding evening, Philadelphia at 10 o'clock P. M., Baltimore at 8 o'clock A. M., and Washington at 9 A. M. of the same day.

Messages from the south received by mail at the telegraph office in Richmond, at 7 A. M. may be telegraphed to New-York one day in advance of the mail, and the answer telegraphed back to Richmond so as to overtake the preceding day's mail, thereby gaining another day. In like manner, two business days may be gained in Philadelphia, Baltimore, and

# IN OPERATION.

|                |     |
|----------------|-----|
| route of the   | 100 |
| Haven, Hart    | 98  |
|                | 238 |
|                | 160 |
|                | 325 |
|                | 32  |
|                | 38  |
|                | 74  |
|                | 45  |
|                | 45  |
| Island to Fire | 88  |
| Worcester and  | 87  |
|                | 236 |
|                | 94  |
|                | 97  |
|                | 40  |
|                | 198 |

Telegraph Line in Richmond, Va., and a

at about 7 o'clock at 6 1/2 P. M. The at 4 1/2 o'clock of 10 o'clock P. M., at 9 A. M. of

at the telegraph telegraphed to New- and the answer tele- takes the preceding in like manner, two this, Baltimore, and

## TELEGRAPH PRICES.

231

Washington, and four or five days between the Southern cities and Boston.

Packages of letters will be made up at the post-offices in New Orleans, Mobile, Charleston, &c. for the telegraph office, Richmond, and be transmitted to that station by mail, and thence to Philadelphia, New-York, &c. by telegraph.

The *Southern Telegraph* has been completed 70 miles beyond and 20 miles this side of Mobile; and 28 miles are also finished from New Orleans to the Regolets. The line between New Orleans and Mobile was to be in operation early in August, 1847.

About 2250 miles of telegraph are already finished and in operation, and 5000 miles more under contract to be completed within a year. The *Great Central Line of Telegraph*, now constructing between the Eastern and Western States, was to be ready as far west as Cincinnati, in August, and the *Lake Erie Telegraph* was to be in operation at Cleveland about the same time. The materials for telegraphic communication between Detroit, Chicago, and Milwaukee, are purchased, and the line will soon be established. These places, as well as St. Louis, will soon be brought into connection with the cities of the Atlantic seaboard. The *southern lines* are advancing rapidly, and it is expected that in a few months there will be a communication between Portland and New Orleans, making a continuous chain of some 2000 miles.

## TELEGRAPH PRICES.

All communications are strictly confidential.

*Prices of the New-York and Boston Telegraph.*

From Boston, or from New-York, to Worcester, Springfield, Hartford, or New Haven, or from either station intermediate of Boston and New-York, to any other station of the line, 25 cts., for the first *Ten Words or Numbers*, exclusive of address and signature; and *Two Cents* for every additional word or number. From Boston to New-York, or New-York to Boston, *Fifty Cents* for the first *Ten Words, or Numbers*, and *Three Cents* for every additional word, or number.

*Prices of the New-York and Buffalo Telegraph Line.*

| From<br>New-York to | NUMBER OF WORDS. |      |      |      |      |      |      |      |      |      |
|---------------------|------------------|------|------|------|------|------|------|------|------|------|
|                     | 15               | 30   | 45   | 60   | 75   | 90   | 105  | 120  | 135  | 150  |
| Poughkeepsie,       | \$ .25           | 35   | 55   | 75   | 95   | 1 15 | 1 35 | 1 55 | 1 75 | 1 95 |
| Hudson,             |                  |      |      |      |      |      |      |      |      |      |
| Albany,             |                  |      |      |      |      |      |      |      |      |      |
| Troy,               |                  |      |      |      |      |      |      |      |      |      |
| Utica,              |                  |      |      |      |      |      |      |      |      |      |
| Rome,               | 35               | 50   | 60   | 1 10 | 1 40 | 1 70 | 2 00 | 2 30 | 2 60 | 2 90 |
| Syracuse,           |                  |      |      |      |      |      |      |      |      |      |
| Auburn,             |                  |      |      |      |      |      |      |      |      |      |
| Geneva,             |                  |      |      |      |      |      |      |      |      |      |
| Rochester,          | 50               | 70   | 1 10 | 1 50 | 1 60 | 2 30 | 2 70 | 3 10 | 3 50 | 3 90 |
| Buffalo,            |                  |      |      |      |      |      |      |      |      |      |
| Idisco,             |                  |      |      |      |      |      |      |      |      |      |
| Orwego,             |                  |      |      |      |      |      |      |      |      |      |
| Lockport,           | 75               | 1 05 | 1 65 | 2 25 | 2 85 | 3 45 | 4 05 | 4 65 | 5 25 | 5 85 |

*Prices of Canada Junction Line, and Toronto Line, Canada.*

From Buffalo to Lockport or Queenston, 35 cts. for the first Fifteen Words. From Buffalo to St. Catharine, Canada, 35 cts. do. From Buffalo to Hamilton or Toronto, 50 cts. do.

For each additional Five Words, or under, to either of the above stations, TEN CENTS.

*Prices of the Philadelphia and Pittsburg Telegraph Line.*

| From<br>Philadelphia to | NUMBER OF WORDS. |    |    |      |      |      |      |      |      |      |
|-------------------------|------------------|----|----|------|------|------|------|------|------|------|
|                         | 10               | 20 | 30 | 40   | 50   | 60   | 70   | 80   | 90   | 100  |
| Lancaster,              | 80               | 40 | 60 | 80   | 1 00 | 1 20 | 1 40 | 1 60 | 1 80 | 2 00 |
| Harrisburg,             | 25               | 50 | 75 | 1 00 | 1 25 | 1 50 | 1 75 | 2 00 | 2 25 | 2 50 |
| Chambersburg,           | 30               | 60 | 90 | 1 20 | 1 50 | 1 80 | 2 10 | 2 40 | 2 70 | 3 00 |

Pittsburg 50 cts. for the First Fifteen Words or less, and the same for every additional Fifteen Words.

# ale Telegraph Line.

OF WORDS.

| 0  | 50   | 70   | 80   | 90   | 100  |
|----|------|------|------|------|------|
| 00 | 1 15 | 1 35 | 1 55 | 2 15 | 2 35 |
| 10 | 1 70 | 2 00 | 2 30 | 2 60 | 2 90 |
| 20 | 2 30 | 2 70 | 3 10 | 3 50 | 3 90 |
| 30 | 3 45 | 4 05 | 4 35 | 4 65 | 4 95 |

# Toronto Line, Canada.

London, 35 cts. for the  
St. Catharine, Cana-  
milton or Toronto, 50  
under, to either of the

# burg Telegraph Line.

WORDS.

| 0 | 70   | 80   | 90   | 100  |
|---|------|------|------|------|
| 0 | 1 40 | 1 60 | 1 80 | 2 00 |
| 1 | 1 75 | 2 00 | 2 25 | 2 50 |
| 2 | 2 10 | 2 40 | 2 70 | 3 00 |

less, and the same for every  
25.

## MONEY.

233

## Prices of the New-York and Washington Telegraph Line.

For every Ten Words, not exceeding One Hundred, ex-  
clusive of the address and directions,

|                      |                         |
|----------------------|-------------------------|
| From New-York to     | PHILADELPHIA, 25 cents. |
|                      | WILMINGTON, 25 "        |
|                      | BALTIMORE, 50 "         |
|                      | WASHINGTON, 50 "        |
| From Philadelphia to | WILMINGTON, 10 "        |
|                      | BALTIMORE, 25 "         |
|                      | WASHINGTON, 25 "        |
| From Wilmington to   | BALTIMORE, 20 "         |
|                      | WASHINGTON, 25 "        |
| From Baltimore to    | WASHINGTON, 10 "        |

When a communication exceeds that number, the price on  
all words exceeding One HUNDRED, will be reduced One  
Third.

Communications destined for any place beyond the termi-  
nation of the TELEGRAPH, will be faithfully written out at the  
last station and put into the Mail.

All communications must be pre-paid at the Station from  
which they are transmitted respectively.

## MONEY.

## Value of the Coins of Different Nations.

### AMERICAN.

|                                |                        |
|--------------------------------|------------------------|
| Eagle, (since 1833,) (of gold) | \$10.00                |
| Half Eagle                     | 5.00                   |
| Qr. Eagle                      | 2.50                   |
| Eagle, old, (before 1834,) "   | 10.10                  |
| Half Eagle, old, "             | 5.35                   |
| Qr. Eagle, " "                 | 2.68                   |
| A Dollar, (of silver,) "       | 10 dimes, or 100 cents |
| A Half " "                     | 5 " 50 "               |
| A Quarter " "                  | 2 1/2 " 25 "           |
| A Dime " "                     | 10 cents               |
| Half-Dime " "                  | 5 "                    |

In New England, the dollar is divided into six shillings—  
thus; 66 cents, is called fourpence; 8 cents, sixpence; 12

cents, *ninepence*; 16½ cents, a *shilling*; 16½ cents, *three fourpences*; 50 cents, *three shillings*; 63½ cents, *three and nine pence*; 87½ cents, *five and threepence*. In New-York the 12½ and 6½ cent pieces, are called *shillings* and *sixpences*; in Philadelphia frequently, *leaves* and *five*; in the Southern States, a *bit* and *picayune*, and are taken for the same as ten cent and five cent pieces.

## ENGLISH.

Sovereigns of all dates, 5 dwt. 3 grs. \$4.53  
 Half Sov's " 2 " 13 " 2.41  
 Guineas " 5 " 7 " 5.50

English Gold, per act of Congress, of March 3, 1843, is a legal tender of 20 cents, 6 mills, per dwt.

\* The dragon sovereigns, so called, are worth only \$4.00.

## FRENCH.

Napoleons, (20 francs) of all dates, 4 dwt. 3 grs. \$2.00  
 2 Napoleons, (40 francs) " 8 " 6 " 7.50  
 Louis d'Or " 4 " 20 " 4.50

French Gold, per act of Congress, of March 3, 1843, is a legal tender at 20 cents, 6 mills, per dwt.

## SPANISH.

Doubleons, all dates, 17 dwt. 3 grs. \$15.75  
 Half " " 8 " 16 " 7.75  
 Qr. " " 4 " 8 " 3.95  
 E'ch " " 2 " 4 " 1.97

Spanish Gold, per act of Congress, of March 3, 1843, is a legal tender at 20 cents, 6 mills, per dwt.

## MEXICAN AND SOUTH AMERICAN.

Doubleons, all dates, 17 dwt. 3 grs. \$15.60  
 Half " " 8 " 16 " 7.70  
 Qr. " " 4 " 8 " 3.87  
 E'ch " " 2 " 4 " 1.97

Mexican and South American Gold, per act of Congress, of March 3, 1843, is a legal tender at 20 cents, 6 mills, per dwt.

\* Many doubleons and parts of doubleons are light, and consequently not valuable. A doubleon should weigh the same as a good dollar, or two half dollars.

# MONEY.

235

## SILVER COIN.

|                                               |                      |
|-----------------------------------------------|----------------------|
| Spanish pillar dollar, unblemished            | 3 per cent premium.  |
| Spanish halves, quarters, &c                  | per, a 1/4 discount. |
| Mexican dollars                               | 1/2 a 1/2 premium.   |
| Five franc pieces                             | 93c.                 |
| Two francs 35c., and one franc                | 17c.                 |
| English Crown \$1.15, half Crown              | 57c.                 |
| English shillings (disparities in proportion) | 93c.                 |
| Thalers                                       | 68c.                 |
| Pistoles, (head.)                             | 18c.                 |
| Pistoles, (cross.)                            | 16c.                 |

## FROMISCUOUS COINS.

|                                           |                      |
|-------------------------------------------|----------------------|
| Ten Thalers, all dates                    | 5 dwt. 10 gr. \$7.88 |
| Frederick d'Or, Denmark or Prussia        | 4 " 5 " 3.60         |
| Double "                                  | 8 " 10 " 7.20        |
| 10 Guilder, (chilling in proportion)      | 4 " 7 " 4.90         |
| Johannes, J. V. (do.)                     | 18 " 7 " 17.50       |
| Molden, Brazilian                         | 5 " 4 " 4.27         |
| Ducat, Netherlands, Denmark, Prussia, &c. | 3 " 5 " 9.25         |
| Crown, Portugal, Maria II.                | 6 " 4 " 5.88         |
| Zarvenka, Russia                          | 2 " 3 " 2.50         |
| Livres, Turkey                            | 2 " 7 " 9.30         |
| Francs, Italy                             | 3 " 11 " 3.23        |

\* Most of the Johannes and half Joes now in circulation are light. They should be taken at the rate of 80 cents for weight of a 5 cent piece.

ling; 104 cents, three  
; 63 1/2 cents, three and  
seprance. In New-York  
ded shilling and six-  
cents and 1/2; in the  
and are taken for the

2 grs. \$4.53  
13 " 2.41  
7 " 5.80

3, 1843, is a legal tender of  
worth only \$4.00.

dwt. 2 grs. \$3.82  
" 6 " 7.98  
20 " 4.50

3, 1843, is a legal tender at

grs. \$15.75  
" 7.75  
" 3.99  
" 1.87

3, 1843, is a legal tender at

grs. \$15.60  
" 7.70  
" 3.87  
" 1.87

t of Congress, of March 2,  
wt.  
are light, and consequently  
me as a good dollar, or two



TRAVELLERS who may suggest any corrections or additions, the result of personal observations, and written down, not from memory, but on the spot, will confer a great obligation on the Editor by addressing him under cover to the publisher, and thus serve to render this volume at all times a faithful guide to travellers.

one or additions, the result  
from memory, but on the  
by addressing him under  
this volume at all times a

