

NEW-YORK HARBOR FROM THE BATTERY.

1846

J. W. White

THE  
PICTURESQUE TOURIST



*Bowling Green Fountain.*

NEW-YORK :

PUBLISHED BY J. D. STURTELL, 102 BROADWAY.

1844.



THE  
PICTURESQUE TOURIST;  
BEING  
A GUIDE  
THROUGH THE  
NORTHERN AND EASTERN STATES  
AND  
CANADA:

GIVING AN ACCURATE DESCRIPTION OF CITIES AND  
VILLAGES, CELEBRATED PLACES  
OF RESORT, ETC.  
WITH MAPS AND ILLUSTRATIONS.

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EDITED BY O. L. HOLLEY.  
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NEW-YORK:  
PUBLISHED BY J. DISTURNELL,  
NO. 102 BROADWAY.

....  
1844.

ENTERED according to act of Congress, in the year 1844,  
by JOHN DISTURNELL, in the Clerk's Office of the District  
Court for the Southern District of New-York.

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ALBANY: PRINTED BY C. VAN BENTHUYSEN AND CO.

## TO THE READER.

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THE arrangement of the PICTURESQUE TOURIST, will be found to differ, in some respects, from works of the same class.

The general object of this book is to furnish a convenient and faithful guide for strangers, whether travelling on business, or for pleasure, or health, through the Northern and Eastern sections of the United States, and the Canadas.

The City of New-York, as being the principal commercial emporium of the country, and the chief centre of resort, in the first instance, for distant travellers, whether native or foreign, is chosen as the point from which the Tourist is supposed to commence his excursion. Starting thence, this Guide will conduct him along the principal lines of travel North, West, and East. Northward he will proceed up the Hudson river, through the flourishing cities at the head of navigation, to the famous Springs at Ballston and Saratoga—thence to Lake George, and by the way of Lake Champlain into Canada. Westward through the rich midland and western counties of the

TO THE READER.

state of New-York, to Niagara Falls, and Buffalo—thence to Chicago. Northerly through Canada, passing over Lake Ontario and down the St. Lawrence to Montreal, Quebec, and the Saguenay river. Eastward through the states of New England ; noticing, on each route, the places and scenery most worthy of the attention of the Tourist, either for memorable events, or for local attractions, and aiming, in the accounts of them, more at simple accuracy, than at embellished description. Such are the scope and design of this Traveller's Guide.

O. L. H.

ALBANY, *June*, 1844.

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2. New-York to Baltimore, <i>via</i> Railroad routes	182	13
3. New-York to Washington, <i>via</i> " "	220	16
4. New-York to Boston, <i>via</i> Stonington and Providence Railroad, .....	224	14 $\frac{1}{2}$
5. New-York to Boston, <i>via</i> Norwich and Worcester Railroad, .....	237	15
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15. Portland to Bangor, by Stage, .....	129	20
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28.	Rochester to Niagara-Falls, <i>via</i> Lockport, ..	80	12
29.	Rochester to Olean, by Stage, .....	98	18
30.	Rochester to Buffalo, by Railroad Route, ..	74	6
31.	Rochester to Buffalo, by Erie Canal, .....	95	19
32.	Buffalo to Kingston, Canada, <i>via</i> Lewiston, by Railroad and Steamboat, .....	222	24
33.	Kingston to Montreal, <i>via</i> St. Lawrence River, .....	212	24
34.	Lewiston to Detroit, through Canada, by Stage, .....	263	72
35.	Buffalo to Detroit, by Steamboat, .....	372	30
36.	Buffalo to Chicago, <i>via</i> Detroit and St. Joseph, by Steamboat, Railroad and Stage, ..	640	60
37.	Buffalo to Chicago, <i>via</i> Lakes Erie, Huron and Michigan, Steamboat Route, .....	1047	72

DESCRIPTION  
OF THE  
CITY AND ISLAND OF NEW-YORK.

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SITUATION AND EXTENT.

THE CITY OF NEW-YORK stands on an Island of the same name ; in N. LAT. 40 deg. 42 min. 43 sec. ; in E. LON. from the Washington meridian 3 deg. 1 min. 13 sec., and west from Greenwich, England, 78 deg. 59 min. 46 sec. Its distance from Washington is 220 miles, by one continuous line of railroads.

The ISLAND is  $13\frac{1}{2}$  miles long, north and south, with an average width of  $1\frac{1}{2}$  miles, the greatest width being  $2\frac{3}{4}$  miles. On its east side it is separated from Long Island by a continuation of Long Island Sound called East River, and on the west by the Hudson River from New-Jersey. The two rivers unite at the southern point of the Island, and form the spacious Bay of New-York, the distance across which, and through the "Narrows" to the Atlantic ocean, is 16 miles, with a channel sufficient for the largest ships. East River connects with Long Island Sound through the formidable strait, called by the Dutch, "Helle-Gat." On the north, the Island is separated from the main land by the Harlem River, which opens into East River, and by the Spuyten Duyvel Creek opening into the Hudson, forming a continuous but winding water-way 8 miles long. The southern termination of the island and city is a spacious esplanade called the "Battery," once fortified, but long since dismantled ; planted with trees and laid out with public walks. A fine view from the Battery forms the frontispiece of this book.

In the Bay, fronting the Battery, at the distance of little more than half a mile, and separated from Long Island by the Butter-milk channel, is Governor's Island; while toward the Jersey shore and looking up the Hudson, are Bedlow's and Ellis's Islands. These all were long since ceded to the United States, (reserving the jurisdiction of the state and city for the service of legal process,) and are strongly fortified.

In the East River, and extending in succession towards Hell-Gate, are Blackwell's, Great-Barn, and Randall's Islands, all belonging to the city of New-York; and on the first named are the City Penitentiary and Lunatic Asylum.

#### DISCOVERY AND SETTLEMENT.

The ISLAND OF NEW-YORK was discovered in 1609, by HENRY HUDSON, who was then sailing in the service of the Dutch. It was formerly called *Manhattan*, from the native inhabitants—a name, says Schoolcraft, descriptive of the singular whirlpool of “Helle-Gat,” the most expressive feature in the neighborhood, and which may be translated, “*the people of the whirlpool.*”

The first settlement of white men on this Island was made by the Dutch in 1613, who then laid the foundation of the city, under the name of New-Amsterdam, which it retained till its conquest in 1664, by the English, who changed the name to New-York. Being reconquered in 1673, by the Dutch, they gave it the name of New-Orange; but on being again surrendered to the English by treaty, in 1674, the name of New-York was restored, and has been retained ever since.

The municipal authority of New-Amsterdam was vested in two Burgomasters, five assistants called Schepens, and a Schout or Sheriff. The English changed the city government to its present form, under a charter granted in 1665, Nicolls being governor of the province. In 1686.

under Gov. Dongan, the charter was enlarged, and again, in 1730, under Gov. Montgomerie. Under these charters, the mayor was appointed by the governor, and the aldermen and assistants were elective. The charter of 1730, as amended by acts of the state legislature, is still in force.

From 1674 to 1783, the city and surrounding country were in possession of the English, under the administration of governors appointed by the British crown. During that period the city increased slowly in numbers, having, in 1750, only about 10,000 inhabitants. When the British evacuated the city, November 25, 1783, it contained about 24,000 inhabitants; which, in 1790, had increased to 33,131—in 1800, to 60,489—in 1810, to 96,373—in 1820, to 123,706—in 1830, to 202,089, and in 1840, to 312,710; being at the present time by far the most populous and important city on the continent of America.

The city was originally built up without any regular plan, and its streets were for the most part narrow and crooked. As late as 1783, Chambers-street was the limit of the city on the north, and Catharine-street on the east towards Corlear's Hook. But the anticipated growth of the city, soon after the close of the revolutionary war, and especially on the adoption of the present Federal Constitution, led to great public improvements, which were conducted in a systematic manner, being greatly facilitated by the extraordinary powers exercised by the corporate authorities for the assessment of private property.

Wide and commodious avenues and streets have thus taken the place of the narrow and irregular thoroughfares of the olden times. Hills have been levelled, rough places made smooth, and bogs and marshes filled up, until the city now presents a uniform grade throughout. It extends about three miles from the Battery towards the north, and across the Island from river to river. The

style of building has improved from time to time, and within the last ten years has reached a high degree of elegance and convenience. The upper or north part of the city has been laid out into spacious streets, with wide and convenient sidewalks, formed of large flag-stones; and the houses, built of brick in uniform blocks, with marble steps, and highly ornamented balustrades of cast-iron in front, present an imposing and agreeable aspect. This is now the *fashionable quarter*, the lower part of the city being comparatively deserted even by old residents, whose former mansions are converted into boarding houses, or have given place to shops or warehouses.

The City is now divided into 17 Wards; each Ward electing one Alderman, one Assistant Alderman, two Assessors, one Collector, &c. The following table shows the comparative population of the Wards at different periods:—

| WARDS.          | 1825.   | 1830.   | 1835.   | 1840.   |
|-----------------|---------|---------|---------|---------|
| First, .....    | 9,929   | 11,331  | 10,380  | 10,629  |
| Second, .....   | 9,315   | 8,203   | 7,549   | 6,394   |
| Third, .....    | 10,201  | 9,599   | 10,884  | 11,581  |
| Fourth, .....   | 12,210  | 12,705  | 15,439  | 15,770  |
| Fifth, .....    | 15,093  | 17,722  | 18,495  | 19,159  |
| Sixth, .....    | 20,061  | 13,570  | 16,827  | 17,198  |
| Seventh, .....  | 14,192  | 15,873  | 21,481  | 22,982  |
| Eighth, .....   | 24,285  | 20,729  | 28,570  | 29,073  |
| Ninth, .....    | 10,956  | 22,810  | 20,618  | 24,795  |
| Tenth, .....    | 23,932  | 16,438  | 20,926  | 29,026  |
| Eleventh, ....  | 7,344   | 14,915  | 26,845  | 17,052  |
| Twelfth, ....   | 7,938   | 11,808  | 24,437  | 11,652  |
| Thirteenth,* .. | .....   | 12,598  | 17,130  | 18,571  |
| Fourteenth,* .. | .....   | 14,288  | 17,306  | 20,235  |
| Fifteenth,† ... | .....   | .....   | 13,202  | 17,755  |
| Sixteenth,‡ ... | .....   | .....   | .....   | 22,273  |
| Seventeenth,§   | .....   | .....   | .....   | 18,619  |
| Total, ....     | 166,086 | 202,589 | 270,089 | 312,710 |

\* These two Wards were constituted in 1826, the 13th being taken from the 10th, and the 14th from the 6th and 8th Wards.

† Taken from the 9th Ward, 1832.

‡ Taken from the 12th or out-ward, 1836.

§ Taken from the 11th Ward, 1837.

## STREETS.

The principal street is BROADWAY, extending in a northerly direction from the Battery a distance of three miles along the centre of the city, and intersected at right angles by streets that slope gradually to each river. It is 80 feet wide, with spacious side-walks that afford a favorite promenade in fine weather for the gay and fashionable. Here are to be found the most extensive hotels, dry goods stores, fancy shops, confectionaries; jewellers, booksellers, grocers, tailors, milliners, and in general all the various establishments that furnish the elegancies and luxuries of life in the greatest perfection.

The BOWERY is about two-thirds the length of Broadway, but is a much wider street. The name is derived from the Dutch *bouwery*, signifying a farm, and the street was originally called Bowery-lane, from its leading through the public farms. It runs nearly parallel with Broadway, on the east, and being chiefly a business street, has a lively and animated appearance. It is the great thoroughfare for country wagons and market people from Westchester county, with which it communicates by the Harlem Railroad and Third Avenue.

CHATHAM-STREET, (named from the Earl of Chatham,) connects the Bowery with Broadway and Nassau-street: an immense population pours through it at all times from the eastern part of the city, and Broadway, below its junction with this street, is often so thronged as to render it hazardous, if not impracticable, for foot passengers to cross it.

EAST BROADWAY is a spacious and elegant street on the east side of the town, and parallel with it are Henry, Madison and Monroe-streets, all handsomely built up with private residences, in the neighborhood of East Ri-

ver. The principal streets crossing Broadway and terminating at East River, are Grand, Broome, Houstoun, Fourth and Eighth-streets.

On the west side, GREENWICH and HUDSON-STREETS are the most spacious and fashionable ; they run parallel to the Hudson, and are about two miles and a half in length. WASHINGTON and WEST-STREETS are of the same length, and have a parallel course; the latter extends along the river.

Between the lower part of Broadway and East River are Nassau, William, Pearl, Water, Front and South-streets, intersected by Fulton-street, Maiden-Lane, Liberty, Cedar, Pine, Wall and Broad-streets, all of which are occupied with the great commercial interests of the city. A considerable part of this quarter of the city was destroyed by the great fire of December, 1835, but it has since been entirely rebuilt in a much superior style.

WALL-STREET contains the Merchant's Exchange, Custom House, and numerous other splendid edifices, recently built, occupied by insurance and banking companies.

The AVENUES (so called) are sixteen in number and extend from the upper parts of the city to Harlem river ; they are in general 100 feet wide, as laid out, but are not all graded. They are crossed by streets running from river to river, some of which are of equal width with the Avenues. The THIRD AVENUE leads to Harlem bridge, and being macadamized throughout its whole extent, (about 7 miles) affords a pleasant drive from the city. The HARLEM RAILROAD is laid upon the FOURTH AVENUE. The Bloomingdale road, (a continuation of Broadway,) is another favorite route for drives in pleasant weather, leading to the villages of Bloomingdale and Manhattanville, along the bank of the Hudson.

## PARKS AND PUBLIC SQUARES.

Of the public squares the BATTERY is the principal. It affords a fine view of the bay and harbor, and of the adjacent islands and opposite shores. It contains about eleven acres of ground, laid out in gravel walks and ornamented with trees and shrubbery. As a public promenade it is, probably, not surpassed in the beauty of its situation and general attractions by any other in the world. A castle, built on a mole in the harbor, is connected with the grounds by a bridge, and is now used as a place of amusement, and for the exhibition of fire works.

The PARK is a triangular area of about ten acres, handsomely disposed into grass-plots and walks, and contains the CITY HALL with other public buildings. It is an ornament to the city, and is much thronged on gala days ; especially on the anniversary of American Independence, and other public occasions. The Fountain which now adorns this Park is greatly admired.

WASHINGTON SQUARE, of about the same extent as the Park, is in the upper part of the city, between Fourth-street and Waverley Place. The University and a new Dutch church in the Gothic style, front on this square.

TOMPKINS SQUARE, on the east of the Bowery, between Seventh and Tenth-streets, is handsomely laid out, and affords a fine view of East River and the opposite shore of Long Island. It is a place of great resort during the warm season, especially on Sundays, and is a favorite parade ground for the military corps of the city. Stages are constantly running between this square and the Battery, and improvements are rapidly going forward in its vicinity.

UNION PLACE, at the common termination of the Bowery, Broadway and University Place, between Fourteenth and Seventeenth-streets, is laid out in a tasteful

manner and surrounded by an elegant paling of cast iron. Madison, Hamilton, and Stuyvesant squares are not yet open to the public.

THE BOWLING GREEN is a small enclosure at the foot of Broadway, near the Battery. It is ornamented with a beautiful Fountain—a view of which embellishes this work as a vignette.

HUDSON SQUARE or ST. JOHN'S PARK, in the central part of the city, between Hudson and Varick-streets, belongs to Trinity church, and is open only to privileged persons. It is a beautiful green of about four acres, filled with shrubs and flowers, enclosed by a high iron paling. St. John's church, (a chapel of Trinity,) with its lofty spire, 240 feet high, fronts on the east side of this square, and adds to the beauty of the situation.

#### PUBLIC BUILDINGS.

The public buildings are numerous, and many of them are justly admired for their architectural beauty and substantial character. The new MERCHANTS' EXCHANGE, erected on the site of the former, which was destroyed by the great fire, is the largest and most costly edifice in the city. The material of which it is built, is the dark blue Quincy granite, (*sienite*;) no wood is used in any part of the building; the whole is solid masonry. It occupies an entire block of ground fronting on Wall-street, being about 200 feet in length by 171, and 144 feet in depth. It is 77 feet high to the top of the cornice, and 124 feet from the foundation to the apex of the dome. In front is a recessed portico with eighteen massive columns of granite, beautifully wrought in the Ionic style. These columns are 38 feet in height, and 4 feet, 4 inches in diameter, each weighing thirty-three tons. They are said to be the largest monoliths in the world, excepting only the co-

lums of a church at St. Petersburg. The exchange room or rotunda is in the centre of the building, 100 feet in diameter, and 90 feet in height to the top of the dome. The dome is solid masonry, 80 feet in diameter, supported in part by eight Corinthian columns of beautiful Italian marble. These are 41 feet in height, and 4 feet 8 inches in diameter. A more magnificent apartment is seldom seen. The effect on the beholder when first seen, is grand and sublime. The entire cost of the building, including the ground, is stated at \$1,800,000; the original estimate was one-third of that sum. It was erected by a company called the Merchants' Exchange Company, incorporated in 1823, with a capital of one million.

The new CUSTOM HOUSE, is another recent addition to the public edifices of the city. It is modelled after the Parthenon at Athens, and is nearly of the same size as that celebrated temple. The external walls and the roof are of white marble, and the entire building is finished without wood, so as to be completely fire proof. It is 200 feet long by 90 wide, and about 80 feet in height.\*

It has two fronts; the principal one on Wall street, at the head of Broad-street, and the other on Pine street; each containing a row of finely wrought marble columns 32 feet high, of the Doric order. The business hall occupies the centre of the building; it is a rotunda surmounted by a dome, supported by sixteen beautiful Corinthian columns 30 feet high. The diameter of this room is 80 feet. The architectural ornaments of the interior are numerous, beautifully designed, and exquisitely finished. This superb edifice was commenced in May, 1834, and finished in May, 1841. The cost, ground inclusive, was \$1,175,000—building alone, \$950,000.

\* The dimensions of the Parthenon were 217 feet long, 98 broad and 65 high.

THE HALL OF JUSTICE, built in the Egyptian style, is a remarkable structure. It fronts on Centre-street, and occupies a block of ground 253 feet long by 200 wide, including, however, in this space a prison, which is detached from the main building. Its massive Theban columns with their gigantic palm-leaved capitals, and its cornices, ornamented with winged globes encircled by serpents, give a singular effect to the building. The criminal courts of the city and the city prison are to be found in this gloomy pile, which has gained the *sobriquet* of the "*Egyptian Tombs*." The building was finished in 1838, being constructed of light colored granite.

THE NEW-YORK UNIVERSITY, on Washington Square, is built in the Gothic style, and has a commanding appearance. It is 180 feet long by 100 wide. The front is composed of a centre building with wings flanked by towers, one on each of the four corners of the edifice. The centre rises above the wings, and contains in front a large Gothic window of stained glass, 50 feet high by 24 wide. This part of the building contains the Chapel, which is much admired for its architectural beauty. Its lofty ceiling adorned with Gothic tracery, and the richly carved columns and pannelings of oak, give it an antique air, and produce a striking effect. The wings of the edifice are four stories high, and the towers five; the last are surmounted by embattled parapets. The main entrance is under the great central window, through a deep portal of richly moulded stone, and a door of massive oak. This building is of recent date, having been completed in 1836.

Among the older public edifices, the CITY HALL, is pre-eminent. It is situated in the Park, and consists of a centre building with wings, principally of the Ionic and Corinthian orders. The entire front is 216 feet long, by

105 deep ; the front and ends are built of white marble, and the rear of free stone. It is chiefly occupied by the civil courts, and the common council, both branches of the latter and the mayor having their respective apartments. The United States Courts are held in a large brick building in the rear of the City Hall, originally built and occupied as an Alms-House.

At Bellevue, on East River,  $2\frac{1}{2}$  miles from the City Hall, are several public buildings, as the new ALMS-HOUSE, a large stone edifice, well adapted to the purposes for which it is used ; a Hospital connected with it for the sick and insane poor ; the House of Refuge for juvenile delinquents ; and a Penitentiary for the punishment of female convicts. An Asylum for the insane poor of the city has been recently erected on Blackwell's Island, where there is also a Prison for male convicts. Opposite Blackwell's Island are the Long Island Farms, where are schools and nurseries for pauper children, liberally sustained in connection with the Alms-House.

### CHURCHES.

The number of Churches is about one hundred and sixty, as follows : Presbyterian, thirty-seven ; Episcopalian, twenty-six ; Methodist, twenty-three ; Baptist, sixteen ; Dutch Reformed, thirteen ; Roman Catholic, nine ; African, ten ; German Lutheran and Reformed, six ; Jews' Synagogues, four ; Quakers or Friends, four ; Universalists, four ; Unitarians, two ; and others, seven.

Many of the Churches are handsomely built ; of these are the new Dutch Reformed Churches on Washington Square and La Fayette Place ; the Church of the Messiah, (Unitarian ; ) St. Peters, (Roman Catholic ; ) French Protestant du St. Esprit ; the Church of the Ascension, St. Paul's, and St. Peter's, (Episcopalian ; ) Presbyterian

Churches on Duane, Grand and Mercer-streets ; First Baptist Church on Broome-street, &c.

The Church now building on the site of old Trinity, at the head of Wall-street, will far surpass all others in the city in its extent and architectural splendor ; its length is 189 feet by 84 in breadth ; height 64 ; height of tower and spire, 264 feet.

There are congregations of French, Germans, and Welch, who have religious services conducted in their respective languages.

#### LITERARY AND SCIENTIFIC INSTITUTIONS.

COLUMBIA COLLEGE the oldest literary institution in the city, was founded in 1754, and was originally called King's College. It is situated on a beautiful square adjoining Park Place, west of the City Hall, where the college buildings were erected in 1760. For a considerable period there were no other buildings of any kind in the immediate neighborhood of the college, which thus enjoyed an extensive and unobstructed view of the opposite shore and country of New-Jersey, Long Island, Staten Island, and New-York Bay, &c. This college has always sustained a high character as a seminary of learning, having from the beginning enjoyed the services of eminent scholars in the various departments of instruction.

The UNIVERSITY OF THE CITY OF NEW-YORK, is a youthful institution ; it was chartered in 1831, and is rapidly increasing in importance and favor. Connected with it is a Medical School of high reputation. Its location is unrivalled, fronting Washington Park on the west, which is ornamented with shade trees and laid out with gravelled walks.

The GENERAL THEOLOGICAL SEMINARY OF THE EPISCOPAL CHURCH, is situated on Twentieth-street, corner of the Ninth Avenue, near the Hudson, 2 miles north

from the City Hall, a part of the city known as Chelsea. There are two handsome buildings of stone for the accommodation of the professors and students; the board of trustees consists of all the bishops, and one other trustee from each diocese in the United States. The institution is well endowed, and in a flourishing condition.

THE NEW-YORK THEOLOGICAL SEMINARY near the University, is under the direction of the Presbyterian church, although open to all christian denominations. Its library is of great value, consisting of 16,000 volumes, formerly the property of a German clergyman, Rev. Leander Van Ess, after whose decease it was purchased.

Of the literary associations, the oldest is the NEW-YORK SOCIETY LIBRARY, founded in 1754, which occupies a new and beautiful building recently erected on Broadway, corner of Leonard-street. The library is the largest and most valuable in the state, and is constantly increasing; it now consists of nearly 40,000 volumes. An extensive reading room is connected with it, in some respects the best in the city. The institution is governed by a board of twelve trustees, who are annually elected by the shareholders.

THE NEW-YORK HISTORICAL SOCIETY, formed in 1804, at present occupies a suite of rooms in the University, where its library, comprising about 12,000 volumes, is situated. It has published several volumes of historical collections, and ranks among the most active and distinguished literary associations in this country.

THE LYCEUM OF NATURAL HISTORY, established in 1818, has done much for the promotion of natural science in this country. The building in which its library and cabinet are deposited, is on Broadway, near Prince-street; it was erected at the expense of the Lyceum.

THE MERCANTILE LIBRARY ASSOCIATION is formed chiefly of merchants' clerks. Its library consists of about 22,000 volumes, connected with which there is an excellent reading room. The number of members in 1840, was over 5,000. An annual course of lectures is delivered before this association at Clinton Hall, where the library is also kept.

THE APPRENTICES' LIBRARY in Crosby-street, contains about 12,000 volumes. It was established in 1820, by the General Society of Mechanics and Tradesmen.

THE AMERICAN INSTITUTE for the encouragement of American industry, formed in 1828, has a valuable library of about 5,000 volumes, situated in the spacious building in the rear of the City Hall. Under the direction of this Institute annual fairs are held in the city at Niblo's Garden, for the exhibition of American manufactures in every department of human industry.

THE MECHANICS' INSTITUTE occupies rooms in the basement of the City Hall, where it has a library and reading room; a course of lectures is also given under its auspices every winter.

THE NATIONAL ACADEMY OF DESIGN, established in 1826, for the encouragement of the fine arts, occupies rooms in the Society Library's building, where are held its annual exhibitions of paintings. The APOLLO ASSOCIATION, incorporated in 1840, for a similar purpose, is a popular institution.

Other miscellaneous associations, are the Sacred Music Society, for the improvement of church music; the Chamber of Commerce, formed in 1768; the Board of Trade; the Board of Underwriters; the Board of Stock and Exchange Brokers; the New-York Lyceum, with a library and reading room, and annual lectures; together with many other institutions of less note.

## BENEVOLENT INSTITUTIONS.

Among the benevolent institutions of the city, is the Institution for the Blind situated on the Eighth Avenue, having seventy-two pupils; the Institution for the Instruction of the Deaf and Dumb, incorporated in 1817, on Fiftieth-street,  $3\frac{1}{2}$  miles from the City Hall, containing by the last report, 152 pupils; the Lying-in-Asylum; the Female Assistance Society, for the relief and instruction of the sick poor; the society for respectable aged Indigent Females; the Orphan Asylum, established in 1806, situated on the Hudson at Bloomingdale, five miles from the City Hall, where great numbers of indigent orphan children are reared and educated; the Protestant Half Orphan Asylum on Twelfth-street; the Roman Catholic Orphan Asylum on Prince-street; the Asylum for Colored Orphans, &c.

The foreign residents have associations for charitable purposes, as the St. George's Society, composed of Englishmen; St. Andrew's, of Scotch; St. Patrick's, of Irish; St. David's, of Welch; the French, German, Spanish and Hebrew Societies; the St. Nicholas, composed of the descendants of the early Dutch inhabitants and others, and the New England Society.

There are also numerous religious associations, as the Bible, Tract, Missionary, Sunday School, Education, and Seamen's Friend Societies, most of which are sustained by particular denominations or sects, each having its own distinct organization.

## PLACES OF AMUSEMENT.

There are four Theatres in the city of New-York, besides numerous other places of amusement.

## PARK THEATRE,

Situated on Park Row, facing the Astor House, is an old and fashionable place of resort for those fond of

theatrical entertainments. It was first erected in 1798, and the interior destroyed by fire May 24, 1820 ; it was rebuilt, except the walls which were left standing, and opened in August, 1821. This Theatre is calculated to seat about 2,000 persons.

THE BOWERY THEATRE,

Was first erected in 1826. It was burnt in May, 1828, and immediately afterwards rebuilt, and opened in August of the same year. It has since been destroyed by fire, and again risen *phœnix-like*, from its ashes. The new building is a fine specimen of the Doric order of architecture ; the interior being elegant and fitted up in a superior style.

THE OLYMPIC THEATRE,

Situated on Broadway, above Canal-street, is a much frequented and popular place of amusement.

THE CHATHAM THEATRE AND CIRCUS,

Is situated on Chatham-street, and is an entertaining place of amusement.

A new ITALIAN OPERA HOUSE, has recently been fitted up in Chambers-street, over the Arcade Baths, in the rear of the City Hall, and is called *Palmo's New-York Opera House*.

The BOWERY AMPHITHEATRE, OR CIRCUS, situated on the Bowery, near the Theatre, is also much frequented.

Theatrical entertainments are given during the summer at NIBLO'S GARDEN, 576 Broadway, and at VAUX-HALL GARDEN, 408 Bowery.

CASTLE GARDEN, at the south-west angle of the Battery, is also a place of much attraction, where is occasionally given a grand display of fire works.

There are also several other PUBLIC GARDENS, in different parts of the city.

## THE AMERICAN MUSEUM,

At the corner of Broadway and Ann-street, is an old and popular place of amusement and instruction. It was founded by the late John Scudder in 1810, and now contains an immense collection of natural and artificial curiosities, which have been brought together by the arduous and unremitting exertions of its proprietors, during a period of more than thirty years. It is now said to contain over half a million of specimens, arranged in six splendid halls, each measuring upwards of 100 feet in length.

## THE NEW-YORK MUSEUM,

Formerly called *Peale's Museum*, is situated on Broadway opposite the City Hall. This is an extensive and interesting collection of natural and artificial curiosities, taken from every part of the world; the whole being handsomely displayed in several spacious apartments. It contains also a Gallery of Portraits, and other paintings by eminent artists.

## HOTELS AND PUBLIC HOUSES.

No city is more amply supplied with Hotels and other Houses, for the accommodation of travellers and permanent boarders, than New-York. The most noted are situated on Broadway, and they are usually thronged with persons from all parts of the Union, and from foreign countries.

The ASTOR HOUSE, built of granite, is a very extensive and imposing edifice; being five stories high, and calculated to accommodate 400 guests. It is situated on Broadway, between Barclay and Vesey-streets.

The others of note are included in the following enumeration:

The AMERICAN HOTEL, Broadway, corner Barclay-st.

ATHENÆUM HOTEL, 347 Broadway, corner Leonard-st.

ATLANTIC HOTEL, 5 Broadway, near the Battery.

BATTERY HOTEL, 8 Battery-Place.

CARLTON HOUSE, Broadway, corner Leonard-street.

CITY HOTEL, Broadway, between Cedar and Thames-streets.

CLINTON HOTEL, Beekman, corner Nassau-street.

CROTON HOTEL, (Temperance,) 142 Broadway.

DUNNING'S HOTEL, Cortlandt, corner Washington-st.

EAGLE HOTEL, 61 Broadway.

FRANKLIN HOUSE, Broadway, corner Dey-street.

GLOBE HOTEL, 66 Broadway.

HOWARD'S HOTEL, Broadway, corner Maiden-Lane.

LOVEJOY'S HOTEL, Park-Row, corner Beekman-street.

MANSION HOUSE, (Bunker's,) 39 Broadway.

MERCHANTS' HOTEL, Cortlandt, near Greenwich-st.

NORTHERN HOTEL, Cortlandt, corner West-street.

PACIFIC HOTEL, 162 Greenwich-street.

PEARL-STREET HOUSE, 88 Pearl-street.

UNITED STATES HOTEL, Fulton, between Pearl and Water-streets.

WASHINGTON HOTEL, Broadway, corner Reade-street.

WAVERLEY HOUSE, 56 Broadway.

WESTERN HOTEL, 9 Cortlandt-street, near Broadway.

TAMMANY HALL, Nassau, corner Frankfort-street, and several other Public Houses, are kept on the *European Plan*, of letting out rooms by the day or week, and the occupant getting his meals when and where he chooses.

There are numerous private BOARDING HOUSES, in different parts of the city, affording all the quiet and comfort that can be desired, varying in their charges according to their situation and style of living.

There are also a great number of RESTAURANTS, or EATING HOUSES, in the lower part of the city, which are much resorted to by citizens and strangers,—the bills of fare being generally good, and the charges reasonable.

## HACKNEY COACHES, CABS AND OMNIBUSSES,

Throng the principal streets, especially Broadway and the Bowery. Regular lines of Omnibusses run between the upper and lower parts of the city, affording a cheap and certain mode of conveyance. Hackney Coaches and Cabs are to be found at the various stands in different parts of the city, and at the Steamboat landings. In order to guard against impositions from their drivers, it is necessary that the stranger should make himself acquainted with the rates of fare allowed by law, to violate which subjects them to a fine. These rates are—for conveying a passenger any distance not exceeding one mile, 37½ cents; and for every additional passenger, 25 cents, including ordinary baggage.

## MARKETS.

The largest and most important Markets are,

FULTON MARKET, situated on South-street, between Fulton and Beekman-streets.

WASHINGTON MARKET, on West-street, between Fulton and Dey-streets.

CATHARINE MARKET, in Catharine-street, running from Cherry to South-street.

CENTRE MARKET, between Grand and Broome-streets.

ESSEX MARKET, on Grand-street, corner Essex-street.

CLINTON MARKET, at the foot of Canal-street; besides Jefferson, Union, Greenwich, Tompkins, Gouverneur, Monroe, and Franklin Markets, situated in different parts of the city—all being abundantly supplied with every variety of meats, fish, fruit and vegetables that the country affords.

## TRADE AND COMMERCE.

The trade and navigation of the city of New-York are immense. The average number of arrivals, American and foreign, amount to about 2000 annually, independently of coasters from different parts of the Union. A great number of steamboats also arrive and depart daily, carrying passengers and merchandize. The wharves are crowded with vessels, sometimes exceeding *one thousand* in number, from all countries and of almost every size and rig, giving constant employment to a great number of mariners.

The number of wharves or piers for the use of the shipping, on the East River, is 60 ; on the Hudson, 53. The numerous packet ships, and most of the foreign vessels lie in the East River.

The amount of capital invested in marine insurance is over three millions of dollars, exclusive of companies for mutual assurance. There are twenty-three Fire Insurance Companies, with an aggregate capital of six millions.

The number of Banks is twenty-nine, having a capital of about twenty-five millions.

There are two Gas Light Companies, with a capital of \$1,500,000. The Farmers' Loan and Trust Company has a capital of \$2,000,000, and the Life Insurance and Trust Company a capital of \$1,000,000.

The rapid increase of the city in population, wealth, trade and navigation, during the last fifteen or twenty years, is attributable for the most part to the opening of the Erie canal, and other internal improvements.

## BUILDINGS.

The number of dwelling houses in the city in 1840, was 16,458 ; dwellings with stores, 6,614 ; stores and offices, 3,855 ; other buildings, 5,189 ; making a grand total of 32,116 buildings of different kinds.

## CROTON AQUEDUCT.

This Aqueduct, for supplying the city of New-York with pure and wholesome water, is one of the most admirable works of the kind to be found in any country. Excluding the Grand Reservoir, 5 miles long and having an area of about 400 acres, occupying the bed and valley of the Croton river, the length of the Aqueduct, from the Dam which forms that Reservoir, to the Distributing Reservoir on Murray Hill in New-York, is  $40\frac{1}{2}$  miles. The Dam is placed in the Croton river, about 6 miles from its confluence with the Hudson; and it elevates the water in the Reservoir 40 feet to the level of the Aqueduct Head, or 166 feet above the top line of mean-tide in the Hudson. Passing from the Dam down the Croton valley about 6 miles, the Aqueduct turns into the valley of the Hudson and runs southerly through Westchester county, 32.88 miles, to the verge of the Harlem River valley.

Throughout this distance the Aqueduct is a continuous conduit of stone and brick masonry. The width of the the Harlem valley, at the height of the conduit level, is about 1,450 feet, or a little more than  $\frac{1}{4}$  mile; and the Aqueduct crosses it in cast-iron pipes of 3 feet bore, on a level 114 feet above the ordinary high-water surface of the river. On reaching the southern verge of this valley, on the Island of New-York, the pipes give place again to the conduit of masonry, which thus continues for 2 miles and a fraction over, to the verge of the high ground overlooking the Manhattan valley. At that point the conduit level is 102 feet higher than the bottom of the valley, which, at the height of the level, is a fraction over  $\frac{3}{4}$  mile wide. The conduit passes this valley in cast-iron pipes, of the bore already stated, following the valley-curve; and on ascending to the southern verge of the curves the pipes again give place to the conduit of ma-

sonry, which, crossing the Asylum ridge in Bloomingdale, and the Clendenning valley, runs a little more than two miles, to the great Receiving Reservoir, on York-Hill, 5 miles and a little over from the City Hall.

This RECEIVING RESERVOIR includes an area of 35 acres, being 1,826 feet long by 836 feet wide, measuring from the external angles of the enclosing embankment, and it is divided by a cross wall into two parts of unequal capacities. From this Reservoir the Aqueduct, with a conduit of cast-iron pipes of the size before mentioned, continues a fraction over 2 miles, to the DISTRIBUTING RESERVOIR at Murray Hill. It is 420 feet square, as measured on the cornice of the outer wall; it contains an area of a little more than 4 acres, divided into two equal parts by a partition wall; its enclosing walls have an average height of  $44\frac{1}{2}$  feet above the adjacent streets, and it is 3 miles from the City Hall.

From this Reservoir the water is drawn in large cast-iron pipes called the Great Mains, which lead through the central parts of the city, and from which the distribution of the water for use, is made by pipes of various dimensions, diminishing in size as the ramifications extend.

The aggregate length of the Great Mains is about four miles; and if they be included in the linear measurement, together with the Croton Reservoir above the Dam, the entire distance falls but little short of 50 miles.

Of the excavation required for grading the line and constructing the Aqueduct, the larger moiety was of rock, and amounted to somewhat more than 400,000 cubic yards.

The shape of the country for much of the way presents a succession of transverse ridges and ravines, to be cut, tunneled, or embanked, and swelling the cost of the work.

The whole number of tunnels is 16, varying in length from 160 feet to 1,263 feet each, and making a total of 6,841 feet, with roofs varying from 25 feet to 75 feet in vertical depth.

In Westchester county 25 streams are crossed, with beds from 12 feet to 70 feet below the grade line of the Aqueduct, to say nothing of many small brooks, and all requiring, for the safety of the work, culverts of masonry. The whole number of culverts is 114, varying in span, from  $1\frac{1}{2}$  feet to 25 feet each, and making an aggregate length of 7,959 linear feet.

The grandest structure is the Bridge over the Harlem River and valley. The width of the river itself is 620 feet, and that of the valley a little more than a quarter of a mile, which is the length of the Bridge. The arches over the river are 8 in number, with a span of 80 feet each, springing from stone piers 20 feet wide at the spring-line, which is 60 feet above the surface of the river at high-water mark; and the arches being semicircles, the spring is half the span, making the whole height 100 feet from the river surface to the soffit, or under side of the centre of these arches. On the north side of these large arches are 6 others and on the south side *one*, of 50 feet span each, resting on piers 7 feet wide, which, with the abutment at each end, complete the supports of the Bridge. The parapet walls and the whole superstructure are of stone; the whole width at the top of the parapets being 21 feet, and the height at the same line being 114 feet above the water. These dimensions give the external aspect of this magnificent work.

The RECEIVING RESERVOIR at York Hill, is formed with vast earth embankments perfectly puddled, protected externally by massy walls of stone masonry, and de-

signed to contain 20 feet depth of water measuring 150 millions of gallons.

The DISTRIBUTING RESERVOIR, at Murray Hill, is formed with double and hollow walls of heavy masonry. Their least height is 39 feet and their greatest 49 feet, strengthened at the corners with pilasters, or buttresses, projecting from the wall-face four feet and being 40 feet wide, while at the points equi-distant from the corners these buttresses are 60 feet wide, projecting from the wall-face six feet. In both cases they rise several feet above the top of the walls, which is guarded all round with an iron railing running along the cornice. In the central pilasters are doors leading to the pipe-chambers in the walls where the cocks are regulated. The inside of these walls is strengthened with a sloping and heavy puddled embankment, faced with rubble masonry and coped with cut stone. The bottom of the Reservoir is a dense hardpan, covered with puddle two feet thick, and then floored one foot thick with hydraulic concrete.

This Reservoir is calculated to hold 30 feet depth of water, with its surface 115 feet above mean-tide, and measuring 20 millions of gallons.

The first contracts for construction, were made in April 1837, and the work commenced in the next month. The whole work was so far completed that the water was let in from the Croton Dam, June 22d 1842, and was admitted into the Distributing Reservoir, on the 4th of July following. The event of its completion, so far as to afford an abundant and constant supply of water, was celebrated with great pomp and parade on the 14th day of Oct. 1842. The total cost of this noble and useful work, will amount to about \$12,000,000.

But the supply of pure and wholesome water to the inhabitants of New-York, for all culinary and household

uses, does not, by any means, constitute the whole value of this great work. The supply of pure water, in larger abundance, to public bathing-houses and hospitals—its aid in cleaning streets—its utility as a permanent and ready protection against fires, and its consequent influence in reducing the expense of insurance and enhancing the value of property—all conducive to the health, comfort, safety and economy of life—are important blessings resulting from this work, and they are certain to multiply with the growth of the city. Nor are these all its advantages. Even the means thus afforded for the mere embellishment of the city with fountains in the public squares, should not be overlooked ; for whatever adds to its attractions as a place of residence, is an obvious and substantial benefit to all classes, and especially to the holders of real estate. Of this mode of embellishment several specimens have already been furnished, and the Fountains in the Bowling Green, the Park, Union Place, and St. John's Park, are celebrated for the height of their jets, and for picturesque beauty of design and general effect.

#### FIRE DEPARTMENT.

The FIRE DEPARTMENT is well organized, and cost during the year 1841, \$76,788.53 ; there were 48 engines, 33 hose carriages, 48,450 feet hose, 47 ladders, 53 hooks, and 7 hook and ladder trucks, belonging to the Department. The number of engine companies was 48, hose companies 34, hook and ladder companies 7, hydrant companies 3, and the number of men in the Department 1,639.

#### CITY COURTS.

The Courts in the city of local jurisdiction, are the following : The Superior Court, composed of a Chief Justice and two Justices ; the Court of Common Pleas, or County Court, consisting of a First Judge, and two As-

sociate Judges, together with the Mayor, Recorder and Aldermen, Judges *ex-officio*; the Vice-Chancellor and Assistant Vice-Chancellor's Courts; the Marine Court, (jurisdiction limited to \$100, except in marine cases,) and six Justices' or Ward Courts, (limited to \$50.)

### CITY POLICE.

The POLICE of the city depends for its efficiency on the personal character of the Mayor, its head; but the system is believed to be extremely defective. There were confined in the Penitentiary on Blackwell's Island, at the close of 1841, 842 convicts—396 males and 446 females. Of this number 230 were sentenced by the criminal courts, and the remainder were vagrants committed by Justices of the Police.

The number of Watchmen employed at night, is 956, at an average expense of over \$200,000 per annum.

### FERRIES.

The public Ferries, running from the city of New-York to adjacent places, are as follow:

|                          |                      |                   |                |
|--------------------------|----------------------|-------------------|----------------|
| South Ferry,             | from Whitehall-st.   | to Atlantic-st.   | Brooklyn.      |
| Fulton Ferry,            | " Fulton-st.         | " Fulton-st.      | "              |
| Catharine Fer.           | " Catharine-st.      | " Main-st.        | "              |
| Walnut Ferry,            | " Walnut-st.         | " Jackson-st.     | "              |
| Peck Slip Fer.           | " Peck Slip,         | to S. 7th. st.    | Williamsburgh. |
| Grand-st. Fer.           | " Grand-st.          | to Grand-st.      | "              |
| Houston Fer.             | " Houston-st.        | to "              | "              |
| Hell-Gate Fer.           | " Eighty-Sixth-st.   | to Astoria,       | Long-Island.   |
| Staten Is. Fer.          | " Battery Place      | to Staten Island. |                |
| Jersey City Fr.          | " Cortlandt-st.      | " Jersey City,    | New-Jer.       |
| Barclay-st. Fr.          | " Barclay-st.        | " Hoboken,        | "              |
| Canal-st. Fer.           | " Canal-street       | " "               | "              |
| Christopher-st. Fr.      | from Christopher st. | to Hoboken,       | N. J.          |
| Fort-Lee and Bull's Fer. | from Canal-st.       | to Fort-Lee,      | "              |

## STEAMBOATS AND PACKETS.

Steamboats leave the city daily during the greater part of the year for Albany, Troy, Hudson, Poughkeepsie, Newburgh, Peekskill, Haverstraw, Sing-Sing, Piermont, and other places on the Hudson. For Providence and Newport in Rhode-Island. Stonington, Norwich, New-London, Hartford, New-Haven, Bridgeport, and Stamford, in Connecticut, by Long Island Sound. For Elizabethport, Newark, Amboy, New-Brunswick, and Shrewsbury, in New-Jersey; and for various landings on Long Island.

Steamers also ply between this city and London, Liverpool, and Bristol, England.

Lines of packet ships sail with great regularity to various ports in Europe, the West Indies, South America, and the United States.

## RAILROADS.

## NEW-YORK AND PHILADELPHIA RAILROAD LINES.

In addition to the *Camden and Amboy Railroad*, which connects with a line of Steamboats, landing near the Battery; there is the *New-Jersey Railroad*, commencing at Jersey City, opposite Cortlandt-street, connecting with a line of railroads extending to Philadelphia, 86 miles. Passengers leave New-York, by the latter route, from the foot of Liberty-street; being conveyed to Jersey City in a commodious steam ferry boat.

## ELIZABETHTOWN AND SOMERVILLE RAILROAD.

Passengers by this Railroad and Steamboat Line, leave New-York from the foot of Battery Place, touching at New-Brighton and Port Richmond, on Staten Island.

## PATERSON AND HUDSON RAILROAD.

Passengers going to Paterson, N. J., 17 miles by railroad, leave New-York from the foot of Cortlandt-street.

## LONG-ISLAND RAILROAD.

Passengers by this route leave New-York from the foot of Whitehall-street, for different places on Long-Island. This railroad is now finished from Brooklyn to Smith-town, Suffolk county, a distance of 47 miles.

## HARLEM RAILROAD.

Passengers leave the city from near the City Hall, for the different places on the line of the Harlem Railroad, which is now finished to Williams' Bridge, a distance of  $14\frac{1}{2}$  miles, on Bronx river.

## NEW-YORK AND ERIE RAILROAD.

A Steamboat leaves New-York daily, from the foot of Duane-street, for Piermont, a distance of 24 miles; connecting with cars running on this railroad to Goshen and Middletown, in Orange county, a further distance of 53 miles.

Stages for Milford, Honesdale and Binghamton, run from the cars on their arrival at Middletown.

## STAGES.

A line of Stages run from New-York, through New-Jersey and into Pennsylvania; thence to Binghamton in the state of New-York, connecting with a line of travel north to Utica, and west to Owego.

Stages usually leave Cortlandt-street, during the winter months, for Albany and the intermediate places on the east side of the Hudson river; while a line runs from the New-York and Erie Railroad, diverging from Turner's Depôt, on the west side of the river.

Stages leave the Bowery several times daily, for Harlem, Manhattanville and different places in Westchester county.

Stages also leave Franklin Square and Brooklyn, for Flushing, Jamaica, Fort Hamilton, and other places on Long Island.

FASHIONABLE PLACES OF RESORT IN THE  
VICINITY OF THE CITY OF NEW-YORK.

In the vicinity of New-York are numerous places of resort, which are easily reached by means of Steamboats, Railroads and Stages. Among the most favorite *Steamboat Excursions*, may be named a trip to any of the various places on the Hudson river—to Staten Island—to Shrewsbury and Long Branch—and through the East River, to the various places on both sides of Long Island Sound; being all delightful, especially during the warm season.

The resorts on the Hudson, most worthy of a visit, are fully described under the head of the "*Hudson River and its Vicinity*."

STATEN ISLAND, lying about six miles to the south of the city, surrounded in part by the beautiful bay of New-York, presents many attractions, and is much frequented. Steamboats leave New-York several times during the day, from the foot of Whitehall-street, for Tompkinsville and Stapleton, both facing the *Quarantine Ground*; also, from the foot of Battery Place, for New-Brighton and Port Richmond, on Staten Island Sound.

The OCEAN HOUSE, near Sandy Hook, is much resorted to during the summer months.

SHREWSBURY, RED BANKS and TINTON FALLS, all situated on a stream called Shrewsbury River, which empties into the ocean near Sandy Hook, are also favorite resorts. A steamboat leaves New-York daily, from near Fulton Market on the East River, for the above places.

LONG BRANCH, 30 miles south of the city of New-York, is on the eastern shore of New-Jersey, facing the Atlantic Ocean, and affords a grand view of the coast for many miles. This is an old and fashionable resort for those who are fond of fishing or sea bathing, for which pur-

pose it is considered equal to any resort in the vicinity of New-York or Philadelphia.

CAPE MAY, at the mouth of Delaware Bay, the extreme south part of New-Jersey, has of late attracted much attention as a watering place ; extensive accommodations are now being erected for the convenience of visitors.

The places of resort on LONG ISLAND are numerous and present various attractions during warm weather, to invalids and seekers of pleasure.

The city of BROOKLYN, connected with New-York by four ferries, on which are placed commodious steam ferry boats, is a place of healthy and delightful residence, and much resorted to by pedestrians. The *United States Navy Yard*, on Wallabout Bay is well worthy of a visit. *Greenwood Cemetery*, near Gowanus, two or three miles south of the city of New-York, is a romantic and well selected burial place for the dead.

FLATBUSH, on the road to Fort Hamilton and Coney Island, is delightfully situated, distant 3 miles from Brooklyn.

EAST NEW-YORK, UNION RACE COURSE, and JAMAICA, are all situated on the line of the *Long-Island Railroad*, and are easily reached by cars or stages.

The village of HEMPSTEAD, 23 miles from Brooklyn, by railroad, is celebrated as being a delightful place of residence, and a favorite resort.

All who are fond of sea bathing, the invigorating sea breeze, or hunting and fishing, may find abundant gratification at

FORT HAMILTON, situated at the "Narrows," where has recently been opened a commodious hotel ; at

BATH HOUSE, on Gravesend Bay, an old and favorite resort ; or at

CONEY ISLAND, facing the Atlantic ocean, where are several well kept public houses.

Stages leave Brooklyn several times daily, during the summer months, for the above fashionable resorts, passing through the pleasant villages of Flatbush and New-Utrecht.

ROCKAWAY BEACH, with its splendid hotel, the *Marine Pavilion*, and other public houses, has been long and deservedly a favorite resort during warm weather. The most desirable mode of conveyance to Rockaway, is by railroad cars to Jamaica, and thence by stage; being distant about 20 miles from the city of New-York.

Besides these, there are other agreeable and still more retired retreats on the south side of Long Island, farther east. In *Great South Bay*, extending from Hempstead to Southampton, a distance of 50 miles, are to be found inexhaustible quantities of scale and shell fish of different kinds, and countless numbers of wild fowl.

MONTAUK POINT, the eastern extremity of Long Island, 140 miles from the city of New-York—with its rugged and beetling cliffs—its foaming breakers, and the mighty ocean in front, is a spot surrounded by great grandeur and beauty.

FLUSHING, 9 miles east of New-York, is a delightful and retired place of residence and resort. Here is situated the *Linnæan Botanic Garden*, which possesses many attractions and is much visited.

GLEN-COVE, OYSTER BAY and COLD SPRINGS, on the north side of Long Island, are also much frequented in summer.

NEW-ROCHELLE, and other places on the Westchester shore of Long Island Sound, are also well worthy of a visit, and are much resorted to during the summer months by fashionable visitors.

Daily lines of steamboats, in addition to stages, run from the city of New-York, to most of the places on both sides of Long Island Sound, affording cheap and speedy modes of conveyance.

Various places on the Island of New-York, and in Westchester county, near the line of the Harlem Railroad, are also much visited. Stages leave the present termination of the railroad at Williams' Bridge, for West-Farms, Eastchester, New-Rochelle, Mamaroneck, Rye and Port-Chester on the Sound, and White Plains, and other places in the interior of Westchester county.

In the neighboring region of NEW-JERSEY, also, are several places of much interest, not only to the lover of the picturesque, but to the social economist ; and they are easily reached by the railroads which diverge from Jersey City opposite New-York. Among these, besides Hoboken, Weehawken, the Elysian Fields, and other points near the shore of the Hudson, are the PASSAIC FALLS, near the celebrated manufacturing village of Paterson, distant 17 miles from New-York. The whole descent of the Passaic, at this spot, is from 60 to 70 feet. In the first portion of its descent the river rushes over a steep slope of deeply rifted rock, and then makes a clear pitch of some 30 or 40 feet into a narrow, wedge-shaped and transverse chasm, with a high wall of perpendicular rock fronting the falls and right athwart the course of the stream, compelling the boiling waters to pass out of the chasm nearly at right angles with their previous direction, into the broad and black pool immediately below, which is walled in, for many rods on each side of the gorge, by perpendicular cliffs of naked rock 80 or 90 feet high, greatly augmenting the grandeur of the scene. As the river escapes from this magnificent basin, it makes another sharp angle, and thus resuming nearly

the direction of the current above the falls, it flows away with a gentle descent through a fertile and cultivated valley of meadow, pasture, and arable lands. The contrasts presented by the scene are various and striking, greatly enhancing its beauty, especially when the volume of the river is swelled by heavy rains. Of late years, however, some of the finest features of the place are impaired in their expression by the diversion of much of the water, taken out above the falls and led away through the village of Paterson, for hydraulic uses. Still, the loss thus suffered by the picturesque, is amply compensated by gain to the useful, and by the associated images of individual and social benefit, of improving arts, and general prosperity.

The *Morris Canal* passes a little to the south of Passaic Falls, on its route from Jersey City across the state to the Delaware river, which it reaches at Easton, distant from the Hudson 100 miles by this line.

NEWARK, ELIZABETHTOWN, NEW BRUNSWICK, and other places on the line of the New Jersey Railroad, are easily reached by means of steamboats and railroad cars.

MORRISTOWN, 22 miles from Newark, is connected with the latter place by railroad, passing through the village of ORANGE, where there is a Mineral Spring of considerable celebrity.

SCHOOLEY'S MOUNTAIN, which is usually approached from New-York by means of railroad and stages passing through Elizabethtown and Somerville, is a place of much fashionable resort, during the summer months, owing to its high, airy, and healthy situation. The extensive prospect afforded from its top, on which is located an excellent public house, is perhaps unrivalled.

*Belmont Hall*, situated on the highest part of the mountain, 2,000 feet above tide water, is surrounded by a park

of many acres richly adorned with forest, fruit, and ornamental trees. The proprietor has left nothing undone to give general satisfaction to his numerous visitors. A short distance from the hotel are Mineral Springs, where much has recently been expended for the comfort of visitors wishing to enjoy this pure chalybeate at the fountain.

The distance from the city of New York to Elizabethport, by steamboat, is 12 miles ; from Elizabethport to Somerville, by railroad, 26 miles ; from Somerville to Schooley's Mountain, by stage, 20 miles. Passengers from Philadelphia, usually leave the railroad cars at New Brunswick and proceed to the mountain by stage.

#### EASTERN LINES OF TRAVEL THROUGH LONG ISLAND SOUND.

There are at present three great lines of travel between the cities of New-York and Boston, by steamboats and railroad cars.

1. A line of Steamboats leave New-York for New Haven, daily, Sundays excepted, from Peck slip, East River, at 6 o'clock A. M. in summer, and at 7 A. M. in winter. Distance, 80 miles. The *New Haven and Hartford Railroad*, extends from New Haven to Hartford, a further distance of 38 miles.

A line of Steamboats also run direct from New-York to Hartford, via Saybrook, daily, Sundays excepted, from the 1st April to 1st December. In winter, passengers for Hartford are carried via New Haven.

From Hartford, a line of travel extends up the valley of the Connecticut river ; at Springfield, a distance of 25 miles, it intersects the *Western Railroad* of Massachusetts, one of the great links of railroads extending from Boston to Buffalo, a total distance of 525 miles.

Distance from Springfield to Boston, by railroad, 93 miles.

“ “ Albany, “ 102 miles.

2. A line of Steamboats leave New-York for New London and Norwich, daily, Sundays excepted, starting from Pier No. 1, North River, at 5 o'clock P. M. in the summer and 4 P. M. in winter. Distance to Norwich by water, 133 miles.

The *Norwich and Worcester Railroad* now extends from Allen's Point, 7 miles below Norwich, to Worcester, Mass., a whole distance of 66 miles, connecting with the great east and west line already mentioned. Distance from Worcester to Boston, by railroad, 44 miles. The total distance between New-York and Boston, by this route, is 235 miles ; usual time, 15 hours.

3. A line of Steamboats of the first class, leave New-York daily, Sundays excepted, in the afternoon, from the foot of Battery Place, for Stonington, Newport and Providence, connecting with railroads running to Boston.

At Stonington, 135 miles from New-York, by water, commences the *Providence and Stonington Railroad*, extending to Providence, a distance of 47 miles. The *Boston and Providence Railroad*, extends a further distance of 42 miles ; making the total distance between New-York and Boston, by this route, 224 miles ; usual time,  $14\frac{1}{2}$  hours.

#### HOUSATONIC ROUTE BETWEEN NEW-YORK AND ALBANY.

In addition to the above lines of travel through Long Island Sound, and the states of Connecticut, Rhode Island, and Massachusetts—a Steamboat leaves New-York, daily, Sundays excepted, for Bridgeport, Conn. ; distance 60 miles. During the close of navigation on the Hudson River, this is the most expeditious and desirable route between the commercial and political capitals of the state of New-York.

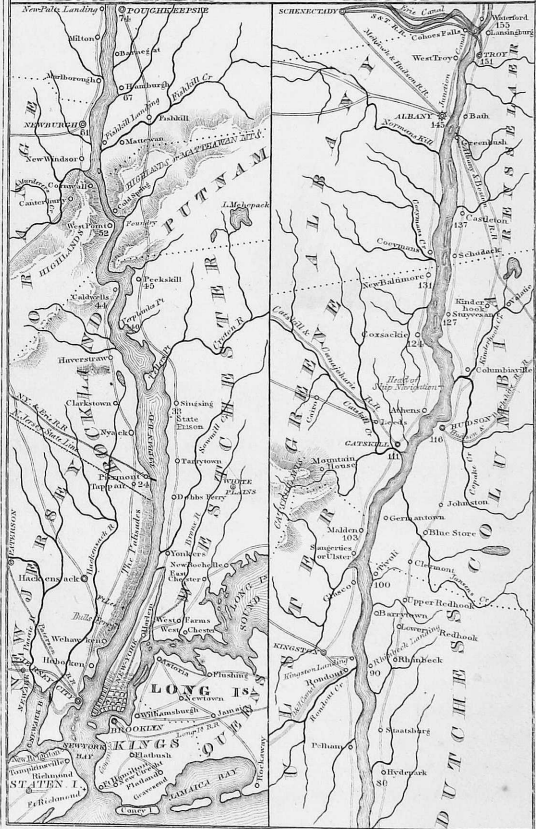
At Bridgeport commences the *Housatonic Railroad*, which, in connection with the *Berkshire Railroad*, and the *Albany and West Stockbridge Railroad*, unites the cities of New-York and Albany, by one connected line of steamboats and railroads. Total distance, 198 miles; usual time, 15 hours.

DISTANCES between NEW-YORK and ALBANY, *via* Bridgeport.

|                                           |           |
|-------------------------------------------|-----------|
| To BRIDGEPORT, <i>by Steamboat</i> ,..... | 60 miles. |
| Stepney, <i>by Railroad</i> ,.....        | 10 70 "   |
| Bottsford, .....                          | 5 75 "    |
| Newtown, .....                            | 5 80 "    |
| Brookfield, .....                         | 10 90 "   |
| Housatonic River, .....                   | 6 96 "    |
| New Milford, .....                        | 1 97 "    |
| Gaylord's Bridge, .....                   | 6 103 "   |
| Kent, .....                               | 6 109 "   |
| Cornwall, .....                           | 12 121 "  |
| Canaan Falls Village, .....               | 6 127 "   |
| Connecticut State Line, .....             | 7 134 "   |
| Sheffield, Mass. ....                     | 6 140 "   |
| Great Barrington, .....                   | 6 146 "   |
| WEST STOCKBRIDGE, .....                   | 12 158 "  |
| New-York State Line, .....                | 2 160 "   |
| Tunnel, (600 feet long.) .....            | 2 162 "   |
| Chatham Four Corners, .....               | 13 175 "  |
| Kinderhook, .....                         | 7 182 "   |
| Schodack, .....                           | 8 190 "   |
| ALBANY, .....                             | 8 198 "   |



# MAP OF THE HUDSON RIVER AS FAR AS NAVIGABLE. With the distances from New-York.



## HUDSON RIVER AND ITS VICINITY.

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**DURING** the season of navigation on the Hudson, which usually extends from about the 20th of March to the fore-part of December, numerous steamboats leave the city of New-York every morning and evening, for various places on both shores of the river. The boats of the largest class, nowhere excelled for comfort and speed, run through to Albany and Troy, about 150 miles, in ten to twelve hours running time, and touch at the principal villages on the way, to land and receive passengers. Usual fare through, \$2.00, including berths in the night boats.

To the traveller for pleasure and health, the day boats are the most desirable, particularly in hot weather, when a night's confinement in a crowded cabin is very oppressive; and they furnish a fine opportunity to enjoy the varied and beautiful scenery of this noble river.

The panoramic view on leaving the city is extensive and grand. Seaward it embraces parts of Long Island and Staten Island with the "Narrows,"—the spacious Bay of New-York studded with Governor's, Bedlow's, and Ellis's Islands—the Jersey shore, on the west, with its settlements and cultivated fields—and on the east the city itself with its long ranges of wharves and shipping, its spires, and its masses of architecture—and as the boat rounds out upon the bosom of the majestic river and springs forward on her upward course, the view, crowded with striking contrasts and full of life and action, is one of rare beauty and interest.

**JERSEY CITY** opposite the lower part of New-York, and **HOBOKEN** a mile north, are seen to great advantage

as the steamboat leaves the wharf. At the former place commences the *New Jersey*, and *Paterson Railroads*; and the latter place is a delightful and favorite resort of the citizens of New-York, during the warm summer season, when the commodious steam ferry boats are crowded every afternoon with parties of both sexes, seeking refreshment from the heated and thronged streets of the city, in that charming retreat.

WEEHAWKEN, on the Jersey shore north of Hoboken and 3 miles from New-York, a high wooded cliff, with its bold rocky bluffs partly veiled with trees and partly bare, and a handsome villa on its summit is one of the finest points in the scene as you move up the river. At the foot of this cliff and on the margin of the river a small obelisk of white marble for many years marked the spot where Alexander Hamilton fell in his fatal duel with Aaron Burr, on the 12th July, 1804. The monument, however, has long since been removed.

BULL'S FERRY, 2 to 3 miles further north, on the same shore, is a place of considerable resort, being connected with the city by a steam ferry.

BLOOMINGDALE, on York Island, 5 miles from the City Hall, is a scattered settlement, in which the most prominent object is the Orphan Asylum, which, as seen from the river, with its green lawn extending to the water's edge and surrounded by a fine grove, presents a pleasing aspect.

About 3 miles further up the island, or 8 miles from the City Hall, is the LUNATIC ASYLUM, a stately pile standing on elevated ground.

The next conspicuous object on the island, and visible from the Hudson, is MANHATTANVILLE, about a mile and a half east of which, toward the East River and near Hell-Gate, is the village of HARLEM.

FORT WASHINGTON, 2 miles north of Manhattanville, is elevated 238 feet above the river, being the highest point on the island of New-York. This old fort was captured by the British and Hessians, in the disastrous campaign of 1776, when some two or three thousand Americans were either killed or taken captive, and thrown into the prison-ships at the Wallabout Bay, where the United States now have an extensive Navy-Yard, near Brooklyn.

FORT LEE, on the Jersey shore, 10 miles from New-York, is a place of considerable interest, and between it and that city a steam ferry boat plies daily. The site of the old fort is on the brow of the PALISADES, a short distance from the river and elevated about 300 feet above it. It was surrendered to the British in 1776, immediately after the capture of Fort Washington.

The PALISADES, the most striking and peculiar feature of the scenery on either side of the Hudson, commence a little north of Weehawken, and on the same shore. This descriptive designation has been given to a majestic range of columnar rock, varying in height from 50 feet to 3 and 400 feet, and walling in the Hudson as far as Piermont, a distance of 20 miles. Just above Fort Lee they rise, almost perpendicularly, from the water's edge; and as the channel of the river, for the whole 20 miles, runs very near the west side and along the base of these majestic cliffs, they are seen to great advantage from the decks of the steamboats.

SpuYTEN DUYVEL CREEK flows into the Hudson 13 miles north of the City Hall of New-York, and connects with the Harlem river on the east, thus separating the Island of New-York from Westchester county. *Kingsbridge*, on the great post-road from New-York to Albany, crosses this creek about a mile from its mouth, near which on the north bank, is the site of old *Fort Independence*.

Here commences a succession of beautifully situated country residences, looking out upon the river and across it to the Palisades ; the shore itself being marked by a succession of narrow valleys and ridges running back with a gradual ascent to the north and south range of highland, which separates the waters flowing into the Hudson, from those which pass off to the East River and Long Island Sound. As you advance up through Westchester, this north and south ridge becomes more elevated and rocky. It is, in fact, the commencement of that extensive and lofty range which soon enlarges itself into the Fishkill Mountains, further north swells into the still loftier Taghkanic group, and finally attains its highest grandeur in the Green Mountains of Vermont.

YONKERS, 17 miles north of New-York, is a thriving village in Westchester county, at the mouth of Saw-mill river. It contains about 80 dwelling houses and some 500 or 600 inhabitants, and is the summer resort of many citizens of New-York, being easily reached by the steamboats which ply daily between that city, Sing-Sing and Peekskill. It is surrounded by very pleasant scenery and commands a fine view of the Hudson and the Palisades.

HASTINGS, 3 miles north of Yonkers, is a convenient landing-place, at which the smaller steamboats touch to receive and discharge passengers.

DOBB'S FERRY, 22 miles north of New-York, is a small settlement with a steamboat wharf. This was an important point in the military operations of the Revolutionary war. A ferry communicates with the opposite shore at the foot of the Palisades, a little north of the boundary line between the States of New-York and New-Jersey ; and from this point northward both sides of the Hudson are in New-York.

PIERMONT, formerly known as Tappan Landing, or the "Sloat," is on the west shore of the Hudson, 24 miles from the city of New-York. It has become a place of importance as the *terminus* of the New-York and Erie Railroad. The line of this great work, from Piermont to Dunkirk on the shore of Lake Erie, is 446 miles long. In 1841, the section extending from Piermont, which is in the county of Rockland, to Goshen in Orange county, 46 miles, was finished and put in operation. Since that time, the completion of 7 miles more, extends the road to Middletown. At Piermont a substantial pier, more than a mile long, has been constructed, extending from the shore to the channel of the Hudson. A steamboat plies daily between this place and New-York, and connects with the cars running on the railroad. At this point, also, the Palisades terminate on the north by an abrupt hill. This *hill*, and the extensive *pier* already mentioned, being the two most distinguishing features of the place, they have been appropriately combined to form the name of *Piermont*.

DISTANCES ON THE NEW-YORK AND ERIE RAILROAD  
FROM PIERMONT TO MIDDLETOWN.

|                                      |          |
|--------------------------------------|----------|
| To Blauveltville,.....               | 4 miles. |
| Clarkstown, .....                    | 5 9 "    |
| Mousey's, .....                      | 4 13 "   |
| Suffern's, .....                     | 5 18 "   |
| Ramapo, .....                        | 2 20 "   |
| Monroe Works, .....                  | 8 23 "   |
| Turner's, (17 miles from Newburgh,). | 5 33 "   |
| Monroe village, .....                | 3 36 "   |
| Chester, .....                       | 5 41 "   |
| GOSHEN, .....                        | 5 46 "   |
| Newhampton, .....                    | 4 50 "   |
| Middletown, .....                    | 3 53 "   |

Two or three miles west from the river is the old village of TAPPAN, memorable as having been for a time,

the Head-Quarters of Washington and the American army during the Revolution, and the place where Major Andre was executed on the 2d of October, 1780.

TAPPAN BAY—or, as it was usually called in earlier times, *Tappan Sea*—being an expansion of the river, commences at Piermont and extends northward to Teller's Point, a distance of 10 miles, with an average width of about 3 miles. On the eastern shore of this Bay, in the midst of a beautiful landscape, is the favorite country residence of Washington Irving. Nowhere on either shore of the Hudson is the scenery more distinguished for its picturesque beauty, having the Palisades in full view at the southwest; at the west and north a fine range of hills stretching away to the grand mountain masses of the "Highlands," with the broad river between.

IRVING, is the name given to a small settlement about one mile south of the village of

TARRYTOWN, which is beautifully situated on the east bank of the river, overlooking Tappan Bay, 27 miles north of the city of New-York. It contains about 100 dwelling houses and 1,000 inhabitants. Steamboats running to New-York, touch daily at this place. Immediately north is BEEKMANTOWN, where is the *Irving Institute*, a school of much celebrity, and a venerable Dutch Reformed Church, erected about the middle of the 17th century. Tarrytown is famed as being the place where Major Andre was captured while watering his horse, on his return from West Point, and from a personal interview with the traitor, Gen. Arnold. Immediately north of this village, also, is the famous *Sleepy Hollow*, where Washington Irving laid the scene of his entertaining legend of that name.

NYACK, on the western side of the bay or river, is a pleasant and thriving place, between which and New-

York, a steamboat plies daily. Here Tappan Bay spreads to its greatest width, presenting a noble expanse of water.

ROCKLAND LAKE, 2 or 3 miles northwest of Nyack, is a picturesque sheet of the purest water, from which large quantities of ice are annually sent to the New-York market.

SING-SING is handsomely situated on the east bank of the Hudson river. It has four landings, from which steamboats and vessels ply daily to and from the city of New-York, a distance of 33 miles. The main part of the village is situated on high and uneven ground, rising 180 feet above tide water, and overlooking Tappan and Haverstraw Bays, the Hudson and Croton rivers, and the surrounding country, including a distant view of the Palisades and the Highlands. Sing-Sing was incorporated in 1813, and now contains about 2,500 inhabitants. This village derives its name from the Indian words "*Ossin-Sing*," meaning in their language, the *place of stone*. It is now celebrated for its marble quarries, which are worked to a great extent by the state prison convicts, who have here erected 2 large prisons, a keeper's house and several ranges of work shops, from materials found on the state farm; where is also located a silver mine, which was worked to some extent previous to the Revolution, and a copper mine which has been more recently worked. The marble found in this vicinity, is of a medium quality and almost inexhaustible; large quantities are annually quarried and sent to the city of New-York and other places.

The MOUNT PLEASANT STATE PRISON, situated about half a mile south of the village of Sing-Sing, contained in 1840, 827 male and female convicts, of whom 60 were females. The prison grounds consist of 130 acres of land, lying between the villages of Sing-Sing and Sparta; being bounded on the east by the Highland turnpike, and on the

west by the Hudson river, which here affords a depth of twelve feet of water at the landing. The main prison building is four hundred and eighty-four feet in length, north and south, and forty-four feet in width, fronting westerly on the Hudson, being 5 stories in height and containing 1,000 cells ; in front and rear are located work shops of different kinds, which, together with the keeper's house, are all built of rough dress marble. Attached to the prison building on the south, is a chapel, hospital, kitchen, storehouses, &c. A new prison for female convicts stands on elevated ground, and is built of marble in the Ionic order.

TELLER'S POINT, about a mile north of Sing-Sing, separates Tappan from Haverstraw Bay. It projects southerly into the river more than a mile, immediately above the confluence of the Croton river, with the Hudson. On the opposite side of the river, rises *Verdreitje's Hook*, a bold headland 663 feet high, forming a beautiful feature in the landscape.

HAVERSTRAW BAY, is another expansion of the Hudson river, 2 to 3 miles wide and 6 miles long, terminating on the north at Verplank's and Stony Points.

HAVERSTRAW OR WARREN, lies on the west side of the bay or river, 35 miles from New-York, to which city a steamboat runs daily.

GRASSY POINT, 2 miles above, on the same side of the river, is a convenient steamboat landing.

VERPLANK'S POINT, on the east side of the river, 40 miles north of the city of New-York is an excellent landing place, and memorable from its connection, in the Revolutionary war, with STONY POINT on the opposite side. On the latter point is now a light house, erected on the site of the old fortification, which completely commanded the channel of the river. These points, where the river con-

tracts to about half a mile in width, were the first important positions north of the city of New-York at which the American forces attempted to defend the passage of the Hudson against the British, in the struggle for independence. During the winter months, when the river is closed with ice above, steamboats can often reach Verplank's Point from New-York, and save the traveller the fatigue of passing over a difficult part of the stage road between the cities of New-York and Albany.

CALDWELL'S LANDING, on the west side of the river, 44 miles from New-York and 101 miles from Albany, is the first place at which steam passage boats of the large class touch on their upward trip, to land and receive passengers. This landing is situated at the south entrance of the "Highlands," and is connected by a steam ferry with

PEEKSKILL on the opposite side of the river, a large and thriving village, from which two or three steamboats run directly to the city of New-York, carrying large quantities of produce, manufactured articles, and passengers. It was incorporated in 1827, and now contains 2,000 inhabitants, 8 churches, 6 public houses, 30 stores, and about 250 dwellings.

On *Oak Hill*, where is now situated the Peekskill Academy, a flourishing chartered institution, is a venerable oak tree on which was hung during the revolutionary war, two noted spies, Strang and Palmer. Peekskill was then the head-quarters of the American army under Gen. Putnam, who here dated his laconic reply to Sir Henry Clinton, commander of the British forces in the city of New-York, who sent up a flag of truce, demanding the release of Edmund Palmer, a lieutenant of a tory regiment, who had been detected in the American camp. The following was the reply sent back by Putnam :

*"Head-Quarters, 7th Aug. 1777.*

"Edmund Palmer, an officer in the enemy's service, was taken as a spy, lurking within the American lines; he has been tried as a spy, condemned as a spy, and shall be executed as a spy, and the flag is ordered to depart immediately.

"ISRAEL PUTNAM.

"P. S. He has been accordingly executed."

#### STAGE LINES EAST FROM PEEKSKILL.

A stage runs from Peekskill to Ridgefield, Conn. *via* Somers and North Salem, every Tuesday, Thursday and Saturday morning: leaving Peekskill at 8 o'clock A. M. The same stage leaves Ridgefield every Monday, Wednesday, and Friday morning.

A stage runs from Peekskill to Carmel village, *via* Red Mills and Mahopack, every Tuesday, Thursday and Saturday; leaving Peekskill at 2 P. M., and Carmel the same days at 8 A. M.

During summer, a stage leaves Peekskill every day for Mahopack Lake, and in the hottest of the season, when the lake is most visited, twice a day; leaving Peekskill at 12 M. and at 7 P. M.

MAHOPACK LAKE, is a beautiful sheet of water in the town of Carmel, Putnam county; and is one of the chief sources of the Croton river. It is about one mile in diameter and embosoms two or three small islands. The waters abound with various kinds of fish of a fine flavor. It is a place of considerable resort, with good accommodations for visitors.

At FORT INDEPENDENCE, opposite Caldwell's Landing, on the northeast, near the mouth of the Peekskill, a public house has recently been erected, which is intended for a summer retreat. The situation is delightful, facing down the river with an unobstructed view for many miles,

while immediately in the rear rise the "Highlands" in majestic grandeur. It is contemplated to make this a regular steamboat landing, and also to construct a bridge across the mouth of the creek or bay, which separates it from the village of Peekskill.

On leaving Caldwell's landing, the river takes a sudden turn to the west for about a mile; this reach having the local designation of the "*Horse Race*," and then resumes its northern course, passing between the bold, wooded, and overshadowing hills known as the "Highlands," or "Matteawan Mountains." This latter name, meaning "the country of good fur," was given by the the Aborigines, and is a fine, distinctive and appropriate name for the whole group.

The "HIGHLANDS," the grandest, and next to the Palisades, the most remarkable feature of the scenery of the Hudson, are about 16 miles in width, and extend in a southwest and northeast direction for some 20 or 30 miles, covering a part of the counties of Rockland and Orange, on the west side of the river, and Putnam and Dutchess on the east. Several of their summits reach an elevation of 1,000 to 1,685 feet. This may be considered classic ground, as many of the points or eminences in view from the river are celebrated in history for being the scene of stirring events during the struggle for American Independence, 1776 to 1783.

The sites of old *Fort Clinton* and *Montgomery*, of revolutionary memory, are on the west side of the river, opposite the lower *Anthony's Nose*, 6 miles below West Point. These forts, deemed almost impregnable, were erected at this point for the defence of the river, which was also obstructed by chevaux-de-frise, boom and chains. On the 6th of Oct. 1777, they were attacked by a superior British force under Sir Henry Clinton, and captured

after a sharp resistance; the garrison of 600 men being overpowered by a disciplined army 3,000 strong. The works were resolutely defended until dark, when the enemy effected an entrance at several places, there not being a sufficient number of soldiers in the fort to man the lines.

WEST POINT, is romantically situated on the west bank of the Hudson river, 52 miles from New-York and 93 miles from Albany. It is the seat of the United States military academy, established by an act of Congress, in March, 1802; and the land ceded to the United States government by the state of New-York, 1826. Here are now erected two stone barracks, one of three and the other four stories in height, occupied by 250 cadets, which is the number authorized by law; an academic hall, a large three story stone building, 275 feet in length, by 75 feet in width, used for military exercises in winter, and as a depository of the chemical apparatus, models of fortification, artillery, architecture and machines and as recitation and drawing rooms: a new and beautiful two story stone building, to be used for the library and philosophical apparatus, constructed in the Elizabethan style of architecture, and is 150 feet in length by 60 feet in width; the north front has three towers suited for the astronomical apparatus; the centre tower is surmounted by a dome of 23 feet 10 inches in diameter, the whole of which revolves on its vertical axis, adapting it to the use of a large equatorial telescope; a chapel, a hospital, a mess hall, two cavalry stables, several workshops and store-rooms, and seventeen separate dwellings occupied by the officers of the institution. In addition to the above, here are located a magazine, a laboratory, soldiers' barracks, a store, and about 25 dwelling houses, occupied by families connected with the military school; in all con-

taining a population of about 900 souls. Here also is a convenient steamboat landing, and a well kept hotel, calculated to accommodate about 100 visitors.

No place in the Union probably, exceeds West Point in beauty of location and the stirring incidents connected with its early history, being "hallowed by the footsteps of Washington and Kosciusko," during the revolutionary struggle—the interest in which, is continued to the present time by its being the residence and school of the future defenders of the Union. In 1777, immediately after the capture of Forts Clinton and Montgomery, by the British army, West Point was first occupied by the American army, and fortified at the instance of Gov. George Clinton, of Revolutionary memory. At the present time are to be seen the remains of Forts Putnam and Arnold, (after the treason of the latter, called Fort Clinton,) which is situated on the extreme eastern point of this military position, 160 feet above tide water, while Fort Putnam is situated on Mount Independence, 1,000 yards southwest, elevated about 500 feet above the river; there are also numerous other redoubts and batteries, crowning the various eminences in the vicinity, built under the direction of the celebrated Kosciusko as engineer. In August, 1780, Gen. Arnold was assigned to the command of this important military station, extending from Fishkill to Verplank's Point. On the 25th of September, he precipitately made his escape from his head-quarters, the *Robinson House*, situated two miles below West Point, on the opposite side of the river, his treason having been discovered by the fortunate capture of Major Andre. From this period, to the close of the Revolutionary war in 1783, West Point was garrisoned by a strong division of the American army; after which, the garrison was reduced, and this location made a depôt for the revolu-

tionary armament and other military stores. In 1794, at the recommendation of Gen. Washington, a military school was commenced in a building which was burnt down two years thereafter, and the school suspended until 1802.

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

Visitors on landing at West Point, are required to enter their names on a slate, presented by a soldier on duty for that purpose ; it is immediately afterwards taken to the commander's quarters, who is thereby informed of all arrivals. The departures are also regulated in the same manner. No stranger should leave this place without visiting the public buildings ; Kosciusko's Monument, and a wild and romantic retreat near the water's edge, called " Kosciusko's Garden," the ruins of old Fort Putnam, which commands a view of West Point, the Hudson river, and the surrounding mountain scenery. The Cemetery, about half a mile north of the hotel, is also well worthy of a visit. On the south, towards Buttermilk Falls, about a mile distant, there is a pleasant road running near the river, and most of the way through a beautiful grove of trees. In this vicinity, and most agreeably located, is an academy for young men, under the superintendence of Lieut. Kinsley, formerly an instructor in the West Point Military Academy.

If the visitor tarries through the day at this attractive place, any time during the summer months, when the hotel is usually thronged with fashionable people from

every section of the Union, he will have an opportunity to view West Point in all its loveliness.

COLD SPRING a mile or more above West Point, on the opposite side of the river, is a thriving manufacturing village. Here are situated the extensive iron works commonly known as the "West Point Foundry," and supposed to be on as broad a scale as any in the Union, and a machine shop, giving constant employment to about 300 workmen. The largest kind of machinery for steam-boat and other purposes, and warlike implements, are here constructed. The ore on which the works depend, is found in the immediate vicinity; and there is also a quarry of granite of a very superior quality, easy of access and inexhaustible.

BEACON HILL and BREAKNECK, both on the east side of the river, are situated immediately above Cold Spring. The former, sometimes called the "Grand Sachem," is the highest peak of the Highlands, being elevated 1,685 feet above the river. The latter presents the rocky projection called the "*Upper Anthony's Nose*."

CROW'S NEST and BUTTER HILL, are situated on the west side of the river. They rise abruptly from the water's edge, the latter, which is the more northerly peak, lifts its summit 1,520 feet above the Hudson; and the other is nearly as high.

POLLOPEL'S ISLAND, is a mass of rock lying in the Hudson river, near its east shore, at the northern entrance into the Highlands, 6 miles above West Point. Here the river begins to widen and expand to the width of more than a mile for some 5 or 6 miles, for which distance it is sometimes called *Newburgh Bay*.

CORNWALL, CANTERBURY and NEW-WINDSOR, are small villages situated on the west side of the river, immediately above the Highlands. The last named village

being distinguished as the birth place of DE WITT CLINTON.

NEWBURGH, 61 miles north of New-York and 84 south of Albany, is pleasantly situated on rising ground, on the west bank of the river. It was incorporated in 1800, and now contains about 6,000 inhabitants, 1,000 dwelling houses, a court-house and jail, this being a half-shire of Orange county; a theological seminary under the direction of the Associate Reformed Presbyterian denomination; an incorporated academy; a high school, two female seminaries and a number of select schools, all in a flourishing condition; two large public libraries; eleven churches of different denominations; three banking houses, fourteen hotels and taverns; 150 stores of different kinds; nine store-houses; five freighting establishments; four steamboats and two freight barges, running to and from the city of New-York, besides a number of sloops trading to different places on the Hudson river, and schooners and other craft running to southern and eastern ports, altogether transporting an immense amount of lumber, coal, plaster, and agricultural and manufactured products; two good steamboats also, are attached to the ferry between this place and Fishkill on the opposite side of the river, which is here about one mile in width. The location of Newburgh, in addition to its romantic beauty and healthiness, is peculiarly favorable as a place of business, being surrounded by a rich grazing and agricultural region, celebrated for butter and live stock. The *Delaware and Hudson Railroad*, the route of which is located and partly graded, commences at the village of Newburgh, and runs through the county of Orange into the state of New-Jersey. It is intended to tap the coal beds of Pennsylvania, intersecting the New-York and Erie Railroad at or near Goshen.

Newburgh was for a period the head-quarters of Gen. Washington, and at the close of the Revolutionary war, the army was here disbanded, June 23, 1783. The celebrated *Newburgh Letters*, addressed to the officers and men of the army, were here dated, supposed to have been written by the late Gen. John Armstrong.

It is proposed to erect a suitable column to the memory of Washington, in front of the old stone house, in the south part of this village, where his family resided; it is to be from 80 to 100 feet high, constructed of white marble, or granite, at an estimated cost of \$50,000. It will be in plain sight from the water, commanding one of the finest prospects on the Hudson.

Stages leave Newburgh for Binghamton, 122 miles distant, where they connect with lines running north and south, and with a line continuing west, through the southern tier of counties, to Barcelona, on Lake Erie.

STAGE ROUTE FROM NEWBURGH TO BARCELONA.

|                     | Miles. |                      | Miles. |
|---------------------|--------|----------------------|--------|
| Montgomery, .....   | 13     | Factoryville, .....  | 8 162  |
| Bloomington, ....   | 12 25  | Athens, Pa. ....     | 3 165  |
| Wurtsboro, .....    | 5 30   | ELMIRA, .....        | 20 185 |
| MONTICELLO, .....   | 10 40  | Corning, .....       | 16 201 |
| Bethel, .....       | 10 50  | Painted Post, .....  | 3 204  |
| Delaware River, ... | 10 60  | BATH, .....          | 18 222 |
| Mount Pleasant, Pa. | 20 80  | Howard, .....        | 12 234 |
| New-Milford, .....  | 22 102 | Hornellsville, ..... | 10 244 |
| Great Bend, .....   | 4 106  | ANGELICA, .....      | 20 264 |
| BINGHAMTON, ....    | 16 122 | Franklinville, ..... | 25 289 |
| Union, .....        | 6 128  | ELLICOTTVILLE, ...   | 10 299 |
| Nanticoke, .....    | 9 137  | Seelysburgh, .....   | 15 314 |
| OWEGO, .....        | 7 144  | MAYVILLE, .....      | 35 349 |
| Smithboro, .....    | 10 154 | Barcelona, .....     | 8 357  |

FISHKILL LANDING, on the east side of the river, directly opposite Newburgh, with which it is connected by a steam ferry, is a thriving village containing about 900 inhabitants, and surrounded by delightful country residences.

MATTEAWAN, an extensive and celebrated manufacturing village, is situated on the Fishkill, a mile and a half east of Fishkill Landing.

GLENHAM, 3 miles from the landing, is also a celebrated manufacturing village, celebrated for its superior woollen cloths.

The village of FISHKILL, is pleasantly situated on a plain, 5 miles east of Fishkill Landing, and 65 miles north of the city of New-York, on the great post road to Albany. This road, from Peekskill to Fishkill, a distance of 19 miles, traverses the Highlands, and is remarkable for its formidable hills and the wild scenery of this mountain route. As you approach Fishkill from the south, the character of the scenery suddenly changes to that of a fertile and cultivated farming district.

During the Revolutionary war, this village was for a period the head-quarters of the American army; the church is still standing here, in which Enoch Crosby, the spy of Revolutionary memory, was confined for a time: his escape being admirably described in Cooper's romance of the "Spy," under the assumed name of *Harvey Birch*.

NEW-HAMBURGH, 6 miles north of Newburgh, is a steamboat landing on the east side of the river, where Wappinger's creek, an important mill stream, empties into the Hudson.

HAMPTON is another landing nearly opposite, being connected with New-Hamburgh by a ferry. One or two miles north is the village of MARLBOROUGH.

BARNEGAT, a few miles above on the east side of the river, is celebrated for the manufacture of large quantities of lime.

MILTON, 9 miles above Newburgh, and 4 miles below Poughkeepsie, is a convenient steamboat landing; the village stands about half a mile back from the river.

POUGHKEEPSIE, is handsomely situated on the east side of the Hudson, about equi-distant between the cities of New-York and Albany, being 74 miles from the former, and 71 from the latter, by water. It was incorporated in 1801, and now contains about 7,500 inhabitants, mostly engaged in mercantile and manufacturing pursuits; 1,000 dwelling houses, many of them tasty edifices; a court-house, and jail and county poor-house; a splendid collegiate building; the Dutchess Academy; two female seminaries, besides several select schools; a lyceum and reading room; two public markets; one Presbyterian, one Congregational, two Episcopal, one Baptist, two Methodist, one Dutch Reformed, one Universalist, one Roman Catholic, and one African Church, and two Friends' meeting houses; three banking houses, a saving's institution, and an incorporated company called the "Dutchess Whaling Company," who own one or two ships engaged in the whale trade. Poughkeepsie contains several well kept hotels and taverns; 25 dry good stores, 50 groceries, 3 bookstores, besides a large number of other different kinds of stores and shops; also two breweries, one of which is very extensive, perhaps the largest in the state, being capable of making 30,000 barrels of beer annually, and an extensive pin manufacture. Here are owned three steamboats, three freight barges, and eight sloops, engaged in transporting produce and merchandise to and from the New-York market, and other places on the river. No place on the Hudson exceeds this village for beauty of location; it is surrounded by one of the richest agricultural districts in the Union, and may justly be ranked as the queen of villages in the Empire State.

The Poughkeepsie Collegiate School, situated on *College Hill*, about half a mile northeast of the compact

part of the village, is unrivalled in its location, commanding an extensive prospect of the river and surrounding country, which cannot fail to excite the admiration of every lover of picturesque scenery; in addition to the collegiate building, which is a splendid edifice, here has recently been erected an extensive gymnasium. This is a well established and flourishing institution, conducted on philosophical principles.

Poughkeepsie, is a corruption of the Indian word *Apokeepsing*, signifying *safe harbor*. It was early settled, and in 1788, the state convention met here to ratify the federal Constitution of the United States; previous to that date the state legislature frequently convened in this village, which has long been considered a favorite place of residence.

The *Landing* opposite Poughkeepsie, is in the town of NEW-PALTZ, by which name it is called. A ferry here crosses the Hudson; a short distance from the river is a scattered settlement. Three or four miles above Poughkeepsie, is a turn in the river called *Crum-Elbow*.

HYDE PARK, 80 miles from New-York and 65 from Albany, is pleasantly situated on the east side of the Hudson. The principal settlement is about half a mile from the landing. It contains 3 churches, 2 public houses, several stores and shops, and 50 or 60 dwelling houses. No section of the country between New-York and Albany, excels this part of Dutchess county for the beauty of its country residences; among which, the elegant mansion and grounds of the late Dr. David Hosack, were conspicuous. This fine seat is now occupied by Mr. Langdon. It appears to great advantage from the river, standing on elevated ground, a short distance north of the steamboat landing. At STAATSBURGH, 5 miles north of the village of Hyde Park, is situated the country resi-

dence of the late Gov. Morgan Lewis. *Esopus Meadows*, as they are called, 6 or 7 miles above Hyde Park, are extensive marshes, covered with water during high tide; they lie opposite the town of Esopus on the west side of the river. *Pelham* is a small landing on the same side, a little south of the meadows.

RONDOUT, 89 miles north of the city of New-York, is situated at the mouth of a large stream of the same name, where there is a lighthouse built by the United States government. This is a place of considerable trade, containing an active population of about 1,500 inhabitants; many of whom are engaged in navigation, and others are furnished employment by the *Delaware and Hudson Canal*, which terminates at EDDYVILLE, 2 miles above Rondout. The canal is 103 miles in length, extending in connection with a railroad of 16 miles, to the coal mines of Pennsylvania. From the mouth of Rondout creek a number of steamboats, freight barges, and sloops are regularly employed in carrying an immense quantity of Lackawaxen coal, lumber, lime, and produce of different kinds. Stages run from this place to the village of Kingston, and to the Landing opposite Rhinebeck, where the line boats land and receive passengers several times daily.

KINGSTON LANDING, is situated on the west side of the Hudson river, 90 miles north of the city of New-York; this landing was formerly called *Columbus Point*. A steam ferry boat here plies across the river.

The village of KINGSTON is handsomely situated on a plain, through which flows the Esopus creek, 3 miles west of the landing on the river. It was incorporated in 1805, and now contains about 2,300 inhabitants, 300 dwelling houses, 1 Reformed Dutch, 1 Episcopal, 1 Baptist and 1 Methodist church; a court house and jail. 2 banking

houses, an incorporated academy, in a flourishing condition, and a female seminary ; also several well kept public houses. Stages leave this place three times a week for Delhi, Delaware county ; a tri-weekly line also leaves for Ellenville, and accommodation stages are in constant attendance, and run to the several steamboats that land and receive passengers at Rondout and Kingston Landing. Kingston, anciently called *Esopus*, was early settled by the Dutch, many of whose descendants now reside in this vicinity.

In April, 1777, the first convention of the Representatives of the state of New-York met in the village of Kingston, and formed the old Constitution of the state, and on the 16th day of October following, it was taken and burnt by the British army, under the command of Gen. Vaughan, while marching to the relief of Gen. Burgoyne, who was obliged to surrender to the American army on the following day at Schuylerville. Immediately after destroying the village, the British troops precipitately retreated to their vessels lying in the Hudson river, and returned to the city of New-York. Some of the ruins of the stone buildings were standing as late as 1836, when the last of the walls were taken down, and the Kingston banking house erected on the same spot.

RHINEBECK LANDING, 90 miles from New-York and 55 from Albany, is situated on the east side of the river. In this vicinity are located a number of beautiful country residences overlooking the Hudson.

The village of RHINEBECK is handsomely situated on a plain, 2 miles east of the landing. It is incorporated, and now contains about 1,000 inhabitants. This vicinity was early settled by Dutch families, many of whose descendants still retain the habits and language of their

forefathers, and are a frugal and prosperous class of citizens.

BARRYTOWN, or *Redhook Lower Landing*, also on the east side of the Hudson, is 97 miles from New-York, and is surrounded by several delightful country residences, *The Catskill Mountains*, in the west, at a distance of some 12 or 15 miles, may now be seen from the river to great advantage; and the *Catskill Mountain House*, elevated nearly 3,000 feet above the Hudson, is distinctly visible in clear weather. It stands near the precipitous front of a rocky *plateau*, of a few acres in extent, called *Pine Orchard*, from the scattered pines which formerly grew out from the fissures of the rock. It commands a vast and noble prospect, and is a most refreshing retreat from the heats of summer.

TIVOLI, or *Upper Redhook Landing*, 100 miles from New-York and 45 miles from Albany, is a regular steam-boat landing for both day and night boats. In this vicinity are also a great number of beautiful country residences. The villages of UPPER and LOWER REDHOOK, are situated 3 or 4 miles from the river, on the stage road. In the Hudson, near Tivoli, are annually taken during the months of May and June, large quantities of shad and herring. A steam ferry-boat here plies across the river, landing on the west side near the iron works at Saugerties.

SAUGERTIES, which is a large manufacturing village by the chartered name of *Ulster*, situated on the Esopus creek, near its entrance into the Hudson, where is a water-fall affording an immense hydraulic power, much of which is advantageously used in driving different kinds of machinery. The village contains about 2,000 inhabitants, 300 dwelling houses, 5 churches, and 3 or 4 public houses. A steamboat and several sloops run from the

mouth of the creek, although the usual steamboat landing for the passage boats is at

BRISTOL, or MALDEN, 2 miles above Redhook, and 1½ miles from Saugerties. A stage runs to and from the landing to the village, on the arrival and departure of the steam passage boats.

EAST and WEST CAMP, a few miles above Bristol, are old Dutch settlements on both sides of the river.

The village of CATSKILL, 111 miles from New-York and 34 miles from Albany, is situated on both sides of Catskill creek, near its junction with the Hudson; the principal street being about half a mile back from the steamboat-landing. It was incorporated in 1806, and now contains about 2,800 inhabitants, 400 dwelling houses, a court-house and jail, 2 banking houses, 5 churches, and several public houses. Here is owned a steamboat and 4 barges, besides several sloops employed in transporting produce and merchandise to and from the city of New-York and different places on the river. A ferry boat plies across the river from the landing at this place, to Oak Hill, Columbia county. The *Catskill and Canajoharie Railroad* commences at this village, and is finished a distance of 26 miles. A daily line of stages leave Catskill for Delhi, Delaware county, and two tri-weekly lines for Ithaca, at the head of Cayuga lake, and Spraker's Basin in Montgomery county; the latter uniting with the Erie Canal and western railroads. A stage runs from Catskill to Hudson, via Athens, twice daily, and a stage runs semi-weekly to Prattsville, via Hunter and Lexington. Stages also run daily during the warm weather from the steamboat landing to the

CATSKILL MOUNTAIN HOUSE, at the *Pine Orchard*, distant about 12 miles from Catskill. The following is

a glowing description of this well known, and charming summer retreat:

“PINE ORCHARD, forming a part of the Catskill mountain range, is situated about 12 miles from Catskill, Greene county. It is elevated 3,000 feet above the tide waters of the Hudson, which noble stream, and the surrounding country, it overlooks for a great distance, affording a varied and extensive view of the greatest interest. On the summit is erected a large and commodious public house, called the *Mountain House*, for the accommodation of visitors, who resort here in great numbers during the summer months. In this vicinity are other mountain peaks of still greater elevation, and waterfalls of the most wild and romantic character, altogether forming unrivalled attractions, which are well worthy of a visit. From this lofty eminence all inequalities of surface are overlooked. A seemingly endless succession of woods and waters, farms and villages, towns and cities, are spread out as upon a boundless map. Far in the east rise the Taghkanic mountains, and the highlands of Connecticut and Massachusetts. To the left, and at a still greater distance, the Green mountains of Vermont stretch away to the north, and their blue summits and the blue sky mingle together. The beautiful Hudson, studded with islands, appears narrowed in the distance, with steamboats almost constantly in sight; while vessels of every description spreading their white canvass to the breeze, are moving rapidly over its surface, or idly loitering in the calm. These may be traced to the distance of nearly seventy miles with the naked eye; and again at times all below is enveloped in dark clouds and rolling mist, which, driven about by the wind, is constantly assuming new, wild and fantastic forms. From Pine Orchard, a ride or walk of a mile or two brings you to the

Kaaterskill falls. Here the outlet of two small lakes leaps down a perpendicular fall of 130 feet, then glides away through a channel worn in the rock, to a second fall of 80 feet. Below this it is lost in the dark ravine through which it finds its way to the valley of the Catskill."

THE CITY OF HUDSON, situate on the east side of the river, 116 miles from New-York, and 29 miles from Albany, is a place of much trade and importance. It lies near the head of ship navigation, and was formerly celebrated for being largely engaged in the West India trade, and more recently in the whale fishery. Hudson was first settled in 1783, by Thomas Jenkins and others, most of whom were Quakers, from Massachusetts and Rhode Island. The city was chartered in 1785, and is divided into 2 wards; in 1840, it contained 5,670 inhabitants, about 800 dwelling houses, a court-house and jail, with a beautiful white marble front, surmounted by a dome; 8 churches of different denominations, including 2 Friends' meeting houses; 2 banks, 2 public markets, and 5 hotels. The Hudson Academy at this place, is an old chartered institution, and the Hudson Female Seminary is a new and flourishing boarding school for young ladies; besides which there are several schools, both male and female. The Franklin Library Association is a young and popular institution, to which is attached a large library and philosophical apparatus. The *Hudson Lunatic Asylum* is situated on State-street, on the north side of the city, facing the court house on the south. This useful and flourishing institution, under the control of the proprietors, Drs. S. and G. H. White, contains at present about 40 patients. Since the opening of this institution, up to Jan. 1841, a period of eleven years, 503 patients have been admitted, most of whom have been permanently cured, or greatly bene-

fited. The city is supplied by pure and wholesome water by a chartered aqueduct company, who bring the water in iron pipes from a spring about 2 miles distant. The *Hudson and Berkshire Rail-road* commences at this place, and extends to West Stockbridge, Mass. a distance of 34 miles; running within 7 miles of *Lebanon Springs*, which are much resorted to during the summer months. The New-York and Albany steamboats land and receive passengers several times daily, during the season of navigation, in addition to the passage and freight boats which run to and from New-York direct, thus affording a speedy communication between the cities of New-York and Boston, a total distance by this route of about 300 miles, extending through an interesting country.

A steam ferry boat crosses the river from Hudson to ATHENS, a chartered village on the west shore containing about 1,300 inhabitants.

FOUR MILE POINT, 120 miles above New-York, is considered the *head of ship navigation* on the Hudson. Kinderhook creek here enters the river on the east side, and near its mouth is situated the manufacturing village of COLUMBIAVILLE.

COXSACKIE LANDING, 8 miles above Hudson, is situated on the west side of the Hudson 22 miles below the city of Albany. Here are three separate landings within the distance of a mile, altogether containing about 1,200 inhabitants, 150 dwelling houses, 1 Dutch Reformed, 1 Baptist, and 1 Methodist church; an academy, 4 public houses, 16 stores of different kinds and 15 warehouses; 1 steam plaster mill and 1 furnace; 1 ship yard and 2 dry docks for building and repairing vessels; 19 extensive brick yards where are manufactured yearly about 30 millions of bricks. This is also a conve-

nient steamboat landing, at which steamboats touch several times daily, during the season of navigation.

The village of COXSACKIE, 1 mile west of the landing, contains about 500 inhabitants, and is surrounded by fertile lands, extending to the base of the Helderberg mountains.

STUYVESANT, 4 miles further on the east side of the river, is a flourishing place of business, from which large quantities of produce are annually sent to the New-York market, the country in the interior being justly celebrated for its fertility.

A short distance north is the steamboat landing for the above place, and for the village of KINDERHOOK situated about 5 miles east of the river, and noted for the beauty of its location. It is the birthplace of ex-President Van Buren, and his present residence is a pleasant seat about two miles south of the village.

NEW BALTIMORE, 4 miles above, on the west side of the Hudson, and 14 miles from Albany, is a village of about 400 inhabitants. Here is a convenient steamboat landing, where the passage boats usually land and receive passengers.

COEYMANS, on the west side of the river, 12 miles below Albany, is the last landing the boats make on their upward trips. The village contains about 700 inhabitants, and here are owned several sloops trading with the New-York market. *Barren Island*, lying immediately below the village of Coeymans, is on the south bounds of the old colony of Rensselaerwyck, and was fortified and garrisoned by one of the early Patroons, in 1644. All foreign traders were here obliged to come to, and learn the terms on which the port of the colony might be entered. It now presents a rocky and sterile appearance being well adapted for the purposes for which it was ori-

ginally occupied, as it completely commands the channel of the river.

CASTLETON, 4 miles above Coeymans and 8 miles from Albany, is on the east side of the river. Here is forming a bar in the channel of the river, which is very injurious to navigation.

The OVERSLAUGH, 3 miles below the city of Albany, has heretofore formed the principal obstruction to the free navigation of the Hudson on its tide waters. Here were several bars or flats, with narrow channels, affording at low tides but a small depth of water—this obstruction, however, has of late been mostly removed by an expenditure by the United States Government, the depth of the water being materially increased, the channel made straight, and the navigation much improved.

GREENBUSH, opposite the south part of the city of Albany, with which it is connected by a steam ferry boat, contains about 900 inhabitants. Immediately above may be seen the new depôt and buildings attached to the Boston Railroad. From the depôt at Greenbush to the city of Troy, a distance of 6 miles, a branch railroad is now in progress of construction.

ALBANY, the capital of the State, and one of the oldest cities in the Union, is eligibly situated on the west side of the Hudson river, 145 miles north of the city of New-York; 325 miles by railroad, east of Buffalo; 200 west of Boston, and 250 south of Montreal. It was originally called "Beaver Wyck" (i. e. Beaver Town,) and afterward "Williamstadt." It received its present name in 1664, in honor of James, duke of York and Albany, afterwards James II., in whose reign the original city charter was granted by Governor Dongan, July 22, 1686, and the government vested in "The Mayor, Aldermen and Commonalty of the city of Albany," consisting of the

Mayor, Recorder, ten Aldermen and ten Assistants. The charter has been materially altered by recent enactments of the Legislature; the assistant aldermen are merged in ten aldermen, but the corporate name is still preserved. It is now divided into 10 wards. In 1840, its population was 33,721.

It is indebted for its prosperity to the enterprise of its inhabitants, and the impulse given to its trade by the Erie and Champlain canals, which unite about 9 miles to the north, and enter the Hudson river at the north end of the city. A basin has been formed in front of the city, protected from the river by a pier one mile and a quarter in length, furnishing a safe harbor, for vessels and securing them from injury by the ice, which in the spring freshets, comes down the river in immense quantities, sometimes causing great damage. The city is commanding in its situation, and appears to great advantage from the river. There are three ravines running from east to west, known as the Foxes Kill, the Ruten Kill, and the Beaver Kill, on each side of which the land is high, being at an elevation of from 140 to 160 feet above, and gradually ascending from the river. The view from either of the heights is picturesque in the highest degree. To the north may be seen the city of Troy and the adjacent villages, and in the distance the hills of Vermont. To the east the beautiful extent of country lying beyond the Hudson river, and to the south the Helderbergs, and Catskill mountains. The public buildings are of the most beautiful and tasteful character. The Capitol, occupied by the legislature and the state courts; the State Hall, just completed, for the accommodation of the public offices; the City Hall, occupied for city and county purposes, and by the United States Courts; and the Albany Academy, having 300 pupils, face the public

square at the head of State-street. This square is formed by the Capitol and Academy Parks, which are enclosed with substantial iron fences, erected on stone bases, and are laid out with walks lined with ornamental trees of the choicest species. A more delightful spot in the summer, is not to be found in any inland city in the Union. A few rods south of the square, on Eagle-street, is the County-Jail and the Medical College. This College was incorporated in 1839, and occupies a building granted to it by the corporation of the city, admirably adapted for its purposes. The College already possesses one of the most valuable museums in the country, which has recently been greatly enlarged and enriched, by specimens imported direct from Germany and France. In addition to the Academy spoken of, there is a Female Academy, which has annually from 300 to 350 pupils. This institution ranks high, and occupies a handsome and convenient edifice in North Pearl-street. Connected with it is the Albany Library, numbering 9,000 volumes. The Albany Exchange, situated at the foot of State-street, is a large and commodious building, constructed of granite. It is occupied for stores, offices of professional men, and the post-office. The Young Men's Association, established for "Mutual Improvement," also occupies rooms in this building; it was the pioneer institution of its kind in this state, and embraces all ranks and professions, now numbering 1,500 members. It has an extensive reading room, supplied with the leading newspapers of this country and England; also a room, furnished with the most popular and standard periodicals and reviews, native and foreign; an excellent library of about 3,200 volumes, and a lecture room capable of seating 300 persons, in which two lectures a week are delivered, from the first of December to the first of March. Strangers

have free access to all except the lecture room and library. There are 4 Presbyterian churches, 1 Associate do., 3 Dutch Reformed, 1 Unitarian, 4 Methodist Episcopal, 1 African do., 3 Baptist, 1 colored do., 2 Lutheran, 3 Episcopalian, 1 Universalist, 3 Roman Catholic, 1 Independent church, 1 Mission House, 2 Jewish Synagogues, 1 Bethel and 1 Friends' Meeting House.

The old State Hall, recently occupied for state offices, is converted into a museum for the reception of the geological cabinet formed under the direction of the State geological surveyors. The New-York State Agricultural Society, also here hold their meetings in a room reserved for that purpose. The other public institutions whose meetings are held at Albany, are the New-York State Temperance Society, and the State Medical Society. There are also, in the city, in addition to those mentioned, various benevolent, religious and scientific institutions; among them the Albany Institute, with a valuable library and extensive museum, occupying a room in the Albany Academy.

The principal hotels in Albany, are, the American Hotel, 100 State-street; City Hotel, 23 Broadway; Clinton Hotel, 19 South Pearl-street; Columbian Hotel, 161 Market-street; Congress Hall, Park Place, near the Capitol; Delavan Temperance House, 77 Broadway; Eagle Tavern, 105 Market-street; Eastern Railroad Hotel, 155 and 157 Market-street; Fort Orange Hotel, 153 Market-street; Franklin House, 136 and 138 State-street; Mansion House, 24 Broadway; Montgomery Hall, 56 Market-street; Plough Hotel, 126 State-street; Railroad Hotel, Stanwix Hall, corner of Broadway and Maiden Lane; Railroad House, 266 Market-street; United States House, 117 Market-street; United States Hotel, 91 Washington-street; Washington Hall, 29 South Pearl-street.

The trade, commerce and manufactures of Albany are very considerable; in the year 1842, 27 steamboats and 51 tow boats plied regularly between Albany and New-York and the intermediate places on the Hudson river. The *Mohawk and Hudson Railroad*, among the first roads built in the country, and connected with the Utica and Schenectady and Saratoga and Schenectady Railroads, terminates at Albany. An arrangement is about to be made by which the inclined planes, which form so great an objection to this road, are to be dispensed with. The *Albany and West Stockbridge Railroad* connects the Western Railroad at the state line between Massachusetts and New-York, forming a continuous line of railroads from Albany to Boston. In addition to the railroad and steamboat lines, there are eighteen lines of stages running from Albany to different places. It is estimated that 1,100 passengers arrive and depart daily.

The termination of the canals and railroads at Albany, renders it the centre of trade and trans-shipment, and has opened to the enterprise of her merchants and artisans an extent of country unsurpassed in its wealth and resources.

#### DISTANCES FROM ALBANY TO BOSTON, by Railroad :

|                                                  |           |
|--------------------------------------------------|-----------|
| To West Stockbridge .....                        | 38 Miles. |
| State Line to Pittsfield, <i>Western R. R.</i> } | 11 49 "   |
| Springfield, <i>do.</i> }                        | 53 102 "  |
| Worcester, <i>do.</i> }                          | 54 156 "  |
| Boston and Worcester Railroad, ....              | 44 200 "  |

#### DISTANCES FROM ALBANY TO THE CITY OF WASHINGTON, by Steamboat and Railroad Route:

|                                              |            |
|----------------------------------------------|------------|
| New-York, <i>by steamboat</i> , .....        | 145 Miles. |
| Philadelphia, <i>by rail-road</i> , .....    | 86 231 "   |
| Baltimore,                    "        ..... | 96 327 "   |
| Washington,                "        .....    | 38 365 "   |

## DISTANCES FROM ALBANY TO BUFFALO, by Railroad:

|                                  |    |        |
|----------------------------------|----|--------|
| Mohawk and Hudson Railroad, .... | 16 | Miles. |
| Utica and Schenectady, " ....    | 77 | 93 "   |
| Syracuse and Utica, " ....       | 53 | 146 "  |
| Auburn and Syracuse, " ....      | 26 | 172 "  |
| Auburn and Rochester, " ....     | 79 | 251 "  |
| Tonawanda, via Batavia, .....    | 43 | 294 "  |
| Attica and Buffalo, .....        | 31 | 325 "  |

## DISTANCES FROM ALBANY TO MONTREAL, via Saratoga Springs and Lake Champlain:

|                                             |     |        |
|---------------------------------------------|-----|--------|
| To Troy, <i>by stage</i> , .....            | 6   | Miles. |
| Ballston Spa, <i>by rail-road</i> , .....   | 24  | 30 "   |
| Saratoga Springs, " .....                   | 7   | 37 "   |
| Whitehall, <i>by stage</i> , .....          | 39  | 76 "   |
| St. John's, Canada, <i>steamboat</i> , .... | 150 | 226 "  |
| La Prairie, <i>by rail-road</i> , .....     | 15  | 241 "  |
| Montreal, <i>by steamboat</i> , .....       | 9   | 250 "  |

We copy the following extract relating to the early history of Albany:

" The younger race of fashionables and semi-fashionables know Albany, or affect to know it, merely as a big city-looking place, full of taverns and hotels, where they land from the steamboat, on their way to Saratoga, Niagara or Quebec. Another set of less locomotive good folks, especially in New-York and Philadelphia, have no notions about it, but those derived from the old traditionary jokes upon its ancient Schepens and Schoutens, its burly Burgomasters, 'its lofty spires glittering with tin, and hospitable boards smoking with sturgeon.'

" But in honest truth, there are few cities of the size any where, which can exhibit a greater or a more agreeable variety of society and manners. In Albany may be found talent and learning, accomplishment and beauty. The towns of Europe of the same size and relative importance, can in this respect bear no sort of comparison with it. Then, too, its situation, the prospect from its

higher grounds and streets abound in scenes meet for romantic fiction. Albany is rich also in more sober, but equally interesting recollections of our national history. There, (to use the once familiar personification in which Indian oratory delighted to speak of the French and English governments,) Corlaer and Ononchio were wont to meet and plant the tree of peace, or else extinguish their council fire and part in wrath. There, about the middle of the last century, (1751,) the governors of the several provinces met the chiefs of the Six Nations, and the ambassadors of the Catawbias and other southern tribes, and buried the hatchet between the whole Indian race on this continent, and planted the tree of peace in Fort Orange.\* There, three years after, was held that first General Congress, in which the earliest arrangements for national defence were made, and where, by one of those remarkable coincidences with which the hand of Providence has legibly inscribed the evidence of its own workings in every part of our national history, upon the fourth of July, 1754, Benjamin Franklin, and other patriots destined to the highest honors of their country, signed the first plan of American Union, and proclaimed to the colonies that they were one people, fit to govern and able to protect themselves. Why need I speak of the events of the Revolution? At Albany, in the most eventful periods of that struggle, Montgomery, and Schuyler, and Gates, and the elder Clinton, in turns planned or directed the operations of war, while the civil wisdom and moral courage of Jay, gave new confidence to public spirit, and fresh vigor to our counsels."

\*On the spot where now stands the house formerly occupied by the venerable Simeon De Witt, for many years Surveyor-General of the State, and at present known as the FORT ORANGE HOTEL, situated in Market-street, near Lydius-street.

## ALBANY, NINETY YEARS SINCE.

The following description of Albany, is taken from Mrs. Grant's interesting "Memoirs of an American Lady."

"The city of Albany was stretched along the banks of the Hudson ; one very wide and long street lay parallel to the river, the intermediate space between it and the shore being occupied by gardens. A small, but steep hill rose above the centre of the town, on which stood a fort, intended (but very ill adapted,) for the defence of the place, and of the neighboring country. From the foot of this hill, another street was built, [now State-street,] sloping pretty rapidly down till it joined the one before mentioned that ran along the river. This street was still wider than the other ; it was only paved on each side, the middle being occupied by public edifices. These consisted of a market place, or guard-house, a town hall, and the English and Dutch churches. The English church stood at the upper end of the street ; the Dutch church was situated at the bottom of the descent where the street terminated. The town in proportion to its population, occupied a great space of ground. This city, in short, was a kind of semi-rural establishment ; every house had its garden, a well, and a little green behind,—before every door a tree was planted, rendered interesting by being coeval with some beloved member of the family."

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The CITY of TROY, 151 miles north of New-York, is pleasantly situated on the east bank of the Hudson river, at the head of tide water and steamboat navigation, 6 miles above Albany. Its existence as a village, may be dated from 1790. It was incorporated as a city in 1816, when it contained nearly 5,000 inhabitants ; it has recently

been made a port of entry, and contained in 1840, 19,334 inhabitants, who are mostly engaged in commerce, navigation and manufactures. Since the completion of the Erie and Champlain canals in 1825, which, opposite this place, at the village of West Troy, unite the waters of the lakes with those of the Hudson, Troy has rapidly increased in wealth and population. Here are a fine courthouse, built of marble, in the Grecian Doric order; a jail constructed of brick; a county poor-house, to which a farm containing about 200 acres is attached; the Rensselaer Institute, founded by the late Hon. Stephen Van Rensselaer, where the sciences are practically taught; the Troy Female Seminary, a flourishing chartered institution; the Troy Academy, also an excellent classical and chartered institution for the education of boys, besides several select schools for males and females. Troy contains two new, finely modelled and expensive market buildings; seven Presbyterian churches, three Episcopal, two Baptist, two Methodist, one Catholic, one Universalist, one Friend's meeting house and an African church; six banks, with an aggregate capital of \$1,568,000; two insurance companies; one lyceum of natural history, with a choice scientific library, and an extensive collection of minerals and collections in various branches of natural history; a Young Men's Association for mutual improvement, with a large library and extensive reading room.

The public houses in Troy are numerous, and several of them celebrated for being well regulated establishments: The principal hotels are the American Hotel, Fourth, corner of Elbow-street; Mansion House, 4 Washington-square; Mechanic's Hall, 140 River-street; National Temperance House, River, corner of Ferry-street; Northern Hotel, 394 River-street; Troy House, River, corner of First-street; Washington Hall, 331 River-street; York House, 252 River-street.

Here are owned about 60 masted vessels, four large passage steamboats of the first class, two smaller steam passage boats and five steam tow boats with 22 barges, which ply between Troy and New-York, transporting annually an immense amount of produce and merchandise. Four lines of passage and freight boats run on the Champlain canal from Troy; a line of packet schooners run from this place to Boston, and other eastern ports; a line of canal packets to Whitehall, and lines of daily stages run to Whitehall, and Bennington, Vt., and to Brattleboro, Vt., and Boston. The water power at Troy is immense, and a large portion of it still unoccupied. Within the limits of the city and about a mile east of the Hudson, a tunnel has been excavated by Mr. Benj. Marshall, extending from the Poestenkill, a distance of about 800 feet, and gives a fall of 180 feet. Several large mills and factories to be supplied with water from this fall, are now in the progress of erection. Near the northern boundary of the city a dam has been built across the Hudson, by the state, which here makes a fall of  $11\frac{1}{2}$  feet and creates an incalculable amount of hydraulic power. This place is abundantly supplied with wholesome water, brought from the Piscawin creek, through large iron pipes with hydrants at the corners of the streets.

The *Rensselaer and Saratoga Railroad* commences at this place, crossing the Hudson river by a substantial bridge 1,650 feet in length, to Green island; thence it continues north across several branches of the Mohawk river to Waterford; following the valley of the Hudson until it reaches Mechanicsville, where it diverges to the west and continues to the village of Ballston Spa, a distance of 24 miles, and unites with the Saratoga and Schenectady Railroad. The *Schenectady and Troy Railroad* 21 miles in length, was completed in 1842; it communi-

cates with the western roads at Schenectady, and will be extended to Greenbush, on the east side of the Hudson river, opposite Albany; there to connect with the Albany and West Stockbridge railroad, which, when completed will make a direct railroad communication from Troy to Boston, and furnish a continuous line of railroads from Boston to Buffalo. There is also a macadamised road already finished from Troy to Bennington, Vt., a distance of about 26 miles. Troy is connected with the village of West Troy, in Albany Co., which has risen into importance within a few years, by means of a commodious bridge and two ferries crossing the Hudson river.

The city of Troy has long been celebrated for its beauty and healthiness. The streets are laid out at right angles, are generally wide, remarkable for their cleanliness, and planted with beautiful, and in the hot season, most grateful forest and shade trees. From Mounts Ida on the east and Olympus on the north, an extensive and charming prospect is presented, embracing a view of the valley of the Hudson for miles, the city of Albany, the villages of West Troy, Lansingburgh, Waterford and Cohoes, and the Cohoes Falls; a landscape presenting more beauty and a greater variety of scenery, can hardly be imagined. From the elevations just mentioned, the eye rests at once, as on a map spread out before it, on city and village teeming with life and activity—the broad Hudson rolling on in majesty to the ocean, and bearing on its bosom fleets of boats and vessels—a long extent of the Erie canal, itself no common stream, floating to market the products of the west—railroads, over which are passing with lightning speed, multitudes in pursuit of business or pleasure—on woodlands and cultivated fields harmoniously blended—and on a western horizon of undulating highlands, which towards the south, blend with the famed Catskill mountains, lifting their giant heads to the clouds.

WEST TROY, situated on the west bank of the Hudson river, 6 miles above the city of Albany, is a place of growing importance. It was incorporated as a village in 1836, and now contains about 5,000 inhabitants, 800 dwelling houses, 8 churches, 8 public houses, a large number of stores, and mechanics' shops. The *Erie Canal*, which passes through the centre of the village, communicates with the Hudson, by two commodious side-cuts. It is a convenient depôt for vast quantities of produce, lumber, and merchandise; being on the Junction Canal, and at the head of sloop navigation. The southern mouth of the Mohawk here unites with the Hudson.

The *Watervliet Arsenal*, situated in West Troy, near the river, was established by the United States government in 1813. This is the largest arsenal of construction in the Union, having great facilities for the manufacture and transportation of warlike implements, and is well worthy of a visit. The grounds attached to the arsenal, consist of about 100 acres, enclosed in front by an iron fence, and in the rear by a stone wall. Here are located 33 buildings, comprising storehouses for small arms, gun sheds for cannon carriages, timber sheds, magazines, saw-mill, paint, carriage, machine, casting and blacksmith shops; offices, barracks, hospitals and officers' quarters. About 200 officers, soldiers and hired workmen are constantly employed at this post, which number could be greatly increased if found necessary. Here are now manufactured munitions of war, amounting to an estimated value of \$100,000 annually. The total value on hand, January, 1841, amounted to \$1,662,320.

LANSINGBURGH, 3 miles above Troy on the east side of the Hudson, is one of the oldest villages in the state, being incorporated as early as 1787; it now contains

about 3,000 inhabitants. During the Revolutionary war it was a place of considerable importance. It has since increased but slowly, owing to obstructions in the channel of the Hudson, and the consequent growth of Troy.

WATERFORD, situated 1 mile above Lansingburgh, on the opposite side of the river, and 155 miles north of the city of New-York, is at the very head of sloop navigation on the Hudson, with which the northern mouth of the Mohawk here unites. Navigation is kept up to this place by means of a *dam* and *sloop lock* at the upper part of the city of Troy. Waterford was incorporated in 1805, and now contains a population of about 1,400 inhabitants.

The village of COHOES two miles west of Waterford, is situated on the southwest bank of the Mohawk river, a short distance below the Cohoes Falls and near the junction of the Erie and Champlain canals. Here is afforded by the Mohawk, an immense amount of hydraulic power. If found necessary the whole volume of water in the river can be used for propelling machinery to almost any extent, having a total fall of about 140 feet. Here are several extensive manufacturing establishments; 6 churches; 1 hotel; 12 stores, and a population of 2,000 inhabitants, mostly employed in the above manufactories. Stages pass through this village several times daily, running between Albany and Waterford, a distance of 10 miles.

COHOES FALLS, situated in the immediate vicinity of Cohoes village, is an object of great attraction. It is much resorted to during the summer months, by visitors from all parts of the Union. The water of the Mohawk here has a perpendicular fall of 70 feet, besides a rapid descent above and below. The banks of the river present a grand and romantic appearance, varying in almost perpendicular height of from 50 to 120 feet, for the distance of half a mile below the falls, where a substantial bridge, about 800 feet long, spans the stream.

## HUDSON RIVER STEAMBOATS.

The following list embraces all the PASSAGE BOATS built and running on the Hudson River, between New-York, Albany and Troy, since their first introduction by Robert Fulton, in the fall of 1807.

| Built | NAME.               | Tons | COMMANDERS.             | Remarks.           |
|-------|---------------------|------|-------------------------|--------------------|
| 1807  | Clermont, - - -     |      | James Winans, - -       | Name changed.      |
| 1808  | North River, - -    | 160  | Samuel Wiswall, - -     | Broken up.         |
| 1809  | Car of Neptune, -   | 295  | A. H. Roorabach, - -    | Broken up.         |
| 1811  | Hope, - - - - -     | 280  | E. S. Bunker, - - -     | Broken up.         |
| 1811  | Perseverance, - -   | 280  | J. Sherman, - - -       | Broken up.         |
| 1811  | Paragon, - - -      | 331  | Andrew Bartholomew,     | Sunk, 1825.        |
| 1813  | Richmond, - - -     | 370  | Joab Center, - - -      | Broken up.         |
| 1815  | Olive Branch, - -   | 265  | James Moore, - - -      | Broken up.         |
| 1816  | Ch. Livingston, -   | 494  | S. Wiswall & J. Center, | Coal barge.        |
| 1823  | James Kent, - - -   | 346  | Thomas Wiswall, - -     | Coal barge.        |
| 1824  | Hudson, - - - -     | 170  | M. Bartholomew, - -     | Broken up.         |
| 1825  | Sandusky, - - -     | 289  | James Penoyer, - - -    | Tow boat.          |
| 1825  | Constitution, - -   | 276  | Wm. J. Wiswall, - -     | Now Indiana.       |
| 1825  | Constellation, - -  | 276  | Robert G. Cruttenden,   | Tow barge.         |
| 1825  | Ch. Jus. Marshall,† | 300  | Richard W. Sherman,     | Lost in L. I. S'd. |
| 1825  | Saratoga, - - -     | 250  | James Benson, - - -     | Tow barge.         |
| 1826  | Sun,‡ - - - - -     | 280  | H. Drake, - - - -       | Burnt, 1831.       |
| 1826  | New-Philadelphia,   | 300  | George E. Seymour,      | Delaware river.    |
| 1827  | Albany, - - - -     | 398  | J. G. Jenkins & R. Macy | Runs to Troy.      |
| 1827  | Independence, - -   | 368  | Wm. J. Wiswall, - -     | Phila. route.      |
| 1827  | North America, -    | 497  | Gideon Lathrop, - -     | Des. by ice, 1839  |
| 1827  | Victory, - - - -    | 290  | Sanford Cobb, - - -     | From Rondout.      |
| 1828  | De Witt Clinton, -  | 571  | J. Sherman & S. R. Roe, | Eng. in Knick.     |
| 1829  | Ohio,§ - - - -      | 412  | M. Bartholomew, - -     | Tow barge.         |
| 1830  | Novelty, - - - -    | 477  | Daniel Peck, - - -      | From Rondout.      |
| 1832  | Champlain, - - -    | 471  | Adolphus Gorham, - -    | Tow barge.         |
| 1832  | Erie,   - - - -     | 471  | James Benson, - - -     | Tow barge.         |
| 1833  | Helen, - - - - -    |      | Henry Burden, - - -     | Destroyed, 1834    |
| 1835  | Robert L. Stevens,  | 298  | Joseph P. Dean, - - -   | To Piermont.       |
| 1836  | Rochester, - - -    | 491  | A. Houghton, - - -      | Runs to Albany     |
| 1836  | Swallow, - - - -    | 426  | Alex. McLean, - - -     | Runs to Troy.      |
| 1837  | Utica, - - - - -    | 340  | A. H. Shultz, - - -     | Runs to Hudson     |
| 1838  | Diamond, - - - -    | 398  | A. Flower, - - - -      | Laid up.           |
| 1839  | Balloon, - - - -    | 204  | David Hitchcock, - -    | Laid up.           |
| 1839  | North America, -    | 494  | R. G. Cruttenden, - -   | Runs to Albany     |
| 1840  | South America, -    | 638  | M. H. Truesdell, - -    | Runs to Albany     |
| 1840  | Troy, - - - - -     | 724  | Adolphus Gorham, - -    | Runs to Troy.      |
| 1841  | Columbia, - - -     | 391  | T. P. Newbury, - - -    | Runs to Albany     |
| 1841  | Rainbow, - - - -    | 230  | Capt. Fury, - - - -     | Delaware river.    |
| 1842  | Curtis Peck, - - -  |      | Wm. Peck, - - - -       | Runs to Albany     |
| 1843  | Empire, - - - -     | 936  | Stephen R. Roe, - - -   | Runs to Troy.      |
| 1843  | Knickerbocker, -    | 858  | A. P. St. John, - - -   | Runs to Albany     |

\* Exploded her boilers in 1825, killing 3 persons.

† Exploded her boiler in 1830, killing 11 persons.

‡ Built to run as a day boat between New-York and Albany.

§ Exploded her chimney or flue in 1832, killing 5 persons.

|| Exploded her chimney or flue in 1838, slightly injuring 1 person.

## PASSENGER BARGES.

In 1826, the steamboat Commerce, Capt. George E. Seymour, towed the passenger barge Lady Clinton, and the steamboat Swiftsure, Capt. Cowden, towed the passenger barge Lady Van Rensselaer.

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*Copy of an Advertisement taken from the Albany Gazette, dated September, 1807.*

"THE NORTH RIVER STEAMBOAT, will leave Pauler's Hook Ferry [now Jersey City,] on Friday the 4th of September, at 9 in the morning, and arrive at Albany on Saturday, at 9 in the afternoon. Provisions, good berths and accommodations are provided.

"The charge to each passenger is as follows :

|                 |          |                 |
|-----------------|----------|-----------------|
| To Newburgh,    | dols. 3. | time, 14 hours. |
| " Poughkeepsie, | " 4.     | " 17 "          |
| " Esopus,       | " 5.     | " 20 "          |
| " Hudson,       | " 5½.    | " 30 "          |
| " Albany,       | " 7.     | " 36 "          |

"For places, apply to Wm. Vandervoort, No. 48 Courtlandt-street, on the corner of Greenwich-street.

"Sept. 2, 1807."

*Extract from the N. Y. Evening Post, dated Oct. 2, 1807.*

"Mr. Fulton's new-invented *steamboat*, which is fitted up in a neat style for passengers, and is intended to run from New-York to Albany as a Packet, left here this morning with ninety passengers against a strong head wind. Notwithstanding which, it was judged she moved through the water at the rate of six miles an hour."

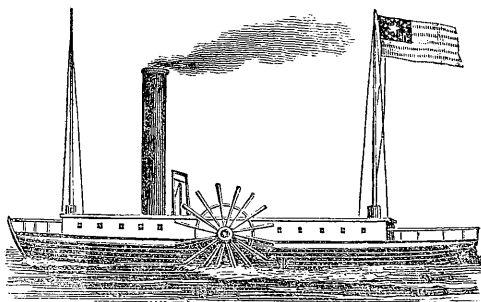
*Extract from the Albany Gazette, dated Oct. 5, 1807.*

"Friday, Oct 2, 1807, the steamboat [Clermont,] left New-York at 10 o'clock A. M. against a stormy tide, very rough water, and a violent gale from the north. She

made a headway beyond the most sanguine expectations, and without being rocked by the waves.

“ Arrived at Albany Oct. 4, at 10 o'clock P. M. being detained by being obliged to come to anchor, owing to a gale, and having one of her paddle wheels tore away by running foul of a sloop.”

NOTE.—It is stated on the authority of Capt. E. S. Bunker, that the CLERMONT, or *experiment boat*, as sometimes called, the first steamboat constructed under the direction and superintendence of Robert Fulton in 1807, was 100 feet long, 12 feet wide, and 7 feet deep. In 1808, she was lengthened to 150 feet, widened to 18 feet, and had her name changed to NORTH RIVER. The engine was constructed in England, by Watt & Bolton, and brought to New-York in Dec. 1806, by Mr. Fulton. The hull of the boat was constructed by David Brown, an eminent ship builder in New-York. In August 1807, the boat was propelled by steam from the East River to the Jersey shore, and on the 2d of October following she started on her first trip to Albany.

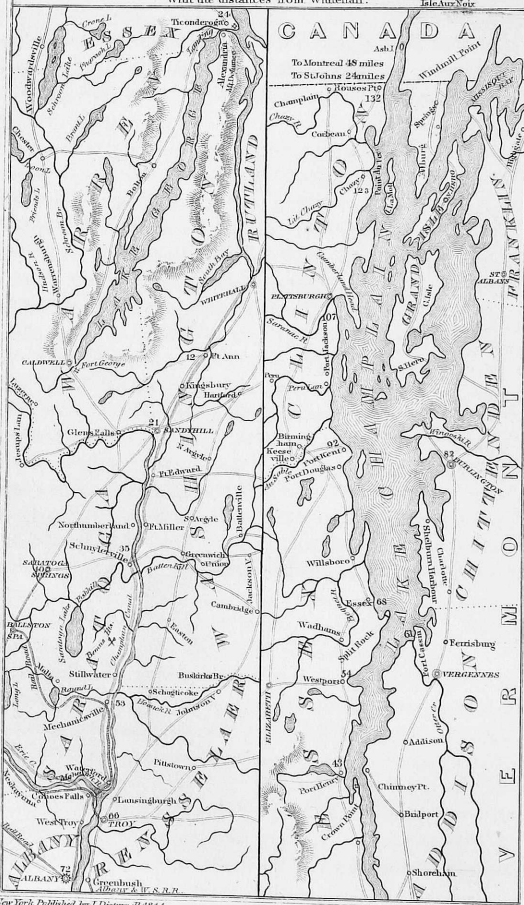


THE CLERMONT.



**MAP OF LAKE CHAMPLAIN  
AND ROUTE BETWEEN ALBANY & MONTREAL**  
With the distances from Whitehall.

Lake Aux Noix



## TOUR TO THE SPRINGS, LAKE GEORGE, AND CANADA.

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THERE are now two or three Railroad Routes from Albany and Troy to Ballston Spa and Saratoga Springs.

1st. From Albany via Schenectady, on the *Mohawk and Hudson Railroad*, and the *Saratoga and Schenectady Railroad*, terminating at the village of Saratoga Springs. Total distance, 37 miles.

2d. From Troy, on the *Schenectady and Troy Railroad*, 20 miles; thence by railroad to Saratoga Springs, a further distance of 21 miles.

3d. From Troy, on the *Rensselaer and Saratoga Railroad*, terminating at Ballston Spa, a distance of 24 miles, there uniting with the railroad extending from Schenectady to Saratoga Springs. The above railroads afford the traveller a choice of several interesting routes. There being little difference of time and expense, it is well for the tourist to go by one route, and return by another—thus changing the scenery.

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### ROUTES FROM ALBANY AND TROY TO MONTREAL AND QUEBEC.

There are several routes and modes of conveyance, during the summer season, to Canada, *via* Lake Champlain.

1st. By Railroad and Stage, *via* Saratoga Springs and Glen's Falls, or by Sandy Hill to Whitehall.

2d. By Railroad and Canal, *via* Troy and Mechanicsville; or from Albany by Canal Packet Boat.

3d. By Stage, *via* Troy, on the east side of the Hudson; all connecting with commodious steamboats at Whitehall,

a distance of 72 miles from Albany. To St. John's, Canada, is a further distance of 157 miles, through Lake Champlain by steamboat. A railroad 15 miles long extends from St. John's to La Prairie on the St. Lawrence; and thence a steamboat runs to Montreal, a further distance of 9 miles.

In going by the first route, through Saratoga Springs, the traveller has a choice of passing direct to Whitehall through Sandy Hill, or diverging to Glen's Falls, and thence to Caldwell, situated at the head of Lake George, or Horicon, where will be found a favorite public house. Passengers are then carried over the above charming piece of water in a steamboat, to the foot of the lake, 36 miles; thence by stage, 4 miles further, to the landing at Fort Ticonderoga on Lake Champlain, where is delightfully situated a well kept public house. This is by far the most romantic and picturesque route, affording the traveller an opportunity to visit many points of great interest, connected with stirring events, recorded in the history of the old French and Revolutionary wars.

The route by railroad and canal packets, is considered the most expeditious and pleasant, as regards comfort; passing through the villages of Waterford, Mechanicsville and Stillwater, (by Bemus' Heights, and battle ground, where Burgoyne surrendered to the American army under Gen. Gates, Oct. 17, 1777,) Schuylerville, Fort Miller, Fort Edward and Fort Ann, to the village of Whitehall; being most of the way in sight of the beautiful Hudson, skirted by scenery of the most enchanting character.

At MECHANICSVILLE, 12 miles north of the city of Troy, is the place where the cars running on the Rensselaer and Saratoga Railroad unite with passenger boats plying to Whitehall, during the season of navigation.

The village of STILLWATER, is an old and quiet settlement, 4 miles further north. It was incorporated in 1816, and now contains 400 or 500 inhabitants. In the north part of this town, is situated the battle ground where Gen. Burgoyne was defeated by the American army under General Gates in 1777.

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#### THE CAPTURE OF BURGoyNE.

The place at which we have now arrived recalls one of the most important events of the Revolutionary war, and a brief notice of the principal incidents which preceded and accompanied the surrender of Gen. Burgoyne and his army, may not be unacceptable to the tourist whom we have undertaken to guide.

The army of Burgoyne was probably the best equipped and most effective force brought into the field by the enemy for a specific object, during the whole contest; and its fate was mainly decided by two battles fought on very nearly the same ground, one on the 19th September, and the other on the 7th of October, 1777. The battle ground was on Bemus' Heights, about two miles from the Hudson river, in the town of Stillwater.

The battle of Sept. 19th, was brought on accidentally rather than by design, originating in a skirmish between two advanced parties in a cleared field surrounded by the primitive forest, and known as Freeman's Farm. A small house in this clearing was occupied by a picket-guard of the British army, which lay to the north. A small party, detached from Col. Morgan's Rifle Corps, as the American army was advancing toward the enemy, fell in with the party posted in the house, attacked and drove them from it, and in pursuing them came unexpectedly upon the main body of the enemy, by whom a part of their number were captured, and the rest dis-

persed. This occurred a little past noon. In about an hour the fighting was partially renewed, but the action did not become general till about 3 o'clock, when it commenced in earnest, and raged till night, both in the woods and in the clearing, the latter being the scene of the greatest slaughter. The battle was a very bloody one. The British forces kept their station in the rear of the clearing; and the Americans returned to their camp a little to the south. Burgoyne claimed a victory, but his loss, between five and six hundred, was nearly double that of the Americans, and the relative circumstances of the two armies rendered his loss proportionately still more severe.

The battle of October 7th, may be said, speaking in general terms, to have been fought on the same field as the former, but it covered more ground. It was brought on, (says Professor Silliman, in his "TOUR," published in 1820, where these battles and the incidents connected with, are very fully recounted,) by a movement of Gen. Burgoyne, who ordered a body of 1,500 men with ten pieces of cannon to the right of his own line, with the view of forcing the left wing of the American army and covering a foraging party in that direction. This occurred about the middle of the afternoon; and the Americans, though destitute of artillery, promptly commenced the attack, and the battle soon extended along the whole line. "After a sanguinary contest of less than an hour, the discomfiture and retreat of the British, became general; and they had scarcely regained their camp when their lines were stormed with the greatest fury, and part of Lord Balcarras' camp was for a short time in our possession."

The entrenchments of the German reserve, under Col. Breyman, were also stormed, the Colonel killed, and

his troops forced to abandon their position with great loss both of killed and prisoners; and had not the night put an end to the fighting, the whole British army would have been overwhelmed in their entrenchments.

But though the coming on of night saved the enemy from further slaughter, yet the battle was decisive. That same night the British abandoned their position, retired to their works on the heights, and on the succeeding night, leaving their camp fires lighted and various tents standing, commenced a further retreat with the utmost practicable secrecy. The heavy rains and the deep roads so embarrassed their movements that they did not reach their last station, on the north side of the Fishkill creek till the morning of October 10th. There, on the high ground overlooking the meadows bordering the river, they took up their final position. They were speedily followed by Gen. Gates, whose forces were now greatly superior in numbers and were so advantageously disposed as to render further retreat by the British impossible, whose position, moreover, was completely commanded by the Americans. "Every part of the camp of the royal army," says Silliman, "was exposed not only to cannon balls, but to rifle shot; not a single place of safety could be found. Even access to the river was very hazardous, and the army was soon distressed for want of water."

In this exposed and hopeless situation the British continued six days longer, when hostilities were terminated by the surrender of the whole army. The articles of capitulation were executed on the 16th, and the surrender took place on the next day—October 17th, 1777.

The ground on which Gen. Burgoyne delivered himself and his associates in command to Gen. Gates, was on the south bank of the Fishkill creek, near where now stands the village of Schuylerville. Gen. Wilkinson, an aid of

Gen. Gates, and an eye-witness of the scene, describes it as follows:

“Early in the morning of the 17th. I visited Gen. Burgoyne in his camp, and accompanied him to the ground where his army were to lay down their arms, from whence he rode to the bank of the Hudson river, which he surveyed with attention and asked me whether it was not fordable. ‘Certainly, sir; but do you observe the people on the opposite shore?’ ‘Yes, (replied he,) ‘I have seen them too long.’ He then proposed to be introduced to Gen. Gates, and we crossed the Fishkill and proceeded to head-quarters, Gen. Burgoyne in front, with his Adjutant-General Kingston, and his aids Captain Lord Petersham, and Lieutenant Wilford behind him. Then followed Maj. Gen. Phillips, the Baron Reidesel, and the other general officers and their suites, according to rank.

“Gen. Gates, advised of Burgoyne’s approach, met him at the head of his camp, Burgoyne in a rich royal uniform, and Gates in a plain blue frock. When they had approached nearly within sword’s length, they reined up and halted. I then named the gentlemen, and Gen. Burgoyne raising his hat gracefully said—‘The fortune of war, Gen. Gates, has made me your prisoner;’ to which the conqueror, returning a courtly salute, promptly replied, ‘I shall always be ready to bear testimony that it has not been through any fault of your Excellency.’

“Maj. Gen Phillips then advanced, and he and Gen. Gates saluted and shook hands with the familiarity of old acquaintances. The Baron Reidesel and the other officers were introduced in their turn.”

The ground on which the captured troops piled their arms, was on the north bank of the Fishkill near its confluence with the Hudson. It is 34 miles from Albany,

and 11 miles above Stillwater village, and 10 miles east of Saratoga Springs.

The severest individual loss of the British during the severe and bloody struggle between these two armies, was in the person of Gen. Frazier, who was shot by one of Morgan's riflemen posted in a tree, in the battle of October 7th. He was buried the next morning within the principal redoubt on the heights. Mr. Silliman states on a visit to the spot, in 1797, he found the grave still visible, with a slight enclosure round it, but that subsequently the remains were removed to their native land. He was an accomplished and gallant officer, possessing the entire confidence and good-will of the army and greatly respected and beloved by his associates. The circumstances connected with his death and burial; the capture of Major Ackland, of the British Grenadiers, who was disabled by a severe wound and taken prisoner in the same battle; the heroic fortitude of his wife, lady Harriet Ackland, and of the Baroness Reidesel, in the various scenes of peril and suffering through which they passed; and the kindness and courtesy with which they were treated by the victors, particularly by Gen. Schuyler and his family, and which gave additional lustre to the victory, all these incidents have imparted to the principal events of this scene a degree of romantic interest with which few others, if any of the military occurrences of that war are invested.

A visit to the battle grounds has become a favorite excursion to travellers, and by visitors sojourning at the Springs, during the summer months.

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BALLSTON SPA, 12 miles northwest of Mechanicsville, is an old and celebrated watering place. It is situated in a valley near the Kayaderosseras creek, 30 miles north of the city of Albany. and 24 miles from Troy. by

railroad. It was incorporated in 1807, and now contains about 1,500 inhabitants, a court-house and jail, 1 Presbyterian, 1 Episcopal, 1 Baptist, and 1 Methodist church; 1 banking house, 6 hotels and taverns, and several private boarding houses for visitors during the summer months. The oldest and still the most esteemed fountain, is known as the "*public well*," on the flat west of the centre of the village. It is said to have been first discovered by the whites, in 1769, during the survey and partition of the Kayaderosseras patent. It issues from a bed of stiff blue clay and gravel. Besides the above, there are several other springs of less note, possessing medicinal properties of a similar character.

The *Sans Souci Hotel* at this place, erected by the late Nicholas Low, Esq., in 1803, is an old and popular boarding house, delightfully situated near the centre of the village. It is often thronged during the summer months with visitors from every section of the United States and Europe.

The *Rensselaer and Saratoga Railroad* terminates at this place, where it unites with the *Saratoga and Schenectady Railroad*, thus affording a speedy communication with the cities of Schenectady, Troy and Albany, and with Saratoga Springs, 6½ miles north of Ballston Spa.

The village of SARATOGA SPRINGS, pleasantly situated on a plain, surrounded in part by a beautiful grove of pine trees, is the most noted watering place in the Union, the mineral springs, possessing great medicinal properties, vary somewhat in their analyses. It is built chiefly on one broad street, and the numerous large hotels and houses for the accommodation of visitors, give it an imposing appearance, particularly when thronged with company, as it usually is during the summer months. It was incorporated in 1816, and now contains about 2,500

inhabitants, 300 dwelling houses, one Presbyterian, one Episcopal, one Baptist, one Methodist, one Universalist and one Roman Catholic church ; one mutual insurance company, an incorporated academy, a female seminary and several select schools ; the Young Men's Association, a new and popular chartered institution, numbering about 150 members ; 35 stores of different kinds ; 2 iron foundries, 1 machine shop, an extensive carriage manufactory, and 3 printing offices, besides many other kinds of mechanic work shops.

The hotels and boarding houses are numerous, and many of them fitted up on a large and magnificent scale, unsurpassed by any similar establishments in the Union. The *United States Hotel*, situated near the railroad depôt, is a large four story brick edifice, furnishing accommodations for 400 guests ; the location is central, and within a short distance of all the principal mineral springs. *Congress Hall*, and *Union Hall*, are both old and popular establishments, situated on the south of the village near the Congress Spring. The *American Hotel* is a new house built of brick, in the centre of the village. It is well furnished, and is kept open through the year, affording good accommodations both in winter and summer. The *Columbian Hotel*, *Montgomery Hall*, and *Adelphi Hotel*, are all well kept public houses, and remain open for the accommodation of visitors during the whole year. The *Washington Hall*, *Railroad House*, *Eagle Hotel*, *Temperance Hotel*, *Congress Spring Temperance House*, *Harmony Hall*, *New England Hall*, and *Prospect Mansion House*, besides some 20 or 30 private boarding houses, also accommodate visitors. There are several public bathing houses near the springs, where cold and warm water and shower baths can at all times be obtained.

The railroads afford a speedy communication between the Springs and the cities of Albany, Schenectady, and

Troy. The Saratoga and Washington Railroad, when completed, is to extend from Saratoga Springs to Whitehall, a distance of 40 miles. Stages now run from the Springs to Glen's Falls and Caldwell's, as well as to Sandy Hill, Dunham's Basin, and Whitehall.

The celebrated Mineral Waters, which are the great cause of attraction to this place, require a particular description. At what precise period these springs were first discovered, cannot now with any degree of certainty be ascertained. As early as 1773, a settlement was made here, a little west of the High Rock Spring, for the double purpose of trading with the Indians, and accommodating invalids. The High Rock and Flat Rock were the only springs at that time known. The Congress Spring was first discovered in 1792. There are now within the distance of about half a mile, some 10 or 12 important mineral fountains, flowing to the surface, and most of them located near the margin of a brook which runs through the village on the east. Congress Spring, Washington Spring, Putnam's Spring, Pavilion Springs, Iodine Spring, Hamilton Spring, and the Flat Rock and High Rock Springs, may be named as the most valuable for their medicinal properties, and as objects of curiosity. A cluster of mineral springs known as the "Ten Springs," are situated about one mile east of the village. The most celebrated of these springs is known as the Union Spring; in the vicinity of which is the *Mansion House*, a well kept summer establishment. Large quantities of these waters are annually exported to different parts of the country, affording a handsome income to the several owners, most of them being private property, although no charge is made to visitors, other than what they voluntarily give to those who are employed to wait on them.

The following are analyses of some of the principal Springs of Saratoga.

CONGRESS SPRING.—From experiments and deductions by Dr. Steel, one gallon, or 231 cubic inches of the water of the Congress Spring, is found to contain the following substances, viz :

|                                               | <i>Grains.</i> |
|-----------------------------------------------|----------------|
| Chloride of Sodium, (sea salt) .....          | 385.000        |
| Hydriodate of Soda, .....                     | 3.500          |
| Bi-carbonate of " .....                       | 8.982          |
| "    of Magnesia, .....                       | 95.788         |
| Carbonate of Lime, .....                      | 98.098         |
| "    of Iron, .....                           | 5.075          |
| Silex, .....                                  | 1.500          |
| Hydro-bromate of Potash, a trace, .....       |                |
| <i>Total grains,</i> .....                    | <u>597.943</u> |
| Carbonic acid gas, <i>cubic inches,</i> ..... | 311            |
| Atmospheric air, .....                        | <u>7</u>       |
| <i>Gaseous contents,</i> .....                | <u>318</u>     |

WASHINGTON SPRING, is situated in a southwest direction from Congress Spring. It is a sparkling acidulous water; its temperature is 50 degrees, and one gallon of it affords the following articles, viz :

|                                               | <i>Grains.</i> |
|-----------------------------------------------|----------------|
| Chloride of sodium, .....                     | 231.50         |
| Bi-carbonate of Soda, .....                   | 16.50          |
| "    of Magnesia, .....                       | 40.92          |
| Carbonate of Lime, .....                      | 92.60          |
| "    of Iron, .....                           | 3.25           |
| Silex, .....                                  | 1.50           |
| Hydriodate of Soda, .....                     | 2.75           |
| <i>Solid contents in a gallon,</i> .....      | <u>439.02</u>  |
| Carbonic acid gas, <i>cubic inches,</i> ..... | 262.50         |
| Atmospheric air, .....                        | <u>6.80</u>    |
| <i>Gaseous contents in a gallon,</i> .....    | <u>269.30</u>  |

PUTNAM'S CONGRESS SPRING, is located a few rods east of the United States Hotel. The following is an analysis taken by James R. Chilton, M. D. of New-York city. One gallon of water contains the following ingredients, viz :

|                                                               | <i>Grains.</i> |
|---------------------------------------------------------------|----------------|
| Chloride of Sodium,.....                                      | 214.00         |
| Carbonate of Soda,.....                                       | 14.32          |
| "    of Lime,.....                                            | 63.80          |
| Iodide of Sodium, with a trace of Bromide of Potassium, ..... | 2.00           |
| Phosphate of Lime, .....                                      | .21            |
| Sulphate of Soda, .....                                       | 1.68           |
| Carbonate of Magnesia, .....                                  | 51.60          |
| "    of Iron, .....                                           | 7.00           |
| Silicia, .....                                                | .84            |
| Alumina, .....                                                | .56            |
| <b>Total, .....</b>                                           | <b>361.01</b>  |
| Carbonic acid, <i>cubic inches</i> , .....                    | 341.88         |
| Atmospheric air,.....                                         | 6.04           |
| <b>Total, .....</b>                                           | <b>347.92</b>  |

The gases were obtained and analyzed at the Spring, the temperature of the water being 51° Fahrenheit, in July.

PAVILION FOUNTAIN. This celebrated medicinal fountain rises in a valley near the Pavilion Hotel, [destroyed by fire in 1843,] and was tubed up from a depth of forty feet, in May, 1840, after incredible labor and expense. The great curiosity it excited, and the crowds which it daily attracted, induced the proprietors to have the same analyzed in August following, when one gallon of water was found to contain these constituents, viz :

|                                | <i>Grains.</i> |
|--------------------------------|----------------|
| Chloride of Sodium,.....       | 226.53         |
| Carbonate of Magnesia,.....    | 62.50          |
| “ of Lime,.....                | 60.24          |
| Carbonate of Soda,.....        | 4.70           |
| Oxide of Iron,.....            | 3.10           |
| Iodide of Sodium,..... } ..... | 2.75           |
| Bromide of Potassium,..... }   |                |
| Silica, .....                  | .62            |
| Alumina, .....                 | .25            |
| Total, .....                   | 361.74         |
| Carbonic acid gas,.....        | 480.01         |
| Atmospheric air,.....          | 8.09           |
| <i>Cubic inches</i> , .....    | 488.10         |

The quantity of gas which evolves from the Pavilion Fountain is double its volume of water; which fact renders it an object of great curiosity, and increases its medicinal properties.

IODINE SPRING, is a new fountain, located a few rods north of the celebrated High Rock Spring. According to an analysis of Professor Emmons, of the Medical College in Albany, one gallon of this water contains the following ingredients:

|                                                    | <i>Grains.</i> |
|----------------------------------------------------|----------------|
| Muriate of Soda,.....                              | 187            |
| Carbonate of Lime, .....                           | 26             |
| “ Iron, .....                                      | 1              |
| “ Magnesia, .....                                  | 75             |
| “ Soda, .....                                      | 2              |
| Hydriodate of Soda or Iodine,....                  | 3½             |
| Total, .....                                       | 294½           |
| Carbonic acid gas, ( water bottled three weeks,).. | 330            |
| Atmospheric air, .....                             | 4              |
| <i>Cubic inches</i> ,.....                         | 334            |

The freedom of this water from iron is truly remarkable, and as Professor E. remarks, “supplies a desidera-

tum which has been long wanting, viz : a water which may be drank by a certain class of invalids to whom iron proves a decided injury.

UNION SPRING, one of the most celebrated of the "Ten Springs:" analyzed in 1841, by James R. Chilton, M. D. One gallon of this water contains the following ingredients :

|                                                            | <i>Grains.</i> |
|------------------------------------------------------------|----------------|
| Chloride of Sodium, .....                                  | 243.620        |
| Carbonate of Magnesia, .....                               | 84.265         |
| "    Lime, .....                                           | 41.600         |
| "    Soda, .....                                           | 12.800         |
| "    Iron, .....                                           | 5.452          |
| Iodide of Sodium, .....                                    | 3.600          |
| A trace of Bromide of Potassium, Silica and Alumina, ..... | 1.570          |
| <b>Total, .....</b>                                        | <b>392.907</b> |
| Carbonic acid gas, (from water bottled four weeks,) ....   | 314.16         |
| Atmospheric air, .....                                     | 4.62           |
| <i>Cubic inches, .....</i>                                 | <i>318.78</i>  |

SARATOGA LAKE, lying in Saratoga county, is a beautiful sheet of water, 4 miles southeast of the village of Saratoga Springs, and 5 miles east of Ballston Spa : it is 9 miles long and about 2 miles wide. This lake is much resorted to during the summer months by parties of pleasure, and it is stored with pike, pickerel, perch and other fish. The shores abound with game, and with the lake, afford ample sport to the huntsman and angler.

On leaving Saratoga Springs for the north, the traveler is conveyed by stage to Glen's Falls and Caldwell, or to Whitehall, *via* Sandy Hill, or Dunham's Basin ; at the latter place the stage line connects with canal packet boats running from Albany and Troy, to Whitehall.

The village of GLEN'S FALLS, on the Hudson, 18 miles north of Saratoga Springs, is a place of great interest. The falls in the river at this point have a total descent of about 50 feet, are varied and picturesque, and afford hydraulic power to a vast extent, which is yet but partially used for manufacturing purposes. A new and substantial bridge, about 500 feet long, has been erected here on the site of the old one. It is a free bridge and affords a favorable view of the falls and river. The Champlain canal feeder passes on the north side of the river at this place, receiving its waters from the Hudson, two miles above the village, and uniting with the Champlain canal a few miles east of Sandy Hill, affording a navigable communication with Lake Champlain, and the tide waters of the Hudson river.

This village was incorporated in 1839, and now contains about 1,800 inhabitants, 225 dwelling houses, one Presbyterian, one Baptist, and one Methodist church; an incorporated academy, and a female seminary; four hotels and taverns; thirty stores and groceries; one grist mill, four extensive saw-mills, including three gang mills of twenty-five saws each, and four English mills; four marble mills, containing 275 saws; one plaster mill, one furnace, three machine shops, one marble polishing and chimney piece manufactory, two tanneries, and three extensive establishments for making lime. On both sides of the river at this place are extensive beds of black marble, which for beauty of color and brilliancy of polish, are not exceeded in this country. From this marble, lime also is made of a superior quality. Below the falls, nature has exposed the strata in such a way that the thickness of the several layers can be examined to the depth of at least 70 feet.

The principal hotel at Glen's Falls, where the stage usually stops for passengers to dine, has long been celebrated for its delicious bill of fare.

The road from this place to Caldwell, at the head of Lake George, a distance of 9 miles, passes over a wild and romantic region of country, connected with stirring events in the Revolutionary and old French wars, which make it *classic ground*. Before reaching Lake George you pass the "*Bloody Pond*," near which in September, 1755, about 1,000 English and French were killed, and their bodies thrown into this pond, which now presents a wild and gloomy appearance.

The village of CALDWELL is delightfully situated at the southwest end of Lake George, 62 miles north of the city of Albany. It contains about 200 inhabitants, 35 dwelling houses, a court-house and jail, a county clerk's office, one church, four hotels and taverns, two stores, one grist-mill, one saw-mill, and a plaster mill, situated on Mill brook. In the vicinity of this place, near the south end of the Lake, is situated the site of old *Fort William Henry*, and a short distance beyond, the ruins of *Fort George*; still further south are the ruins of *Fort Gage*; all of which are associated with the early history of this part of the country both in peace and war. The *Lake House*, at this place is a well kept hotel, and is much resorted to during warm weather. It is a delightful summer retreat, where are to be found desirable accommodations for fishing parties and parties of pleasure.—The steamer *William Caldwell*, plies regularly between Caldwell and the outlet of the lake at Ticonderoga, a distance of 36 miles; stages then transport passengers a distance of 4 miles from the landing on Lake George, to the steamboat landing on Lake Champlain; affording one of the most picturesque and romantic excursions imaginable.

LAKE GEORGE, or HORICON, is justly celebrated for its varied, romantic and beautiful scenery, and for the transparency and purity of its waters. It is 36 miles long, north and south, and from two to three miles wide; and is elevated 243 feet above the tide water of the Hudson, although its waters flow north into Lake Champlain. It is surrounded by high and picturesque hills, sometimes rising to mountain height—and dotted with numerous islands, said to count as many as there are days in the year; some are of considerable size, and cultivated; while others are only a barren rock, rising majestically out of the surrounding waters. *Diamond Island*, near the village of Caldwell, is celebrated for its beautiful quartz crystals, which in shape and brilliancy resemble pure diamonds. The wild and romantic scenery of this lake is no where surpassed. The bed of the lake is a handsome yellowish sand, and the water is so pure and transparent, as to render the bottom visible from 30 to 40 feet. Here the delicious salmon trout, that weigh from 5 to 20 pounds, are found in great numbers and of the finest quality. Silver trout, brook trout, pike, pickerel, perch, and several other kinds of fresh water fish are also abundant. Travellers on the tour from the Springs to Canada, should not fail to visit Lake George; by the French called *Lac Sacrament*, on account of the purity of its waters. The steamboat "William Caldwell," runs through the lake, from Caldwell to the landing near the village of Ticonderoga, whence stages run to Fort Ticonderoga, at the steamboat landing on Lake Champlain; where steam passage boats on their route from Whitehall to St. John's, touch daily, during the season of navigation. This route is varied in scenery, and deeply interesting in historical incidents.

## ROUTE FROM SARATOGA SPRINGS TO WHITEHALL.

The village of SANDY HILL, through which passes the stage route from Saratoga Springs to Whitehall, is situated on elevated ground on the east side of the Hudson, 19 miles from Saratoga Springs, and 50 miles north of the city of Albany. The water power at this place is very great, there being a fall of about 12 feet at the upper part of the village, while about 100 rods below with a continuous descent, are situated *Baker's Falls*, where there is an almost perpendicular fall of 50 feet, affording hydraulic power to a great extent, none of which is at present used for manufacturing purposes.

The Champlain canal feeder passes through this place, uniting with the main canal one or two miles east of the village, affording canal navigation to Lake Champlain and to the navigable waters of the Hudson. The *Saratoga and Washington Railroad*, when completed, will run through Sandy Hill, from Saratoga Springs to Whitehall, a distance of 40 miles.

A daily line of stages run during the summer months from Saratoga Springs to DUNHAM'S BASIN, 2 miles east of Sandy Hill, on the *Champlain Canal*, connecting with canal packets running from Albany and Troy to Whitehall.

The village of FORT EDWARD is 2 miles south of Sandy Hill. This vicinity having been celebrated during the old French and Revolutionary wars, as the theatre of military exploits and savage murder, we subjoin the following extract: "The remains of Fort Edward are still to be seen in the very centre of the romantic little village which now bears its name. At a short distance north, the place is shown where Miss Jane McCrea was murdered by the Indians. Tradition has accurately preserved the location of that most bloody and most melancholy deed. She was on her way to join an officer in the British

army to whom she was to be married. She committed herself, against the remonstrance of her friends, to a party of Indians as the safest escort in those times. They met another party at this place, sent by the anxious and expecting bridegroom, and an altercation ensued in reference to the promised reward ; in the midst of which they were attacked by a party of whites. When the conflict was over she was found tomahawked and scalped. Her lover was overwhelmed with grief, and survived but a short time."

FORT ANN, 10 miles north of Sandy Hill, is a place of interest, being one of many fortified points between Lake Champlain and the Hudson river, celebrated in the early history of the country. The *old fort*, of which hardly a vestige now remains, was erected in 1756.

The village of WHITEHALL, 72 miles north of Albany, is advantageously situated in a narrow valley at the head of Lake Champlain ; it was incorporated in 1820, and now contains about 2,400 inhabitants, 300 dwelling houses, one Presbyterian, one Episcopal, and one Methodist church ; one banking house, four hotels, thirty stores and groceries, and two extensive forwarding houses ; several manufacturing establishments ; two ship yards and two dry docks, where are built and repaired steamboats, lake craft and canal boats ; two brick yards and one tannery, besides almost every other kind of mechanic work shops. Here are owned 2 or 3 steamboats for the conveyance of passengers and merchandise, and two steamboats used as tow boats ; 50 sloops and schooners, averaging about 100 tons burthen, and 70 canal boats, besides others owned on different parts of Lake Champlain, which trade with and pass through this place. Two daily lines of canal packets leave Whitehall for Troy and Albany, and two daily lines of stages, one passing on each side of the Hudson river ; in addition to

which two daily lines of stages run to Saratoga Springs during the summer months, connecting with the railroads to Troy, Schenectady and Albany. A daily line of stages run to Rutland, Vermont, intersecting stage lines running to Boston, &c. During the close of navigation, a daily line of stages run from here to Burlington and Montreal.

The passenger steamboats now running on Lake Champlain, from Whitehall to St. John's, Canada, are the *Burlington*, commanded by Richard W. Sherman, the *Whitehall*, commanded by G. Lathrop, and the *Saranac*. These boats are celebrated for the admirable discipline observed on board and for quiet and comfort.

One of the above boats will leave Whitehall daily, at 10 o'clock A. M. during the season of navigation, which usually lasts from the middle of April to the first of December. The fare through to St. John's is now reduced to \$3.00 for cabin passage.

LAKE CHAMPLAIN, lying between the states of New-York and Vermont, extends north and south a distance of 140 miles; varying from half a mile or less, to 10 miles in width; it is a long, narrow and deep body of water, dotted with a number of islands, the largest of which belong to Vermont. From Whitehall to Crown Point, the lake is quite narrow, but here it begins to expand, and soon becomes 3 miles wide, still increasing northward, until near Burlington, where it spreads to its greatest width. Steamboats of the first class, and sloops of from 50 to 100 tons burthen navigate this lake its whole length, thence down the Sorelle, or Richelieu river, its outlet, to St. Johns, Canada, where steamboat navigation ceases; a total distance of about 150 miles. This lake is connected with the navigable waters of the Hudson, by means of the Champlain canal, which extends south, a distance of 63 miles; also by the Chambly Canal, on the north, with the St. Lawrence river. As you approach near the

centre of Lake Champlain, a large body of water presents itself to view, bordered by scenery of the most picturesque description. The headlands which are seen to great advantage, and the vast ranges of mountains on either side, are truly grand and romantic. The highest peak of the Green Mountains, called the "*Camel's Rump*," is seen on the east, while the high ranges of the mountains of Essex county, are seen on the west. This latter range of mountain peaks, the *Adirondack group*, contain the highest land in the state of New-York, rising in some places to the height of 5,000 feet and upwards, richly stored with iron ore and timber of large growth.

In the streams which flow into this lake are frequent waterfalls of great beauty; and the fine headlands and bays of the lake itself give a picturesque charm to its shores. Its waters are stocked with salmon, salmon trout, sturgeon, pickerel, and various other kinds of fish.

FORT TICONDEROGA. The ruins of this old fortification are situated in the town of Ticonderoga, Essex Co. on the west side of Lake Champlain, at the entrance of the outlet of Lake George, 24 miles north of Whitehall. This place was originally called *Che-on-der-o-ga* by the Indians, signifying, in their language, *noise*; its name was afterwards slightly changed by the French into its present appellation, which it has borne ever since it was first occupied and fortified by them in 1756. The fort was at first named *Fort Carillion*, but afterwards called Fort Ticonderoga, by the English and Americans. This fortification cost the French government a large sum of money, and was considered very strong both by nature and art. It stands on a point of land, elevated 70 feet above Lake Champlain, being surrounded on three sides by water, and on the northwest it was defended by strong breast works. *Mount Independence*, on the opposite or east side of the lake, was

also fortified, and some of the intrenchments are still visible, elevated 110 feet above the lake, and overlooking the peninsula of Ticonderoga. After several sanguinary conflicts in this vicinity and under the very walls of the fort, in which several thousand lives were sacrificed, this important military position was tamely evacuated by the French in 1759, and given up to the British army under Lord Amherst ; who retained possession until it was taken by surprise by Col. Ethan Allen, of the American army, in 1775. He is said to have entered the fort through a subterraneous passage from the south, extending to the lake ; surprising the commandant in his bed before he was aware of his danger, and in his characteristic way required the officer to surrender. He asked to whom ? “ Why, to Jehovah and the Continental Congress, to be sure ; ” was his laconic reply. In 1777, the British army, under Gen. Burgoyne, on their route to Saratoga, appeared in array before Ticonderoga, when Gen. St. Clair, the American commander, was forced to evacuate ; the enemy having erected a battery on *Mount Defiance*, in the rear, elevated 720 feet above the lake, which overlooked and completely commanded this fortification, which was before considered almost impregnable ; it then remained in the hands of British until the close of the war. Since that time it has been suffered to go to decay, and now presents one of the most interesting ruins of the kind in this country, and is annually visited by a great number of travellers. Near by, delightfully situated on the lake shore, is a well kept hotel for the accommodation of visitors. Here steamboats, during the season of navigation, daily land and receive passengers, on their route from Whitehall to St. John's, Canada.

The following account of the DEFEAT OF THE BRITISH AT TICONDEROGA, IN 1759, is taken from the "Memoirs an American Lady," written by Mrs. Grant.

"The army under the command of Gen. Abercrombie, crossed Lake George on the 5th of July, and landed without opposition. They proceeded in four columns to Ticonderoga, and displayed a spectacle unprecedented in the New World. An army of sixteen thousand men, regulars and provincials, with a train of artillery, and all the necessary provisions for an active campaign or regular siege, followed by a fleet of batteaux, pontons, &c. They set out wrong, however, by not having Indian guides, who are alone to be depended on in such a place. In a short time the columns fell in upon each other, and occasioned much confusion. The advance guard of the French, which had retired before them, were equally bewildered, and falling in with each other in this confusion, a skirmish ensued, in which the French lost above three hundred men, and the English, though successful in this first rencontre, lost as much as it was possible to lose, in one man—for here it was that the valiant Lord Howe, the second in command, fell mortally wounded. He was shot from behind a tree, probably by some Indians; and the whole army were inconsolable for a loss they too well knew to be irreparable.

"The fort is in a situation of peculiar natural strength; it lies on a little peninsula, with Lake Champlain on one side and a narrow opening communicating with Lake George, on the other. This garrison, which was well prepared for attack, and almost impregnable from situation, was defended by between four and five thousand men. An engineer sent to reconnoitre, was of opinion that it might be attacked without waiting for the artillery. The fatal resolution was taken without consulting those who were best qualified to judge.

“ I cannot enter into the dreadful detail of what followed. Certainly never was infatuation equal to this. The forty-second regiment was then in the height of deserved reputation, and commanded by a veteran of great experience and military skill, Col. Gordon Graham, who had the first point of attack assigned to him. He was wounded at the first onset, and of the survivors, every officer retired wounded off the field. Of the fifty-fifth regiment, ten officers were killed, including all the field officers. No human beings could show more determined courage than this brave army did—standing four hours under a constant discharge of cannon and musketry from barricades, on which it was impossible for them to make the least impression. Gen. Abercrombie saw the fruitless waste of blood that was every hour increasing, and ordered a retreat, which was very precipitate ; so much so, that they crossed the lake, and regained their camp on the other side, the same night. Two thousand men were killed, wounded, or taken in this disastrous engagement ; which, was however, quickly succeeded by the dear bought conquest of Quebec, where fell both the rival commanders, WOLFE and MONTCALM.”

*Mount Defiance*, about one mile southwest of Fort Ticonderoga, on the south side of the outlet to Lake George, is a bold promontory, elevated about 800 feet above the level of the Lake. While the ascent from the water or eastern face is quite steep and difficult, the approach from the west is easy. It was from this quarter that Gen. Burgoyne, in 1777, ascended this mountain and planted several pieces of artillery—obliging the Americans to evacuate the fort, which was before considered almost impregnable. The top of this eminence gives a grand view of Lake Champlain and the surrounding country, and is well worthy of a visit, which can easily be accomplished on foot.

The village of TICONDEROGA, two miles west of Lake Champlain, is situated on the outlet of Lake George, where is a thriving settlement, surrounded by picturesque mountain scenery. One or two miles farther west on the road to Lake George, is situated another village called *Upper Ticonderoga* or *Alexandria*. Here is a most beautiful fall of water, affording immense hydraulic power, a small part of which is only used for propelling machinery. The steamboat landing, at the foot of Lake George, is about one mile west of the latter place, the whole distance to Lake Champlain being four miles.

SHOREHAM, 2 miles from Ticonderoga, on the opposite side of the lake, is a regular steamboat landing.

BRIDPORT, 9 miles further, is another landing on the Vermont shore.

CHIMNEY POINT, 6 miles north of Bridport, is also another landing on the east side of the lake.

CROWN POINT, 18 miles north of Ticonderoga, on the west side of Lake Champlain, presents an interesting appearance from the water. The ruins of the old fortifications are situated on a neck of land running into the lake; the embankments are visible and indicate an immense amount of labor expended to render this point invulnerable to an approaching foe, whether by land or water; yet it was taken by surprise, at the commencement of the revolutionary struggle, by the celebrated Col. Ethan Allen.

PORT HENRY, on the west side of the lake is situated on *Cedar Point*, at the mouth of *Bulwagga Bay*, which separates Crown Point from the main land. Here are the works of the *Port Henry Iron Company*, with iron ore of good quality in the vicinity.

WESTPORT, 54 miles north of Whitehall, is situated on northwest bay, on the west side of Lake Champlain. It

contains 6 or 700 inhabitants and is a thriving place. A horse ferry boat here plies across the lake, running to Basin Harbor, Vermont.

FORT CASSIN, 7 miles further north, on the east side of Lake Champlain, is situated near the mouth of the Otter river, which is navigable to Vergennes, a distance of 5 miles.

SPLIT ROCK, on the west side of the lake, 2 or 3 miles south of the village of Essex, is a rocky promontory projecting into the lake on the west side, about 150 feet, and elevated above the level of the water some 30 or 40 feet. This is perhaps the greatest natural curiosity on Lake Champlain. The part detached contains about half an acre, covered with a small growth of trees, and is separated from the main rock about 20 feet. It is evident this rock has been detached by some convulsion of nature, as the two faces exactly fit each other—the prominences in the one corresponding with the cavities in the other.

The village of ESSEX, 68 miles from Whitehall, is handsomely situated on the west side of Lake Champlain, opposite *Charlotte Landing*, with which it is connected by a horse ferry boat. The lake here expands to 3 or 4 miles in width, and presents a large expanse of water towards the north. The *Green Mountains* of Vermont, and the *Adirondack Group* of Essex county, are here seen stretching north and south in vast mountain peaks and ridges. The *Camel's Rump*, being one of the highest peaks of the former, is overlooked by Mount Marcy on the New-York side of the lake, the latter being elevated 5,467 feet, or upwards of one mile above the tide waters of the Hudson; and near it this noble river has its most northern source.

BURLINGTON, Vermont, 82 miles from Whitehall and 75 miles from St. John's, Canada, by steamboat route, is most delightfully situated on the east shore of Lake Champlain. This is the most important place in the state, lying on Burlington Bay. It possesses a convenient and safe harbor for steamboats and lake craft. The United States government have here erected a breakwater, which protects the shipping from westerly winds, and is a great addition to the security of the harbor. In 1840, it contained a population of 4,721 inhabitants; about 600 dwelling houses; the University of Vermont, consisting of four spacious edifices; the Episcopal Institute; a court-house and jail; 7 churches of different denominations, an academy and 2 female seminaries, 2 banking houses, several well kept hotels, and a number of stores of different kinds; besides several factories and mills, and most every kind of mechanic establishments.

This village overlooking the lake, with its bays, islands, and adjacent scenery—the passing steamboats and other vessels; possesses a beauty of location probably unsurpassed by any other place in the Union. In trade and commerce it is closely allied with the interests of the State of New-York. Steamboats stop here daily on their route from Whitehall to St. John's, Canada; a steamboat also plies from this place to Port Kent, on the opposite side of the lake, a distance of 10 miles, and thence to Plattsburgh, a further distance of 12 miles.

PORT KENT, is advantageously situated on the west side of Lake Champlain, 12 miles south of the village of Plattsburgh. It contains about 250 inhabitants, 30 dwelling houses, 1 church, 2 taverns, 3 stores and 2 ware-houses. The site of this place is beautiful, commanding one of the finest views on Champlain, extending to

the opposite shore of Vermont. It is contemplated to construct a railroad from Port Kent to the Au Sable Forks, a distance of 16 miles, passing through the villages of Keeseville and Clintonville. Immediately south of the landing at this place, lies *Trembleu Point*, the commencement of the *Clinton range* of mountains.

KEESEVILLE, is situated on both sides of the Au Sable river, 4 miles west of Port Kent. It contains about 2,000 inhabitants, 300 dwelling houses, 1 Congregational, 1 Baptist, 1 Methodist and 1 Roman Catholic church, an incorporated academy, 1 banking house, 2 taverns, and 18 stores and groceries. The water power at this place is very great, and advantageously used by several manufacturing establishments. The "Keeseville Manufacturing Company" is chartered, with a paid capital of \$40,000; they own on the north side of the river, an extensive water power, on which is situated a forge with three fires, a rolling mill and nail factory, which manufacture into roll iron and nails about 1,000 tons of iron annually. The "Keeseville Wollen and Cotton Company" is also chartered, with a paid capital of \$30,000: they own on the south side a large factory building, to which is attached a drying house and a dye house, all built of stone in the most substantial manner. There are also 2 flouring mills, 4 extensive saw mills, which make annually about half a million of market boards; 1 furnace and a machine shop, 1 plaster mill, 1 brewery, 1 large wheelwright shop, 1 tannery, and 1 printing office, together with most other kinds of mechanic work shops.

At BIRMINGHAM, 2 miles below Keeseville, is a succession of picturesque falls, in all about 150 feet descent. Immediately below the lower falls the river enters a deep ravine of singular and romantic beauty. Through the chasm thus formed by the wearing of the waters, or

some convulsion of nature, the rocks rise from 75 to 150 feet, almost perpendicular, for a distance of about two miles, averaging about 50 feet in width, altogether forming a great natural curiosity. In addition to the above, there are other ravines in this vicinity of singular formation.

PLATTSBURGH, is situated on both side of the Saranac river, on the west shore of Lake Champlain, 162 miles north of the city of Albany. It was incorporated in 1815, and now contains about 2,600 inhabitants, 350 dwelling houses, a court-house, jail and county clerk's office; 1 Presbyterian, 1 Episcopal, 1 Methodist and 1 Roman Catholic church; an incorporated lyceum and an incorporated academy; 5 hotels and taverns, 30 stores and groceries, 1 flouring mill, 1 grist mill, 2 cotton factories, 3 woollen factories, 2 marble mills, 2 fulling mills, 2 saw mills, 2 tanneries, 1 machine shop, 1 soap manufactory, and 2 printing offices, together with almost every other kind of mechanic work shops. The water power at this place is very great; the Saranac river here having a succession of falls, making a total descent of about 40 feet; only a part of which is occupied for manufacturing purposes. The surrounding country is rich in agricultural and mineral productions, and Plattsburgh is the proposed termination of the Ogdensburg and Lake Champlain Railroad, which when completed, will greatly tend to develop the resources of the whole northern part of the State of New-York. This is an United States military post, where the government are now erecting extensive stone barracks, near the lake shore, south of the village, and a permanent breakwater for the protection of the harbor.

Plattsburgh was the scene of an important engagement between the British and American armies, in September,

1814, which resulted in the defeat of the British, under the command of Sir George Prevost, and the capture of the British fleet under Com. Downie, who was killed in the action. The American army was commanded by Maj. Gen. Macomb, and the fleet by Com. McDonough.

The officers, on both sides, who fell in the several encounters by land and water, on the memorable occasion just mentioned, were buried in the public cemetery adjacent to the village of Plattsburgh; but their graves were left, under the pressing exigencies of that time, without any permanent monument, or stone of memorial. That community, long discontented with an omission which seemed to betoken an apathy not at all in unison with real feelings, at last determined to make amends for their neglect, and fulfil all the rites of sepulture. Accordingly, a little previous to the return of the anniversary of the battle, in 1843, meetings were held at which it was resolved to celebrate the day, by placing marble monuments, with appropriate inscriptions, at the several graves, and thus render to the brave and devoted dead, the remaining public honors so eminently their due, and so long left unpaid. This design was carried into effect under the superintendence of the Clinton County Military Association, and the anniversary rendered deeply interesting by the placing of these monuments, with appropriate ceremonies and religious services, accompanied by commemoration addresses.

The graves are arranged in the form of a parallelogram, with that of Capt. Downie, the commander of the British flotilla, in the centre, as the officer of highest rank. The names of the others, so far as known, are as follow: Of our own countrymen, Lt. George W. Runk, of the U. S. A.; Lt. Peter Gamble, U. S. N.; Lt. John Stansbury, U. S. N.; Sailing Master Rogers Carter, U. S. N.;

Midshipman James M. Baldwin, U. S. N.; Pilot Joseph Barron, U. S. N., and another pilot, name not known. Of the British army; Col. Wellington, 3d Regt. Buffs, Capt. Purchess, 76th Regt., and a Lieutenant, name not known, of the 3d Regt. Buffs; and of the British navy three Lieutenants, names not known.

The beautiful lines of an Irish poet of the last century, (Collins,) can never be more appropriate than to this occasion:

“How sleep the brave who sink to rest,  
By all their country's wishes blest!  
When spring with dewy fingers cold,  
Returns to deck their hallowed mould.  
She there shall dress a sweeter sod  
Than fancy's feet have ever trod.  
There honor comes, a pilgrim grey,  
To bless the turf that wraps their clay,  
And memory shall awhile repair  
To dwell a weeping hermit there.”

CUMBERLAND HEAD, is a peninsula extending two or three miles into the lake, opposite the village of Plattsburgh, forming *Cumberland Bay*, into which empties the Saranac river.

CRAB, or HOSPITAL ISLAND, lies 2 miles south, and near the track of the steamers on their way to and from the landing at Plattsburgh. It was on a line nearly north and south between Cumberland Head and Crab Island, that the British and American fleets encountered each other, on the 11th of September, 1814, a day which brought so much honor to the American flag.

SOUTH HERO, and NORTH HERO, are the names of two Islands belonging to the jurisdiction of Vermont. The former is connected by a ferry, on the west side with Cumberland Head, and on the east side with the main shore of Vermont.

CHAZY LANDING, 16 miles north of Plattsburgh, is a convenient steamboat landing, on the west side of Lake Champlain.

ISLE AU MOTT, opposite the above landing, is a fine island, also attached to Vermont. It is 6 miles long and 2 miles wide, containing much good land, and a valuable quarry of marble.

The town of ALBURG, Vt. is a triangular body of land, projecting from Canada into Lake Champlain, by which it is surrounded, excepting on the Canada side. On the eastern shore lies the village of *Alburg*, a port of entry, and a few miles north is *Alburg Springs*, where is a small settlement, and mineral spring of considerable efficacy in scrofula and other cases.

MISSISQUI BAY, still further northeast, is a large body of water lying mostly in Canada, or north of the 45th degree of north latitude.

The village of ROUSE'S POINT, in the town of Champlain, 25 miles north of Plattsburgh, and 132 miles from Whitehall, is situated on the west side of Lake Champlain, about one mile south of the Canada line, and has a convenient steamboat landing. It is surrounded in part by a level and fertile region, which extends west to the St. Lawrence river. One mile north of the village is a military position commanding the navigable channel of the lake. In 1815, the government of the United States commenced the construction of a strong fortress at Rouse's Point; but on running out the boundary line between the United States and Canada, under the treaty of Ghent, this point was found to be north of the 45th degree of north latitude, and the works were suspended. By the treaty of Washington, concluded in 1842, the boundary was so adjusted, however, as to give this point to the United States. The suspended works are in a very dilapi-

dated condition, and serves at present only as a land-mark to indicate the line of division between two national jurisdictions.

AT THE LINE, the lake, which, a little south, is 3 miles across, narrows to about a mile in width. On the east, as the steamer passes into the Canadian waters, may be seen a long line of road cut through a forest: this marks the boundaries between Canada and the United States.

ASH ISLAND, 4 miles north of Rouse's Point, is considered the foot of Lake Champlain. Here the Richelieu, or St. John's river, as the outlet of Lake Champlain is called, is about half a mile wide. The land on both sides of the stream seems almost level with the water, and presents this low and flat surface for many miles.

ISLE AUX NOIX, situated in the Richelieu river, 12 miles north of Rouse's Point, is the first steamboat landing after entering Canada. Here is a strong fortification occupied by British troops, and commanding the channel of the river. The American steamer is compelled to land at this place to take on board a custom house officer, and to show their permit as it returns. On the arrival of the boat at St. John's, being as far as the river is navigable for steamboats; the baggage of the passengers is subject to the inspection of custom house officers, before being removed on shore; a duty being levied on such articles as are not allowed to enter free.

ST. JOHN'S, or DORCHESTER, 157 miles from Whitehall, is advantageously situated on the west side of the Richelieu river, a bridge connecting it with the village of St. Anthanaise on the opposite shore. It is 23 miles north of the American line, 24 miles southeast of Montreal, and contains about 2000 inhabitants, 250 dwelling houses, a custom house and barracks for soldiers, 1 Episcopal, 1

Roman Catholic, and 1 Methodist church; 10 hotels and taverns, of which Mann's, Morehouse's, and Mrs. Watson's are the most noted; 9 stores and 2 forwarding houses, 2 tanneries and a number of mechanics' shops of different kinds.

The *Chambly Canal*, extends from St. Sohn's to Chambly, on the north west side of the Richelieu river, a distance of 12 miles. It was completed in 1843, at a cost of about \$400,000. There are nine locks on this canal 120 feet long, 24 feet wide and 6 feet deep; lift 10 feet each, making a total descent of 90 feet in 12 miles. This canal was constructed by the Provincial government. It affords navigation for vessels of 100 tons burden between Lake Champlain and the St. Lawrence river, thus furnishing an uninterrupted water communication from New-York to Quebec.

The *Champlain and St. Lawrence Railroad* extending from St. John's to La Prairie on the St. Lawrence, a distance of 15 miles, belongs to a joint stock company. It was completed in 1826, at a cost of \$200,000 including depôt buildings, locomotives, cars, &c. The road runs over a level section of country, and was constructed at a less sum than the estimated cost. The usual fare from St. John's to Montreal, is one dollar in first class cars; fifty cents in second class cars.

At LA PRAIRIE, a convenient steam ferry boat conveys passengers to Montreal, a distance of 9 miles.

The aspect of the St. Lawrence is truly grand and interesting, as you approach it on the south from St John's. Towards the west is seen the Lachine rapids, one of the most dangerous on the river. Opposite Montreal it is 3 miles wide, embosoming the beautiful island of St. Helen, which is fortified and garrisoned by British troops.

As you approach Montreal by water, the city, shipping, and wharves are seen to great advantage. The latter—the wharves—probably exceed any thing of the kind in America, consisting of a range of massive and solid masonry extending along the river for upwards of a mile.

\* \* For a description of MONTREAL, and other places in CANADA, see the TOUR THROUGH CANADA in the "PICTURESQUE TOURIST."

TABLE OF DISTANCES BETWEEN ALBANY  
AND MONTREAL,  
BY THE MOST DIRECT ROUTE.

| PLACES.                   | Place to place. | From Albany. | From Montreal. |
|---------------------------|-----------------|--------------|----------------|
| ALBANY, .....             | 0               | 0            | 252            |
| Troy, .....               | 6               | 6            | 246            |
| Whitehall, .....          | 66              | 72           | 180            |
| Ticonderoga, .....        | 24              | 96           | 156            |
| Burlington, .....         | 58              | 154          | 98             |
| Plattsburgh, .....        | 25              | 179          | 73             |
| Rouse's Point, .....      | 25              | 204          | 48             |
| St. John's, Canada, ..... | 24              | 228          | 24             |
| MONTREAL, .....           | 24              | 252          | 0              |

TABLE OF DISTANCES FROM MONTREAL TO  
QUEBEC, BY WATER.

|                         |           |
|-------------------------|-----------|
| To Verennes, .....      | 15 Miles. |
| William Henry, .....    | 30 45 "   |
| Lake St. Peter, .....   | 8 53 "    |
| St. Francis, .....      | 30 83 "   |
| Three Rivers, .....     | 7 90 "    |
| St. Anne, .....         | 25 155 "  |
| Richelieu Rapids, ..... | 20 135 "  |
| Cape Sante, .....       | 15 150 "  |
| Cape Rouge, .....       | 22 178 "  |
| QUEBEC, .....           | 8 180 "   |

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TABLE OF DISTANCES FROM MONTREAL TO  
KINGSTON.

|                                              |          |
|----------------------------------------------|----------|
| To Lachine, <i>by stage</i> , .....          | 9 Miles. |
| Cascades, <i>by steamboat</i> , .....        | 24 33 "  |
| Coteau du Lac, <i>by stage</i> , .....       | 16 49 "  |
| Cornwall, <i>by steamboat</i> , .....        | 41 90 "  |
| Dickinson's Landing, <i>by canal</i> , ....  | 12 102 " |
| Ogdensburgh, or Prescott, <i>steamboat</i> , | 38 140 " |
| Brockville, <i>do.</i> .....                 | 12 152 " |
| KINGSTON, <i>do.</i> .....                   | 60 212 " |

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From KINGSTON to TORONTO, *by steamboat*, 180 miles.

To NIAGARA FALLS, *by Steamboat and Railroad*,  
50 miles further.

Total distance from MONTREAL to NIAGARA FALLS,  
442 miles.





NIAGARA FALLS (Horse Shoe Fall,) FROM GOAT ISLAND.

## WESTERN TOUR.

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### ROUTES FROM ALBANY AND TROY TO BUFFALO AND NIAGARA FALLS.

THE first link of the great chain of railroads connecting the navigable waters of the Hudson with Lake Erie, is the *Mohawk and Hudson Railroad*. It was one of the first constructed railroads in this state, the company having been chartered in 1826. It extends from Albany to Schenectady, 16 miles, and passes over a tract of sandy land, covered nearly the whole distance with a thick growth of stunted pines. Though at present barren and uninviting, this district is capable of being rendered fruitful and beautiful by judicious tillage; and at no extraordinary cost. The sand is everywhere underlaid, generally at no great depth, with clay; and at the bottoms of the ravines and basins, or rather *bowl*s, with which the whole tract abounds; are rich deposits of muck and a marly clay, which could be mixed with the sand at about as little cost as equal quantities of other manures, and would furnish precisely those ingredients which are now mostly deficient in the general soil. The few farms which skirt this tract, are encouraging evidences of what the whole could be rendered, and if so rendered, there are few districts more beautiful than this would be. Its surface is agreeably varied, and from its general elevation, it commands a wide horizon, with distant prospects of universal beauty.

The *Schenectady and Troy Railroad*, which has recently been put in operation, extends from the city of Troy to the city of Schenectady, on a line of 20 miles in

length, and making with the other road, two lines of travel diverging from the tide waters of the Hudson, in addition to the *Erie Canal*.<sup>\*</sup> This road from Troy inclines to the north, running parallel with the Mohawk river, and is remarkable for the variety and beauty of its scenery.

The CITY OF SCHENECTADY is handsomely situated on the south bank of the Mohawk, at the true commencement of the celebrated valley of that river. This is an ancient place, having been settled as early as 1620, by the Dutch, many of whose living descendents reside in the dwellings of their ancestors, and retain many of their primitive habits. This place was called by the Indians *Schagh-nac-taa-da*; signifying in their language, "*beyond the pine plains*." During the old French and Indian wars, Feb. 9, 1690, it was taken by surprise in the dead of night, was sacked and burnt by the Indians; a great number of its inhabitants were massacred, and others carried away into captivity. It was chartered as a city in 1798; and in 1840, contained 6,784 inhabitants. Few inland towns present a more thronged thoroughfare than Schenectady. In addition to the *Erie Canal*, which passes through the centre of the city, here diverge four important railroads. Besides those already mentioned, there are the *Saratoga and Schenectady Railroad*, running to Ballston Spa and to Saratoga Springs,  $21\frac{1}{2}$  miles; and the *Utica and Schenectady Railroad*, running to Utica, 78 miles, and traversing the rich valley of the Mohawk, parallel with the river and the *Erie Canal*.

The public building, dwellings, and stores in Schenectady, present a plain appearance, perfectly in keeping with the general character of the place. There are several well kept hotels, affording every desirable accommodation for the traveller, if inclined to tarry for business or pleasure. The place derives its most extended cele-

brity from being the seat of *Union College*, situated on the elevated ground about half a mile east of the compact part of the city. This institution was incorporated in 1795, and derived its name from the fact that its founders were members of different denominations, and proffered its advantages indiscriminately to the followers of every faith. The buildings consist of one stone and two brick edifices, containing accommodations for the president and professors and their families; 2 chapels, lecture and library rooms, 4 halls for the meeting of literary societies, and dormitories for students, of whom there are usually from 200 to 300, from every section of the country. Attached to the institution, are about 250 acres of land, appropriated in part to groves for recreation and health. These are distinguished for beauty of feature and situation, and present great capability for improvement. The annual commencement takes place on the fourth Wednesday of July, after which there is a vacation of six weeks.

In addition to railroad cars, commodious *Canal Packet Boats*, run daily during the opening of the canal, between Schenectady and Utica, a distance by this route of 80 miles, affording a cheap and comfortable mode of conveyance.

On leaving Schenectady for Saratoga Springs, and for Utica, the railroad tracks cross the Erie canal and Mohawk river by substantial bridges. If bound for the Springs, you proceed northward through an interesting region, passing on the way the village of Ballston Spa, an old and celebrated place of resort, and the terminus of the *Rensselaer and Saratoga Railroad*, which comes up from Troy. If bound to the west, your route is on the north side of the Mohawk, and your first halt is at the village of

AMSTERDAM, 15 miles from Schenectady, and connected by a toll-bridge with PORT JACKSON on the opposite side of the river. Amsterdam contains about 1,700 inhabitants, and in the immediate vicinity are annually quarried large quantities of a fine quality of limestone, much used for the construction of locks and other public works. Stages leave Amsterdam daily for the FISH HOUSE, on the Sacondaga river, and for other places to the north in Fulton county. One or two miles west of Amsterdam, on the line of the railroad, are situated two of the old stone mansions of the Johnson family, who figured largely in the early history of this part of the country.

SCHOHARIE CREEK, a fine stream descending from the high lands away to the south, and towards the head waters of the Delaware, enters the Mohawk in the midst of a broad tract of rich alluvial land, at the distance of 22 miles from Schenectady. On a sort of natural bastion in the angle between the creek and the river, once stood *Fort Hunter*, famous in old colonial times, in the transactions between the Indians and the white men, and its remains are still traceable.

FONDA, a pleasant village of recent date, and the county seat of Montgomery county, is 42 miles by railroad from Albany. It stands on the north side of the Mohawk, and opposite the village of FULTONVILLE, on the Erie canal.

JOHNSTOWN, the county seat of Fulton county, lies 4 miles north of the Mohawk river, and 45 miles from Albany. This is an old and interesting place, containing about 1,000 inhabitants. It was originally founded by Sir William Johnson, whose residence, built of limestone, is still standing about one mile west of the village. A daily line of stages runs from Johnstown to Fonda

connecting with the cars on the Utica and Schenectady Railroad.

To the north of Johnstown, and some 30 miles distant, lies the county of Hamilton, being for the most part an unsettled wilderness of great extent. This region of country abounds with lakes and streams richly stored with trout and other fish of fine flavor, the most frequented resorts are Lake Pleasant and Lake Piseco, and the creeks and rivers in their neighborhood.

SPRAKER'S BASIN, on the line of the Erie canal is 36 miles from Schenectady. Here is located a thriving settlement, containing a church and some 20 or 30 dwellings.

PALATINE BRIDGE, 54 miles from Albany, connects with the village of CANAJOHARIE, on the south bank of the Mohawk river, and the proposed terminus of the *Catskill and Canajoharie Railroad*, a distance of 78 miles from the Hudson river at Catskill, by this route. Canajoharie was incorporated in 1829, and now contains about 1,300 inhabitants. The Erie canal passes through the centre of the village. Stages leave this place daily, during the summer season, for Sharon Sulphur Springs and Cooperstown.

SHARON SPRINGS, some 10 or 12 miles south of Canajoharie, and 45 miles west of Albany, *via* the Cherry-Valley turnpike, has become a place of considerable resort for health or pleasure. The *Pavilion* is a large and well kept public house, affording a view, said to be equal to that of the Catskill Mountain House. The rides in the vicinity, the numerous villages, extensive views, neighboring caves and romantic scenery, together with the delightful fishing in Otsego Lake, are among the many attractions offered to those seeking in the heat of summer either health or pleasure.

Added to these advantages, the pure clear waters of these springs, greatly resembling those of the White Sulphur Springs of Virginia, have been proved to be highly efficacious in Rheumatic, Cutaneous, and Dyspeptic complaints, and in some respects possess medicinal and healing properties unsurpassed, and believed to be unequalled in the United States.

From a certificate of a recent analysis made for the proprietor of these Springs by one of the most eminent chemists in this country, (Dr. Chilton of New-York,) the following results have been obtained from one gallon of the water:

	<i>Grains.</i>
Sulphate of Magnesia, .....	42.40
Sulphate of Lime, .....	111.62
Chloride of Sodium, .....	2.24
Chloride of Magnesium, .....	2.40
Hydrosulphuret of Sodium, } .....	2.28
Hydrosulphuret of Calcium, }	
Vegetable extractive matter, .....	

Total grains, ....	160.94
Sulphuretted Hydrogen Gas, .....	16 cubic inches.

COOPERSTOWN, although off from the great line of travel, east and west, is well worthy of a visit. It is 66 miles west of the city of Albany, by stage route, and most delightfully situated on a plain at the outlet of Otsego Lake, this being the chief source of the Susquehanna river. No inland village in the Union, probably excels Cooperstown in elegance of situation and beauty of surrounding scenery. *Otsego Lake* in the immediate vicinity, is a most beautiful sheet of water, abounding in trout and bass, celebrated for their peculiar flavor.

RICHFIELD SPRINGS, 69 miles from Albany, is situated near the head of Canaderaga lake. Here is a celebrated sulphur spring, which is much resorted to by invalids, and is noted for the cure of cutaneous disorders.

FORT PLAIN, 57 miles from Albany by railroad route, on the south side of the Mohawk river, is situated on the line of the Erie canal; it was incorporated in 1834, and now contains about 1,400 inhabitants. A daily line of stages run from this place to Cherry-Valley, Coopers-town, and Sharon Springs in Schoharie county.

PALATINE CHURCH, 60 miles from Albany, is surrounded by a small settlement.

SAINT JOHNSVILLE, 63 miles from Albany and 31 from Utica, is situated on the north side of the Mohawk, on the line of the Utica and Schenectady Railroad; it contains about 300 inhabitants.

EAST CANADA CREEK, enters the Mohawk river 3 miles west of St. Johnsville. This stream for a considerable distance forms the boundary line between the counties of Montgomery and Herkimer.

LILLE FALLS, Herkimer county, is situated on both sides of the Mohawk, 73 miles west of the city of Albany. It was first incorporated in 1811, and amended in 1827; it now contains about 2,500 inhabitants, 300 dwelling houses, 1 Presbyterian, 1 Episcopal, 1 Baptist, 1 Methodist, and 1 Roman Catholic church; a large and beautiful academy building, a banking house, 5 hotels, and taverns, 30 stores and groceries, 2 printing offices, together with almost every other kind of mechanic work shops; and the village is rapidly improving in population and business. The Mohawk river here falls, in the distance of half a mile, about 42 feet affording hydraulic power to a large extent, only a small portion of which is at present occupied for manufacturing purposes. There are now erected and in operation, 1 extensive woollen factory, with new and improved machinery, 3 paper mills, 3 flouring mills, 2 saw mills, 1 plaster mill, 1 trip ham-

mer works, 4 furnaces, 1 machine shop, 1 distillery, 1 brewery, 1 sash factory, and 1 fulling mill.

This place and vicinity is justly celebrated for its wild and romantic scenery, and is much resorted to by the admirers of nature and art. The gap between the mountains, through which the river has apparently worn for itself a passage, though confined, is still of breadth sufficient to afford room for a large town. The rock at the river bed is primitive granitic gneiss, very hard but is readily quarried and broken into building stone. Above this, on the mountain sides, lies the sand rock, and still higher, at the top, are extensive beds of blue limestone; great quantities of which have been used in constructing the locks, and for building, for coping, and for flagging. Through this gorge passes the Erie canal, on the south side of the river; and the Utica and Schenectady Railroad and the Mohawk turnpike on the north. It is the gateway through which the product and travel of the vast west must of necessity pass to tide water. An aqueduct crosses the Mohawk at this place, communicating with a feeder on the north side of the river, and is a fine specimen of masonry. A daily line of stages runs between Little Falls and Trenton Falls, and several mail routes north and south branch off at this place.

WEST CANADA CREEK, enters the Mohawk river, 5 miles west of Little Falls. Its whole length is about 60 miles from its sources, in the wilds of Hamilton county. It is a romantic and lovely stream, and abounds with fine trout. About 20 miles from its mouth are situated *Trenton Falls*, being on the border of the town of the same name in Oneida county.

The village of HERKIMER, 79 miles from Albany, is handsomely situated in the valley of the Mohawk on the north side of the river. It was incorporated in 1807, and

now contains about 800 inhabitants, 120 dwelling houses, a new brick court-house, and stone jail, built on an improved model, combining security and comfort to the prisoners; a fire-proof clerk's office; an incorporated academy in a flourishing condition; 1 banking house; 1 German Reformed, and 1 Methodist church; 6 hotels and taverns; 10 stores and groceries, and 1 printing office. Here is a flouring mill containing four run of stone, situated on a *hydraulic canal*, which is fed by the waters of the West Canada creek; it is about three miles in length and has two falls, one of 22 feet, and another of 15 feet, affording water power sufficient to propel upwards of 100 run of stone, most of which is still unoccupied, and is one of the most durable and available water powers in the state.

The village of MOHAWK, situated on the south side of the river, one mile west of Herkimer, is a thriving place of business, through which passes the Erie canal.

The village of FRANKFORT, 9 miles east of Utica, is also situated on the line of the Erie canal, and contains about 500 inhabitants.

THE CITY OF UTICA, situated on the south side of the Mohawk river, is on the site of old *Fort Schuyler*, 93 miles west of the city of Albany. It was chartered in 1832, and is now divided into four wards, and governed by a common council, consisting of a mayor and 12 aldermen. In 1840, it contained 12,810 inhabitants, about 1,600 dwelling houses, 3 Presbyterian churches, 1 Reformed Dutch, 2 Episcopal, 4 Baptist, 3 Methodist, 2 Catholic, 1 Universalist, and 1 African church, and 1 Friends meeting house; 1 Protestant and 1 Catholic orphan asylum; 1 public market, 4 banking houses and 1 saving's bank; 1 mutual insurance company; 2 incorporated academies, one for males and the other for females;

a museum located in the Exchange building; 1 public garden; 15 hotels and taverns, besides several extensive private boarding houses. The July term of the supreme court of the state, the several terms of the vice-chancellor's court for the fifth circuit, one term of the United States district court for the northern district of the state of New-York, and one term of the circuit court for the county of Oneida, are holden in Utica. The office of one of the clerk's of the supreme court, that of the clerk in chancery for the fifth circuit, of the clerk of the United States court, and of the clerk of the county of Oneida, are located in this city.

The *New-York State Lunatic Asylum*, situated on somewhat elevated ground, about one mile west of the centre of Utica, is a noble and imposing structure. The finished building can accommodate upwards of 200 patients. This humane establishment is calculated for the reception of all insane persons in the state, whose friends or county authorities may apply in their behalf. The probable expenditure of the state, will be above half a million of dollars, to complete the design of the four buildings, as contemplated by the commissioners appointed by the state authorities. There were, according to the census of 1840, 3,973 lunatics in the state.

In addition to the Erie canal which passes through the centre of the city, the Chenango canal commences at this place, and terminates at Binghamton, in Broome county; the Utica and Schenectady Railroad and the Syracuse and Utica Railroad unite at this point, forming two of the principal links in the great chain of railroads, which are completed between the cities of Boston, Albany and Buffalo.

The city of Utica is surrounded by one of the finest and richest agricultural and manufacturing districts in the Union, and is a wealthy and flourishing place of business. The Erie canal through the city has been widened to 70 and deepened to 7 feet, and presents a fine appearance from the several beautiful and well constructed bridges which span its breadth. Before the canal was widened, the several bridges were miserable looking structures, so low that boats could but just pass beneath. But now they are raised some six feet higher than formerly, and are really ornaments to the city.

The principal hotels in Utica are chiefly situated on Genesee-street, of which the following are the most noted ; Bagg's Hotel or Bleecker House ; American Hotel ; Franklin House ; National Temperance House, and the McGregor House on Whitesboro'-street.

Several daily lines of stages run from Utica, north and south. The following are the arrangements for 1844, or during the summer months :

1. An accommodation coach leaves Utica daily, (Sunday's excepted,) at 8 o'clock, A. M. for Denmark, 62 miles north, where passengers can remain over night and take a stage next morning for Watertown and Sackett's Harbor, or for Ogdensburgh.

2. The U. S. mail coach leaves daily at 1½ P. M. or on the arrival of the cars from Albany, and proceeds directly through to Watertown and Sackett's Harbor, and via Denmark to Ogdensburgh.

3. A stage leaves at 1½ P. M. for Binghamton, 94 miles, and connects with stages running to Owego and Montrose, Pennsylvania.

4. A stage leaves daily, (Sunday's excepted,) at 8 A. M., for Hamilton, connecting with a canal packet boat for Binghamton.

5. A stage leaves daily for Cooperstown, 44 miles.

6. A stage leaves every Monday, Wednesday and Friday, at 1½ P. M. for Ithaca, 96 miles.

7. A stage leaves daily, (Sundays excepted,) at 8 A. M. for New Berlin, and connecting with a stage running to Mt. Pleasant, Pennsylvania.

8. A stage leaves daily, (Sundays excepted,) at 1½ P. M. for Augusta, *via* Clinton.

Extras can at all times be obtained by those who wish to visit *Trenton Falls*, or any of the places off the regular stage routes.

TRENTON FALLS, 18 miles northeast from Utica, and on the West Canada creek, in the town of Trenton, are among the most remarkable scenes in our country. The wild, secluded, and primeval aspect of the place serves greatly to heighten the effect of the striking spectacle presented by the stream ; and the whole is so deeply embosomed in the primitive forest that no token of the long and deep gorge through which the waters rush, is visible till you are on its very brink. Within a distance of about 2 miles there are no less than six distinct cascades, interchanging with rapids as picturesque as the falls themselves.

The first fall, beginning up stream, is called the *Upper Falls*, and has a descent of about 20 feet. The river then dashes along its rocky bed about a mile, with a descent, in that distance, of about 20 feet more, to the second falls, called *The Cascades*. A little further down you come to the third fall, called the *Mill-dam*, from the regularity and smoothness of the ledge of rock, about 20 feet high, over which the waters pour. About 40 rods more, bring you to the *High Falls*. At this place the volume of the stream is separated, by rifts in the rock, into three distinct cataracts, having a perpendicular pitch of more than 100 feet. Here the chasm has become very deep,

and the high wooded banks and cliffs of bare rock on each side combine with the cataracts to make a spectacle of wild and savage grandeur. About 70 rods further down you come to the fifth, or *Sherman's Falls*, having a descent of nearly 40 feet, from the foot of which the stream pours along a less rapidly descending bed to the sixth, or *Conrad's Falls*, a pitch of some 15 or 20 feet, and soon after, the river, escaping from the deep and dark ravine, flows onward between more sunny banks and through a softer landscape.

The chasm for the whole distance, is cut through a vast mass of lime-rock, which abounds with organic remains; and the path which the tourist *must* take, if he would obtain any adequate conceptions of the scene, is along a narrow shelf of rock near the foot of the high and in some places overhanging precipice, and on the immediate verge of rushing waters. This shelf is so narrow in several places, and so perilous, that it has been found necessary to guard it with a chain supported by iron standards let into the rock; though sad to say, this safe-guard was not furnished, till two interesting young females had been lost in the terrible flood. The entire descent of the stream, from the top of the *Upper Falls* to the foot of *Conrad's Falls*, is stated at 312 feet.

The village of WHITESBOROUGH,  $3\frac{1}{2}$  miles west of Utica, is situated on the south side of the Mohawk river. This is one of the oldest white settlements in this section of country, and has long been celebrated as a pleasant and attractive place of residence, being surrounded by fertile lands settled by an intelligent and wealthy community. It was incorporated in 1813, and now contains about 1,800 inhabitants, many of whom are engaged in manufacturing pursuits; and it embraces within its corporate

limits, a settlement called *Yorkville*, located on Sadaquada creek, one of the most valuable mill streams in the state.

ORISKANY, 7 miles west of Utica, is a large manufacturing place, situated on the Oriskany creek, near its junction with the Mohawk river. It contains about 1,200 inhabitants, 200 dwelling houses, 2 churches, 4 public houses, 4 stores, and 2 large factory buildings, belonging to the "Oriskany Manufacturing Company," which annually manufacture into broad cloths and cassimeres about 200,000 pounds of wool, giving employment to about 150 men, women and children. The buildings, grounds and machinery of this establishment cost \$200,000.

It was here that the battle of Oriskany was fought, one of the bloodiest, in proportion to the numbers engaged, during the whole war of our Revolution, and in which Gen. Herkimer, of German Flats, lost his life. He was on his way with about 800 of the militia of the Mohawk Valley, to the relief of the garrison at Fort Stanwix, when at Oriskany, a deadly fire was opened on him and his corps, by a body of British regulars, tories, and Indians, from an ambuscade in a narrow ravine. The Americans were completely surrounded, but the gallant Herkimer and his brave compatriots maintained the fight for near six hours. Herkimer received his mortal wounds early in the fight, but he kept the field, seated on his saddle placed on a hillock, which gave him a view of the contest, and from which he calmly issued his orders to the last. This was on the 6th of August, 1777.

The village of *ROME*, 14 miles west of Utica, is situated near the head waters of the Mohawk, and on the line of the Erie canal, where it is intersected by the *Black River Canal Feeder*. It was incorporated in 1819, and is a half-shire town with Whitesboro' for Oneida county; it

contains about 2,500 inhabitants, 350 dwelling houses; a court-house and jail; 6 churches, 1 bank, 25 stores, besides 1 cotton factory, 1 flouring mill, 1 saw mill, 1 brewery and 1 blast furnace. Here is located a United States arsenal; and a number of work-shops. This place stands on the site of old *Fort Stanwix*, which was an important military post during the Revolutionary and French wars. Owing to its natural and artificial advantages, this village is fast increasing in wealth and numbers.

ONEIDA DEPÔT, 27 miles west of Utica, and 26 from Syracuse, is a new settlement where the train of passenger cars usually stops some 10 or 15 minutes. One or two miles south of the depôt is the incorporated village of ONEIDA CASTLE, near which resides a remnant of the Oneida tribe of Indians numbering about 300 souls.

WAMPSVILLE, 3 miles further west, is a small settlement through which passes the Syracuse and Utica railroad.

CANASTOTA, 32½ west of Utica by railroad, and on the Erie canal, was incorporated in 1835, and now contains about 800 inhabitants.

CHITTENANGO, 39 miles west of Utica, by railroad, is situated one mile south of the Erie canal, with which it is connected by a side-cut. It contains about 1,000 inhabitants, 180 dwelling houses, 3 churches, 3 taverns, 10 stores, 1 woollen factory, 1 flouring mill, and 2 large factories for the manufacture of water lime, which is found in this vicinity and is extensively used on the different public works of the state and for other purposes. There is a sulphur spring one mile south of the village of Chittenango, of which the following is an analysis, by Dr. Lewis C. Beck.

Temperature 49° F.; specific gravity 1.00341.

The following is the composition of a pint of the water :

	<i>Grains.</i>
Carbonate of lime,.....	0.88
Sulphate of Soda, .....	1.66
Sulphate of lime and magnesia,.....	12.75
Chloride of Sodium, .....	0.14
Organic matter, .....	traces.
Total,.....	<hr/> 15.43

Besides sulphuretted hydrogen, the water contains a small portion of carbonic acid gas.

The village of CAZENOVIA, is situated on the Cherry Valley turnpike, about 10 miles south of the Erie canal, 118 miles from Albany. It was incorporated in 1810, and now contains about 1,600 inhabitants, 250 dwelling houses, and 4 churches of different denominations. Here is situated the Oneida Seminary, a theological institution sustained by the Methodist denomination of this and the neighboring states.

CAZENOVIA LAKE, is a small but beautiful sheet of water, in the town of the same name. It is 4 miles long by 1 mile in width, abounding in different kinds of fish.

The village of MANLIUS, a few miles south of the Erie canal, is a thriving place. *Manlius Centre* is on the Erie canal, near the line of the Syracuse and Utica railroad.

SYRACUSE, 53 miles west of Utica, and 146 from Albany by railroad route, is situated on the line of the Erie canal, where it unites with the Oswego canal, one mile and a half south of Onondaga lake. It was incorporated in 1825, and now contains about 7,500 inhabitants, 900 dwelling houses, 8 churches of different denominations, 10 hotels and taverns, and an incorporated academy, 2 banking houses a court-house and jail and county clerk's office.

Syracuse and its vicinity, is celebrated for the immense quantity of salt which is annually made from the brine springs belonging to the state. No town in Western New-York, is no more rapidly increasing in wealth and numbers than this place.

The traveller on going west from Syracuse to Rochester, has the choice of three modes of conveyance, viz: either by railroad, 105 miles, by canal packet, distance 99 miles; or by canal packet to Oswego and thence by steamboat to the mouth of the Genesee river, distance 104 miles.

In addition to the Erie canal, which passes through the centre of Syracuse, the Oswego canal commences at this point and terminates at the village of Oswego, connecting the Erie canal with Lake Ontario. The Syracuse and Utica and Auburn and Syracuse Railroads, unite in this place, opening a direct communication east and west, and a channel of trade with all the places on Lake Ontario and Canada.

GEDDES is an incorporated village 2 miles west of Syracuse, on the Erie canal, and within the bounds of the Onondaga Salt Springs Reservation. The most considerable business of the place is the manufacture of salt.

The village of SALINA, in the town of the same name, is situated near the east end of Onondaga lake, 2 miles north of Syracuse. It was incorporated in 1824, and now contains about 2,600 inhabitants. Salina has long been celebrated for its valuable saline springs. Here are now yearly manufactured large quantities of fine salt, which finds a ready market in this and the western states, and Canada.

LIVERPOOL is another village principally engaged in the manufacture of salt. It stands near the northeast-

erly shore of Onondaga lake, and on the Oswego canal, about 5 miles from Syracuse. It contains about 1,000 inhabitants.

Syracuse, Salina, Liverpool, and Geddes, are all included in the town of Salina and within the limits of the Onondaga Salt Springs Reservation; and though the *original* Reservation included a much larger extent of surface than is occupied by these villages, yet these are the only portions of it within which the making of salt is carried on; the state having sold to private citizens the whole of the Reservation not included within these villages, as well as a very large part of what is included within their bounds.

Salt was first made on this tract at Salt Point, near the margin of Onondaga lake and within the bounds of Salina village. The manufacture, in very trifling quantities, at that point, was carried on by the Indians prior to the appearance of any white man among them, as it was by the white men also, at a very early period of their settlement in that vicinity. The earliest systematic arrangements, so far as records show, for making salt, to any important extent, at that place, date as far back as 1787, when works were erected which produced 10 bushels daily—a very insignificant quantity when compared with the present extent and productiveness of the works on the Reservation.

The total quantities made in the several villages mentioned, and the aggregate during the year 1843, is shown in the following statement made up from the last annual report of the State Superintendent and Inspector to the Legislature pursuant to law.

*Total quantity of salt, fine and coarse, inspected on the Onondaga Salt Springs Reservation, in the year 1843.*

Place.	Bushels.
Salina, .....	1,203,138.00
Syracuse, .....	973,821.32
Liverpool, .....	675,206.18
Geddes, .....	275,334.55
Aggregate, .....	<u>3,127,500.05</u>

Of this aggregate, 2,732,863.43 bushels were of the kind called *fine* salt ; 318,105.34 bushels were of *coarse* salt ; and 76,531.28 bushels were of the description called *dairy* salt.

The *fine* salt, which is so called from the small size of its crystals, is produced by the agency chiefly of artificial heat, and the process of evaporation is carried on by boiling the brine in large iron kettles. The *coarse* salt is produced exclusively by evaporation in the open air. It is sometimes termed *solar* salt, and the crystals are large. This salt is the *purest* muriate of soda known to commerce. The *dairy* salt is so called from the particularly neat and convenient manner in which it is prepared and boxed for use in *dairies*.

The state of New-York, as the proprietor of these salines, receives a duty of six cents a bushels on all the salt inspected on the Reservation; and the works are erected under written *leases* of the ground for specific terms of years, for making the *fine* salt ; and under licenses somewhat of the character of conditional grants, for making the *coarse* salt ; but both are gratuitous, the *duty* being substituted for rent.

The village of Oswego, 38 miles north of Syracuse, by canal route, is situated on both sides of the Oswego river, at its entrance into Lake Ontario. It is a port of entry, was incorporated in 1828, and now contains about 4,500 inhabitants, 500 dwelling houses, 2 Presbyterian, 1 Episcopal, 1 Baptist, 1 Methodist and 1 Catholic church, besides a Bethel congregation, a custom-house, a court-house, 1 banking house, an insurance company, an incorporated academy and a female seminary. The number of vessels which arrive and depart from this port annually is very great; there being owned at this place alone 6 steamboats and 70 schooners, averaging about 100 tons burthen, besides a large number of canal boats. The harbor is capacious and safe, being protected by two large stone piers, constructed by the United States Government. On the end of the west pier is situated a lighthouse; about half a mile above is a bridge extending across the river, 600 feet in length. An extensive forwarding business is done at this place by means of lake, river and canal navigation; daily lines of steamboats for the conveyance of passengers run between Oswego, Sackett's Harbor, Kingston, and Ogdensburgh, on the north; and Rochester, Toronto, and Lewiston, on the west. Connected with the above line of steamboats are railroads cars, canal packet lines and stages. During the winter months daily lines of stages run from Oswego northeast to Sackett's Harbor, Watertown and Ogdensburgh, east to Rome and Utica, south to Syracuse, southwest to Auburn, and west to Rochester.

At Oswego there are several well kept public houses. The Oswego House, on the east side of the river, and the United States Hotel, and the Welland House, on the west side, are the most frequented by pleasure travellers.

The promonotory on the east side of the Oswego river, at its mouth, has been ceded to the United States Govern-

ment, and on it is situated old *Fort Ontario*, which has recently undergone extensive repairs, affording protection to the harbor and village of Oswego. A writer makes the following remarks in relation to this important military position :—"This ancient work is within the precincts of our village, situated on the right bank of the Oswego river at the point of confluence with Lake Ontario. It was one of the old northwestern posts, the continued occupation of which by the British, after the peace of '83, caused so much indignation on the part of the Government and the people of the United States, during the period of the Washington administration. It was evacuated by Col. Grant, in 1795. The works, including the glacis and outposts, were extensive, and very considerable remains of them exist. Old *Fort Oswego*, which was situated on the left bank of the river, immediately opposite, is completely levelled and occupied by warehouses and manufactories, a ship yard and marine railway. It is a matter of much satisfaction that the care of the Government is at last extended to Fort Ontario. In connexion with the navigation of Lake Ontario and the communications with the interior of the state and the Hudson river, it is probably the most important military position on the northern frontier."

SACKETT'S HARBOR, about 50 miles north of Oswego, and distant 35 miles from Kingston, Canada; possesses one of the best and most secure harbors on Lake Ontario, being situated on *Black River Bay*, 12 miles below the village of Watertown. It was an important naval and military station during the last war with Great Britain, where now lays a large vessel under cover. *Madison Barracks*, garrisoned by United States troops, is handsomely situated near the landing, being in full view from the water.

The village was incorporated in 1814, and now contains about 2,000 inhabitants. An hydraulic canal extends from Black river near Watertown, to this place, on which are erected several mills and manufacturing establishments.

WATERTOWN, is advantageously situated on the south side of Black river, a few miles above its entrance into Black river bay. The water power of this place is very great, and there is now a large amount of capital invested in mills and in different kinds of manufacturing establishments, where hydraulic power is used. The village was incorporated in 1831, and now contains about 4,000 inhabitants ; a court-house and jail ; a state arsenal ; 7 churches ; 3 banking houses ; 8 hotels and taverns, and 50 or 60 stores of different kinds. Stages leave Watertown daily for Utica, 82 miles distant.

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LAKE ONTARIO, the most eastern of the great chain of Lakes of North America, is 180 miles in length, and 60 miles in extreme breadth ; being about 485 miles in circumference. The boundary line between the British Possessions and the United States runs through the middle of the lake and so continues down the St. Lawrence to the 45th degree of north latitude, where the river enters Canada.

This lake is navigable throughout its whole extent for vessels of the largest size ; and it is said to be, in some places upwards of 600 feet in depth. Its surface is elevated 231 feet above the Atlantic, and lies 334 feet lower than Lake Erie, with which it is connected by the Niagara river and by the Welland canal in Canada. It has also been proposed to construct a ship canal on the American side. The trade of Lake Ontario, from the great extent

of inhabited country surrounding it, is very considerable, and is rapidly increasing. Many sail vessels and splendid steamers are employed in navigating its waters, which owing to its great depth never freezes, except at the sides, where the water is shallow; so that its navigation is not so effectually interrupted by ice as some of the other large lakes. The most important places on the Canadian or British side of Lake Ontario, are Kingston, Coburg, Toronto, Hamilton, and Niagara; on the American shore, the villages of Sackett's Harbor, Oswego, and Charlotte or Port Genesee. This lake is connected with the navigable waters of the Hudson river, by means of the Oswego and Erie canals. It receives numerous streams, both from the Canadian and the American sides, and abounds with a great variety of fish of an excellent flavor. The bass and salmon in particular, have a high reputation and are taken in large quantities.

The passage across Lake Ontario in calm weather is most agreeable. At times both shores are hidden from view, when nothing can be seen from the deck of the vessel but an abyss of waters. The refractions which sometimes take place in summer, are exceedingly beautiful. Islands and trees appear turned upside down; and the white surf of the beach, translated aloft, seems like the smoke of artillery blazing away from a fort. The *Bay of Quinte*, on the north shore, in Canada, is a beautifully winding and picturesque sheet of water. It is navigable for about 80 miles, and on its borders, are several flourishing settlements.

## SUMMER ARRANGEMENT, FOR 1844.

*Packet Boats running between Syracuse and Oswego.*

Distance 38 miles.—Usual time 7 hours.—Fare \$1.50.

Fare through from Syracuse to Niagara Falls by this route \$4.50, (including meals,) by Canal Packet Boat and Steamboat.

Packet boat ROCHESTER, Capt. Wm. D. Stewart.

“ “ LIBERTY, “ Francis Rood.

The above boats form two daily lines, leaving both places at 7½ A. M. and 7 P. M.; connecting with steamboats on Lake Ontario.

## LAKE ONTARIO ROUTE.

*Daily Line (Sundays excepted,) between Lewiston and Ogdensburgh.*

Steamer LADY OF THE LAKE, Capt. J. J. Taylor,  
 “ ROCHESTER, “ H. N. Throop,  
 “ ST. LAWRENCE, “ J. Van Cleve,  
 “ ONEIDA, “ R. F. Child,

Will run daily, (Sundays excepted,) between Lewiston and Ogdensburgh, touching at the intermediate Canadian and American ports, as follows :

## DOWNWARDS.

Leave *Lewiston*, daily, except Saturdays, at 3 P. M.

“ *Rochester*, “ “ “ at 11 P. M.

“ *Oswego*, “ except Sundays, at 8 A. M.

“ *Sackett's Harbor*, “ “ at 12 M.

“ *Kingston*, “ “ at 4 P. M.

Arriving at Ogdensburgh in the afternoon in time for the daily steamboats for Montreal, which run in connection with this line.

## UPWARDS.

Leave *Ogdensburgh*, daily, except Sundays, at 8 A. M.

“ *Kingston*, “ “ “ at 5 P. M.

“ *Sackett's Harbor*, “ “ “ at 9 P. M.

“ *Oswego*, “ “ “ at 11 A. M.

“ *Rochester*, “ “ “ at 6 P. M.

“ *Toronto*, “ “ “ at 6 A. M.

And arrive at Lewiston at 10 o'clock A. M. in time for the cars for Niagara Falls and Buffalo.

Travellers taking this route west, will have an opportunity to view by daylight Queenston Heights, and Brock's Monument; the beautiful scenery of the Niagara, and at its mouth the British and American Forts; on going north from Oswego to Sackett's Harbor, Kingston and Ogdensburgh, affords the interesting view of the St. Lawrence with its Thousand Islands.

## LIST OF AMERICAN STEAMBOATS,

Built and running on Lake Ontario, since their first introduction in 1816.

When built.	NAME.	Tons	Where built.	Remarks.
1816	Ontario, - - -	400	Sackett's Harbor,	Broken up.
1818	Sophia, - - -	75	" "	Broken up.
1823	Martha Ogden, -	150	" "	Lost in 1832.
1830	Brownville, - -	150	Brownville, - -	Ch'ed to Wm. Avery.
1831	Charles Carroll, -	100	Sackett's Harbor,	Changed to America.
1831	Paul Pry, - - -	50	Ogdensburgh, -	Broken up.
1832	United States, -	450	" "	Laid up.
1833	Black Hawk, - -	200	French Creek, -	Laid up.
1834	Oswego, - - -	400	Oswego, - - -	Used as a timber ship.
1836	Oneida, - - -	300	Oswego, - - -	Lewiston to Ogdens'h.
1837	Telegraph, - - -	200	Dexter, - - -	Oswego to Kingston.
1838	John Marshall, -	60	Lake Erie, - - -	Runs fr. S. Harbor.
1839	St. Lawrence, - -	450	Oswego, - - -	Lewiston to Ogdens'h.
1839	Express, - - -	150	Poultneyville, -	Rochester to Kingston
1841	George Clinton, -	100	Oswego, - - -	" "
1841	President, - - -	60	" - - -	Runs from Oswego.
1842	Lady of the Lake, -	425	" - - -	Lewiston to Ogdens'h.
1843	Rochester, - - -	400	" - - -	" "

## ERICSSON PROPELLERS.

1841	Vandalia, - - -	150	Oswego, - - -	Oswego to Chicago.
1842	Chicago, - - -	150	" - - -	" "
1842	Oswego, - - -	150	" - - -	" "
1843	New-York, - - -	150	" - - -	" "

\* Now named DOLPHIN, and owned in Canada.

## LIST OF BRITISH STEAMBOATS, BUILT AND RUNNING ON LAKE ONTARIO.

When built.	NAME.	Tons	Where built.	Remarks.
1816	Frontenac, - - -	700	Kingston, - - -	Broken up.
1817	Charlotte, - - -	150	" - - -	Broken up.
1819	Dalhousie, - - -	350	Prescott, - - -	Broken up.
1824	Toronto, - - -	200	Toronto, - - -	Broken up.
1824	Queenston, - - -	350	Queenston, - - -	Broken up.
1825	Canada, - - -	250	Toronto, - - -	Broken up.
1825	Niagara, - - -	400	Brockville, - - -	Broken up.
1828	Alciope, - - -	450	Niagara, - - -	Broken up.
1829	Sir James Kempt, -	200	Kingston, - - -	Broken up.
1830	Great Britain, - -	700	Prescott, - - -	Broken up.
1831	Iroquois, - - -	100	" - - -	Broken up.
1832	John By, - - -	100	Kingston, - - -	Broken up.
1832	William 4th, - - -	450	Gananoque, - - -	Tow boat.
1832	Transit, - - -	350	Oakville, - - -	Toronto to Lewiston.
1833	Britannia, - - -	200	Kingston, - - -	Laid up.
1833	Coburg, - - -	500	Coburg, - - -	Laid up.
1833	Kingston, - - -	200	Kingston, - - -	Bay of Quinte.
1833	Brockville, - - -	350	Brockville, - - -	Bay of Quinte.
1834	Com. Barrie, - - -	275	Kingston, - - -	Lost in 1842.
1834	Union, - - -	300	Oakville, - - -	Kingston to Hamilton.
1835	St. George, - - -	400	Kingston, - - -	Laid up.
1837	Sir Robert Peel, -	350	Brockville, - - -	Destroyed in 1838.
1837	Gore, - - -	200	Niagara, - - -	Cobourg to Rochester.
1838	Queen Victoria, -	200	" - - -	Hamilton to Lewiston.
1839	Henry Gildersleve, -	250	Kingston, - - -	King'n to Cot. du Lac.
1839	Ontario, - - -	300	Niagara, - - -	" - - -
1840	Highlander, - - -	300	Coteau du Lac, - -	King'n to Cot. du Lac.
1840	Albion, - - -	200	Brockville, - - -	Bay of Quinte.
1840	America, - - -	300	Niagara, - - -	Toronto to Rochester.
1840	City of Toronto, -	560	" - - -	Kingston to Toronto.
1840	Sovereign,† - - -	475	" - - -	Kingston to Toronto.
1841	Princess Royal, -	500	" - - -	Kingston to Toronto.
1841	Canada, - - -	450	Prescott, - - -	King'n to Cot. du Lac.
1841	Frontenac, - - -	200	Kingston, - - -	Bay of Quinte.
1841	Sir Charles, - - -	200	" - - -	Toronto to Hamilton.
1842	Prince of Wales, -	200	" - - -	Bay of Quinte.
1842	Admiral, - - -	400	Niagara, - - -	Toronto to Rochester.
1842	Ch. Jus. Robinson, -	400	" - - -	Toronto to Lewiston.
1843	Eclipse, - - -	400	" - - -	Toronto to Hamilton.
BRITISH GOVERNMENT VESSELS.				
1835	Traveller, - - -	350	Niagara, - - -	Iron vessel.
1838	Experiment, - - -	150	Niagara, - - -	
1842	Mohawk, - - -	150	Kingston, - - -	
1842	Cherokee, - - -	700	Kingston, - - -	

\*Now *Lord Sydenham*; she was run down the rapids of the St. Lawrence by Capt. Hilliard, in 1840, and plies between Quebec and Montreal.

† First named *Niagara*.

NOTE.—In addition to the above list of British steamboats of a large class, there are a number of smaller boats and *Ericsson Propellers*, running from Kingston to Montreal, down the rapids of the St. Lawrence and returning through the Rideau canal, carrying an immense amount of produce, merchandise, and passengers.

## ROUTE FROM SYRACUSE TO BUFFALO.

CAMILLUS, 8 miles west of Syracuse, is situated on the line of the Auburn and Syracuse Railroad. It contains about 600 inhabitants.

The village of JORDAN, is situated on the Erie Canal, 19 miles west of Syracuse. It was incorporated in 1835, and now contains about 1,200 inhabitants. A railroad is contemplated from this place to Skaneateles, from which a branch road, already constructed to the Auburn and Syracuse railroad, is a part of the contemplated work.

SKANEATELES, 5 miles south of the line of the Auburn and Syracuse Railroad, is delightfully situated at the foot of Skaneateles Lake. It was incorporated in 1833, and now contains about 1,500 inhabitants. The lake, 15 miles long, and from a half a mile to a mile wide, is a beautiful sheet of water, surrounded by well cultivated farms and country residences, and celebrated for its fine trout, which are taken in great abundance, weighing from 5 to 10 pounds.

AUBURN, is situated on the outlet of Owasco lake, 172 miles west of Albany, and 8 miles south of the Erie canal. It was incorporated in 1815, and contained in 1840, 5,626 inhabitants, 800 dwelling houses, a court-house, jail, and county clerk's office. The *Auburn State Prison*, on the north side of the Owasco outlet a splendid edifice of the kind, was founded in 1816, and cost over half a million of dollars. Here is inclosed 10 acres of land, surrounded by a solid stone wall, from 16 to 40 feet in height and 3 feet thick. The main building, facing the east, is 3 stories high, besides the basement, surmounted by a turretted cupola, in which is an alarm bell. The wings are of two stories, the whole front being 276 feet long, and the wings 242 deep by 45 feet wide, enclos.

ing on three sides a court in the rear, about 190 feet square. The cells in the interior are built within the exterior front, are 5 stories high, surrounded by galleries. There are 770 of these separate cells, each cell being 7 feet long,  $3\frac{1}{2}$  feet wide,  $7\frac{1}{2}$  feet high, and calculated to accommodate one prisoner during his relaxation from labor. In addition to the cells, the main building contains a chapel, a hospital, dining-room for the prisoners, cooking apartments, and store rooms; besides apartments in the main front building, used as offices for the clerk and agent, and for the residence of the principal keeper. Here are now about 700 convicts, mostly engaged in different kinds of mechanical pursuits, carried on in workshops, and under large sheds within the outside prison walls. Of these convicts, 570 are natives of the U. States, and 130 foreigners.

The *Auburn Theological Seminary*, is a large stone edifice, 4 stories high, above the basement, and will be 200 feet front, when fully completed as designed. There is now, 1841, a front of 160 feet finished and occupied, under the charge of four professors, with about 80 students. It was chartered in 1820, and first went into operation in 1821.

The outlet of Owasco lake is a large and durable stream. Within the limits of the village there is a fall of about 100 feet, affording hydraulic power of great magnitude, much of which is yet unoccupied. The *Auburn and Syracuse Railroad*, terminates at this place, and extends to Syracuse, 26 miles. The *Auburn and Rochester Railroad* commences at the termination of the above road and runs to the city of Rochester, in rather a circuitous line, a distance of 79 miles. Stages leave Auburn for Ithaca and Cortland on the south, and Oswego on the north, all of which connect with other lines of

travel, running to different places. Auburn is one of the finest inland villages in the state ; its public and private buildings are generally constructed in a good style of architecture, combining elegance and durability, and it is altogether a very desirable place of residence.

OWASCO LAKE, a few miles southeast of Auburn, is 12 miles long and about 1 mile wide, being celebrated for its picturesque scenery. The water is very transparent, abounding in fish, and the banks rather rugged.

WEEDSPORT, 8 miles north of Auburn, is on the Erie canal. It was incorporated in 1831, and now contains about 800 inhabitants.

PORT BYRON, 3 miles west of the above place, and on the Erie canal, was incorporated in 1837, and now contains about 1,000 inhabitants. Here is an extensive flour-mill, with 12 run of stones.

MONTEZUMA, 205 miles from Albany, by canal route, is situated at the junction of the Cayuga and Seneca canal with the Erie canal ; it contains about 600 inhabitants, one church, three taverns and 5 stores. Here are a number of saline springs, from which salt has been manufactured ever since the earliest settlement of this part of the country ; and the salt is of the best and purest quality. " The specific gravity of this brine is 1.09767 ; and 1,000 parts of it contain 129.33 parts of dry solid matter, or 12.93, in 100 parts of brine. This is within one per cent of the strength of much of the brine now worked in Onondaga county."

The village of CAYUGA, 10 miles west of Auburn, is situated on the east bank of Cayuga Lake ; it contains about 300 inhabitants, 50 dwelling houses, one church, two taverns and three stores. Here the celebrated " Cayuga Bridge" crosses the lake, which is upwards of a mile wide ; a new bridge has also been here erected for the

railroad, still longer. A steamboat runs from this place to Ithaca, a distance of 40 miles.

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Tourists travelling for pleasure are recommended to deviate south on their arrival at the foot of Cayuga Lake and make the

#### TOUR OF THE CENTRAL LAKES OF NEW-YORK

CAYUGA LAKE, which constitutes one of the Central Lakes of New-York, is 40 miles long and from 1 to 4 miles wide; it lies between the counties of Cayuga and Seneca, extending some 10 or 12 miles into Tompkins county. This lake, which is very deep, is navigated by steamboats from Cayuga Bridge to the village of Ithaca, stopping at the intermediate landings. It is a most beautiful sheet of water, surrounded by well cultivated farms and thriving villages; and abounds with salmon trout, white fish, pike, pickerel, perch and catfish. On several of the inlets to this lake, towards the south, are most beautiful and picturesque water falls, well worthy the attention of the lovers of natural scenery. The outlet flows north into Seneca river.

“The railroad route from Auburn to Rochester, carries you to the northern end of Cayuga Lake, where the railroad crosses the water by a bridge a mile and a half long. At the village of East Cayuga, you can embark on the steamer *Simeon De Witt*, a fast, commodious and well regulated low-pressure boat, where every attention will be paid to your comfort and enjoyment.

“In this vessel you pass up (south,) through the Cayuga Lake, which is 40 miles long, and varies from one to four miles in width. The extreme beauty of this sheet of water, transparent as crystal, being fed to a great extent by living springs, and of prodigious depth, 500 feet of line failing to find bottom, its varying scenery, from the highly cultivated sloping shores at its northern end

to the wilder and more abrupt borders of its southern extremity ; its similarity in some parts to, and contrast in others with the Hudson river scenery, have never failed to elicit from all who have passed over it, the highest admiration."

As the boat proceeds southerly the different landings, passed in succession, are as follows :

On the eastern shore, UNION SPRINGS, or SPRINGPORT, where several mills find their supply of water from the number of springs which rise within a short distance of the shore. This is also the great locality of the gypsum or plaster, whence a large portion of the western counties of this state, and the northern counties of Pennsylvania, derive their supply of this valuable manure.

LEVANNA, a beautiful point, jutting out into the lake.

AURORA, one of the oldest settled and most picturesque villages in the western counties. The route changes here to the western shore, when the first landing is

SHELDRAKE POINT, a beautiful low promontory, extending half a mile out from the main shore. KIDDER'S FERRY ; PORTLAND, and FROG POINT, are next passed.

GOODWIN'S POINT, lies at the mouth of the Taghcanic creek, which has, a mile from its mouth, one of the most remarkable cataracts to be found in the country.

Crossing the lake again to the eastern shore, the boat makes its last stop at

LUDLOWVILLE LANDING, the port of the village of that name, which lies a mile from the water, on an elevated spot, but not visible from the water.

From this point, the suburbs of ITHACA, distant 9 miles, crowning the eminence in the rear of the village, are visible, while still higher may be seen the line of the *Ithaca and Owego Railroad* distinctly marked by the house containing its stationary engine at the summit of

its inclined plane, which is elevated near 400 feet above the surface of the lake. The village of Ithaca is partially concealed by a dense forest from the eye, and is approached from the lake through the Cayuga Inlet, a natural canal of two miles in length, winding through the plain on which the village stands.

ITHACA, is beautifully situated on a flat one and a half miles above the head of Cayuga lake, with which it is connected by the Cayuga Inlet, navigable for steamboats to the village. It is 170 miles west from Albany, and distant 205 miles northwest from the city of New-York. This village was incorporated in 1821, having been founded about 1800, by the late Simeon De Witt, surveyor-general of the state. It now contains about 4,000 inhabitants, 600 dwelling houses, a court-house and jail, and a county clerk's office ; one Presbyterian, one Dutch Reformed, one Episcopal, one Baptist, one Methodist and one African church ; three banking houses, with an aggregate capital of \$650,000 ; nine hotels and taverns, and 46 stores and groceries.

Within the chartered limits of the village is found hydraulic power equal to any in the state, for extent and facility of application. Fall Creek alone is capable of operating 133,000 cotton spindles at all seasons of the year ; and the water power on Cascadilla and Six Mile creeks is very extensive. There are at present on these streams, 2 flouring mills, with 12 run of stones ; 2 plaster mills, 1 tannery, 1 brewery, 1 paper mill, 3 furnaces, 2 machine shops, 1 carding and cloth dressing establishment ; 1 oil mill, 1 sash factory, a number of turning shops, 2 tobacco factories, and 1 cotton factory, with 50 looms ; besides which there has been recently established 1 woollen factory, with \$100,000 capital, and 7 sets of

machinery ; and a new company has been organized for the manufacture of cotton.

The site of the village is very beautiful ; a portion of it lies upon the hill, commanding a fine view of the lake and the valley of the inlet, with the surrounding country, which is well cultivated. The houses are tastefully and neatly built ; and the streets, which cross each other at right angles, and are lined with choice shade trees, form vistas opening upon charming views of the adjacent hills. The location of this village with reference to trade, is equally advantageous. By means of Cayuga lake, and the Cayuga and Seneca canal, it communicates with the Erie canal ; and by the Ithaca and Owego Railroad with the Susquehanna river, and the line of the New-York and Erie Railroad. Thus, while enjoying equal advantages with other western villages for intercourse with the cities on the Hudson, it partakes in the growing trade in plaster, salt, lime, flour and merchandize, carried into Pennsylvania in exchange for coal and iron. The completion of the New-York and Erie Railroad will open to this place still further advantages by furnishing an avenue for winter trade with the sea board, while it will present at all seasons a cheap and expeditious route for travel. A beautiful steamboat for the conveyance of passengers, and one used in towing canal boats, run daily between Ithaca and Cayuga Bridge, a distance of 40 miles. Daily lines of stages also leave here for Geneva, Auburn, Newburgh and the city of New-York ; besides tri-weekly stages, running east, west, north and south, to different places.

To tourists the great attraction of Ithaca consists in its scenery. Built in a valley, hemmed in by an extension of the lofty hills which form the shores of the lake, it is surrounded by scenery of the most attractive character. From

the heights which encircle it three large streams within the village, and within four miles south, several others, fall with rapid descent to the plain, forming cascades of surpassing beauty and sublimity. In a single day, a number of water falls, equaling the famed Trenton Falls, may be visited.

The following is a brief description of the Falls at and near Ithaca:

The falls of Fall Creek are near the village, and are seen on entering the village by the Auburn stage road. Their height is 150 feet, with the same breadth. The water of this creek, collected in a dam above the fall, is conveyed to the mills below, through a tunnel 9 feet square, and 300 feet long, hewed through a jutting promontory rock, at a distance of 40 feet below the surface of the ground. The curious visiter after passing through the tunnel, finds himself in the bed of the creek, between rock walls more than 100 feet high. The view from this point is grand and impressive. The visiter proceeds a short distance from this, up the rocky bed of the creek, until his steps are arrested by another splendid fall; the bank presenting the most curious forms and the most surprising strata. The fall is beautiful; it is not so high as the preceding, but it is more wild; the water pours over in large sheets, commencing, as it were, from the topmost ledge, and then spreading out wildly and boldly below. The basin into which the water falls is also very picturesque.

There are two more falls beyond these, which, with the others, make the descent 438 feet in the short space of one mile.

On the Six Mile Creek, Cascadilla Creek and on the Buttermilk Creek, there are also a great number of beautiful and romantic falls, all worthy of particular notice

and equal to any thing in this country. These are all near the village.

On the Five Mile Creek, which is four miles south from Ithaca, is one of the most interesting cataracts in the country, surpassed by none here enumerated.

At Goodwin's Point there is still another fall, called the Taghcanic. This point is a place where the steam-boat lands daily. The ravine is ascended for about a quarter of a mile, and then the eye is amazed with a fall of water of 200 feet in perpendicular height, a breadth of 20 feet, and banks of 360 feet high.

On going south from Ithaca you take the Ithaca and Owego Railroad for Owego, distant 30 miles, where you reach the line of the New-York and Erie Railroad.

Owego is a pleasant village, situated on the north bank of the Susquehanna river, and is destined, as the point of union of the Ithaca and Owego, and the New-York and Erie Railroads, to be a place of importance. The Owego Creek supplies it with a valuable water power. From this place you take conveyances and descend southwesterly the Susquehanna river, to the village of Athens, in the state of Pennsylvania, at the confluence of the Susquehanna and Chemung rivers; and from this point changing your course northwesterly you ascend the latter stream to the village of Elmira, situated at its point of union with the Chemung canal, which unites the waters of the Chemung river with Seneca lake, 32 miles west of Owego, the entire route being along the line of the New York and Erie Railroad. There is not probably in any part of New-York, a route so abounding in varied beauties of soft and pastoral, sublime and mountain scenery as this. All travellers agree in saying that this portion of

the tour would amply repay them for their divergence from the old line of travel.

The village of ELMIRA is another of those beautiful places which, by the enterprise of our yeomanry have sprung up far from the great travelled roads, unknown because unseen, and yet from its position and local advantages, will soon be a large and important place.

From ELMIRA by carriage you traverse northerly the route of the Chemung Canal, 19 miles, to the village of JEFFERSON, on the inlet of the Seneca Lake, where the steamer receives you, and carrying you through this sheet of water, in every respect the equal of its sister Cayuga, lands you at the beautiful village of GENEVA, on the grand route, 15 miles west from the point where you commenced the TOUR OF THE MIDDLE LAKES.\*

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The village of SENECA FALLS, 15 miles west of Auburn, and 187 miles from Albany, is advantageously situated on both sides of the outlet of Seneca lake; it was incorporated in 1831, and now contains about 3,000 inhabitants; 400 dwelling houses; 5 churches of different denominations; 1 cotton factory, and 8 flouring mills. In this neighborhood are large quantities of gypsum, which is here ground and sent to different parts of the country. The Cayuga and Seneca canal and the Auburn and Rochester Railroad, pass through this village. The water power afforded by the Seneca outlet is very great; the descent from Seneca to Cayuga lake, a distance of 12 miles, being about 75 feet. The stream is abundant, and not subject to freshets, scarcely ever having a rise to exceed two feet; the hydraulic power is great, and is but

\* Travellers from the west, on their return from Niagara, will understand that the reverse of the above proposed tour is to be adopted, commencing at Geneva, and ending at East Cayuga

partially employed. At Seneca Falls, there is a descent of upwards of 40 feet within the distance of one mile. Here are five locks in the Cayuga and Seneca canal, which unites with the Erie canal at Montezuma.

WATERLOO, 191 miles west of the city of Albany, is handsomely situated on both sides of the outlet of Seneca lake, which is in part used as the Cayuga and Seneca canal. It was incorporated in 1824, and now contains about 2,600 inhabitants, 350 dwelling houses, a court-house and jail, being a half shire town with Ovid; 1 Presbyterian, 1 Episcopal, 1 Baptist, and 1 Methodist church; an academy; 8 hotels and taverns; 1 banking house; 25 dry goods, grocery and other stores; 1 large woollen factory, which manufactures over 200,000 pounds of wool annually, and 5 flouring mills, containing 18 run of stone. The fall of water at this place is about 16 feet. In this immediate vicinity are quarried large quantities of limestone, extensively used for building. In addition to the Cayuga and Seneca canal, the Auburn and Rochester Railroad passes through this village, which is about equi-distant between Cayuga and Seneca lakes.

GENEVA, 27 miles west of Auburn, and 191 miles from Albany, is beautifully situated near the foot, or north end of Seneca lake, on the western side. The principal part of the village which is devoted to the residences of the inhabitants, lies upon a ridge along the banks of the lake, and elevated about 100 feet above its surface, while the business part extends to the plain which lies at the foot of the lake, and but little elevated. The land west of the village is peculiarly formed, consisting of a succession of ridges parallel to the lake, and rising higher and higher for some distance, commanding a view of its waters, as if formed for choice residences in this region of beauty. The village was incorporated in 1812, and now con-

tains about 3,600 inhabitants, and 500 dwelling houses. The Geneva College, attached to which are three buildings, and the Geneva Lyceum, are located here; and 6 churches of different denominations. The new Episcopal church is a splendid edifice, erected at a cost of about \$30,000. The accommodation for strangers at Geneva is very good, there being several well kept hotels; and carriages are always in readiness at the railroad depôt and steamboat landing, to convey passengers to any part of the village. Two or three steamboats ply regularly on the lake, running daily up and down between Geneva and the village of Jefferson at the head of the lake; connecting with stages to Elmira and Corning; and at the latter place with the railroad to Blossburg, in Pennsylvania. A boat is employed in towing canal boats, which come to Geneva by the Cayuga and Seneca canal, a branch of the Erie canal, and thence to the villages on the lake, and to the canal which connects this lake with Crooked Lake, and the Chemung canal, leading from Jefferson to the Chemung river at Elmira, and by the feeder to Corning. By the Blossburg Railroad and the canal just mentioned, a large quantity of coal from the Blossburg mines, passes through this village on its way to market. Near the canal basin at the northern part of the village, passes the Auburn and Rochester Railroad; and probably ere many years the intercourse now not difficult by the canals, stages and the Blossburg Railroad, with the system of canals and railroads in Pennsylvania, will open through the Seneca lake which is never frozen, an easy and direct communication with the south. The meridian of the capital at Washington passes through the lake about half a mile east of Geneva.

*Geneva College*, received its charter in 1825, and is a flourishing institution. The college buildings, three in

number, are beautifully situated on Main-street, overlooking Seneca lake. A large and handsome building is about being erected on the same street for the use of the medical department.

SENECA LAKE, is one of the largest as well as the most beautiful of the numerous lakes, which so much adorn western New-York. It extends from south to north 40 miles, and varies in width from 2 to 4 miles. It is very deep, and in consequence is never frozen. The depth is not accurately known, but was found a year or two ago to be 560 feet about 12 miles above the outlet. The lands about the south end of the lake are high and picturesque; about the northern less elevated, but undulating, and covered with the richest crops, with here and there remains of the magnificent primitive forest. The outlet of the lake is at the northeastern angle, and the discharge of waters furnishes an ample supply of power to the manufactories of Waterloo and Seneca Falls, which flourishing villages are situated, the former about six and the latter ten miles from the lake. Seneca lake receives the water of Crooked lake at Dresden, about 12 miles above Geneva. The outlet of Crooked lake is about 6 miles in length, and the descent to Seneca lake about 270 feet. A canal constructed along this outlet connects the two lakes. Seneca lake does not so much abound with fish as some of the other lakes, probably in consequence of the depth and coldness of the waters. There are found in it, however, white-fish, pike, pickerel, trout, perch, herring, rock-bass, striped-bass, chub, sun-fish, cat-fish, eels, shiners, mullet, &c.

LYONS, 16 miles north of Geneva, is eligibly situated on the Erie canal, 181 miles west of Albany by mail route. It was incorporated in 1831, and now contains about 1,800 inhabitants, 300 dwelling houses, a court.

house and jail, county clerk's and surrogate's office ; 1 Presbyterian, 1 Episcopal, 1 Methodist, 1 Baptist and 1 Lutheran church. Stages leave Lyons daily for Geneva, Rochester, Sodus Point and Syracuse, in addition to commodious canal packets which pass and repass twice daily.

The village of CLYDE, is 9 miles east of Lyons, on the Erie canal. It was incorporated in 1835, and now contains about 1,000 inhabitants.

NEWARK, 7 miles west of Lyons, and on the Erie canal, is an active place of business, and contains about 1,200 inhabitants.

PALMYRA, 15 miles west of Lyons, on the Erie canal, was incorporated in 1828, and now contains about 2,000 inhabitants. It is situated on an elevated and dry piece of ground, in the midst of a delightful wheat growing country. The main street is over one mile and a quarter in length, and at each end touches the canal ; it is intersected by cross streets of ample width, many of which are ornamented by beautiful shade trees.

On leaving Geneva, going west by railroad, you incline to the north, passing through a fine section of country, for which the county of Ontario is justly celebrated.

VIENNA, 8 miles from Geneva, is a flourishing place, on the outlet of the Canandaigua lake, at the junction of Flint creek. There are two settlements about one mile apart, known as *East Vienna* and *West Vienna*.

CLIFTON SPRINGS, 3 miles west of Vienna, are resorted to for their medicinal properties, and have become somewhat celebrated. They are sulphur springs, of a similar character to many others to be found in Western New-York.

SHORT'S MILLS, is the name given to a small settlement on the line of the railroad, 5 miles further west.

CANANDAIGUA, is delightfully situated near the foot of Canandaigua lake, 222 miles west of Albany by railroad. It was incorporated in 1815, and now contains about 2,700 inhabitants, 350 dwelling houses, a court-house, jail, surrogate's office, county clerk's office and town house; 1 Presbyterian, 1 Episcopal, 1 Baptist, 1 Methodist, and 1 African church; 2 banking houses and a saving's bank. No place in the state probably exceeds this village as a desirable place of residence; being surrounded by a rich agricultural district abounding in almost every luxury for which *Western New-York* is so justly celebrated. On the south, at a short distance, lies Canandaigua lake, with its cultivated shores, in full view of this abode of taste and opulence.

CANANDAIGUA LAKE, is a most beautiful sheet of water, 18 miles long, and from 1 to  $1\frac{1}{2}$  miles wide, lying mostly in the county of Ontario, and a small part in Yates county; it is surrounded by well cultivated lands, celebrated for their fertility, diversified by charming scenery. Its waters, which are deep and clear, abound with fish of different kinds, and are elevated 670 feet above the Atlantic ocean. *Canandaigua Outlet* flows northeast into Flint creek, thence into Clyde and Seneca river; all of which are important mill streams.

The village of VICTOR, is 9 miles west of Canandaigua, and a little to the north of the railroad.

PITTSFORD, 12 miles further, is on the line of the Erie canal, near its intersection with the railroad. It was incorporated in 1827, and now contains about 700 inhabitants.

BRIGHTON, 4 miles east of Rochester, is also on the line of the Erie canal.

The CITY OF ROCHESTER, 251 miles from Albany, by railroad, is advantageously situated on both sides of the Genesee river, and on the line of the Erie canal, 6 miles south of Lake Ontario, with which the Genesee affords good water communication for steamboats and schooners from the landing at Carthage, three miles below the centre of the city. It was chartered as a city in 1834, and is divided into 5 wards, being governed by a Mayor, Recorder and board of Aldermen. It contained in 1840, 20,202 inhabitants, mostly engaged in mercantile and manufacturing pursuits ; about 2,000 dwelling houses ; a courthouse, jail and county clerk's office ; 2 public markets, 6 banking houses, 1 saving's bank, 1 mutual insurance company ; 5 Presbyterian, 2 Episcopal, 2 Baptist, 2 Methodist, 2 Roman Catholic, 1 Unitarian, 1 Covenanters, 2 Friends' meeting houses, 1 Universalist, 1 Lutheran and 1 Christian church ; a museum ; a collegiate institute ; 2 female seminaries ; 2 orphan asylums, and 2 arcade buildings.

Steamboats arrive and depart daily during the season of navigation, from the landing on the south of the city, and from Charlotte at the mouth of the river. Besides the steamboat, canal and railroad routes, diverging from this place, several lines of daily stages also centre here, running to different places for the accommodation of travellers.

The natural and artificial curiosities of Rochester and its vicinity are well worthy of notice. The most important of them are the *Genesee Falls*, which are seen to the greatest advantage from the east side of the river, a short distance below the railroad bridge ; the noble aqueduct for the enlarged canal, is a splendid specimen of mason work ; other falls and bridges, together with the *Mount Hope Cemetery*, to the south of the city, all giv-

ing to Rochester many points of attraction well worthy the attention of the traveller.

The hotels are numerous, and most of them well kept, affording every desirable luxury in abundance.

To the immense water power which Rochester possesses, by means of a succession of falls in the Genesee river, may be justly ascribed her rapid growth and substantial wealth. There are now within the limits of the city, and all using water power, 21 flouring mills, with 108 run of stones ; 2 woollen factories, 1 cotton factory, 1 wrought-iron forge, 4 iron foundries, 11 machine shops, 2 brass foundries, 1 planing and flooring mill, 1 veneering mill, 2 paper mills, 1 oil mill, 4 tobacco and snuff factories, 7 saw mills, 1 pail factory, 3 pump factories, 2 shoe-peg factories, 2 edge-tool factories, 1 threshing machine and fanning mill factory, 1 chair factory, 2 last factories, 2 stave manufactories, 1 sash factory, 3 wood turning establishments, 4 tanneries, 3 distilleries and 3 breweries. Within the limits of the city, a distance of 3 miles, the total fall of water is nearly 300 feet, affording an almost inexhaustible supply of water power, which is but partly used. The immense amount of flour manufactured at this place alone, gives employment to a great number of persons. These mills are capable of making 5,000 barrels of flour per day, consuming, when under full headway, about 25,000 bushels of wheat daily. There are upwards of twenty forwarding establishments connected with the trade of the Erie and Genesee Valley canals, besides a limited shipping interest on Genesee river and Lake Ontario.

## STAGES LEAVING ROCHESTER.

## DAILY LINES.

1. From Rochester to Lockport, *via* Ridge Road, 64 miles ; usual fare, \$2.50 ; connecting at Lockport with the railroad extending to Lewiston and Niagara Falls.

2. From Rochester to Lockport, *via* Canal Route, 62 miles ; usual fare, \$2.00. Leaves daily, (Sunday's excepted.)

3. From Rochester to Bath, Steuben Co. *via* Geneseo and Dansville, 75 miles ; usual fare, \$3.00 ; connecting with stages running to Corning and Elmira.

## TRI-WEEKLY LINES.

4. From Rochester to Olean, Cattaraugus Co. *via* Mount Morris and Angelica, 96 miles ; usual fare, \$4.00. Leaves Rochester Tuesdays, Thursdays, and Saturdays ; leaves Olean, Mondays, Wednesdays and Fridays.

5. From Rochester to Oswego, 76 miles ; usual fare, \$4.00. Leaves Rochester, Tuesdays, Thursdays and Saturdays, at 6 A. M., leaves Oswego on Mondays, Wednesdays and Fridays, at 4 A. M.

The *Genesee Valley Canal*, commences at Rochester, and ascends the rich valley of the Genesee, being now finished to Mount Morris, a distance of 37 miles, with a branch to Dansville, a total length of 52 miles. Passage boats run daily on this canal to the above places, stopping at the intermediate landings on the route.

The most noted place of resort in the Valley of the Genesee, is AVON SPRINGS, 20 miles south of Rochester. The village is delightfully situated about half a mile east of the right bank of the Genesee river, and two miles from the Genesee Valley canal, on an elevated terrace about one hundred feet above the river, commanding an extensive prospect of the rich Genesee Valley and surrounding country.

Connected with the village, on the southwest, are the justly famed medicinal springs, giving celebrity to the place. The two principal springs are distinguished as the Upper and Lower Springs, distant from each other about 80 rods. They possess similar properties, differing only in the relative quantities of the same mineral ingredients. Analysis and experience have fully tested the sanative properties of these waters. They are found peculiarly efficacious in disorders of the digestive organs, rheumatic complaints and gout, in all sorts of cutaneous affections, and in every kind of obstructions.

There are several well-kept hotels both at the village and near the Springs. The most noted are the Avon Eagle Hotel, kept by O. Comstock; the Avon Hotel, or Hosmer House, kept by H. R. Phillips; the Knickerbocker Hall, kept by D. Knickerbocker, and the Spring Hotel, kept N. Houghton. The two latter are situated near the springs, the two former in the village. The accommodations for bathing are also extensive and handsomely arranged, there being three establishments; altogether affording great attractions not only for the invalid but for the seeker of pleasure.

The following is an analysis of the lower spring, which is the most esteemed for drinking.

One gallon contains :

Carbonate of lime,.....	29.33	grains.
Chloride of calcium, .....	8.41	"
Sulphate of lime, .....	57.44	"
Sulphate of magnesia,.....	49.61	"
Sulphate of soda,.....	13.75	"

Amount of saline ingredients, .... 158.52 "

Carbonic acid,.....	3.92	cubic inches.
Per volume, sulphuretted hydrogen		
gas, .....	10.02	" "
Nitrogen gas,.....	5.42	" "
Oxygen gas,.....	56	" "

The temperature of these waters is 45 degrees of Fahrenheit ; specific gravity, 10.018 ; quantity of water discharged, 54 gallons per minute.

On returning from Avon to Rochester, the traveller has a choice of two conveyances, by canal boats or stages.

There are several modes of conveyance from Rochester, west to Buffalo and Niagara Falls. The route by railroad to Buffalo, 74 miles is the most expeditious. The canal route, 95 miles, is a cheap and comfortable mode of travelling ; in addition to which, steamboats run daily, during the season of navigation, from Carthage, 3 miles below the centre of the city, to Lewiston, and thence passengers are conveyed by railroad cars to Niagara Falls and Buffalo.

#### RAILROAD ROUTE FROM ROCHESTER TO BUFFALO.

The *Tonawanda Railroad*, extends west from Rochester, through the villages of CHURCHVILLE and BERGEN.

BATAVIA, 32 miles west of Rochester, and 283 from Albany, by railroad route, is pleasantly situated on a plain, through which flows the Tonawanda creek ; it was incorporated in 1823, and now contains about 2,000 inhabitants, 300 dwelling houses, a court-house, jail and county clerk's office, a state arsenal, the general land office of the Holland Land Company ; 1 Presbyterian, 1 Episcopal, 2 Baptist and 1 Methodist church ; a female seminary in a flourishing condition ; 2 banking houses, and 7 hotels and taverns. Stages run from Batavia south, to Warsaw ; and north, to Albion and Lockport.

The village of ATTICA, 11 miles from Batavia, and on the Tonawanda creek, is the western terminus of the Tonawanda Railroad. It is an active place of business, containing about 800 inhabitants.

The *Attica and Buffalo Railroad*, is 31 miles long, terminating at the city of Buffalo. The total distance from Albany to Buffalo, by railroad route, is 325 miles.

## CANAL ROUTE FROM ROCHESTER TO BUFFALO.

BROCKPORT, 20 miles west of Rochester, and 239 by canal from Albany, is handsomely situated on the Erie canal ; it was incorporated in 1829, and now contains about 2,000 inhabitants, 250 dwelling houses, 1 Presbyterian, 1 Episcopal, and 1 Methodist church ; and a college building now used as an academy.

The village of HOLLEY, 5 miles west of Brockport, contains about 350 inhabitants. Sandy Creek flows through this place, over which the canal passes by means of an embankment, 75 feet above the bed of the stream, which is conveyed under it by a culvert.

ALBION, on the Erie Canal, 60 miles from Buffalo, and 304 miles from Albany, by canal route ; was incorporated in 1829, and now contains about 1,400 inhabitants, 200 dwelling houses, a court-house, jail and county clerk's office ; 2 banking houses ; an incorporated academy and Phipp's female seminary, both in a flourishing condition, to each of which is attached large brick edifices ; 1 Presbyterian, 1 Baptist and 1 Methodist church ; 3 taverns, 18 stores and groceries, 7 ware-houses and 1 flouring mill. Here is a canal collector's office and a convenient landing.

The village of GAINES, 1 or 2 miles north of Albion, and on the *Ridge Road*, was incorporated in 1832, and now contains 6 or 700 inhabitants.

The ALLUVIAL WAY, or RIDGE ROAD, is a work of nature, extending from the Genesee river, near Rochester, to the Niagara river, near Lewiston. It is a gently curving ridge composed of beach sand and gravel stones, apparently worn smooth by the action of water. Its general width is from 6 to 8 rods, raised in the middle, and the top presents an excellent road, called the "*Ridge Road*," extending upwards of 80 miles, being from 6 to 10 miles south of the present shore of Lake Ontario, of which it once no doubt formed the beach.

KNOWLESVILLE, 7 miles west of Albion, is an incorporated village on the line of the Erie canal, and contains about 500 inhabitants.

MEDINA, 4 miles further west, on the Erie canal, was incorporated in 1832, and now contains about 900 inhabitants, 130 dwelling houses, and several mills and manufacturing establishments.

MIDDLEPORT, 17 miles west of Albion, contains about 400 inhabitants.

GASPORT, 5 miles further west, takes its name from several mineral burning springs of some celebrity, situated near the line of the canal. The gas is used for domestic purposes.

The village of LOCKPORT is on the Erie canal, 31 miles northeast of Buffalo, and from Albany by canal route, 333 miles. It was incorporated in 1827, and now contains about 6,500 inhabitants; 800 dwelling houses, a court-house, jail and county clerk's office; 2 Presbyterian, 1 Congregational, 2 Episcopal, 1 Baptist, 1 Methodist, 1 Roman Catholic, 1 Lutheran and 1 African church; besides an Orthodox and Hicksite meeting house.

The hydraulic power derived from the surplus waters of the Erie Canal at this place, is sufficient to propel at least 300 run of mill stones, and is admirably located for an extensive manufacturing town. In addition to the Erie canal which passes through the centre of the village, the *Lockport and Niagara Falls Railroad* commences at this place, and runs to Niagara Falls, 24 miles; the *Buffalo and Niagara Falls Railroad* extends a further distance of 22 miles to the city of Buffalo, affording a speedy communication for travellers visiting the Falls and Buffalo. Here are now re-building ten combined locks, to be constructed of lime rock in the most finished style of masonry, to accommodate the enlarged Erie ca-

nal. Lockport has sprung up and become one of our largest inland villages since the completion of the above canal, deriving its name from the above locks. Here is the first fall of water between this place and Lake Erie, there being a descent of about 60 feet. A daily line of stages run from this place to Batavia, and to Rochester by the ridge road, in addition to daily lines of canal packet boats running east and west.

From Lockport to Lewiston, the Falls of Niagara, and Buffalo, travellers are speedily taken by railroad; the canal boats though slower are cheap and comfortable. The principal villages through which the Erie canal passes from Lockport to Buffalo, are TONAWANDA, 19 miles distant, and where the line of the canal approaches the Niagara river, and BLACK ROCK, 3 miles from Buffalo. Here is a long stone pier and dam, which answers the double purpose of raising the water of the outlet of Lake Erie, so as to feed the canal, and furnish a vast amount of hydraulic power.

At Buffalo, 364 miles from Albany by canal route, is the terminus of the Erie canal. Here a plan has been proposed to construct an extensive basin, to accommodate the immense number of canal boats that navigate this artificial river, connecting the waters of the great inland seas of America, with the Atlantic ocean.

The United States government is constructing between Buffalo and Black Rock, an extensive and strong fortress, on a scale suitable for the defence of so important a point. It is situated on a rise of ground about a mile and a half north of the city—that is, about half way to Black Rock—and nearly opposite to the site of Fort Erie, on the Canada side, which was made memorable by the sortie of Gen. Porter, then of Black Rock, and his volunteers, on the 17th of August, in the glorious campaign of 1814.

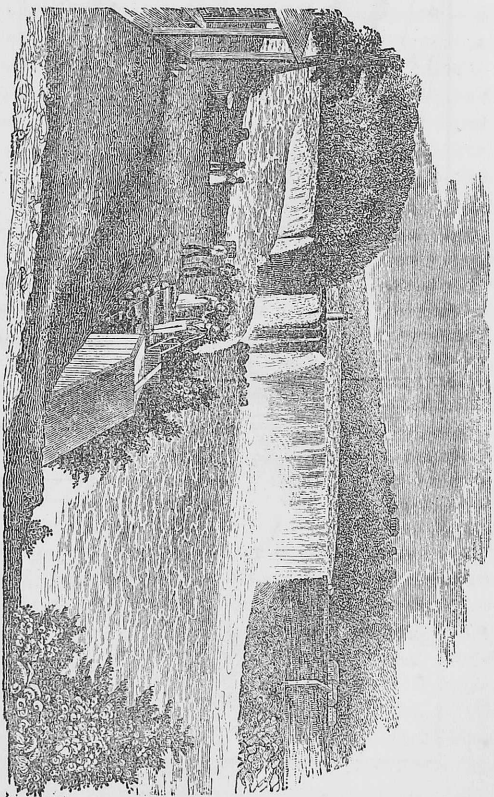
NIAGARA FALLS, the admiration and wonder of all who behold them, are situated in the Niagara river, about equi-distant between Lakes Erie and Ontario, and 330 miles west of Albany, by the most usually travelled route.

For an accurate, well drawn, detailed description of the *Falls*, the tourist is referred to "*ORR'S PICTORIAL GUIDE TO NIAGARA FALLS*," published in 1842, inasmuch as the different views, features, and points of attraction, are sufficiently numerous and interesting to form a volume of themselves.

The following extracts written in the summer of 1843, are here inserted to guide those who may not possess the above work.

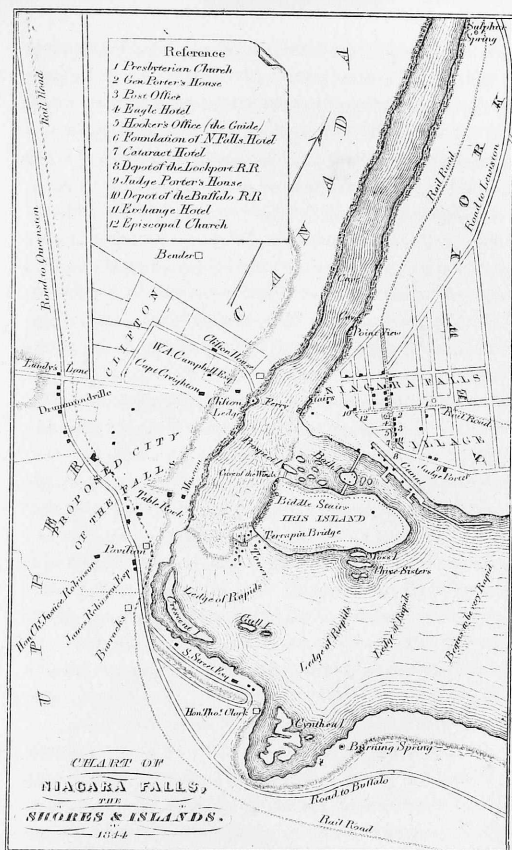
"The Falls of Niagara, always majestic and wonderful for their power over the imagination, really seem to be *improving* in grandeur. The truth is, the lover of nature, the tourist in search of the picturesque, or the patriot who to these attractions would add the enjoyment of those delicious emotions which are excited by the actual presence of the scenes of heroic deeds, cannot accomplish the true object of a visit to this spot—cannot really see the Falls without a sojourn of several days on both sides of the mighty cataract. Nothing less will enable him to obtain true conceptions of its surpassing grandeur and its varied magnificence. The rapids above—the falls themselves—the rapids below—the whirlpool—the vast chasm and the huge lines of precipice walling in the river—all these should be severally seen and studied.

"On this magnificent frontier, it should also be remembered, are various other localities clustered together and belonging to history. Fort Niagara, at the angle made by the junction of the river and Lake Ontario, on the American side—Fort George, on the Canada side—Queenston Heights, also on the Canada shore, made



NIAGARA FALLS FROM POINT PROSPECT.







memorable by the gallantry and steadiness of a detachment of the militia of this State, led on to the attack by Solomon Van Rensselaer and enhanced in interest by the fall of Gen. Brock, the pride of the British forces then in Canada, and whose monument, though shattered by the ruffian Lett, is about to be rebuilt—Lunly's Lane, also on the Canada side, and not far from the Falls, where, on the 25th of July, 1814, was fought one of the bloodiest battles on record—Chippewa, a little up stream, where, on the 5th of the same July, an American force, in fair fight and open field, defeated a British force greatly superior in numbers and drawn from the veterans of Wellington, who had conquered the conquerers of Europe—all these historical scenes are among the objects which should be included in a visit to the Falls.

“The Burning Spring, too, on the Canada side, and the Mineral Springs, otherwise known as the Belle Vue Fountain, on our side, are not to be overlooked nor undervalued, as helping, each in its own way, to sustain the interest of the rival shores; so that whether we regard the grandeur of Nature's works, or the exciting emotions called forth by the doings of men, it must be conceded that the Falls of Niagara and the appurtenances thereunto belonging, possess many and varied attractions.

“As to hotels, I only wish all who are pent up and pining in hot and stifling cities, could be transferred to this grandest of all ‘watering places,’ that they might breathe the air forever fresh and kept in healthful motion by the action of the mighty cataract, and that they might banquet on the luxuries provided by Messrs. Whitney & Son, of the Cataract House, on the American bank, or by C. B. Griffen of the Clifton House, on the Canada bank. The Pavilion, kept by Mr. Christler, is also

on the Canada side. Besides the above, there are several well kept public houses on the American side of the river, all of which are usually thronged with visitors during the summer months."

The following expressive lines were penned by the late WILLIS GAYLORD CLARK, June, 1836, immediately after having passed the great *falling sheet of water*; to the TERMINATION ROCK, being 230 feet behind the Great Horse-Shoe Fall, which is approached from the Canada side :

#### NIAGARA FALLS.

" Here speaks the voice of God ! Let man be dumb,  
Nor with his vain aspirings hither come ;  
That voice impels these hollow-sounding floods,  
And like a presence fills the distant woods.  
These groaning rocks the Almighty's finger piled,  
For ages here His painted bow has smiled ;  
Marking the changes and the chance of time—  
Eternal—beautiful—serene—sublime !"

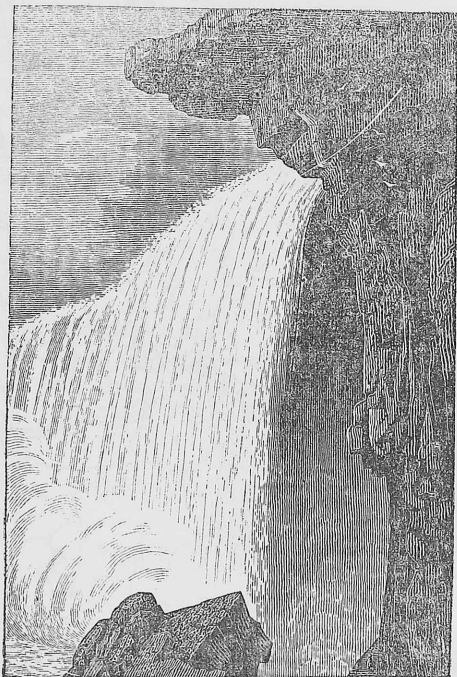
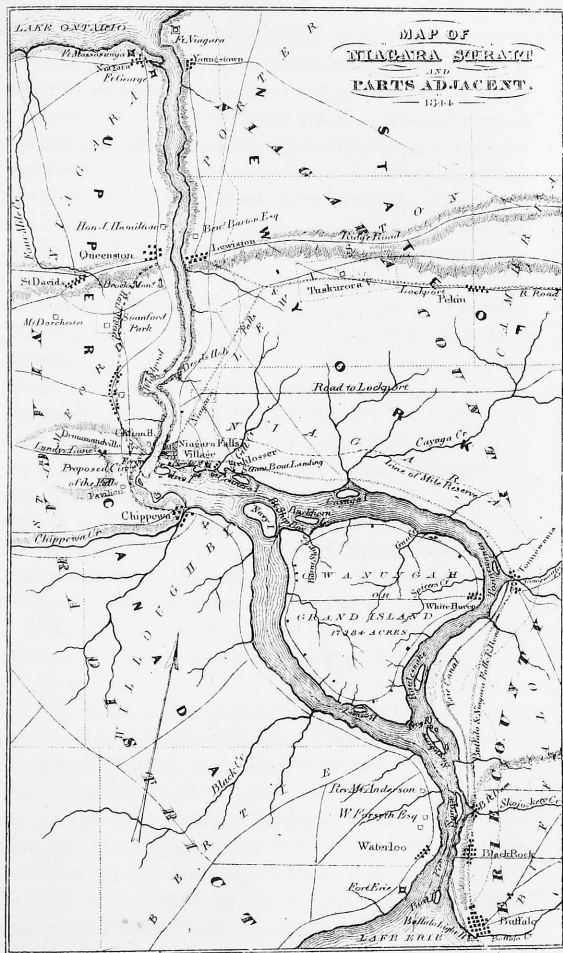


TABLE ROCK FROM BELOW, ON THE CANADA SIDE.







LEWISTON, 7 miles below THE FALLS, is situated on the east side of the river, opposite Queenston and at the head of steamboat navigation ; being 7 miles from Lake Ontario. It is an incorporated village and contains about 1,000 inhabitants. Here is a convenient steamboat landing from which boats ply to various places on Lake Ontario ; a commodious horse ferry boat also plies across the Niagara river to Queenston, Canada. A branch railroad extends 3 miles, to its junction with the Lockport and Niagara Falls Railroad, affording a speedy communication with Lockport, Niagara Falls and Buffalo. The railroad, steamboat and canal route from Buffalo to Albany, *via* Niagara Falls, Lewiston, Oswego, and Syracuse, is a desirable, cheap and speedy mode of conveyance during the summer months.

Steamboats leave Lewiston daily for Niagara, 7 miles ; Hamilton, 56 miles ; Toronto, 44 miles ; Kingston, 200 miles ; Rochester, 80 miles, and Oswego, 150 miles, connecting with other lines of travel at the above places. On the arrival of the Oswego and Toronto boats, railroad cars immediately convey passengers to Buffalo, *via* Niagara Falls, a distance of 30 miles.

A daily line of stages run from opposite Lewiston, through Canada, to Detroit, Michigan, a distance of 262 miles.

FORT NIAGARA, 7 miles below Lewiston, lying on the American shore at the mouth of Niagara river, is well worthy of a visit in connection with the ruins of *Fort George*, on the Canadian shore, near the village of Niagara. In 1679, M. De Salle, the explorer of the Mississippi, in the service of France, enclosed the spot on which the fort was here built in 1725, by pallisades. In 1759, it was taken by the British under Sir William Johnson, in whose hands it remained until 1796, when it

was evacuated and given up to the United States. On the 19th of December, 1813, it was again taken by the British by surprise; and in March, 1815, again surrendered to the Americans. This old fort is as much noted for being the theatre of tyranny and crime as for the scenes of military exploits. While in the hands of the French, there is no doubt of its having been at times used as a prison. In its close and impregnable dungeons, where light was not admitted, for many years, there remained clear traces of the ready instruments for execution or for murder. During the war of the Revolution it was the head-quarters of all that was barbarous, and unrelenting and cruel; this being the chief rendezvous of a savage horde that carried death and destruction into the remote American settlements. Of late years, the abduction of William Morgan, who was taken from the jail in Canandaigua, and conveyed more than 100 miles, through a populous country and lodged in the magazine at Fort Niagara, where he was kept three or four days, and then inhumanly drowned—has justly tended to continue its reputation for being the scene of tyranny and murder.

For a description of places in Canada, see "TOUR THROUGH CANADA."

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The CITY OF BUFFALO, distant from Albany 284 miles by nearest route; 325 miles by railroad, and 363 miles by the Erie canal, is situated at the head of Niagara river, the outlet of Lake Erie, and at the foot of the great chain of western lakes, and is the point where the vast trade of these inland seas is concentrated. The site of the city is one of much beauty, having a gentle southern inclination towards the lake. The harbor, formed by Buffalo creek, lies nearly east and west across the southern part of the city, and is separated from Lake Erie by a peninsula, between the creek and the lake. This

harbor is a very secure one, and is of such a capacity that, although steamboats, ships and other lake craft, and canal boats, to the number, in all, from two to three hundred, have sometimes assembled there, for the transaction of the business of the lakes, yet not one-half part of the harbor has ever yet been occupied by the vast business of the great and growing west. Facilities, however, have been wanting for bringing together the lake and canal craft, in the eastern part of the harbor; and to furnish these, the canal commissioners, under a special law of the state, are to extend the Erie canal a mile or more, east of its original termination, across the eastern part of the city, and parallel to the harbor. By this work, and cross cuts therefrom, canal boats will reach every part of the harbor with equal facility. The city is divided north and south, by Main-street, into two nearly equal parts, but by far the greater portion of its inhabitants occupy the eastern half of the city.

Buffalo was first settled by the whites in 1801. In 1814 it was all burned by the British, except three buildings. In 1832 it was chartered as a city, and divided into five wards; being governed by a mayor, recorder and board of aldermen. Its population in 1840, according to the United States census, was 18,213. In 1818 the first steamboat was built upon Lake Erie; and the total number of sail craft upon these waters, at that time, was 30. There are now, 1843, some 50 or 60 steamboats, with 300 schooners and other sail craft, navigating Erie and the upper lakes, and carrying on an extensive commerce from Buffalo westward, *twelve hundred miles*, through this chain of inland seas.

By means of the Erie canal and the Hudson river, Buffalo is now connected with Albany and New-York; while by a chain of railroads now completed, she is as

directly connected by land through these, with Albany, and Boston, Massachusetts.

The streets in the most compact portions of the city, are paved; and the buildings, particularly those for business, are of the most durable construction, and modern style. Here are a court-house and jail and county clerk's office; 2 public markets, one with the city offices in the second story; 3 Presbyterian, 2 Episcopal, 1 Baptist, 2 Roman Catholic, 1 Unitarian, 1 Universalist, 3 German Protestant, 1 Bethel, 1 Methodist, and 2 African churches; 1 orphan asylum, and 1 theatre.

The United States Government have constructed a pier or mole, extending 1,500 feet on the south side of the mouth of the creek, between the harbor and the lake. Upon the outer end of this pier is a light-house, 46 feet high, and 20 feet in diameter at its base. It is a beautiful and durable structure, erected in 1832-3.

The *Buffalo and Black Rock Railroad*, 3 miles long, and the *Buffalo and Niagara Falls Railroad*, 23 miles long, both commence at this place, and run north; while the *Attica and Buffalo Railroad*, extends 31 miles eastward, connecting with the *Tonawanda Railroad*, which terminates at the city of Rochester.

"Such have been the facilities afforded by means of canals and railroads, in connection with lake navigation, that Buffalo now presents a very active and thriving appearance. Situated at the foot of one of the great series of inland seas, where every particle of produce and merchandise must be transhipped, in coming both from the Far West and from the sea-board, nothing can prevent the rapid growth and expanding importance of the place. Already are her wharves and storehouses crowded with the products of Ohio, Indiana, Illinois, Michigan, and Wisconsin, the natural resources of which vast regions

have but just begun to be developed. As the population of the northern section of the great valley of the Mississippi, increases, so must, in due proportion, increase the population and wealth of this QUEEN CITY OF THE LAKES."

There are now running between Buffalo and Chicago, distant about 1,000 miles, some 15 to 20 steamers of a large class; and about as many more run to Toledo, Maumee, and Detroit, stopping at the intermediate ports. All these, together with the sailing craft of the lake, and the canal boats now thronging the harbor of Buffalo, give life and employment to great numbers of people, and heavy amounts of capital.

#### STEAMBOAT LINES LEAVING BUFFALO.

FROM BUFFALO TO CHICAGO.—A steamboat leaves Buffalo every other morning, during the season of navigation, for Chicago, Illinois. Distance 1,047 miles. Usual fare \$12.00.

FROM BUFFALO TO DETROIT.—A boat leaves Buffalo daily for Detroit, stopping at the intermediate ports. Distance 372 miles. Usual fare, \$7.00.

FROM BUFFALO TO TOLEDO AND PERRYSBURG.—A boat leaves Buffalo daily for Perrysburg, stopping at the intermediate ports. Distance 319 miles. Usual fare, \$7.00.

A boat runs daily between Buffalo and Barcelona. Distance 60 miles. Usual fare \$2.00.

A boat runs daily between Buffalo, Chippewa and Schlosser's Landing. Distance 22 miles. Usual fare, 37½ cents.

The latter line connects with railroad cars running from Chippewa to Queenston, and with stages running from Schlosser's Landing to Niagara Falls.

A British steamer plies between Buffalo and Port Stanley, Canada, running twice a week, during the season of navigation.

## STAGES LEAVING BUFFALO.

DAILY LINE from Buffalo to Detroit, via Erie, Pennsylvania, Cleveland and Toledo, Ohio; distance about 400 miles. Usual fare, \$10.00.

From Buffalo to Batavia, leaves daily, (Sundays excepted.) Distance 38 miles. Usual fare, \$1.00.

TRI-WEEKLY LINES from Buffalo to Ellicottville. Distance 50 miles. Usual fare, \$2.50.

From Buffalo to Warsaw. Distance 44 miles. Usual fare, \$1.50.

A daily line of stages runs from Buffalo to Lockport during the suspension of navigation; distance 30 miles. Usual fare, \$1.50.

DISTANCES FROM BUFFALO TO CHICAGO, *via* Detroit and St. Joseph, by steamboat, railroad and stage route.

From Buffalo to Detroit by *steamboat*, 372 miles.

*Railroad and Stage Route from Detroit to Chicago.*

Detroit to Dearborn, <i>by railroad</i> , . . . .	10	
Dearborn to Wayne, " . . . .	8	18
Wayne to Ypsilanti, " . . . .	12	30
Ypsilanti to Ann Arbor, " . . . .	10	40
Ann Arbor to Dexter, " . . . .	10	50
Dexter to Sylvan, " . . . .	10	60
Sylvan to Grass Lake, " . . . .	10	70
Grass Lake to Jackson, " . . . .	10	80
Jackson to Barry, <i>by stage</i> , . . . . .	6	86
Barry to Smithfield, . . . . .	7	93
Smithfield to Albion, . . . . .	6	99
Albion to Marengo, . . . . .	7	106
Marengo to Marshall, . . . . .	5	111
Marshall to Battle Creek, . . . . .	12	123
Battle Creek to Charleston, . . . . .	10	133
Charleston to Galesburg, . . . . .	4	137
Galesburg to Comstock, . . . . .	4	141
Comstock to Kalamazo, . . . . .	4	145
Kalamazo to Paw Paw, . . . . .	18	163
Paw Paw to Hamilton, . . . . .	12	175
Hamilton to Keelersville, . . . . .	4	179
Keelersville to Bainbridge, . . . . .	11	190
Bainbridge to St. Joseph, . . . . .	10	200
St Joseph to Chicago, <i>by steamboat</i> , .	69	269

TABLE OF DISTANCES THROUGH LAKES ERIE, HURON  
AND MICHIGAN, FROM PORT TO PORT.

PLACES.	Place to place.	From Buf- falo.	From De- troit.	From Chi- cago.
BUFFALO,.....	00	00	372	1047
Dunkirk,.....	45	45	327	1002
Erie, Penn., .....	45	90	282	957
Conneaut, .....	23	118	254	929
Ashtabula, .....	13	131	241	916
Grand River,.....	30	161	211	886
Cleveland, .....	30	191	181	856
Black River,.....	23	219	153	828
Vermilion, .....	10	229	143	818
Huron, .....	20	249	123	798
Sandusky, .....	10	259	113	788
Toledo,.....	50	309	63	733
Monroe,.....	28	337	35	710
DETROIT,.....	35	372	00	675
Fort Gratiot,.....	70	442	70	605
Point au Barks, .....	60	502	130	545
Thousand Bay Islands,....	75	577	205	470
Presque Isle, .....	30	607	235	440
Mackinac, .....	60	667	295	380
Manitou Islands, .....	80	747	375	300
Milwaukie, .....	220	967	595	80
Racine, .....	20	987	615	60
Southport, .....	12	999	627	48
CHICAGO,.....	48	1047	675	00

## INTERESTING EXCURSION.

During the summer months it is usual for one of the many splendid steamers that sail from Buffalo, to make a pleasure excursion of some weeks, duration, visiting the UPPER LAKES, stopping at Detroit, Mackinaw, the Manitou Islands, Chicago, Green Bay, the Falls of St. Mary's, and other interesting points to be found on the borders of these great inland seas.

## A TRIP FROM BUFFALO TO CHICAGO.

This is a deeply interesting excursion, calculated to give the traveller a just conception of the great inland seas of North America, inasmuch as the route traverses Lakes Erie, St. Clair, Huron, and Michigan, a total distance of more than a thousand miles.

If to this is added a trip to the Falls of St. Mary, (Sault de St. Marie,) in the outlet of Lake Superior, and connecting it with Lake Huron—to the Manitoulin Islands in the northern quarter of Lake Huron, their very name implying scenery fitted to excite sublime emotions and suggesting the strong sentiment of religious awe which characterised the primitive redman, and to the island of Mackinac, (pronounced Mackinaw,) and its sister islands in the straits of the same name, abounding with the finest trout and white fish, and connecting the lakes of Michigan and Huron—if these be added to the tour, no excursion of equal extent can be found, that presents a greater variety of picturesque and magnificent scenery.

As this excursion begins on Lake Erie, we begin our guidance with a brief description of that noble and most useful body of water.

LAKE ERIE, washing the shores of *four* of these United States—New-York, Pennsylvania, Ohio, and Michigan—and spreading between them and a large segment of the British province of Canada West, with the line of division as settled by treaty, running through the middle of the lake, is 240 miles long by 40 to 60 miles wide. Its surface, as ascertained by the engineers of the Erie canal, is 555 feet above the Hudson river at Albany, and 334 feet above Lake Ontario. The greatest depth of the lake yet observed, is 270 feet. This is comparatively shallow; and the relative depths of the great series of

lakes may be illustrated by saying that the surplus waters poured from the vast *basins* of Superior, Huron, and Michigan, flow across the *plate* of Erie into the deep *bowl* of Ontario.

Lake Erie is reputed to be the only one of the series in which any current is perceptible. The fact, if it is one, is usually ascribed to its shallowness; but the vast volume of its outlet—the Niagara river—with its strong current, is a much more favorable cause than the small depth of its water, which may be far more appropriately adduced as the reason why the navigation is obstructed by *ice* much more than either of the other great lakes. The New-York shore of Lake Erie extends about 60 miles in the course of which the lake receives a number of streams, the most considerable of which are the Buffalo and Cattaraugus creeks; and presents several harbors, the most important of which at present, are Buffalo creek and Dunkirk.

As connected with trade and navigation, this lake is far the most important of all the great chain, not only because it is bordered by older settlements than any of them except Ontario, but still more because, from its position, it concentrates the trade of the vast west.

When we consider the extent not only of this lake, but of Huron, nearly 250 miles long, of Michigan, 300 miles long, of Superior, the largest body of fresh water on the globe, we may quote with emphasis, the words of an English writer: "How little are they aware, in Europe, of the extent of commerce upon these inland seas, whose coasts are now lined with flourishing town and cities; whose waters are ploughed with magnificent steamboats, and hundreds of vessels crowded with merchandise. Even the Americans themselves are not fully aware of the rising importance of these lakes, as connected with the west."

DUNKIRK, 45 miles from Buffalo, is no doubt destined to become an important place. Here it is intended to terminate the New-York and Erie Railroad, which will no doubt be completed before many years. The fine harbor here is usually clear of ice much earlier than that of Buffalo. This village was incorporated in 1837, and now contains about 1,000 inhabitants, 2 churches, and several public houses. The distance from Dunkirk to New-York city is 470 miles by this railroad, 64 miles of which are finished; 177 miles, in detached portions, ready for the superstructure, and the remainder surveyed and located.

BARCELONA, 52 miles southwest from Buffalo, is the westernmost village in the state of New-York. It is a port of entry and contains about 400 inhabitants, 3 taverns, and ten or fifteen stores and storehouses. A steamboat runs from Buffalo to this place, stopping at the intermediate ports. Here, too, is a lighthouse, lighted with *inflammable gas*, which escapes from the bed of the creek, about a mile distant, and is carried in pipes to the shore.

ERIE, Pa., 90 miles from Buffalo, is beautifully situated on Presque Isle bay, affording one of the best harbors on the lake. It contains about 4,000 inhabitants; a court-house and jail; 8 churches; 1 banking house; several well kept public houses, and a number of stores and warehouses. It is a place of much trade and of growing importance.

CONNEAUT, 28 miles further west, in the northeast corner of Ohio, stands on a creek of the same name, at its entrance into the lake. In 1840, the town contained 2,642 inhabitants, 3 churches, and 24 stores. It exports large quantities of lumber, grain, pork, beef, flour, butter, cheese, &c.

ASHTABULA, Ohio, 13 miles from Conneaut, stands on a stream of the same name, near its entrance into the lake.

FAIRPORT, Ohio, stands on the east side of Grand river, 161 miles from Buffalo. Its harbor for lake vessels is good, and it is connected with Painesville by a railroad of 3 miles long.

THE CITY OF CLEVELAND, the emporium of northern Ohio, is 191 miles from Buffalo, 211 from Detroit, and 916 from Chicago. It is a port of entry, and next to Cincinnati, is the most important town in the state. It stands at the mouth of the Cuyahoga river, and the northern termination of the Ohio canal, 307 miles from Portsmouth on the Ohio river. Packet boats for passengers run daily on this canal, reaching Portsmouth in about three and a half days; where steamboats are taken for Cincinnati, a further distance of 113 miles. It has also a connection with Pittsburg, by means of the Ohio and Pennsylvania canals.

The harbor of Cleveland is one of the best on Lake Erie, and it has a great and growing trade. The population in 1840, was 6,071, and is rapidly increasing.

BLACK RIVER, 28 miles from Cleveland, is a small village with a good harbor, and has considerable trade.

VERMILION, 10 miles further is a village of some trade, situated at the mouth of a river of the same name.

HURON, 20 miles further, also stands at the mouth of a river of the same name, with a good harbor. It contains about 1,200 inhabitants, 15 stores, and 8 or 10 ware-houses.

SANDUSKY, 10 miles further, and 259 miles from Buffalo, is a port of entry, and the capital of Erie county, Ohio. It stands on the shore of Sandusky bay, fronting the lake. The entire town is based on a quarry of

the finest building stone, which has been extensively used in its edifices. During the season of navigation, eight or nine months, the wharves are thronged with steamboats and other vessels. It contains about 1,500 inhabitants, 3 splendid churches, 30 stores of different kinds, and a ship-yard, for building steamboats and other lake craft.

TOLEDO, 50 miles from Sandusky, and 309 miles from Buffalo, stands on the west bank of Maumee river, near its entrance into Maumee bay, at the south end of Lake Erie. It contains a population of about 1,500; 40 or 50 stores, and several extensive manufacturing establishments.

Steamboats run direct from Buffalo to this place, and PERRYSBURG, at the head of steamboat navigation on the Maumee river, 18 miles from the light-house on the lake shore.

"A railroad is finished from Toledo to Adrian, 33 miles; and the Wabash and Erie canal is now completed from Lake Erie to La Fayette, a point on the Wabash, to which steamboats ascend from the Ohio river. As boats cannot, however, ascend to La Fayette, except in comparatively high water, the canal is to be continued down the Wabash 81 miles to Terre Haute, where the National road crosses the river. Much is already done on the canal south of La Fayette.

"A traveller wishing to go from Buffalo to St. Louis, can do so by the above route in six days, after the lake and canal shall be in a navigable condition. It will require 30 hours to reach Toledo, 83 hours to Terre Haute, and 30 hours by stage from thence to St. Louis across the beautiful prairies of Southern Illinois, making in all 143 hours, or six days. We trust that the packet boat companies on the Wabash and Erie canal will put down the

fare, as the saying is, 'to suite the times,' and all reasonable efforts will be made to induce a large share of the travel from Missouri, and the southern country, to New-York and Boston, to take this route."

MONROE, Michigan, 28 miles northwest of Toledo, stands on the River Raisin,  $2\frac{1}{2}$  miles from its mouth. A canal 100 feet wide, and 12 feet deep, extends from the city to the lake, through which steamboats and other vessels continually ply. Monroe contains a population of about 2,000; a court-house and jail, 2 banks, a United States land office, 7 churches, 20 or 30 stores, and several large manufacturing establishments.

AMHERSTBURGH, Can. West, stands at the mouth of the Detroit river, about half way between Monroe and Detroit. It was known during the last war by the name of *Malden*. On the opposite side of the river is the battle ground of *Brownstown*, where the Americans, under disadvantageous circumstances, and with a slight loss, routed the British forces, which lay in ambush, as the former were on their way to relieve the fort at Frenchtown.

THE CITY OF DETROIT, on Detroit river, 372 miles from Buffalo, and 675 miles from Chicago, by steamboat route, is unsurpassed for beauty and advantages of locality, standing 30 feet above the water, with a fine view of the surrounding country. It is admirably situated for trade, and is fast rising in commercial importance. The navigation of the river and lake is open 8 or 9 months in the year, during which time steamboats and other vessels are almost hourly arriving and departing for the different ports on Lakes Erie, Huron, and Michigan.

Detroit was first settled by the French in 1683; and now contains a population of about 10,000 inhabitants; a state house of brick, this being the capital of the state

of Michigan ; a city hall ; 10 churches ; 4 banking houses ; a United States land office ; a theatre and museum ; 3 markets ; a state penitentiary ; a government magazine, and a mechanic's hall ; various charitable and other institutions, besides 12 public schools.

The *Central Railroad* of Michigan, is now finished for 80 miles ; and when completed will extend to St. Joseph, on Lake Michigan, 194 miles from Detroit. There is now a line of public conveyance on this route to Chicago, running through in about 40 hours ; 80 miles being by railroad cars ; 120 by stage ; and 69 by steamboat, across Lake Michigan. The *Detroit and Pontiac Railroad* is 25 miles long.

WINDSOR, on the opposite side of the river, in Canada, is the western termination of the stage route extending to Hamilton and Queenston. This is a favorite route while navigation is closed.

LAKE ST. CLAIR, 30 miles long and 24 wide, commences 7 miles above Detroit ; it is 90 miles in circumference and 20 feet deep. Its banks are alluvial, and elevated 20 feet above the water. Clinton river enters from Michigan, and the Thames and other streams from the Canada side. From thence the river St. Clair, 40 miles long, extends northerly to

FORT GRATIOT, 70 miles from Detroit, and at the foot of Lake Huron, on the west side of St. Clair river. It was built in 1814, and consists of a stockade, enclosing a magazine, barracks, and other accommodations for a garrison of one battalion.

LAKE HURON, through which runs the boundary between the United States and Canada, is about 218 miles long and 180 broad, though its irregular form renders it difficult to determine this with much precision. It receives the waters of Lake Superior through the straits of

St. Mary, and of Lake Michigan, through the straits of Michilimackinac, and discharges its over surplus into Lake Erie, through the St. Clair and Detroit rivers. On the north part of this lake are the Manitoulin Islands, the largest of which is 80 miles long.

POINT AUX BARQUES, 130 miles from Detroit, is at the south entrance of Saginaw bay, which extends many miles inland, toward the west.

THUNDER BAY, 75 miles further, contains a great number of islands, on one of which is a light-house. It is sometimes called *Thousand Island Bay*.

PRESQUE ISLE, 30 miles, is situate on the northeast point of the peninsula of Michigan, where the lake inclines towards the west.

MACKINAC, 295 miles from Detroit, and 380 from Chicago, is delightfully situated on the southeast extremity of an island of the same name in the straits of Michilimackinac. It contains a court-house and jail, 2 churches, 10 stores and several public houses. *Fort Mackinac* stands on a rocky eminence, 150 feet immediately above the village, which, together with the harbor, it commands. This is a delightful residence during warm weather, the air being freshened and cooled by the water and by gentle winds, rendering the place a favorite resort for invalids. Here also is a great fishery; over 3,5000 barrels of trout and white fish being annually exported; and it is the mart of an extensive fur trade, being for ages a favorite resort of Indians. A steamboat runs from Mackinac to Green Bay, at the head of which, in Wisconsin, is an important settlement. After leaving Mackinac, and entering Lake Michigan, several islands are passed in succession, the largest of which is *Beaver Island*.

The MANITOU ISLANDS, 80 miles from Mackinac, lie on the east side of Lake Michigan, opposite the mouth of *Green Bay*, a large and important body of water.

LAKE MICHIGAN, the largest lake which lies wholly in the United States, is about 330 miles long and 60 broad. Its waters are deep, and it affords excellent fish, which are annually taken in large quantities and constitute an important item in the trade of that region.

MILWAUKIE, in Wisconsin, 300 miles from Mackinac, is on the west side of Lake Michigan, at the mouth of the Milwaukie river. It contains a court-house and jail, a United States land office, 3 churches, and about 3,000 inhabitants. Steamboats and sail vessels ply between this place and Buffalo, and from its rich and extensive back country, it is likely to grow rapidly and become a place of much importance.

RACINE, 20 miles south of Milwaukie, and at the mouth of Root river, contains a court-house and jail, 10 or 12 stores and about 500 inhabitants.

SOUTHPORT, 12 miles further, on the west side of the lake, contains about 500 inhabitants and several stores.

The CITY OF CHICAGO, in Illinois, 48 miles still further south, is beautifully situated on level ground, on both sides of the river Chicago. It extends along the lake shore for a mile. An artificial harbor has been formed by the construction of piers on each side of the entrance of the river, for some distance into the lake. This is a rapidly growing and important place, with numerous steamboats and other vessels employed in active and profitable trade with Buffalo, and the various intermediate ports on the Upper Lakes. It contains 5 or 6,000 inhabitants; the public buildings for Cook county; a United States land office; 8 churches, and several well kept public houses. No place in the Union has probably

exceeded Chicago in its rapid growth and the increase of its trade. It is the central mart of the rich agricultural section of northern Illinois, and a part of Wisconsin. The *Michigan and Illinois Canal*, now constructing from this place to the navigable waters of the Illinois river, will add much to its importance and give a new and powerful impulse to its growth.

MICHIGAN CITY, Indiana, standing at the head of Lake Michigan, and at the mouth of Trail Creek, was laid out in 1835. It now contains about 800 inhabitants, and is no doubt destined to become a place of very considerable importance.

ST. JOSEPH, Michigan, opposite Chicago, stands at the mouth of the St. Joseph river, and is the proposed termination of the *Central Railroad*, running through Michigan from Detroit, a distance of about 200 miles. A line of steamboats, stages, and railroad cars, now run over this route, from Chicago to Detroit, affording a choice of conveyances, and great facilities for travel and correspondence.

GREEN BAY is in the Territory of Wisconsin. Connecting with Lake Michigan at the northwestern bend of the latter, by a wide opening, or straits, the Bay stretches southward about 100 miles, with a breadth varying from 15 to 30 miles, and lying nearly parallel with the north segment of the lake. Its broad entrance, for some 30 miles, is traversed by a succession of islands, called, from their position, Traverse Islands. The Bay is navigable by vessels of 200 tons burden, to its southern extremity, or head, where it receives the waters of Fox river, at the mouth of which is a flourishing town, with a population of nearly 2,000, surrounded by a fertile and beautiful region, and where the United States have a Land Office. The head waters of the Fox river inter-

lock with those of the Wisconsin, at a very short distance apart, and in very high freshets boats have often passed from one to the other. A short canal would make the connection perfect at all times, and would thus give an unbroken navigation from the great lakes through Green Bay, Fox river and the Wisconsin, to the Mississippi at PRAIRIE DU CHIEN, 300 miles below the Falls of St. Anthony, and 600 miles above St. Louis. Green Bay contains several islands about midway its length, and at its northwestern curve it receives the Menominee river, which flows in from the northwest, and forms the boundary between the Wisconsin Territory and that portion of Michigan which lies between it and Lake Superior.

SAULT DE ST. MARIE, or St. Mary's Falls, is the name of the settlement on the American shore of the St. Mary's River, about 15 miles below Lake Superior, at the rapids, which are three-fourths of a mile long, with a descent of some 23 feet. The entire fall of the river, which is 60 miles long, from Lake Superior to its entrance into Lake Huron, is about 50 feet. It is contemplated to cut a *ship canal* round the falls, or *sault*, the river being navigable in all the rest of its course. Such a canal, by enabling steamers and all other lake vessels to pass into Lake Superior, and thus opening the navigation of that great inland sea, would serve most efficiently to promote the settlement of Upper Michigan, and the regions bordering on Lake Superior, would enhance the value of the national domains, particularly of the copper and lead districts, and would be the pioneer of incalculable benefits to the whole Union, as well as to a vast but secluded country, not yet accommodated with the means of constant and permanent intercourse and traffic

with the great lake states, and the great markets of the sea-board.

The settlement, or village of St. Mary, is on the site of an old French fort, and is an elevated and pleasant position. It contains a court-house, 3 churches, a trading house of the American Fur Company and several other stores. A post belonging to the United States, called Fort Brady, is also established here, and has a garrison of United States troops. The population, made up of Americans, Frenchmen, Indians and half-breeds, amounts usually to about 1,000, and occasionally a much greater number; when the Indians and other trappers and hunters come in with their peltry, for the purposes of trade, and to receive their annuities.

LAKE SUPERIOR, supposed to be the largest body of fresh water in the world, is about 380 miles long and 130 wide, and about 1,400 miles in circumference. It is surrounded mostly by a rocky and uneven coast, and contains many considerable islands, one of the largest of which, Isle Royal, is about 100 miles long and 40 miles broad. Its waters abound with fish, particularly trout, sturgeon, and white-fish, which are caught at all seasons and in large quantities. Of these the trout, weighing from 12 to 50 pounds, and the white fish, weighing often over 20 pounds, are perhaps the most important. The storms on this lake are almost equal to those on the Atlantic—its waves run as high, and its navigation is probably more dangerous. Its surface is elevated 625 feet above the level of the sea, and its mean depth is 900 feet. Its waters are remarkably clear and transparent. It receives more than thirty rivers, and discharges its surplus into Lake Huron, by the straits, or river of St. Mary. The boundary lines between the United States and the British Possessions pass through the middle of this, as of the

other great lakes, from its outlet, the St. Mary, most of the distance, but toward the westerly segment of the Isle Royal, giving that island to the United States, and then inclining southwesterly to the mouth of Pigeon river.

The *Pictured Rocks*, on its south shore, toward the east end of the lake, are a great curiosity, forming an immense perpendicular wall 300 feet high and extending about 12 miles, with frequent and vast caverns along their base, into which waters roll, especially in storms, with a tremendous roar. At one place a considerable stream is thrown from them into the lake, by a single burst, from the height of 70 feet, and boats can pass between it and the rocks; at another place four enormous piers of rocks support a vast stratum, or entablature of stone, covered with soil, on which stand trees of spruce and pine, some of which are 50 or 60 feet high. This is called the Doric Rock, or Arch, and it appears like an achievement of Art, though it is the work of Nature.

## THE FIRST VESSEL WHICH NAVIGATED THE WESTERN LAKES.

The following account, which we extract from HUNT'S MERCHANTS' MAGAZINE, is translated from an old French work, printed in 1688, entitled, "An Account of the Discovery of a very great Country situated in America," by Father Hennepin. It will be read with interest :

It now became necessary for La Salle, in furtherance of his object, to construct a vessel above the Falls of Niagara, sufficiently large to transport the men and goods necessary to carry on a profitable trade with the savages residing on the western lakes. On the 22d of January, 1679, they went six miles above the falls to the mouth of a small creek, and there built a dock convenient for the construction of their vessel.\*

On the 26th of January, the keel and other pieces being ready, La Salle requested Father Hennepin to drive the first bolt, but the modesty of the good father's profession prevented.

During the rigorous winter, La Salle determined to return to Fort Frontenac;† and leaving the dock in charge of an Italian named Chevalier Tuti, he started, accompanied by Father Hennepin as far as Lake Ontario; from thence he traversed the dreary forests to Frontenac on

\* There can be but little doubt that the place they selected for building their bark, was the mouth of the Cayuga Creek, about six miles above the falls. Governor Cass says "the vessel was launched at Erie;" Schoolcraft, in his journal, says, "near Buffalo;" and the historian Bancroft locates the site at the mouth of Tonawanda creek. Hennepin says the mouth of the creek was two leagues above the great falls; the mouth of the Tonawanda is more than twice that distance, and the Cayuga is the only stream that answers to the description.

† Now Kingston, Canada.

foot, with only two companions and a dog which drew his baggage on a sled, subsisting on nothing but parched corn, and even that failed him two days journey from the fort. In the mean time the building of the vessel went on under the suspicious eyes of the neighboring savages, although the most part of them had gone to war beyond Lake Erie. One of them, feigning intoxication, attempted the life of the blacksmith, who defended himself successfully with a red hot bar of iron. The timely warning of a friendly sqaw averted the burning of their vessel on the stocks, which was designed by the savages. The workmen were almost disheartened by frequent alarms, and would have abandoned the work had they not been cheered by the good father, who represented the great advantage their perseverance would afford, and how much their success would redound to the glory of God. These and other inducements accelerated the work, and the vessel was soon ready to be launched, though not entirely finished. Chanting *Te Deum*, and firing three guns, they committed her to the river amid cries of joy, and swung their hammocks in security from the wild beasts and still more dreaded Indians.

When the Senecas returned from their expedition they were greatly astonished at the floating fort, "which struck terror among all the savages who lived on the great lakes and rivers within fifteen hundred miles." Hennepin ascended the river in a bark canoe with one of his companions as far as Lake Erie. They twice pulled the canoe up the rapids, and sounded the lake for the purpose of ascertaining the depth. He reported that with a favorable north or northwest wind the vessel could ascend to the lake, and then sail without difficulty, over its whole extent. Soon after the vessel was launched in the current of Niagara about four and a half miles from the

lake. Hennepin left it for Fort Frontenac, and returning with La Salle and two other fathers, Gabriel and Zenobe Mambre, anchored in the Niagara the 30th July, 1679. On the 4th of August, they reached the dock where the ship was built, which he calls distant eighteen miles from Lake Ontario, and proceeded from thence in a bark canoe, to their vessel, which they found at anchor three miles from the "beautiful Lake Erie."

The vessel was of 60 tons burthen, completely rigged, and found with all the necessaries, arms, provisions and merchandize; it had seven small pieces of cannon on board, two of which were of brass. There was a griffin, flying at the jib boom, and an eagle above. There were also all the ordinary ornaments and other fixtures which usually grace a ship of war.

They endeavored many times to ascend the current of the Niagara into Lake Erie without success, the wind not being strong enough. Whilst they were thus detained, La Salle employed a few of his men in clearing some land on the Canadian shore, opposite the vessel, and in sowing some vegetable seeds for the benefit of those who might inhabit the place.

At length the wind being favorable, they lightened the vessel by sending most of the crew on shore, and with the aid of their sails and ten or a dozen men at the tow-lines, ascended the current into Lake Erie. Thus on the 7th of August, 1679, the first vessel set sail on the untried waters of Lake Erie. They steered southwest, after having chanted their never failing *Te Deum*, and discharged their artillery in the presence of a vast number of Seneca warriors. It had been reported to our voyagers that Lake Erie was full of breakers and sand banks, which rendered a safe navigation impossible; they therefore kept the lead going, sounding from time to time.

After sailing, without difficulty, through Lake Erie, they arrived on the 11th of August at the mouth of the Detroit river, sailing up which they arrived at Lake St. Clair, to which they gave the name it bears. After being detained several days by contrary winds at the bottom of the St. Clair river, they at length succeeded in entering Lake Huron, on the 23d of August, chanting *Te Deum* through gratitude for a safe navigation thus far. Passing along the eastern shore of the lake, they sailed with a fresh and favorable wind until evening, when the wind suddenly veered, driving them across Saginaw Bay, (Sacinaw.) The storm raged until the 24th, and was succeeded by a calm, which continued until next day noon, (25th,) when they pursued their course until midnight. As they doubled a point which advanced into the lake, they were suddenly struck by a furious wind, which forced them to run behind the cape for safety. On the 26th, the violence of the storm compelled them to send down their top-masts and yards, and to stand in, for they could find neither anchorage or shelter.

It was then the stout heart of La Salle failed him, the whole crew fell upon their knees to say their prayers and prepare for death, except the pilot, whom they could not compel to follow their example, and who on the contrary "did nothing all that time but curse and swear against M. La Salle, who had brought him thither to make him perish in a nasty lake, and lose the glory he had acquired by his long and happy navigation on the ocean." On the 27th, favored with less adverse winds, they arrived during the night at Michillimackinack and anchored in the bay, where they report six fathoms of water and a clay bottom. This bay they state is protected on the southwest, west and northwest, but open to the south. The

savages were struck dumb with astonishment at the size of their vessel, and the noise of their guns.

Here they regaled themselves on the delicious trout, which they described as being from 50 to 60 lbs. in weight and as affording the savages their principal subsistence. On the 2d of September, they left Mackinac, entered Lake Michigan, (Illinois,) and sailed 40 leagues to an island at the mouth of the Bay of Puará, (Green Bay.) From this place La Salle determined to send back the ship laden with furs to Niagara. The pilot and five men embarked in her, and on the 10th she fired a gun and set sail on her return with a favorable wind. Nothing more was heard from her, and she undoubtedly foundered in Lake Huron, with all on board. Her cargo was rich, and valued at 60,000 livres.

Thus ended the first voyage of the first ship that sailed over the Western Lakes. What a contrast is presented between the silent waves and unbroken forests which witnessed the course of that adventurous bark, and the busy hum of commerce which now rises from the fertile bottoms, and the thousand ships and smoking palaces which now furrow the surface of those inland seas !

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The first vessel bearing the American flag upon Lake Erie, was the sloop Detroit, of 70 tons, built in 1796.

In 1797 the schooner Wilkinson, of Detroit, was built; her capacity was 80 tons.

In 1800 the Good Intent, of 35 tons was built; she was wrecked in 1806.

In 1799, the government built the "John Adams" and "Tracy."

In 1805, the schooner Nancy was built by the United States at Black Rock.

In 1806, the "Contractor" was built by Porter, Barton & Co.

In 1810, the "Catherine" was built.

In 1818, the first steamboat, "Walk-in-the-Water," was built at Black Rock; at which time there were, in all, about thirty sail of vessels on the Upper Lakes.

In 1824, two new steamboats were built.

In 1825, three more were added; from this period to 1832, four steamboats were built, and the whole number of steamboats in 1841, was upwards of fifty, and the number of sailing vessels little short of three hundred.

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We copy from the BUFFALO COMMERCIAL ADVERTISER of May 3, 1843, the following :

#### STATISTICS OF STEAMERS.

The present month completes a quarter of a century since the first steamer was launched upon the western lakes. During that period changes of vast magnitude have been effected by the application of the mighty agent steam. Dense forests which frowned from the margin of these great lakes have been felled to give place to thriving villages, and the moody aboriginal occupant who gazed with wonderment at the approach of the ponderous vehicle has become extinct, or is known only as a wanderer beyond the limits of the Mississippi. Changes like these have characterized the introduction of steam upon the lakes, and the independent, inquiring spirit which so distinctly marks the habits of the people of this country, has kept pace with the progress of steam westwardly, and developed the fertility and abounding resources of the prairies, until they have become the granary of the world.

Of those who early participated in the effort to build up this new commerce, but few remain; still they have vivid recollections of the undertaking, attended as it was by a heavy outlay and much solicitude for its consumma-

tion. To them, if not to these now actively engaged in its prosecution, a list of steamers down to the present season must be interesting, and we have at no inconsiderable time and trouble, been enabled to make up the table below. In arranging it we have endeavored to be correct, but may have fallen into mistakes, in consequence of the want of official data. Should such be the case, those at the west who have records as authority, will make corrections and call attention in some suitable manner, as we are desirous to obtain such information. The list of boats, with place and date of building, together with their tonnage, will be found annexed.

NAME.	TONS.	CLASS.	WHERE AND WHEN BUILT.
Walk-in-the-Water, .	342	Low	Black Rock,... 1818
Superior, .....	300	Low	Buffalo, ..... 1822
Chippewa, .....	100	Low	" ..... 1824
Henry Clay, .....	348	Low	Black Rock,.. 1825
Pioneer, .....	230	High	" ..... "
Niagara, .....	180	Low	" ..... 1826
William Penn,.....	275	Low	Erie,..... "
Enterprise,.....	250	High	Cleveland, .... "
Peacock, .....	120	High	Barcelona, .... 1829
Newburyport,.....	75	High	Erie,..... "
Thompson, .....	242	Low	Huron,..... 1830
Ohio, .....	187	High	L. Sandusky,.. "
Adelaide, .....	230	Low	Chippewa, ... "
Gratiot, .....	63	High	Charleston, ... 1831
Pennsylvania,.....	395	High	Erie,..... 1832
New-York, .....	325	High	Black Rock,.. "
Brady, .....	100	High	Detroit, ..... "
Uncle Sam,.....	280	Low	Gros Isle, .... "
Perseverance, .....	50	High	Erie,..... "
Washington, (1st)...	609	Low	Huron, ..... 1833
Michigan, .....	472	Low	Detroit, ..... "
Daniel Webster, ....	358	Low	Black Rock,.. "
Detroit, .....	240	High	Toledo, ..... "
Lady of the Lake,..	60	High	Mt. Clemens,.. "
Gov. Marcy,.....	161	Low	Black Rock,.. "
North America,.....	362	High	Conneaut,..... "
Newberry, .....	170	High	Palmer,..... "
Delaware, .....	170	High	Huron,..... "

NAME.	TONS.	CLASS.	WHERE AND WHEN BUILT.
Victory, .....	77	Low	Buffalo, ..... 1834
Gen. Porter, .....	342	Low	Black Rock, ... "
Jefferson, .....	428	Low	Erie, ..... "
Com. Perry, .....	352	High	Perrysburgh, .. "
Monroe, .....	341	High	Monroe, ..... "
Mazeppa, .....	130	High	Buffalo, ..... "
Sandusky, .....	377	Low	Sandusky, ..... "
Minnesetunk, .....	250	Low	Goderich, ..... "
Jackson, .....	50	High	Mt. Clemens, .. "
Jack Downing, .....	80	High	Sandusky, ..... "
Little Western, .....	60	High	Chatham, ..... "
Robert Fulton, .....	308	High	Cleveland, .... 1835
Columbus, .....	391	High	Huron, ..... "
Charles Townsend, ..	312	Low	Buffalo, ..... "
United States, .....	366	High	Huron, ..... "
Chicago, .....	166	High	St. Josephs, ... "
W. F. P. Taylor, ....	95	High	Silver Creek, .. "
Thames, .....	160	High	Chatham, ..... "
DeWitt Clinton, ....	493	High	Huron, ..... 1836
Julia Palmer, .....	300	Low	Buffalo, ..... "
Little Erie, .....	149	Low	Detroit, ..... "
Barcelona, .....	102	Low	Dunville, ..... "
United, .....	37	High	Detroit, ..... "
St. Clair, .....	250	High	Sandusky, .... "
Don Quixotte, .....	80	High	Toledo, ..... "
Crockett, .....	18	High	Brunersburgh, . "
Cincinnati, .....	116	High	Sandusky, ..... "
Illinois, .....	755	Low	Detroit, ..... 1837
Rochester, .....	472	High	Richmond, .... "
Madison, .....	630	High	Erie, ..... "
Cleveland, .....	580	Low	Huron, ..... "
Wisconsin, .....	700	Low	Conneaut, ..... "
Erie, .....	497	Low	Erie, ..... "
Constellation, .....	483	Low	Charleston, .... "
Bunker Hill, .....	457	High	" ..... "
Constitution, .....	443	High	Conneaut, ..... "
New England, .....	416	Low	Black Rock, ... "
Milwaukie, .....	401	Low	Grand Island, . "
Anthony Wayne, ...	390	High	Perrysburgh, ... "
Macomb, .....	101	High	Mt. Clemens, .. "
Star, .....	128	High	Belvidere, ..... "
Commerce, .....	80	High	Sandusky, ..... "
Mason, .....	33	High	Grand Rapids, . "
Great Western, .....	780	High	Huron, ..... 1838

NAME.	TONS.	CLASS.	WHERE AND WHEN BUILT.
Buffalo, .....	613	Low	Buffalo,..... 1838
Chesapeake,.....	412	Low	Maumee City,.. "
Vermilion,.....	385	High	Vermilion, .... "
Lexington, .....	363	Low	Charleston,.... "
Fairport, .....	259	High	Fairport,..... "
Red Jacket,.....	148	Low	Grand Island,.. "
Vance, .....	75	High	Perrysburgh, .. "
James Allen,.....	258	Low	Chicago, .....
Washington (2d)...	380	High	Ashtabula, .... "
Dole, .....	162	High	Chicago, .....
Trowbridge, .....	52	High	Kalamazoo, ... "
Marshall,.....	51	High	Perrysburgh,.. "
Owashenonk, .....	45	High	Grand Haven,.. "
Patronage, .....	56	High	St. Joseph, ... "
Genl Scott,.....	240	High	Huron,..... 1839
Chautauque,.....	161	Low	Buffalo,..... "
Brothers, .....	150	High	Chatham, .... "
Kent, .....	180	High	Chatham, .....
Huron, .....	140	High	Newport, .....
Harrison, (1st) ....	63	High	Erie, .....
Missouri, .....	612	High	Vermilion, .... 1840
Harrison, (2d).....	326	High	Maumee City,.. "
Waterloo, .....	98	Low	Black Rock,.... "
Minos,.....	400	Low	Chippewa, .... "
Indiana,.....	534	Low	Toledo, .....
Franklin, .....	231	High	Algonac, .....
Nile, .....	600	Low	Detroit, .....
Union, .....	64	High	Black Rock,.... "
Caroline, (re-built),	46	Low	Ogdensburgh,.. 1824

Besides the above list, there are a few small boats of which nothing is known other than their names. Among these are the Pantanguishane, Cynthia, Pontiac, and Phenomenon, making with those above given, an aggregate of 27,000 tons, at a total cost of \$3,510,000. One hundred and thirty dollars a ton being what we deem true data, for building and fitting out this description of vessels.

In examining the progress of steam as applied in propelling vessels on the lakes, we are struck with the very small number of disasters when compared with other sections of the country, especially on the western waters.

In the whole period of 25 years, there have been but four explosions which might be termed serious. It is true there are other disasters to record, whose calamitous details are too freshly impressed upon the public mind. The following tabular view presents both these classes :

EXPLOSIONS.	LIVES LOST.	BURNED.	LIVES LOST.
Peacock, Sept. 1830,....	15	Washington, 2d, Je. '38	50
Adelaide, June, 1830,...	3	Erie, August, 1841,..	250
Erie, August, 1840,....	6	Vermilion, Nov. 1842,	5
Perry, twice in 1835,...	6	Caroline, (wilful)....	5
Total,.....		30	310

The incidental disasters, such as collisions, wrecks, &c. are as follows: Walk-in-the-Water, wrecked in gale in our offing, Nov. 1, 1821, total loss. Washington, (1st) wrecked in a gale near Long Point, 1833. She was a splendid new boat, cost \$60,000, and the first season out—totally lost—one man drowned. Delaware, totally lost in a gale near Chicago, in 1834. Crockett, totally lost in a gale near St. Joseph, 1834. Detroit, ashore near Southport, on Lake Michigan, 1836—total. Adelaide, ashore in a gale on Lake Michigan, 1840—totally lost. Taylor, at Michigan City, 1838, totally lost. Don Quixotte, lost in a gale on Lake Huron, 1836. Thames, burned by the “Patriots” at Windsor, in 1838. Webster, burned to the water’s edge while lying up in our harbor, 11th Jan. 1835. The Taylor took fire near the mouth of Cattaraugus Creek, in the autumn of 1836, but the flames were subdued in time to save the boat. One hand jumped overboard and was drowned. Beside the explosions of the Perry, she has had two collisions with other vessels, in one of which a man was killed. The first season the Great Western came out, she was burned (Sept. 1st, 1839) while lying at Detroit. She had been to Chicago, and on returning across Lake St. Clair took fire, but the

flames were apparently extinguished until reaching Detroit, when they burst forth anew and consumed the boat almost down to the water's edge. The *Cynthia*, a Canadian ferry-boat, was burned near Malden in Oct. 1838. *Minnesetunk* sunk by collision with the *Erie*, near Detroit. She has been raised, enlarged, and is now known as the *Goderich*. *Little Western*, burned at Detroit last season. *Macomb*, ashore in a gale, mouth of Detroit river, last fall. *Niagara*, by collision with some other boat, at Huron. *Ohio*, sunk at Toledo, in 1837. *Little Erie*, lost in the ice last fall near Detroit, total. The *Sandusky*, consumed by fire while lying up in our harbor last February.

Of the old boats which have gradually gone to decay, we note the following: *Chippewa*, *Henry Clay*, *Enterprise*, and *Pioneer*, in this harbor; *Peacock* and *Pennsylvania* at Erie; *Marcy* and *Brady* at Detroit; *Thompson* at Huron; *Newberry* at Maumee city; *Perseverance* at Monroe; *Uncle Sam* at Charleston, with some of the smaller boats whose whereabouts are not distinctly known. Many of the larger class of boats, but seldom used of late, are laid up in ordinary at the places named: *Webster*, *Townsend*, *New-York*, *Star*, and *Monroe* at this port; *Jefferson* at Erie; *United States* at Cleveland; *Michigan* at Detroit; *Milwaukie* at Milwaukie. The *Porter* is now known as the *Toronto*, in the service of the Canadian authorities; the *Minos* is the armed steamer also in the same employ. The *Superior* was long since dismantled and converted into a ship, and is the only vessel of that description now on the lakes, the *Julia Palmer* having been converted into a steamer, and the *Milwaukie* lost in the disastrous gale of November last, upon Lake Michigan. The *Cincinnati*, *J. Downing*, *Barcelona*, and *Mazeppa* have also been converted into

sail craft. The latter is known as the schooner General Scott. The St. Clair was originally known as the Saginaw, Rhode Island, &c. of only 160 tons. During the past winter she was remodeled and enlarged at Detroit, and now rates 250 tons. The Wisconsin was originally 490 tons, but now being lengthened sixty feet which will add to her tonnage at least enough to meet the figures given in the table. The Marshall is now running on Lake Ontario, having passed through the Welland canal.

The Caroline, whose destruction filled so large a portion of public notice, was originally known as the Carolina, and is believed to have been built at Charleston, S. C. at a very early date, as she was rebuilt at Ogdensburg as given in the table. She was very strong built, of Norway pine and copper fastened. Before passing down the St. Lawrence, she ran a couple of seasons on the Hudson, between Albany and Troy, when her guards were shipped so as to admit her through the Erie canal. The date of her destruction is at Schlosser, Niagara Co. N. Y., 29th December, 1837.

The number of boats yet remaining of the whole once in commission on Lake Erie and the other upper lakes, is about sixty, with an aggregate of 17,000 tons. Of these, some thirty-five only are used when the consolidation is in existence.

Of the whole number of boats put in commission during the above period, only ten were built and owned in Canada.

The first steamer known to be upon Lake Michigan was the Henry Clay. In August, 1827, an excursion of pleasure was made in her to Green Bay, where Governor Cass was holding a treaty with the Winnebagoes. After the treaty was concluded, Gov. C. and suite returned in the Clay. From that period to 1832, some of the boats

went to Green Bay, but no further. On the breaking out of the Black Hawk war, several of the larger boats were chartered by government, to convey troops to the disaffected territory, and Chicago for the first time was greeted by the sight of one of those strange visitors.

The building of the propeller *Hercules* is the commencement of a new era in lake navigation, and her owners predict for that description of vessels a large share of the carrying trade, especially upon the Upper Lakes. The *H.* is 275 tons burthen, 137 feet long, 25 feet beam, 8 feet hold, and put together in the strongest manner. She has 14 state-rooms, 6 feet square, with sufficient additional space for the erection of 46 berths more, and from the peculiar symmetry of the *H.* she will doubtless afford ample accommodations for families emigrating. Her space below for storage is large, having almost the entire hull of the vessel appropriated for that purpose. The peculiar feature, however, of the *Hercules*, is her engine and its auxiliaries. On examining the machinery, all are struck with the infinite compactness of the steam apparatus, and its perfect simplicity, the whole weighing but fifteen tons. The engine is simple and very small, lies close upon the keelson, and fills but a space of six feet square. It is one of Ericsson's patent, was made at Auburn and is computed to be of 50 horse power.

We might here remark that the weight of an engine and boilers for one of our largest steamers is estimated at from 60 to 70 tons—the dead weight of which a propeller escapes carrying. The paddles are made of boiler iron,  $\frac{3}{8}$  inch thick, 18 inches broad by 30, and are placed on two long wrought iron shafts, protruding from either side of the stern post. The diameter of the paddles are 6 feet 4 inches. From the superb manner in which the *Hercules* is built and fitted out, having cost nearly \$20,000

dollars, it is apparent that the enterprising proprietors are determined to give the experiment a full and fair trial. Another boat of the same tonnage, for the same owners, is now being built at Perrysburgh, and will be out next month. The Cleveland propeller was launched on the 22d ult. and the fourth vessel of the kind is rapidly progressing toward completion at Chicago.

Ten cords of wood, at a cost of \$17, will suffice the propeller per diem; while one of our largest steamers will consume two cords per hour, at a cost of \$80 a day. Some of the steamers even exceed this calculation by 33 per cent.

## TOUR THROUGH CANADA.

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THE most usual mode of conveyance from Buffalo to the Falls of Niagara, and thence into Canada, is by railroad on the American side of Niagara river to the Falls, thence to Lewiston, where commodious steamers leave several times daily for the different ports on Lake Ontario.

There is also another very desirable mode of conveyance, by steamboat, descending the Niagara river, from Buffalo to Chippewa, Canada; thence by railroad, on the Canadian shore, passing in full view of the Falls, to Queenston, where the British steamboats land and receive passengers daily, during the season of navigation.

As the steamboat leaves Buffalo, on the latter route, it affords a fine view of Lake Erie and both shores of the river. On the Canada side, the first object of interest is the ruins of old *Fort Erie*, captured by the Americans, July 3, 1814. It is situated at the foot of the lake, opposite to the site of a strong fortress which the United States government are now erecting, a little north from Buffalo toward Black Rock.

WATERLOO, in Canada, 3 miles from Buffalo and opposite Black Rock, with which it is connected by a steam ferry, is handsomely situated on the west side of Niagara river, which is here about half a mile wide.

GRAND ISLAND, belonging to the Americans, is passed to the left in descending the river, and is a large and valuable tract of fine land, mostly covered with a heavy forest, which abounds with white oak of a superior quality for ship timber, great quantities of which, within a few years, have been sent to market on the sea-board, by the Erie canal.

NAVY ISLAND, belonging to the British, is next passed. This island obtained great notoriety in the fall and winter of 1837-8, when it was occupied by the "patriots," as they were styled, during the troubles in Canada. The steamer *Caroline* was destroyed on the night of December 29th, 1837, while lying at Schlosser's Landing, on the American shore, having been engaged in transporting persons to and from the island, which was soon after evacuated.

Opposite Navy Island, on the Canada side near Chippewa, is the house in which Capt. Usher resided when murdered in 1838. It is supposed he fell by the hands of some of the deluded patriots.

CHIPPEWA, 20 miles below Buffalo, and 2 miles above the Falls, is on the west side of Niagara river, at the mouth of a creek of the same name, which is navigable to PORT ROBINSON, some 8 or 10 miles west; the latter place being on the line of the Welland canal. The village of Chippewa contains a population of about 800 souls. It has obtained a place in history on account of the bloody battle which was fought near it in the war of 1812, between the United States and Great Britain. The battle was fought on the 5th of July, 1814, on the plains a short distance south of the Chippewa Landing. The American forces were commanded by Major Gen. Jacob Brown, and the British, by Major General Riall, who, after an obstinate and sanguinary fight, was defeated with considerable loss.

At Chippewa commences a railroad, extending to Queenston, a distance of 10 miles. Steamboats continue the line of travel from both ends of this road, thus furnishing an interesting and speedy conveyance between Lakes Erie and Ontario.

On arriving in the vicinity of the FALLS of NIAGARA, on the route from Chippewa to Queenston, the railroad cars stop opposite the *Pavilion*, a favorite public house kept by Mr. Chrystler.

About half a mile below, near the ferry, is situated the *Clifton House*, a well kept hotel. The site of this house was chosen as giving the best view of both the American, and Canadian or Horse Shoe Falls, which are seen from the piazzas and every window in front.

In addition to the Falls, there are other points of attraction on the Canada side of the river. The collection of curiosities at the Museum, and the Camera Obscura, which gives an exact and beautiful, though miniature image of the falls, are well worthy of a visit. The burning spring, 2 miles above the falls, is also much frequented; and the rides to the battle grounds in this vicinity make an exhilarating and very pleasant excursion.

DRUMMONDSVILLE, one mile west of the Falls, and situated on *Lundy's Lane*, is celebrated as the scene of another sanguinary engagement between the American and British forces, July 25, 1814.

The following is a brief, though correct account of the engagement. "On the afternoon of the above day, while the American army was on their march from *Fort George* toward *Fort Erie*, ascending the west bank of the river, their rear guard under the immediate command of Gen. Scott, were attacked by the advanced guard of the British army under Gen. Riall, the British having been reinforced after their defeat at Chippewa, on the 5th of the same month. This brought on a general conflict of the most obstinate and deadly character. As soon as attacked, Gen. Scott advanced with his division, amounting to about 3,000 men, to the open ground facing the heights occupied by the main British army, where were planted

several heavy pieces of cannon. Between 8 and 9 o'clock in the evening, on the arrival of reinforcements to both armies, the battle became general and raged for several hours, with alternate success on both sides ; each army evincing the most determined bravery and resistance. The command of the respective forces was now assumed by Maj. Gen. Brown, and Lieut. Gen. Drummond, each having under his command a well disciplined army. The brave (American) Col. Miller, was ordered to advance and seize the artillery of the British, which he effected at the point of the bayonet in the most gallant manner. Gen. Riall, of the English army was captured, and the possession of the battle ground contested until near midnight, when 1,700 men being either killed or wounded, the conflicting armies, amounting altogether to about 6,000 strong, ceased the deadly conflict, and for a time the bloody field was left unoccupied, except by the dead and wounded. When the British discovered that the Americans had encamped one or two miles distant, they returned and occupied their former position. Thus ended one of the most bloody conflicts that occurred during the last war ; and while each party boasted a victory, altogether too dearly bought, neither was disposed to renew the conflict."

QUEENSTON, situated 8 miles below the Falls, and 7 miles above the entrance of Niagara river into Lake Ontario, lies directly opposite the village of Lewiston, with which it is connected by a ferry. It contains about 450 inhabitants, 50 dwelling houses, 1 Episcopal, 1 Scotch Presbyterian, and 1 Baptist church, 6 taverns, 4 stores and 3 warehouses. This place is also celebrated as being the scene of a deadly strife between the American and British forces, Oct. 13, 1812. The American troops actually engaged in the fight, were commanded by Gen.

Solomon Van Rensselaer, and both the troops and their commander greatly distinguished themselves for their bravery although ultimately overpowered by superior numbers. In attempting to regain their own side of the river many of the Americans perished, the whole loss in killed, wounded and prisoners amounting to at least 1,000 men.

Gen. Brock, the British commander was killed in the middle of the fight, while leading on his men. A monument stands on the heights, near where he fell, erected to his memory. It is now very much dilapidated, having been shattered by gunpowder, April 17, 1840; an infamous act said to have been perpetrated by a ruffian of the name of Lett, concerned in the insurrection of 1837.

The railroad to Chippewa, terminates on the south of Queenston village, near the monument. Passengers are taken from the depôt in carriages to the steamboat landing, a short distance below, where steamboats depart and arrive several times daily, during the summer months.

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#### STAGE ROUTE THROUGH CANADA FROM QUEENSTON TO DETROIT.

The distance by the above route is 260 miles. Usual time  $2\frac{1}{2}$  days; fare \$13.00. Stages leave Queenston, (opposite Lewiston,) every day at 8 o'clock A. M., passing through St. Catharines, Hamilton, Brantford, Woodstock, London and Chatham, to Windsor, opposite Detroit. Leaving Windsor every morning at 8 o'clock, returning by the same route.

By the above arrangement, a direct line is formed between Albany and Chicago, a distance of 925 miles; through in 8 days.

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The village of NIAGARA, is advantageously situated on the Canada side, at the entrance of the river into Lake Ontario, directly opposite *Fort Niagara*, on the American

side. It contains about 2,000 inhabitants ; a court-house and jail ; 1 Episcopal, 1 Presbyterian, 1 Methodist, and 1 Roman Catholic church ; 10 hotels and taverns, and 20 stores of different kinds. This is the most noted place in Canada West, for building steamboats and other craft navigating Lake Ontario. Here is a Dock Yard with a marine railway and foundery attached, capable of making machinery of the largest description, and giving employment to a great number of men. It is owned by the "Niagara Dock Company."

The *Race Course* at this place is in high repute among the sporting gentry ; and the spring and fall races are numerously attended.

FORT GEORGE, situated a short distance south or upstream from the mouth of the river, is now in ruins. This was the scene of a severe contest in 1813, in which the Americans were victorious. A new fort has been erected on the point of land at the mouth of the river, directly opposite old *Fort Niagara* on the American side. The new fortification is called *Fort Massasauga*.

The whole frontier on the Canada side, from Fort George to Fort Erie, opposite Buffalo, was occupied by the American army in 1814, when occurred a succession of battles of the most determined and brilliant character. Here the British regulars were met face to face at the point of the bayonet, and vanquished on their own ground.

THE WELLAND CANAL, which unites the waters of Lakes Erie and Ontario, is a work of great magnitude. It enters Lake Ontario a few miles west of Niagara. The entire work is now being enlarged, and though it will probably not be completed till 1846, it will be navigable in 1845, on the enlarged plan. At present there are 32 locks ; but when the enlarged work is finished there will only be 22, with a lift of from  $12\frac{1}{2}$  to 14 feet.

The locks on the old canal are made of wood ; the new ones are of granite, made in the best manner. Those at each entrance from the lakes are to be 185 feet long and 45 feet wide ; the other twenty, 150 feet long and  $46\frac{1}{2}$  feet wide. The length of the canal will be 28 miles. The vessels which will pass through the canal are to be 145 feet long and 26 feet wide, including all projections. The schooners will generally be of the burthen of 450 tons. It is expected that the chief portion of the trade will be done by the new fashioned steamers called "pro-pellers." At Port Maitland there is to be a graving dock, which will be of importance both to the naval and mercantile interest.

There are several places of growing importance on the line of the Welland canal, of which PORT MAITLAND, PORT ROBINSON, and ST. CATHARINE'S, are the most noted.

HAMILTON, 50 miles west of Niagara, stands on Burlington Bay, at the head of Lake Ontario, and 42 miles from Toronto. It contains 4 or 5,000 inhabitants ; a court-house and jail, being the seat of justice for the Gore district ; 6 churches of different denominations ; several well kept hotels, and a large number of stores. Its business is increasing, and it has one of the largest and most secure harbors on Lake Ontario ; being formed by *Burlington Bay*, which is so much land-locked as to be well sheltered. The approach to the bay is through an artificial canal across Burlington beach. Steamboats leave Hamilton daily for Toronto and Lewiston, and connect with other lines of travel. Stages also depart, daily, for Windsor, opposite Detroit, and Queenston.

DUNDAS, near the head of Burlington Bay, 5 miles west of Hamilton, is a place of considerable trade. It contains about 1,500 inhabitants, and possesses a fine

water privilege, on which are already erected several extensive flouring mills, and other manufacturing establishments. The *Des Jardin Canal*, 2 miles long and navigable, connects it with Burlington bay and Lake Ontario.

The CITY OF TORONTO, the third place in population and importance in Canada, is delightfully situated on a beautiful bay, formed by a low sandy peninsula called *Gibraltar Point*. It is 180 miles west of Kingston, and 45 miles east of Hamilton by steamboat route. *Toronto* signifies in the Indian language, *a place of meeting*. In 1793, when surveyed by the elder Bouchette, under the orders of Gov. Simcoe, two Massasauga families were the only inhabitants it contained, and the harbor was a resort for numerous wild fowl. It was incorporated as a city in 1834, when it contained 9,254 inhabitants. In 1842 it had increased to 15,436, and now probably numbers 18,000 inhabitants, having doubled its population in ten years.

Within a few years it has greatly improved in appearance and in trade; a large number of elegant buildings have been recently erected, and it now presents as neat an aspect as any place in Canada. The streets are paved, and the city is well-lighted with gas. Water works are also in progress, which when completed will afford every family a bountiful supply of pure water, which heretofore has been taken from the lake and distributed by carts. The streets cross each other at right angles, and King-street, the great mart for merchandize, is near a mile long, mostly built in a substantial manner with brick stores or dwellings. Toronto now contains a Parliament House and Government Offices, mostly unoccupied; the College of Upper Canada, surrounded by spacious grounds; the Canada Company's Land Office; a court-house and jail, city hall

and market place, a lunatic asylum, 14 churches of different denominations; 5 banking houses and several well kept hotels, the principal of which are the North American, facing the bay, and Stone's Hotel in King-street. The public houses generally adopt the English custom of giving a lunch at noon and dining late, furnishing a supper in the evening. The population are decidedly English in their appearance and feelings. The prejudice against the Americans, or *Yankees*, is easily perceived and easily accounted for, as most of the inhabitants are exceedingly loyal, have never visited "the States," and look upon their neighbors as a set of lawless republicans or disorganizers; forming their opinions from the character of the *patriots* and *sympathisers* who hover on the frontier of both countries.

The *Old Garrison* as it is called, is situated on the lake shore, commanding the entrance to the harbor; and soldiers' barracks are to be seen in different parts of the city. Toronto, formerly called *Little York*, was captured by the Americans in 1813, when Gen. Pike the American commander, was killed by the explosion of the magazine which was fired by the English on their retreat from the fort.

The steamboats which arrive and depart daily from the harbor during the season of navigation, from April to December, add much to the business and life of Toronto. A mail stage also leaves daily for Kingston on the east; Lake Simcoe on the north, and Hamilton on the west, all communicating with other lines of travel to different places in Canada.

THE FOLLOWING ARE THE PRINCIPAL STEAMBOAT LINES  
LEAVING TORONTO.

A steamboat leaves Toronto for Hamilton, daily, Sundays excepted, during the season of navigation, stopping

at the intermediate ports. Distance 45 miles. Usual fare (cabin passage) one dollar. Deck passage, 50 cents.

A steamer leaves Toronto daily for Niagara and Lewiston. Distance 45 miles. Usual fare \$1.50 for cabin passage.

The mail line of steamers run daily, (Sundays excepted) between Toronto and Kingston, stopping at Port Hope and Cobourg. Distance through, 180 miles. Usual fare \$5.00 for cabin passage, including meals. Deck passage \$2.00.

A line of steamboats run between Toronto and Rochester daily. Distance 100 miles. Usual fare for cabin passage \$3, including meals. Deck passage, \$1.50.

The American line of steamboats, running from Lewiston to Ogdensburgh, also touch at Toronto and Kingston.

N. B. All the above rates of fare are subject to change, owing to opposition lines.

#### STAGE ROUTE FROM TORONTO TO QUEENSTON.

	<i>Miles.</i>	
To Etobicoke,.....		9
Cooksville,.....	7	16
Credit,.....	4	20
Trafalgar,.....	3	23
Palermo,.....	7	30
Nelson,.....	5	35
Hamilton,.....	13	48
Stony Creek,.....	7	55
Grimsby,.....	10	65
Beamsville,.....	6	71
St. Catharines,.....	14	85
Queenston,.....	15	100

#### STAGE ROUTE FROM TORONTO TO HOLLAND LANDING.

To York Mills,.....		7
Thorne Hill,.....	7	14
Richmond Hill,.....	3	17
New Market,.....	15	32
Holland Landing,.....	4	36

A steamer leaves Holland Landing 3 times a week, during the season of navigation, for different landings on Lake Simcoe.

# ROYAL MAIL ROUTE FROM TORONTO TO KINGSTON.

PLACES.	Place to place.	From Toronto.	From Kingston.
TORONTO, .....	0	0	180
Port Hope, .....	65	65	115
Cobourg, .....	7	72	108
Fifty Mile Point, .....	58	130	50
False Duck's Island, ...	20	150	30
KINGSTON, .....	30	180	0

# STAGE ROUTE FROM TORONTO TO KINGSTON.

*Usual fare through \$10.*

	<i>Miles.</i>	
To Post's, .....		26
Bowmanville, .....	17	43
Hope, .....	17	60
Cobourg, .....	13	73
Colborne, .....	16	89
Bullock's, .....	12	101
Belleville, .....	18	119
Bogart's, .....	15	134
Gordonier's, .....	16	150
Kingston, .....	20	170

PORT HOPE, 65 miles east of Toronto is the first steam-boat landing on the way to Kingston. It is a flourishing place, containing about 2,500 inhabitants, and is surrounded by a fine tract of cleared land. Here is a good water privilege, on which are erected some manufacturing establishments.

COBOURG, 7 miles further, is handsomely situated on the north side of Lake Ontario, and appears to good advantage from the water. It contains about 3,000 inhabitants, 6 churches, the Victoria college, several hotels and taverns and 20 stores. The town is laid out with great symmetry, has fine broad streets, substantial houses of

stone, brick and wood, and all the external symptoms of prosperity, having a fine agricultural country behind it for many miles. A steamboat runs from this place direct to the mouth of the Genesee river near Rochester, a distance of 80 miles.

There are several other settlements, of less note, on the lake shore between Toronto and Kingston, but they are not usually visited by the large class of steamers.

FIFTY MILE POINT, attached to Prince Edward's District, is so named from being distant 50 miles from Kingston.

FALSE DUCK'S ISLAND, 30 miles from Kingston, lies near the entrance to Prince Edward's bay, which is a large expanse of water south of the entrance to the bay of Quinte.

AMHERST ISLAND is next passed on the right as you approach Kingston; then comes in view Gage Island and Grand Island; the latter being the largest of the *Thousand Islands* which lie in the St. Lawrence river—all the above named islands belong to the English.

KINGSTON, 180 miles from Toronto and 212 miles southwest from Montreal, is advantageously situated at the foot of Lake Ontario, where commences the St. Lawrence river. This place stands on the site of old *Fort Frontenac*, having been first fortified by the French in 1672. Next to Quebec and Halifax it is considered the strongest military position in British America. Point Henry, a high rocky ridge forming the east side of Navy Bay and extending into the lake for about half a mile, is crowned by a strong fortification called *Fort Henry*, built on the extremity of the ridge and commanding Kingston and its harbor, and indeed all approaches to the city, both by land and water. Point Frederick is a narrow peninsula, lying between Fort Henry and the city. The extremity

of this point is surrounded by a battery, which together with the fort, fully protects the chief naval dépt, situated in a deep narrow inlet called Navy Bay.

The *Navy Yard* and the *Fortifications* are well worth visiting. They may be seen by procuring an order from the commandant of the station.

THE RIDEAU CANAL commences at this place, and although it is likely to be in some degree superseded by the canals constructing around the rapids of the St. Lawrence, still it is and will continue to be a work of much importance to Canada. It consists of a succession of artificial canals, interchanging with natural reaches of water, and extends from Kingston to Bytown, on the river Ottawa, a distance of little over one hundred miles. It is navigated chiefly by small steamboats, which easily pass the locks and artificial cuts, and move more expeditiously than the usual canal craft. From Bytown to Montreal the passage on this route is by boats down the Ottawa, which has been fitted for navigation by a series of locks.

Kingston was chartered as a city in 1840, and now contains 9 or 10,000 inhabitants. It has rapidly increased in numbers and importance since the completion of the above canal, and the more recent location of the seat of government within its limits, which is, however, about being removed to Montreal. It contains at present the residence of the Governor General, handsomely situated about a mile to the west of the city, near the lake shore, and where the late Governor General, Sir Charles Bagot, died, May 19, 1843. The present Governor General is Sir Charles T. Metcalfe, who has the reputation of great energy of character, combined with moderation and eminent administrative abilities. Here also is the Parliament House, first erected for a hospital, in which the Provin-

cial Parliament held its session annually; government offices, barracks for soldiers, a large penitentiary building, a court-house and jail, a custom-house, and a new and splendid town hall and market; 7 churches of different denominations; 4 banking houses; 1 marine and two fire insurance companies; 20 hotels and taverns, and about 150 stores of different kinds. The public houses most frequented by travellers, are the British-American Hotel, Lampton House, and the Royal Exchange. The number of steamboats of a large class plying between Kingston and other places is about fifteen, besides as many more of a small class, that run through the Rideau canal and down the rapids of the St. Lawrence to Montreal. Steamboats leave Kingston several times daily, for the different ports on Lake Ontario and the bay of Quinte, giving life and animation to the place during the season of navigation.

Within the city limits, a short distance from the Parliament House, have recently been discovered two valuable *Mineral Springs*, on the premises of Mr. Morton, near the lake. The water was found by boring, one to the depth of 145 feet, and the other 85 feet. From the analysis of the first, it appears to belong to the same class, and nearly of the same component parts, as the Cheltenham Spring of England, although not so much impregnated with common salt.

TO AN IMPERIAL PINT.

	<i>Cheltenham.</i>	<i>Kingston.</i>
	Grains.	Grains.
Common Salt,.....	70.14	45.64
Chloride of Calcium,.....	7.48	35.09
Chloride of Magnesium,.....	3.60	15.43
Sulphate of Soda,.....	17.55	21.36
Total grains,.....	98.23	117.52

The other spring is unusually strong, and no doubt is of great medical value. Its strength is somewhat variable, owing to an admission of common water. It is, however, supposed to be much stronger than any other mineral water as yet discovered. The following analysis is by Professor Williamson—Sept. 1843.

## ANALYSIS OF THE UPPER SPRING AT MR. MORTON'S.

Specific gravity, ..... 1.0432

*In Imperial Pint.*

Carbonate of Lime,.....	3.2631
Carbonate of Magnesia,.....	11.2653
Sulphate of Lime,.....	3.4716
Chloride of Sodium,.....	261.3108
Sulphate of Magnesia,.....	4.3092
Chloride of Calcium,.....	112.8025
Chloride of Magnesium,.....	60.8475
Iodine and Bromine, (Traces.)	

Total grains,..... 457.2700

Gases, Carbonic Acid Gas.

An extensive bath-house has recently been erected by the proprietor of the above springs, and other accommodations for visitors are contemplated.

From the analysis and increasing celebrity of these springs, owing to their medicinal properties, it is by many predicted that Kingston will become celebrated as a place of resort for invalids and others who may wish to visit these restorative fountains. Carriages may at all times of the day be found in waiting near the principal hotels to convey passengers to the springs, which are well worthy of a visit by all strangers.

TABLE OF DISTANCES BETWEEN KINGSTON &amp; MONTREAL.

PLACES.	Place to place.	From Kingston.	From Montreal.
KINGSTON, .....	0	0	212
Gananoqui, .....	20	20	192
Brockville, .....	40	60	152
Maitland, .....	4	64	148
Prescott, or Ogdensburgh, ..	8	72	140
Galop Rapids, .....	7	79	133
Matilda, .....	9	88	124
Williamsburgh, .....	7	95	117
Dickinson's Landing, .....	15	110	102
Cornwall, by canal, passing the Long Sault Rapids,...	12	122	90
St. Regis, .....	4	126	86
Lake St. Francis, .....	2	128	84
Lancaster, .....	15	143	69
Coteau du Lac, .....	20	163	49
Cascades, by stage, passing the Cedar Rapids, .....	16	179	33
La Chine, passing through Lake St. Louis .....	24	203	9
MONTREAL, by stage, .....	9	212	0

On leaving Kingston to descend the St. Lawrence, you enter at once among the remarkable group of the *Thousand Islands*, which stretch along the river for more than thirty miles. "The main stream of the St. Lawrence," says Buckingham "as it flows from the eastern termination of Lake Ontario, is 12 or 15 miles wide, from Kingston to Cape Vincent, across Grand Island; but it is so thickly studded with Islands, that it is like passing through a vast archipelago, rather than navigating a mighty river. Though this extensive range bears the name of the *Thousand Isles*, it is said that there are more than 1,500 of them. The largest are from 8 to 12 miles in length, and from 3 to 5 in breadth; and the smallest of them cover perhaps an acre of space. They are for the most part rocky islets, sometimes rising in abrupt cliffs from the water, and so bold and steep that you may run the boat

near enough almost to touch the cliffs from the vessel. A few only are low and flat; but being nearly all wooded, they form a perpetual succession of the most romantically beautiful and picturesque groups that can be conceived."

After clearing the Thousand Islands the river contracts to about two miles in width, and presents a magnificent appearance. The cultivated fields and settlements interchanging with bolder features, along its banks, impart a grandeur, as well as a variety and beauty, to the river and its shores, which no other stream on the continent possesses in an equal degree.

GANANOQUI, 20 miles below Kingston, is usually the first landing made by the British steamers in descending the river, unless they stop to take in wood at some of the islands.

WELLS' ISLAND, one of the largest of the Thousand Islands attached to the United States, lies a short distance below, opposite the village of ALEXANDRIA, on the American shore. This island was the scene of a high-handed piece of piracy, in May 1833. The following is a statement of the affair as narrated by Capt. J. B. Armstrong. "The British steamer, Sir Robert Peel, while stopping at Wells' Island, for the purpose of taking in wood, was boarded at midnight by a set of men, two of whom seized the commander of the boat, as he came on deck, by the shoulders, while a third one presented a musket with fixed bayonet to his breast and ordered him to proceed on shore, which order he quietly obeyed between his two captors. The crew and passengers, several of whom were ladies, were disposed of in a similar manner. The boat was then robbed of all the most valuable articles, including a considerable amount of money, and set on fire.

The notorious Bill Johnson was supposed to have been the leader, assisted by Canadian patriots.

BROCKVILLE, 60 miles below Kingston, is delightfully situated on the northwest side of the St. Lawrence, where it is about two miles wide. Here is a convenient steamboat landing, where the American and English passage boats usually land on their trips up and down the river. It contains about 1600 inhabitants, 250 dwelling houses, 4 churches, a court house and jail, and several well kept public houses.

Nearly opposite lies the village of MORRISTOWN, on the American shore, 11 miles above Ogdensburgh. It contains about 250 inhabitants, 40 dwelling houses, 2 churches, 2 taverns, 3 stores, 2 store-houses, and 1 steam grist mill. This is a regular landing place for passage boats passing up and down the St. Lawrence; and the stage road between Utica and Ogdensburgh passes through this place.

MAITLAND, is a small village, 4 miles below Brockville, on the same side. It contains about 300 inhabitants, 1 church and 2 public houses.

PRESCOTT, 72 miles below Kingston, stands opposite to the village of Ogdensburgh, with which it is connected by a ferry. Here is located *Fort Wellington*, a strong and important fortress permanently garrisoned by British troops. Prescott is a place of considerable trade, containing 2 or 3,000 inhabitants, 350 dwelling houses, 4 churches, 8 hotels and taverns, and a large steam grist mill.

WINDMILL POINT, about one mile below Prescott, is noted for having been occupied in November, 1838, by a body of Americans under the command of Van Shultz, who had embarked in a crusade against the British authorities in Canada, in behalf of the patriots. The stone

windmill, near the river, was his stronghold, and valiantly defended for some time and at the cost of many lives, when the surviving inmates were all compelled to surrender. This was an unfortunate affair for all who were captured. The leaders suffered an ignominious death on the gallows, at Kingston, whither they were conveyed for trial, and the others were transported to Van Dieman's Land, where many of them still linger, unless included in a decree of amnesty and pardon recently issued by the British government.

OGDENSBURGH, on the American side of the St. Lawrence, is situated at the mouth of the Oswegatchie river. It was incorporated in 1817, and now contains about 3,600 inhabitants, 450 dwelling-houses; 1 Presbyterian, 1 Episcopal, 1 Baptist, 1 Methodist, and 1 Roman Catholic church; 2 banks, 5 public houses, 80 stores and shops of different kinds, and a number of mills and other manufacturing establishments. This place is situated at the foot of sloop navigation on the St. Lawrence, although steamboats of a large class descend to the Long Sault Rapids, 40 miles below. A daily line of steamboats leave Ogdensburgh, ascending the St. Lawrence, passing through Lake Ontario, and touching at *Prescott*, *Morris-town*, *Brockville*, *Alexandria*, *French Creek*, *Cape Vincent*, *Kingston*, *Sackett's Harbor*, *Oswego*, *Rochester*, *Toronto*, and *Lewiston*. A steam ferry boat crosses the St. Lawrence from Ogdensburgh to *Prescott*, a distance of  $1\frac{1}{4}$  miles. A daily line of stages run from Ogdensburgh to *Plattsburgh* by the southern route. A line of stages also run three times a week from Ogdensburgh to *Plattsburgh*, *via* *Fort Covington*, where it intersects a stage running to *Montreal*, a distance of about 80 miles; the total distance from Ogdensburgh to *Montreal*, by the above stage route, being 140 miles.

THE GALOP RAPIDS, 7 miles below Ogdensburgh, are easily passed by steamboats, although they prevent the navigation of the St. Lawrence by sail vessels.

MATILDA, 9 miles further, is a convenient landing on the Canada side of the river.

WILLIAMSBURGH, 7 miles below, is a convenient landing, where passage boats usually touch ascending and descending the river.

WADDINGTON, on the American shore, lies opposite Ogden's Island, which is passed to the right, as it is on the American side of the line.

DICKINSON'S LANDING, 110 miles below Kingston, is situated at the head of the *Long Sault*, which is a dangerous rapid, extending for several miles. The *St. Lawrence Canal*, recently finished, on the Canada shore, extends from this place to Cornwall, a distance of about 12 miles. It is calculated to accommodate steamboats and a large class of other vessels.

CORNWALL, 122 miles from Kingston and 90 miles above Montreal, is situated on the northwest side of the river, at the lower end of the *St. Lawrence Canal*. The town contains about 1,800 inhabitants, 300 dwelling houses, a court house and jail; 5 churches, 20 stores, and several hotels.

ST. REGIS, 4 miles below, on the American side of the river, is situated on the line of the 45th degree of north latitude, the St. Lawrence, below this point, being entirely in Canada. St. Regis is an Indian village, part of its inhabitants living in the United States, and part in Canada. It contains 4 or 500 inhabitants, 80 dwelling houses, 1 Roman Catholic church, 1 tavern and 1 store. Here is a convenient steamboat landing, where during warm weather may be seen Indian boys, prepared to plunge into the water, on having a piece of money thrown

overboard—often it is caught by these expert swimmers before reaching the bottom.

LAKE ST. FRANCIS, which is 30 miles long and from 4 to 7 miles wide, is an expansion of the St. Lawrence.

LANCASTER, 16 miles below St. Regis, is a steamboat landing on the northwest side of the lake, or river. CALEDONIA SPRINGS is 30 miles distant from this place, in a northerly direction. A new road is about being constructed to unite the two places.

At COTEAU DU LAC, 20 miles further, commences a rapid of the same name, extending about two miles. Seven miles below this commences the *Cedar Rapid*, which extends about 3 miles. Then comes the *Cascade Rapid*, which terminates at the head of Lake St. Louis, where the Ottawa, by one of its mouths, joins the St. Lawrence.

The grandeur of the scenery in the vicinity of these rapids cannot be conceived without being witnessed. The mighty St. Lawrence is here seen in all its magnificence and power, being lashed into a foam for miles by the impetuosity of its current. The *Cedars*\* have hitherto been considered the most formidable obstruction to downward bound craft, but the new *South Channel*, first used in 1843, affords an additional depth of water.

“Previously to taking the Ontario, (now the Lord Sydenham) down to Montreal from Kingston, Captain Hilliard examined the south channel for some part of the way; but though he supposed there was sufficient depth of water, he was of opinion that it was too rough to be navigated with safety; so the Ontario came down by the

\* It was here that Gen. Amherst's brigade of 300 men, on their way to attack Canada, then in possession of the French, were lost. At Montreal they received the first intelligence of the invasion, by the dead bodies floating past the town.

old path. These and other facts had long been known to D. L. Macpherson, Esq., of the forwarding house of Macpherson, Crane & Co.; and it is to the sagacity, perseverance and public spirit of that gentleman, that the country owes the knowledge of the existence of the new passage."

The *Beauharnois Canal*, now in the course of construction, will extend 16 miles, and afford steamboat navigation round all the above rapids.

From Coteau du Lac passengers now proceed by stage to the Cascades, 16 miles; thence by steamboat to LACHINE, 22 miles, through Lake St. Louis. From the latter place, stages usually convey passengers to Montreal, a further distance of 9 miles. On the enlargement of the *Lachine Canal*, however, passage boats of the larger class will be able to pass directly to Montreal, as do now, a small class of steamboats, in *descending* the St. Lawrence. In *ascending*, however, even the latter class are obliged, at present, to proceed up the Ottawa river, and take the *Rideau Canal* to Kingston.

A statement of the canals, finished and in progress in Canada, intended to improve the navigation of the St. Lawrence, and afford ship navigation from Quebec to the Falls of St. Mary are here added. "The line commences with the *Lachine Canal*, extending from Montreal to the village of Lachine, a distance of 8 miles. This work is about to be enlarged, and it will form the first link of the chain which is to connect the navigation of the St. Lawrence with that of the great interior lakes, through which runs the boundary between the United States and the British dependencies, and to which, therefore, the people and the trade of both nations have equal and free access.

"At Lachine you enter an expansion of the St. Law-

rence called Lake St. Louis—similar to that of the Tappan sea in the Hudson river—and have a steamboat navigation to the Cascades, at the mouth of the Ottawa. At this point, where is the village of Beauharnois, commences the *Beauharnois Canal*, which is to extend 16 miles, to a point opposite Coteau du Lac, surmounting the obstacles to navigation caused by the several rapids, known as the Cascades, the Cedars, and the Coteau du Lac, which make, in all, a difference of elevation of about sixty feet.

“At this last point you enter another expansion of the St. Lawrence, called Lake St. Francois, which takes you to Cornwall, a distance of 40 miles, and on the 45th parallel of north latitude. At this point commences the *St. Lawrence Canal*, now finished and extending 12 miles to Dickinson's Landing, and passing the Long Sault rapids, which have a total descent of about 50 feet. This canal is a fair sample of the other works. It has six locks of solid masonry, constructed in the most durable manner, each 200 feet long in the chamber, by 50 feet wide, with a depth of 10 feet of water. They are designed, therefore, to accommodate the largest class of Lake Ontario steamers, and most of the ships that navigate the St. Lawrence from Quebec to Montreal.

“From Dickinson's Landing to Kingston, steamers of a large class now ply, though there are two or three rapids below Ogdensburgh.

“From Kingston the route is by the lake to the point of connection with the *Welland Canal*. This work, now being enlarged, is but a continuation and completion of this great line of works designed and destined to furnish a continuous ship navigation throughout the whole extent of the valley of the St. Lawrence and the basin of the great lakes, from Quebec to the Falls of St. Mary.

When this chain of communication is finished, and this great route of travel and traffic is opened and in use, it will give to the Canadas an *exclusive* as well as *direct* communication between the vast and far north-west and the Atlantic ocean—a result which, unless counterbalanced by the completion of our own great works, especially the Erie Canal Enlargement, will give to the British navigation and commerce, advantages of the greatest importance, and will operate to the deep and lasting injury of the State of New-York.”

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The City of MONTREAL, now the first in population and commercial importance in British America, as well as the capital of the United Provinces, is advantageously situated on the southeast side of the Island of the same name, with the river St. Lawrence flowing past from southwest to northeast, being here about 2 miles wide, and navigable from this place to the ocean for ships of several hundred tons burthen. Immediately above commence the Lachine Rapids, through which no vessel can ascend the stream.

The city extends along the river for about two miles, there being an inward curve to the wharves, which extend nearly the whole distance, affording great facilities to the numerous vessels of different kinds which visit this port during the season of navigation. The settlement extends inwards for upwards of a mile, covering an area of about one thousand acres.

On approaching from La Prairie above, or from Quebec below, this place appears to great advantage. The towering grandeur of the French Cathedral, the spires of other churches, and the spreading mass of well built stores and dwellings, give the traveller a very favorable impression of the city he is about to enter—and it is in-

creased as he views the line of noble stone wharves, and reads the streets, at present celebrated for their good order and cleanliness, Montreal being now one of the neatest cities on this continent, though formerly it had a very different and much less enviable reputation.

The principal streets run parallel to the river, being crossed by others at right angles. Commissioners-street and Water-street are next the river, then comes St. Paul's street, while Notre Dame-street, (the Broadway of Montreal,) extends along the summit of a ridge, from which the water descends both ways, thus resembling in one particular the city of New-York, while its situation and appearance from the water remind you of the city of Albany—increased, however, in picturesque beauty, by the hill in the rear, called *Mount Royal*, which rises about one mile from the city to the height of 550 feet, forming a prominent object in the picture from every point of view.

The island on which the city stands, is formed by the junction of the mouths of the Ottawa with the St. Lawrence. It is twenty-eight miles in length, ten miles in its greatest breadth, and about seventy miles in circumference. It mostly belongs to the seminary of the St. Sulpicians, a religious order of Catholics, and yields a large revenue. Its fertility is such as to give it the name of the "Garden of Canada," to which it is justly entitled.

The public buildings in Montreal are rather numerous and imposing for a place of its size, now numbering about 45,000 inhabitants.

The Roman Catholic Cathedral in Notre Dame-street, facing the Place D'Armes, is perhaps the most magnificent structure of its kind in America, being at once an ornament to the city, and a towering beacon which can be seen for many miles, rising in majestic grandeur above

all the other buildings by which it is surrounded. It was commenced in 1824, and opened for public worship on the 15th of July, 1829, although not entirely completed until 1843. This edifice is designed in the pointed Gothic style of the middle ages. Its length is 255 feet, and its breadth 134 feet; the two front towers being 220 feet in height. It can seat 10,000 persons, with comfort, there being 1,244 pews. From the summits of the towers, which are ascended by a flight of steps inside, the views presented are of great extent and surpassing grandeur—the city and its suburbs—the majestic St. Lawrence, and the surrounding country for a wide reach in all directions, forming the picture.

The following just tribute to Montreal, is taken from a late number of the *Kingston British Whig*:

“Montreal is unquestionably the cleanest city in her Majesty’s dominions, although at one time it had the very contrary reputation. With a population of nearly fifty-thousand souls, not a single potatoe peeling, or dirt of any kind whatever, can be seen in any of the frequented streets—much less a stray pig, or cow, and scarcely a dog. The labors of the corporation in this respect have been crowned with success, and they deserve more merit than I can well describe, not merely for the extreme cleanliness of the city, but for the good order and perfect quiet maintained both day and night.

“The extreme cheapness of cab and caleche hire in Montreal, is a fact that cannot fail to attract the notice of a stranger. For an English shilling, you can traverse the length of the city and return; and the cab drivers are the civillest I ever met with.

“The noble quay deserves a much longer notice than I bestowed upon it in my last. Its length is probably a mile, and the beauty and strength of its masonry far ex-

ceeds any thing of the kind I have ever seen at home. It has no fellow in London, and the celebrated quay at Great Yarmouth is far its inferior. Dublin and Liverpool, both noted for fine quays, may have greater pretensions; but, in one respect, that in Montreal has no equal. Below the level of the quay, probably twelve feet, there are most capacious wharves, at whose sides vessels of the largest class can unload with ease and safety, which cannot be said either at Dublin or Liverpool. In fact, Montreal has no feature which charms the visitor as much as the promenade along its edge of the quay."

For a full description of Montreal, see "*HOCHELAGA DEPICTA*," or the History and Present State of the Island and City of Montreal.

TABLE OF DISTANCES FROM MONTREAL TO QUEBEC.

PLACES.	Place to place.	From Montreal.	From Quebec.
MONTREAL, .....	0	0	180
Varennas, .....	15	15	165
<i>Wm. Henry</i> , .....	30	45	135
Lake St. Peter, .....	8	53	127
<i>St. Francis</i> , .....	30	83	97
<i>Three Rivers</i> , .....	7	90	90
St. Anne, .....	25	115	65
Richelieu Rapids, .....	20	135	44
Cape Sante, .....	15	150	30
Cape Rouge, .....	22	178	8
QUEBEC, .....	8	180	0

The places in *italic* are steamboat landings.

EXCURSION TO CALEDONIA SPRINGS AND BYTOWN ON  
THE OTTAWA RIVER.

This has become a fashionable excursion during warm weather for the affluent citizens of Canada, and is well worthy the attention of strangers visiting this section of country for health or pleasure.

The usual conveyance from Montreal, is first by stage on a good road, 9 miles, to LACHINE. Here the tourist embarks in a steamboat, at the mouth of the Ottawa river, which, although a tributary to the St. Lawrence, is a large and important stream. The navigation, however, is obstructed by rapids, which are overcome by a succession of locks, until you reach Bytown, 132 miles by water from Montreal, and where commences the *Rideau Canal*, terminating at Kingston.

At ST. ANNE'S, 20 miles above Lachine, the steamboat passes through a lock, 45 feet wide and 180 feet long. Here is a succession of rapids in the river, and several small islands. The village is situated on the southwest end of the Island of Montreal, and is the place where the poet MOORE, located the scene of his admired CANADIAN BOAT SONG, a stanza of which we copy :

"Faintly as tolls the evening chime  
Our voices keep tune, and our oars keep time;  
Soon as the woods on shore look dim,  
We'll sing at St. Anne's\* our parting hymn;  
Row brothers, row, the stream runs fast,  
The rapids are near and the daylight's past!"

\* The Voyageurs in passing the Rapids of St. Anne, were formerly obliged to take out a part, if not the whole of their lading, owing to the small depth of water here afforded. It is from this village that the Canadians consider they take their departure on ascending the Ottawa, as it possesses the last church on the Island of Montreal, which is dedicated to the tutelar Saint of voyageurs.

Two miles west of St. Anne, commences the *Lake of the Two Mountains*, being an expansion of the Ottawa, about 10 miles long and 8 miles wide. Here a branch of the river diverges toward the northeast, forming the west boundary of the Island of Montreal. Two hills to the north, elevated 400 or 500 feet above the river at the distance of a few miles, give the name to this body of water.

The INDIAN VILLAGE of the Two Mountains, is situated on the north side of the Ottawa, about 30 miles west of Lachine. Here reside the remnants of two tribes, the Mohawks and Algonquins. The settlements are divided by a Roman Catholic Church, standing near the river side. On the hill toward the north, are situated three or four Chapels. The highest summit of the hill or mountain, one or two miles distant, is called Calvary, and is visited by the Indians and whites on certain religious festivals of the Roman Catholic Church. Here the river contracts in width to about half a mile, for a distance of one mile; when it again expands, forming the *Upper Lake of the Two Mountains*. About 9 miles further west the river again contracts to half a mile in width.

On the south is passed the settlement of REGAUD, and a mountain of the same name.

CARILLON, 8 miles further, is on the north side of the Ottawa. Here are rapids in the river, and the navigation by steamboat is continued by means of a lock and canal.

At POINT FORTUNE, opposite Carillon, passengers going to the Caledonia Springs usually take a stage for L'ORIGINAL, a distance of 18 miles, along the south bank of the Ottawa, which affords some picturesque views.

The route now diverges south to Caledonia Springs, a further distance of 9 miles. Usual fare through from Montreal \$4.00.

CALEDONIA SPRINGS, are situated in the township of Caledonia, Ottawa District, Canada West. They are by steamboat and stage route 75 miles from Montreal, 60 miles from Bytown, and 30 miles north of the St. Lawrence at Lancaster, from which place, by a road nearly completed, travellers descending the St. Lawrence, will soon be able to diverge to these justly celebrated waters, and with nearly as much convenience as passengers on the Ottawa, can now enjoy the same privilege. Both these rivers, for grand and interesting scenery are probably not surpassed on the American continent. The post village of Caledonia Springs has started into existence and notoriety within a few years. In 1837, Mr. Wm. Parker, one of its most enterprising proprietors, located himself here, and opened a public house for the entertainment of visitors. Since then there has been erected three or four more hotels, a Protestant church, a Roman Catholic church, two stores, one saw-mill, and several dwellings. Here may be found also a bathing house, a billiard room, a nine pin alley, a race course, and a circular railway, offering their several modes of recreation.

The great inducement however, to visit these springs is their medicinal efficacy in a wide range of cases—an efficacy well established by abundant experience; and the numbers resorting to them, during the summer months, are great and increasing. It has, indeed, become a fashionable resort; and large quantities of the water are annually sent abroad to meet the increasing demand.

A full description of the medicinal properties of these fountains, can be found in the "Caledonia Springs' Guide," published in 1841, and distributed gratis to visitors.

ANALYSES,  
OF THE MEDICINAL SPRINGS OF CALEDONIA, CANADA,  
BY DR. JAMES R. CHILTON, OF NEW-YORK.

*Gas Spring.*

One quart of water.

Chloride of Sodium,.....	89.75
“        Magnesium, .....	1.63
“        Potassium, .....	.55
Sulphate of Lime,.....	1.47
Carbonate of Lime,.....	2.40
“        Magnesia, .....	2.50
“        Soda,.....	1.00
“        Iron, .....	.03
Iodide of Sodium,.....	.35
Resin, a vegetable extract,.....	.52
Grains,.....	<u>100.20</u>

Gases, .....	{	Carbonic Acid, Sulphuretted Hydrogen, Nitrogen,
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*White Sulphur Spring.*

One quart of water.

Chloride of Sodium, .....	60.44
“        Magnesium, .....	.62
Sulphate of Lime,.....	.68
Carbonate of Lime, .....	.82
“        Magnesia, .....	3.60
Iodide, .....	.30
Vegetable extract, &c,.....	
Grains,.....	<u>66.46</u>

Gases,    {	Carbonic Acid,..... 3.20
{	Sulphuretted Hydrogen,.. 6.14

9.34 cubic inches.

*Saline Spring.*

One quart of water.

Chloride of Sodium, .....	108.22
“ Magnesium, .....	2.01
Sulphate of Lime, .....	1.28
Carbonate of Lime, .....	2.00
“ Magnesia, .....	5.12
“ Soda, .....	.82
Iodide of Sodium, .....	.38
Vegetable Extract, .....	.61
<hr/>	
Grains, .....	120.44
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*One hundred cubic inches of the Gas from the Gas Spring analysed, is as follows :*

Light Carburetted Hydrogen, .....	82.90
Nitrogen, .....	6.00
Oxygen, ....	1.56
Sulphuretted Hydrogen, .....	4.00
Carbonic Acid, .....	5.54
<hr/>	
Cubic inches, .....	100.00
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The GEORGIAN SPRINGS, near Bytown, have also attracted considerable attention. A public house is erected over the fountain, and there are bath rooms attached for the accommodation of visitors.

On ascending the Ottawa from L'Original, the beauty of the river scenery increases, the whole route from Montreal to Kingston being a beautiful succession of natural and artificial scenery. The distance is about 260 miles by river and canal route, and is usually performed in two days and a half.

BYTOWN, 55 miles above L'Original, is situated on the southwest side of the Ottawa river, at the junction of the Rideau canal, 130 miles northeast of Kingston, by canal route, and 120 miles west of Montreal. It contains about 5,000 inhabitants, 800 dwelling houses, a court-

house and jail, this being the seat of the higher courts for the district of Dalhousie ; 1 Episcopal, 1 Presbyterian, 1 Methodist and 1 Roman Catholic church ; several well kept hotels and taverns, and a number of stores of different kinds. In the vicinity there is an extensive flouring mill, 1 grist-mill, and 3 saw-mills propelled by water power. Since the commencement of the Rideau canal in 1827, Bytown has sprung into existence, and now presents the appearance of a thrifty and business-like place. Many of the buildings are constructed of cut stone, in the most durable and workmanlike style, and it is altogether a desirable place of residence, being surrounded by a fertile district, distinguished for its romantic scenery. On the Ottawa river, are two very picturesque falls, both in the vicinity of this place—the *Chaudiere falls*, (the *boiling pot*,) are in the immediate neighborhood ; while a short distance below the village are the *Rideau falls*, (the *curtain*,) so called from their resemblance to drapery.

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#### STEAMBOAT ROUTE FROM MONTREAL TO QUEBEC.

On leaving Montreal for Quebec, in one of the many splendid steamers which navigate the St. Lawrence, you have a fine view of the beautiful fortified island of St. HELEN, situated mid-stream opposite the city ; and as you are borne along on the majestic current of the mighty river, its thickly settled and cultivated shores compel the admiring attention of the traveller, by the aspect presented by their lines of settlements on each side, as of one almost continuous street, for the whole distance of 180 miles from city to city.

LONGUEIL, on the opposite side of the river from Montreal, is connected with the city by a commodious ferry,

and a plank road extends to Chambly on the river Richelieu.

THE RAPIDS OF ST. MARY, are entered immediately below St. Helen's island; and, although not formidable to steam vessels, they often retard the ordinary river craft for many days, in ascending.

LONGUE POINT and POINT AUX TREMBLES, on the Island of Montreal, are successively passed on the left, and BOUCHERVILLE on the opposite shore.

THE ISLAND OF ST. THERESA, lies in the St. Lawrence, a short distance from the northern termination of the island of Montreal, and 15 miles below the city.

VARENNES, on the southeast side of the river, 15 miles from Montreal, is a beautiful place, and was formerly much resorted to, for the mineral springs in its vicinity. The massive church, with its two spires, surrounded by a cluster of neat dwellings, presents a fine appearance from the river. Other objects of interest are seen in the distance; the hills back of Montreal are still visible; and the *Mountain of Rouville*, rising grandly in the southeast, its summit crowned with an immense cross, seen for many miles, greatly exalts the character and expression of the whole prospect.

WILLIAM HENRY, or SOREL, 45 miles below Montreal, stands on the site of an old fort, built in 1665, at the mouth of the Richelieu river. It is regularly laid out with streets crossing each other at right angles. This town was first settled in 1685, and now contains about 2,000 inhabitants. It is no doubt destined to a rapid increase, as a canal is now constructed from Chambly to St. John's, affording an uninterrupted water communication with Lake Champlain. The Fort at this place was taken and occupied, in May, 1776, by a party of the Ame-

rican army, in their retreat from Quebec on the death of Montgomery.

Leaving the mouth of the Richelieu, and proceeding down the St. Lawrence, several islands are passed in succession, and then you enter

LAKE ST. PETER, 50 miles below Montreal. This sheet of water, which is but an expansion of the river, is about 25 miles long and 12 to 15 miles wide, while the average breadth of the river proper, from Montreal to Quebec, is about two miles, and the scene which its waters present, has some features peculiar enough to be noticed. In addition to the more customary forms of steam-boats, of ships and other sea-going vessels, and of the craft usually employed in the navigation of large rivers, the waters of the St. Lawrence, more than any other even on this forest-covered continent, are frequented by enormous timber-rafts, commonly borne along on their way to market, by the force of the current alone, though occasionally aided by spreading a sail, or by huge oars called sweeps. These floating islands of timber, with huts here and there rising from their low surface, for the accommodation of the raft-men, and another singular sort of craft with long low hulls, nowhere else known, and designed chiefly for the transport of timber of great length, contribute the more remarkable and picturesque features to the animating spectacle presented by the navigation of this noble river; while, from its high latitude and from the characteristic phenomena of northern skies, the ordinary as well as the more grotesque features referred to, are accompanied by contrasts in the golden grandeur of the sunsets and in the varied splendor of the Northern Lights, both of which are so frequent and so remarkable, that they may be very fairly regarded as ha-

bitual, and from which the scenery of the St. Lawrence derives a magnificence and beauty probably unequalled.

PORT ST. FRANCIS, 83 miles below Montreal, is the next steamboat landing. Here the river again contracts to its usual width.

THREE RIVERS, half way between Montreal and Quebec, is situated on the north side of the St. Lawrence at the mouth of the river St. Maurice; nearly opposite to which and of smaller volume, enters the river Becancour. Three Rivers is an old town, having been settled by the French in 1618. It now contains about 3,000 inhabitants and is a place of considerable trade.

ST. ANNE, 25 miles below Three Rivers, stands on the north bank of the St. Lawrence, at the mouth of a river of the same name.

THE RICHELIEU RAPIDS, 45 miles above Quebec, extend some 8 or 10 miles. The channel of the river is here very narrow and intricate, huge rocks being visible in many places during low water. In order to guide the mariner safely through these rapids beacon lights are stationed at the more critical points of the passage.

CAPE SANTE, 30 miles from Quebec, is on the north side of the St. Lawrence, and on the opposite side is a settlement called St. Trois. The banks of the river are here elevated some 60 or 80 feet above the water, and are almost perpendicular, from which the land extends away for many miles, with an almost level surface.

CAPE ROUGE, 8 miles above Quebec, is next passed on the left, when the citadel of Quebec comes into view, presenting a sight at once grand and deeply interesting, from the historical events with which it is associated.

THE CHAUDIERE RIVER, on the right, is much visited for the sake of its beautiful falls, situated a short distance from its entrance into the St. Lawrence.

WOLF'S COVE, 2 miles above Quebec, on the same side, is an interesting spot to strangers, for here the lamented Wolfe landed with his gallant army, in 1759, and ascended to the Plains of Abraham, where he fell a victim to his heroic enterprise. But he fell not alone. France mourned an equal loss in the fall of the brave and generous Montcalm.

As the steamer approaches the wharf, the line of shipping, extending usually for two or three miles, gives life and interest to the scene below—while the towering citadel above, produces emotions of wonder and delight.

#### QUEBEC,

May well be called the great citadel of America; and it is well worth a journey of 500 miles to see, with its surrounding beauties of nature and art. The city, in 1831, contained 25,916 inhabitants. Now, its population is estimated at 35,000, of which about two thousand are soldiers. A great number of commodious buildings adorn Quebec—such as the Government House, Hotel Dieu, the Ursuline Convent, the Jesuit's Monastery, (now barracks for soldiers,) Catholic Cathedrals, Protestant Churches, the Exchange, Banks, &c. The city is nominally divided into three parts, the Upper and Lower Town, and the Suburbs—the last of which is the most populous. The streets in the lower town are narrow and ill-ventilated, but wider and more airy in the Upper Town, where the most wealthy class of citizens reside. As a fortress, Quebec may be justly ranked in the first class. Words can hardly express the strength of its position, without the aid of technical terms. The citadel is approached by a zigzag pathway, with thirty-two pounders staring you in the face at every turn. When inside the citadel, it looks like a world of itself. The offi-

cers' barrack is a fine building, overlooking the St. Lawrence. The soldiers' quarters are under the ramparts. The magazines and warlike implements are immense. A new prison is now erecting within the walls. The escape of Theller, Dodge and others, in 1838, from this stronghold, mortified the officers in command, who caused the sentinels on duty at the time, to be punished. In making their escape, it is said they used the rope of the telegraph signal, lowered themselves under the walls, and thence fled into the city, where they were secreted for some days.

A monument is erected where Gen. Wolfe is said to have died on the Plains of Abraham. A beautiful monument is also erected, of recent date, to the memories of Wolfe and Montcalm, within the city walls. A new and delightful walk is now furnished on the spot where formerly stood the Castle of St. Louis, which was destroyed by fire in 1834—it is called Lord Durham's Terrace.

The following description of the city of Quebec, in its present state, is taken from Mr. Buckingham's late interesting work on Canada, &c.:

“The situation of Quebec is highly advantageous, in a commercial as well as a military point of view, and its appearance is very imposing, from whatever quarter it is first approached. Though at a distance of 350 miles up from the sea, the magnificent river, on which it is seated, is three miles in breadth a little below the town, and narrows in to about a mile in breadth immediately abreast of the citadel; having, in both these parts, sufficient depth of water for the largest ships in the world—a rise and fall of 20 feet in its tides—and space enough in its capacious basin, between Cape Diamond on the one hand, and the Isle of Orleans on the other, to afford room and anchorage for a thousand sail of vessels at a time, sheltered from all winds, and perfectly secure! A small river, the

St. Charles, has its junction with the St. Lawrence, a little to the north of the promontory of Cape Diamond; and affords a favorable spot for ship-building and repairs, as well as an excellent winter-harbor for ships lying up dismantled.

“The Citadel of Quebec occupies the highest point of Cape Diamond, being elevated 350 feet above the river, and presenting almost perpendicular cliffs towards the water. The city is built from the water's edge, along the foot of these cliffs, round the point of the promontory, and ascending upwards from thence to the very borders of the Citadel itself. It is divided into the Lower and Upper Town, the former including all that is below the ramparts, or fortified lines, the latter comprehending all that is above and within that barrier. Besides these, there is a large Suburb, separated from Quebec proper, by the ramparts, and some open lawn beyond these on the west, called the Suburb of St. Rock, on the right bank of the river St. Charles, the only portion of the whole that is built on level ground.

“On landing at Quebec, therefore, the traveller has to wind his way up through steep, narrow, and tortuous streets, with still narrower alleys on his right and left, till he reaches the fortified line or barrier. Here he enters by Prescott Gate, on the right of which, after passing through it, he sees the imposing structure of the New Parliament House, with its lofty cupola and fine architectural front; and on the left, a double flight of mean and straggling wooden steps, leading to one of the oldest streets, as an avenue to the Place d'Armes. Going across this last, he passes the English and French Cathedrals, the Government Offices, and Palace of Justice, on his right; and has the site of the old Castle of St. Lewis,

and the platform overlooking the harbor, on his left. Passing by these, and continually ascending for about half a mile beyond, he reaches the ramparts and gates on the upper side of the city; and going through these, he comes to the open lawn in front of the glacis, beyond which is the Suburb of St. Roch, on the level ground along the southern bank of the St. Charles river.

“The plan of the City is as irregular as the greatest enemy of symmetry could desire. The steepness of the ascent from the river to the plain above, is no doubt one cause of this, because it was only by making the ascending streets winding and tortuous, that they could be got over at all; but besides this, the inequalities in the surface even of the Upper Town, led to other irregularities in the form and direction of the streets; while the large space occupied by the old religious establishments, still further curtailing the lines in different directions, so cut up the area, that there is not a single street in all Quebec, which can compare, in length, breadth, or general good appearance, to the King Street of Toronto, or the Notre Dame of Montreal. The streets of Quebec are, therefore, in general, short, narrow, crooked, steep, wretchedly paved in the centre, still worse provided with sidewalks, and not lighted with lamps at night. The private dwellings are in general destitute of architectural beauty, and small and incommodious; some few are of wood, none of brick, but the greatest number are of rough-hewn stone, with high steep roofs, containing a double row of projecting garret windows, very lofty chimnies, and the roofs principally covered with sheets of bright tin. The shops are also small and mean, and greatly inferior, in the extent and variety of their contents, to those of Montreal and Toronto; though the prices charged are, as we thought, higher here than in either of these.

“ The public buildings are scattered over the city with, so much irregularity, that their position seems to be as much the effect of accident as design. Several of them, however, are so prominently placed, and advantageously seen that they relieve, in some degree, the general monotony of the mass of ordinary houses, and are thus far ornamental to the town; while the spires of the churches, the dome of the Parliament House, and other elevated points rising from the general surface, with their tinned roofs glittering in the sun, give a liveliness and variety to the picture presented by the city, from every point of view, which no other place in Canada, and indeed few places on the globe present.

“ The earliest of the public buildings erected in Quebec, was undoubtedly the Castle of St. Lewis, of which Champlain laid the foundation, on the 6th of May, 1624. The position chosen for it was a most commanding one; on the very edge of an almost perpendicular precipice of rock, 200 feet above the river, yet close to its edge; as, between the cliff and the stream, there is only just room enough for one narrow avenue, called Champlain-street. The castle erected here, was regarded as the palace of the French Governors, who received in it the fealty and homage of the several Seigneurs holding their lands according to the feudal tenure of the times. Nor is this practice discontinued; for, according to Mr. Hawkins, in his Picture of Quebec, the Sovereignty of England having succeeded to that of France, with all its ancient rights and privileges, the King's Representative, in the person of the English Governor, receives the same homage at the present day, as was paid by the Seigneurs of former times; this being one of the conditions on which the feudal tenure is sustained. His words are these—

‘ Fealty and homage is rendered at this day (1834) by

the Seigneurs to the Governor, as the representative of the Sovereign, in the following form:—His Excellency being in full dress, and seated in a state-chair, surrounded by his staff, and attended by the Attorney-General, the Seigneur in an evening dress, and wearing a sword, is introduced into his presence by the Inspector-General of the Royal Domain and Clerk of the Land Roll. Having delivered up his sword, he kneels on one knee before the Governor, and placing his right hand between those of the Governor, he repeats aloud the ancient oath of fidelity; after which a solemn act is drawn up in a register kept for that purpose, which is signed by the Governor and Seigneur, and countersigned by the proper officers.'

"In this castle the French and English Governors resided till 1809, when it was found necessary to erect a temporary new building for their use, while the old one underwent repair; and £10,000 were expended for this purpose under the administration of Sir James Craig. After this it continued to be the seat of government as before; and all the proclamations and ordinances issued, and all the messages sent to the legislative assemblies by the Governor in the King's name, were dated from the Castle of Quebec. It was also the scene of all the public levées and private entertainments of the Governors and their families; and was therefore the constant resort of all the gay and fashionable society of the Province. In 1834, however, this ancient edifice was entirely destroyed by a fire, which broke out on the 23rd of January, in the depth of winter, when Lord Aylmer occupied it as his official residence; and notwithstanding every exertion made to save it, the thermometer being at 22° below zero, and the fire-engines only capable of being worked by a constant supply of warm water, the castle was soon re-

duced to ashes. It has never since been rebuilt; but Lord Durham, during his short stay here, had the site cleared of the ruined heaps that still covered it, and the whole area of the former edifice levelled, floored with wood, and converted into a beautiful platform, with a fine iron railing at the edge of the precipice, making it one of the most beautiful promenades imaginable—commanding an extensive view of the St. Lawrence down as far as the Island of Orleans—the harbor filled with ships immediately before it, and the opposite bank of the river, with Point Levi, the village of D'Aubigny, and the road leading up through one continuous line of cottages to the Falls of the Chaudière. Nothing could exceed the beauty of this, as a marine picture, during the period of our stay here; as at that moment there were no less than six ships of war assembled for the purpose of holding a court martial on Captain Drew, R. N., known as the cutter-out of the Caroline steamer from the American shore, at the time of the late Canadian rebellion. These ships were the Winchester, Admiral Sir Thomas Harvey, the Vestal, Cleopatra, and Crocodile frigates, and the Pilot brig. In addition to these, there were not less than 300 sail of merchant ships anchored in the stream, 163 of which arrived in two successive days, September 14th and 15th, and at least 100 more lay along side the quays and wharfs. As the weather was beautifully fine, and the country still verdant all around, the sight of so many ships seen from a height of 200 feet above the river, with the fine extent of country opposite, thickly dotted with villages and hamlets of the purest white, and the grandeur of the mountains in the distance fading away into a lighter and lighter blue, till scarcely distinguishable from the azure sky of the far horizon, was beautiful and magnificent beyond expression.

“The Parliament House comes next, in the order of its importance among the public buildings of Quebec. The site on which this stands is of even earlier date than that of the Castle of St. Lewis; there being good reason to believe that it occupies the first spot of ground which was cleared by Champlain, for his fort, on founding the city, in 1608. Here, too, as at the Castle, the site stands on a mass of rock made level by art, and extending to the brink of a perpendicular precipice, of about 100 feet above the river, the narrowest part of which is commanded by its guns. Along the edge of this precipice, beyond the area occupied by the Parliament House, still runs the Grand Battery of Quebec, the promenade on which, and the view from its platform is scarcely inferior to that already described on the site of the old Castle of St. Lewis. On this spot, originally cleared for a fort, the palace of the Bishop was subsequently erected; and a portion of the old episcopal residence still continues there; but the greater portion of it is occupied by the New Parliament House, begun about ten years ago, and not yet completed, though promising, when finished, to form one of the most perfect of the public buildings of the city.

“Among the public buildings in the Lower Town, there is a Custom-House, a Mercantile Exchange, and a Public News Room, neither of which, however, present any remarkable features. Indeed, all the lower part of the town is destitute of architectural beauty, though there is something romantic in the overhanging cliffs of the Citadel, the Castle, and the Sault-aux-Matelot, with the batteries of cannon, projecting over all these, from 100 to 350 feet above the heads of the spectators, as they look upward towards these several points.

“The Sault-aux-Matelot was the name given to the cliff on whose brow the Grand Battery is now placed. The alleged origin of the name is this: that it was meant to commemorate the extraordinary leap of a dog called Matelot, who made a ‘sault’ from hence to the river below, and escaped without hurt. It is probable that in early days, the river came up to the very foot of the rock, but in process of time, a considerable space has been gained from the stream outward from the rock, and on this has been built the street called Sault-aux-Matelot, (from the back windows of the houses of which you can put out your hand and touch the perpendicular cliff behind them,) as well as the street of St. Paul, and the wharfs now used for loading and landing. There is also a Trinity House in the Lower Town, managed by the Masters and Wardens of the Holy Trinity, and performing nearly the same duties as are discharged by the Trinity Houses of London, Deptford, and Kingston-upon-Hull, for the regulation of pilots and the navigation of the river.”

The churches and religious establishments of Quebec are numerous, and well worthy of a visit by strangers. The building of the Hotel Dieu, is seated in the lowest part of the Upper Town, within the ramparts, between Hope Gate and Palace Gate. This is a substantial old structure, built of stone, with wings and corridors, having three stories in height, appropriated to the separate wards for the male and female sick, and the necessary accommodations for the Nuns and their assistants. There is a beautiful chapel attached to the Hotel Dieu, in which mass is celebrated every morning, and vespers said every evening, besides the regular service on Sundays and festivals.

The building occupied by the Ursuline Nuns, stands nearly in the middle of the Upper Town of Quebec, not

far from the English and French Cathedrals, the court-house, and the Place D'Armes, and with its surrounding gardens, covers a space of seven acres of ground: Within the walls of this Convent, was deposited the body of the French general Montcalm, his corpse being laid in a hollow pit, caused by the bursting of a shell there, during the siege of Quebec. The number of the Ursuline Nuns at present in the Convent is about forty, besides the Lady Superior, and some few Noviciates.

The Catholic Seminary, and Cathedral, both founded about 1660, are situated near Market Square, in the heart of the town. The exterior of the latter is plain, but its tower is lofty and well proportioned to the edifice. There are four other Catholic churches besides the Cathedral.

Besides the English Cathedral, there are also in Quebec, four Chapels of the church of England; two Scotch churches, and two Wesleyan chapels.

#### CENSUS OF THE CITY AND COUNTY OF QUEBEC.

*Copied from the Quebec Gazette. May, 1844.*

Population of the city of Quebec, .....	32,876
Residue of the county, .....	12,800

Total city and county, .....	<u>45,676</u>
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Of these there are,

Natives of England, .....	1,598
“ Ireland, .....	7,267
“ Scotland, .....	981
“ Canadians of French origin, ....	27,698
“ Canadians of British origin, .....	7,734
“ Continent of Europe or otherwise, ....	276
“ United States, .....	122

Total, .....	<u>45,676</u>
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The religious connexions are as follows :

Belonging to the Church of England, .....	5,494
“ “ Scotland, .....	2,569
“ “ Rome, .....	36,371
British Wesleyan Methodists, .....	851
Canadian “ “ .....	24
Other Methodists, .....	2
Presbyterians not in connection with the church of Scotland, .....	123
Congregationalists and Independents, .....	189
Baptists and Anabaptists, .....	29
Lutherans, .....	3
Quakers, .....	8
Jews, .....	13
Total, .....	45,676

The following is an English account of the attack on Quebec; by Montgomery and Arnold, in 1775, and 1776.

“ At the period of the American Revolution, it is well known, that Canada did not join the revolted Colonies, but continued firm in her allegiance to the crown ; and hence it became the land of refuge to the many loyalists who were driven from the United States by the success of their war of Independence. As it was believed, however, by the Americans of that day, that an attack on Quebec would be successful, and if so, would induce all Canada to join their cause, such an attack was planned, and its execution committed to two American Generals, Montgomery and Arnold. The British troops usually retained in Canada for its defence, had been sent on to Boston, so that the Province was almost destitute of military force, there being scattered throughout all Canada only about 800 men. In this state of things, Gen. Montgomery advanced from Lake Champlain on St. John's, and after a short resistance took it ; he then marched on against Montreal, which being perfectly defenceless, surrendered to the American arms on the 12th

November, 1775. At the same time, Gen. Arnold was known to Montgomery, to be advancing towards Quebec, from the New-England States, by way of the Kennebec river through Maine, which at this late period of the year was a most daring undertaking. After passing thirty-two days in the wild forests and swamps, and suffering almost incredible hardships and privations in this hitherto untrodden wilderness, Arnold and his followers reached the banks of the St. Lawrence, by the Chaudiere river, on the 4th of November, in the same year. From thence they descended to Point Levi, opposite to Quebec, where they arrived on the 9th, crossed over on the night of the 13th, and landed 500 men at Wolfe's Cove, without being perceived either by the sentries or from the ships of war.

“On the 1st of December, this force was joined by a much larger one under Gen. Montgomery, from Montreal. By these two, the city was invested, and several bombardments of it made with shot and shells, but without producing much effect. A night attack was at length determined on by Montgomery, on the southern, and Arnold on the northern side of the Lower Town. Both attacks were made with great courage and impetuosity, but both failed. In the former, Gen. Montgomery and nearly all his personal staff were killed; in the latter, Gen. Arnold was wounded, and with most of his followers taken prisoners. The loss of the Americans in these attacks was upwards of 100 killed and wounded, and of the British, only one naval officer killed, and seventeen men killed and wounded. The Americans did not, however, give up the attempt to reduce Quebec; as, during all the winter following, they continued to receive reinforcements, and to invest the town; and in the spring of the ensuing year, May 1776, they renewed their attack

on the Citadel. Gen. Carleton, the English commander of the garrison, having received an important accession to his force, by the arrival of a small squadron under the command of Sir Charles Douglas, bringing to his aid, provisions, ammunition and men, was enabled to baffle every attempt made on the city, and ultimately to make a sally on the enemy, when they retreated, and abandoned their post.

“ This was the last attack made on Quebec by any foreign foe, and as since that period the Citadel has been gradually strengthened and improved, under every successive Governor of the Province, it is now in a condition to resist ten times the force ever yet brought against it, and could not, so long as it contained supplies of provisions, and an adequate number of brave and faithful men, be conquered by any force likely to be brought against it from this continent.”

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#### EXCURSIONS IN THE VICINITY OF QUEBEC.

The places of resort well worthy of a visit in the vicinity of Quebec, are numerous and exceedingly interesting. The roads are mostly good, and the obliging French drivers are reasonable in their charges.

The objects most attractive to Tourists, are the *Falls of Montmorenci*, 9 miles northeast; the *Falls of the Chaudiere*, 12 miles southwest; the *Lake St. Charles*, 16 miles northwest, and the Indian village of *Lorette*, on the road to the Lake, about 8 miles distant. The drive from Quebec to *Cape Rouge*, 8 miles along the bank of the river, passing over the Plains of Abraham, by the way of the St. Lewis road, is also a most delightful one.

## FALLS OF MONTMORENCI.

In going to the Falls of Montmorenci, which should be visited by every lover of picturesque natural scenery, you pass through the suburbs of Quebec, mostly inhabited by French Canadians, and cross the river St. Charles, near its mouth, by a wooden toll bridge. Here are situated on the road side several pretty country residences, on the route to Beauport, which is a long scattered village about half-way between Quebec and Montmorenci, although for most of the distance there are dwellings so contiguous as to appear like one continued settlement. At Beauport there is a Roman Catholic church, with three spires; and a little further north may be seen a neat monument and cross near the road, where are frequently found persons kneeling at their devotions.

On reaching the Falls of Montmorenci, many are disappointed at the small volume of water, after seeing the mighty cataract of Niagara, yet these falls possess a grandeur in miniature, which it is difficult to find excelled. The river Montmorenci comes from the northwest in a stream about sixty yards wide, and it is not until it almost reaches the very edge of the St. Lawrence, which it enters at right angles with its course, that the water descends over a cliff, the stream literally falling into the St. Lawrence below. The perpendicular height of the fall is about 250 feet.

There are extensive saw-mills on the south bank of the river below the falls which are propelled by water power taken from the stream above, and conveyed for about half a mile in a race way. These mills have upwards of a hundred saws in motion at a time, and are said to be capable of completing an entire cargo of planks in a single day! In winter the spray arising from the falls is congealed, and often presents a conical mass of ice 100

feet and upwards in height. It was on the high grounds north of the falls, that Gen. Wolfe met his first repulse, when he attacked the French, a short time before his triumph on the plains of Abraham. He was here driven back, and compelled to re-embark, with the loss of 700 engaged in the assault.

On returning to Quebec there is afforded a splendid view of the city and Citadel—the St. Lawrence, and the opposite shore above and below Point Levi—the beautiful Island of Orleans, opposite the falls, and the rich valley of the St. Charles.

#### CHAUDIERE FALLS.

The excursion to the Falls of the Chaudiere, on the opposite side of the St. Lawrence river, about 12 miles distant from the city in a southerly direction, is one of much interest. The perpendicular fall of the cascade is a little more than a hundred feet, but the mass of waters is so romantically broken by projecting rocks, as to produce a turbulence and fury in its descent which is wild and picturesque in the highest degree.

#### EXCURSION TO CAPE ROUGE.

On this excursion you leave the city by the St. Lewis Gate, and cross the Plains of Abraham, to the right of the spot where Wolfe fell. A mile from the gate is the *Race Course*, which is thronged during the Spring and Fall races; and a mile further a road branching to the left, leads to *Wolfe's Cove*, celebrated as the place where he landed with his army previous to the capture of Québec, but now occupied by an extensive ship-yard and lumber-yard. The road beyond runs for some distance through a fine grove, with avenues leading to various pleasant country residences over-looking the river, of which you catch as you pass along occasional glimpses, together

with the opposite shore in the neighborhood of the Chaudiere Falls.

Returning by the St. Foi road and facing toward the city, the prospect is far wider and more magnificent. Below and to the left stretches the fine cultivated valley of the St. Charles, bounded on the northwest by a picturesque range of mountains, the settlements reaching to their very base, with villages and church spires scattered over the intervening region ; in another direction appear the Falls of the Montmorenci and the Isle of Orleans, and in front spreads the harbor of Quebec, with the bold cliffs of Cape Diamond and Point Levi, rising perpendicularly on each side, the former being crowned with impregnable bulwarks.

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#### THE ST. LAWRENCE AND SAGUENAY RIVERS.

As a trip down the St. Lawrence to the river Saguenay, has within the last year or two, become a fashionable and exceedingly interesting steamboat excursion from Quebec, we subjoin an account of such a trip, made on board the steamer North America, August, 1843.

As the steamboat left the wharf, she took a graceful turn up stream, passing the *Illustrious*, a 74 gun ship, and the government steamer *Unicorn*, and then descending run close under Point Levi, affording a fine view of the city and Citadel of Quebec. The beautiful line of settlements below the city on the same side of the river, next attract attention, the view in the distance being bounded by hills, apparently elevated 1,500 to 2,000 feet above the waters of the St. Lawrence.

The romantic FALLS OF MONTMORENCI, 7 miles below Quebec, are seen to great advantage from the St. Lawrence, plunging over an almost perpendicular preci-

of 240 feet directly into this great river. Immediately below, on the bank of the St. Lawrence, was fought a severe battle between the English and French armies, a short time previous to the capture of Quebec by Gen. Wolfe, in 1759, in which the British were repulsed with considerable loss.

THE ISLAND OF ORLEANS, is next passed on the left, descending the river through the principal ship channel. This is a fertile tract, 21 miles long by 6 or 7 wide, and in part covered with a beautiful growth of forest. It rises from 50 to 100 feet above the water, and the stream of the St. Lawrence being here divided, the aspect of the shores at once reminds you of the scenery of the Hudson river above the Highlands.

ST. PATRICK'S HOLE, 11 miles below Quebec, on the Orleans shore, affords a fine anchorage for vessels of the largest size. It was here, some 20 years ago, that the immense timber ship was built, supposed to be the largest vessel, by far, that ever crossed the Atlantic.

The Parish of ST. LAURENT, 14 miles below Quebec, is handsomely situated on the southeast side of the island, which is settled exclusively by French Canadians, mostly engaged in cultivating the soil. The dwellings have a remarkably neat look, being one story high with both roof and sides painted white.

The southeast shore of the St. Lawrence, for many miles below Point Levi, presents a succession of villages and hamlets, consisting each of a cluster of houses with a church standing in the midst, and with its aspect of guardianship and guidance to the families dwelling around, imparting to the landscape a moral expression, which greatly enhances its picturesque beauty.

The vessels usually seen on this part of the St. Lawrence, are of the larger class of merchant ships. The

arrivals at the port of Quebec average some 1,200 to 1,400 annually, mostly from Great Britain, and besides other colonial produce, they carry back immense quantities of timber and lumber.

MADAM ISLAND, 26 miles from Quebec, is one of several small islands lying below Orleans. The river here widens to 10 miles, which gradually increases all the way to its mouth; and for most of the distance there are two ship channels, called the *north* and *south channels*, the latter being the best and most navigated.

CAPE TOURMENT, 30 miles below Quebec, is a bold promontory on the northwest side of the river, rising to the height of about 2,000 feet, and seen at a great distance.

GROSSE ISLAND, opposite Cape Tourment, is the *Quarantine Station* for vessels ascending the river, and it has a hospital, a Roman Catholic Chapel, and other buildings usually connected with such an establishment.

ST. THOMAS, 32 miles from Quebec, on the southeast shore, is situated at the mouth of a stream called *South river*. The shore of the St. Lawrence is lined with a succession of dwellings for many miles below, with high grounds rising in the distance, beyond which may occasionally be seen the hills formerly claimed by the Americans, as the boundary between the state of Maine and Canada.

CRANE ISLAND, 38 miles below Quebec, is fertile and settled. Its north end is adorned with the delightful residence of the *Seignuer*.

GOOSE ISLAND, 45 miles from Quebec, is owned by the Nuns, and is cultivated as a farm, by tenants.

THE PILLARS, 55 miles below Quebec, is the name given to several small rocky islets, on one of which stands a light-house. Here the scenery is peculiarly

grand and interesting. The vast estuary of the river below looks indeed like an opening to the ocean. The shores for some 10 miles onward are studded with shining residences, while the hills in the distance, on both sides, resemble very much the scenery bordering the widest part of Lake Champlain.

Sixty miles below Quebec, is the remarkable channel called the *Traverse*. A floating light guides the mariner by night through this narrow and dangerous passage.

ISLE AUX COUDRES, (Isle of Filberts,) is a large body of land lying toward the north shore, opposite the Bay of St. Paul's, and about 65 miles from Quebec. It is said that when Jacques Cartier, anchored here, on his first voyage of discovery up the St. Lawrence, he gave this island the name it yet bears, from the great quantity of filberts, or hazel nuts, which he found there.

ST. ANNE stands on the southeast shore, on a bay of the same name. Here is a Catholic College and a settlement of considerable size, about 70 miles from Quebec.

As you approach Goose Cape, 75 miles below Quebec, the banks of the river seem to decline in the distance; the river now being free of islands, presents a large expanse of water, here being about 18 miles wide.

MAL BAY, 80 miles below Quebec, lies on the northwest side of the St. Lawrence, at the mouth of a river of the same name. This is a fine section of country, producing wheat and other kinds of grain in abundance. Beyond this place is seen a beautiful range of hills, terminating at Cape Eagle and Cape Salmon on the east

KAMOURASKA, situated 90 miles below Quebec, on the southeast side of the river, contains about 1,500 inhabitants, and is surrounded by a fruitful district. Vessels can land here only at high water; at low water, passengers are taken ashore in small boats. In the rear of this

village are seen abrupt and sterile hills with little or no verdure. In front are two or three small islands, chiefly resorted to for fishing and bathing, this being a favorite resort during the summer months, for the citizens of Montreal and Quebec, and is no doubt destined to become a fashionable watering place, where sea bathing can be enjoyed by invalids and seekers of pleasure.

About 105 miles below Quebec are the *Pilgrim Islands*, a group of rocky islets which are passed to the right. On the left, a few miles below, is *Hare Island*, situated near the middle of the river.

The settlement at the RIVER DU LOUP, 120 miles below Quebec, on the southeast side of the St. Lawrence, contains about 1,500 inhabitants. Here commences the great road from the St. Lawrence river to the St. John's, by the way of the Madawaska river and settlement.

RED ISLAND lies off the the mouth of the Saguenay, this being the first island of the small group met on ascending the St. Lawrence. It is destitute of a light and has caused many shipwrecks during the prevalence of fogs and storms, so frequent on the lower part of the river and Gulf of St. Lawrence. GREEN ISLAND lies nearly opposite Red Island, on the south east.

As you approach the mouth of the Saguenay, the waters take a very black hue, perceivable for many miles below, and extending far into the St. Lawrence. Just within the mouth of the river, near Tadousac, there is a round mountain peak, called *Tête du Boule*, about 800 feet high.

TADOUSAC, 140 miles below Quebec, is situated on the northwest shore of the St. Lawrence, at the mouth of the Saguenay river. This is a post belonging to the Hudson Bay Company, and is the residence of one of its partners and an agent. They alone are allowed to trade

with the Indians in the interior, who occasionally visit this place, but more frequently Chicoutimi, at the head of navigation on the Saguenay, and the post at the Lake of St. John, where some of the company's agents also reside. At Tadousac is a Roman Catholic Chapel, a store and ware-house, and some 8 or 10 dwellings. Here is erected a flag staff, surrounded by several pieces of cannon, on an eminence elevated about 50 feet and overlooking the inner harbor, where is a sufficient depth of water to float the largest vessels. This place was early settled by the French, who are said to have here erected the first dwelling built of stone and mortar in Canada, and the remains of it are still to be seen. The view is exceedingly picturesque from this point. The southern shore of the St. Lawrence, may be traced even with the naked eye for many a league—the undulating lines of snow white cottages stretching far away, both east and west—while the scene is rendered gay and animated by the frequent passage of the merchant vessel ploughing its way towards the port of Quebec, or hurrying upon the descending tide to the Gulf—while from the summit of the hill upon which Tadousac stands, the sublime and impressive scenery of the Saguenay rises into view.

We extract from the Report of the Commissioners for exploring the Saguenay, published in 1829 : the following:

“ Upon landing at Tadousac, we proceeded immediately to examine a few of the geognostical characters of the country. The only place of residence here is erected on a bank of sandy alluvium, elevated about fifty feet above the river, and forming a flat terrace at the base of the mountain, which suddenly emerges at a short distance behind. The rocks of which these mountains are composed is granite, either of a red or grey color, depending upon that of the feldspar. On the shore were seen small

deposits of magnetic iron. Here bases were measured, and the requisites angle taken, for determining the height of the most elevated point on either side of the Saguenay at its mouth, and this was found to be 912 feet on the westerly side, and 588 on the opposite."

L'ANCE A L'EAU, or WATER HARBOR, situated on the Saguenay, about a half a mile above Tadousac, is the name of a settlement where is an extensive lumber establishment.

The ST. LAWRENCE RIVER, below the mouth of the Saguenay, assumes an imposing appearance, gradually widening until its breadth exceeds one hundred miles. The following description of this mighty river, is extracted from Mr. Buckingham's late work on Canada, published in 1843.

"From this point, where the Saguenay joins the St. Lawrence, the distance from shore to shore, across the latter stream, exceeds 20 miles, and the width goes on increasing till it expands to forty miles from Cape Chat to Cape des Monts Pelles. From thence it goes on still further, expanding till it reaches the breadth of about 120 miles, from shore to shore, in a line drawn from the extreme point of Gaspé, due north across the western edge of the Island of Anticosti, and so on to the coast of Labrador. Through this magnificent mouth of the river, we pass into the Gulf of St. Lawrence; having thus traced the noble stream, from the Island of Mackinaw, in the straits of Michillimackinac, at the head of Lake Huron, down to the Island of Anticosti; a distance of at least 2,000 miles, through a chain of the most splendid lakes in the world, and with almost every variety of scenery along its majestic course."

For a further description of the Gulf of St. Lawrence, and voyage to Halifax, see "*Buckingham's Canada, Nova-Scotia, &c.*"

## THE SAGUENAY.

"This river has its mouth, according to common computation, 140 miles below Quebec, on the north shore of the St. Lawrence, in latitude 48 deg. 6 min. 38 sec., long. 70 deg. 40 min. west from Greenwich. It discharges a much greater body of water than any other river that falls into the St. Lawrence. Indeed it is the largest river in North America, the St. Lawrence excepted, east of the Alleghanies.

"It takes the name of Saguenay only below Lake St. John, which lies about 120 miles N. by W. of Quebec. From Tadousac, a distance of about 140 miles to the lake, the course of the river is nearly east and west, Tadousac being, as before stated, in lat. 48 deg. 6 min. 38 sec., and the south side of Lake St. John in 48 deg. 23 min. 12 sec., giving only 16 miles to the north of Tadousac."

This lake, which is nearly circular, is about 40 miles across, and it is the centre of an extensive region the waters of which flow into it from the north, the west, and the south, in twelve principal rivers, and are discharged to the east by the Saguenay.

The streams which flow into this lake from the south, the west and the northwest, have their sources in a mountainous tract which ranges nearly east and west for a long distance, and then, far in the west, bends northwardly, separating these waters from those which seek the St. Lawrence above Quebec and the Ottawa, and regarding them in their still wider relations, they are part of the extensive range of highlands which divide the basin of the St. Lawrence from that of Hudson's Bay and its tributaries.

"The country, the waters of which are discharged into the St. Lawrence, by the Saguenay, is more extensive than all the rest of Lower Canada; but it has till lately

contained, probably, not more than a hundred Indian families, who live by hunting and fishing, and exchange their surplus with lessees of the King's Post, for a few articles of imported produce.

"The passage of the waters of the Saguenay, from below the Ha-Ha Bay to the St. Lawrence, a distance of fifty miles, is one of the wonders of nature. They penetrate through a mountainous tract, composed of sienite granite, forming an immense canal in many places, with banks of perpendicular rocks rising from a thousand to fifteen hundred feet above the surface of the river, which is from a hundred to a hundred and fifty fathoms deep nearly the whole way, and from a mile to three miles broad. The power and pride of man is as much humbled in some parts of this tremendous chasm, as in the immediate presence of Niagara Falls. In many places the largest vessel may run close to the perpendicular rocks, with 100 fathoms water. There are, however, several coves with good anchorage. In Ha-Ha Bay the Navy of England might ride, in from five to eighty fathoms. At twelve miles below Chicoutimi, which is distant 68 miles from Tadousac, the spring tide rises 18 feet, and there is from 10 to 50 fathoms at low water. The tide rises and the river is navigable seven miles above Chicoutimi, where the rapids of the outlet of Lake St. John commence. At this point a range of highlands crosses the Saguenay, extending along the head waters of the Malbay, the Gouffre, the Jacques Cartier, St. Anne, Batiscan, and St. Maurice, and forming the south and western side of the basin of Lake St. John, with the Hudson's Bay highlands on the north and east.

"It is only within a few years that there have been any agricultural settlers in the Saguenay country. At present there are a few hundred families of *squatters* from the

north shore below Quebec, chiefly induced to go in by employment in lumbering, &c., for Mr. Price's numerous saw-mills. At Ha-Ha Bay, there is a church, and about 150 families, and openings are made at various places on the river. The soil is of disintegrated clay and granite, with limestone in some places. The general level of the land above Ha-Ha Bay, as far as the eye can reach from the river, is not higher than the island of Orleans, although more broken. The timber mixed, hard and soft, and of a middling growth. The climate is milder, if any thing, than at Quebec. With the exception of the ridge crossing below Lake St. John, already mentioned, the country to a great extent round the lake, but particularly on the southwest side, is of the same character."

"On entering the Saguenay from Tadousac, which is about one mile wide at its mouth, the hills soon rise abruptly from the water's edge, from 500 to 1000 feet above the tide way, presenting an appearance somewhat similar to the entrance from the north into the "Highlands" of the Hudson river, with which most travellers are familiar, divested, however, of all appearance of habitation for many miles, and the Saguenay averaging twice the width of the Hudson.

TERE DU BOULE, a round mountain peak, rises on the north side of the river, about one mile from its mouth. Here the rocks and hills are mostly bare, but the verdure increases as you ascend.

About three miles from Tadousac, the river inclines to the north for a few miles, then resumes its western course to Chicoutimi, a distance of sixty-eight miles from the St. Lawrence, and being in many places three miles in width, with a great depth of water, until you arrive at the bar, sixty miles from its mouth.

THE TWO PROFILES, seen on the north shore, a few miles up, and elevated several hundred feet above the water, bear a striking resemblance to the human face.

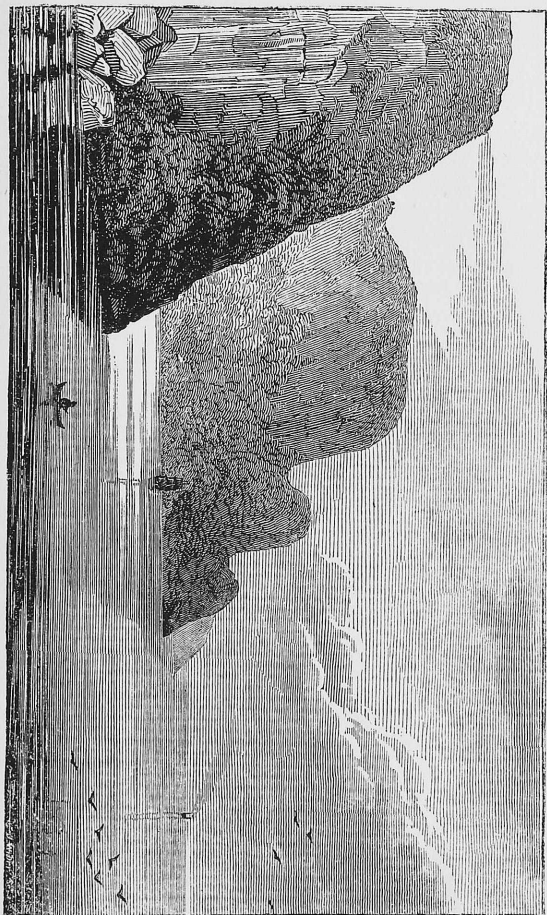
ST. LOUIS ISLAND presents a rocky and rugged appearance. It lies eighteen miles above Tadousac, and may be passed by large vessels on either side. Here, it is said, fine trout may be taken in large quantities.

At the mouth of the river Marguerite, on the north shore, and at St. John's Bay, on the south, are lumber establishments,—the latter situated twenty-eight miles above the mouth of the Saguenay.

At the distance of 34 miles from Tadousac, on the south shore of the river, are two enormous masses of rock called ETERNITY POINT and CAPE TRINITY. They rise from the water's edge to the height of some 1,500 feet, and so abruptly that they can almost be touched with the hand from the deck of the passing steamer. The aspect of these mountain-cliffs is beyond expression grand. No man can pass along their base and lift his eyes up their vast height, without awe—without experiencing the most intense emotions of sublimity. Sheltered between them is a lovely recess of the shore, called Trinity Cove, its sequestered and lonely beauty enhanced by its strong contrast with the wild grandeur of the rest of the scene.

TRINITY CAPE takes its name from the three peaks of its summit, bearing some resemblance to three human heads; and the name of ETERNITY POINT is abundantly indicated by the huge pile of ever-during rock of which it is composed. The whole scene—the majestic river, a hundred fathoms deep, rolling along the base and in the shadows of the vast and beetling cliffs, bearing on their rocky fronts the impress of Almighty power and everlasting duration—the whole scene at this place is unsurpassed for its magnificence and solemn beauty.

CAPE TRINITY AND POINT ETERNITY, SAQUENAY RIVER, Canada.





Continuing up the Saguenay, STATUE POINT is next passed, where formerly was to be seen a rock in a niche, high above the water, which resembled a huge human figure. The niche is still visible, but the figure has fallen into the deep water.

The TABLEAU is an upright rock, rising almost perpendicularly from the water, to the height of several hundred feet, situated on the south shore.

The scenery in this vicinity, and for several miles below, is exceedingly grand and picturesque,—high and precipitous hills, clothed with a stunted growth of forest trees, and all around a wild solitude, unbroken by a sign of habitation or life, except occasionally a huge porpoise showing his back above the wave, and the water-fowl peculiar to these northern latitudes.

Fifty-seven miles from Tadousac opens the HA-HA, or GREAT BAY, as it is sometimes called. It is entered on the left, while the Saguenay proper comes down on the right. At the head of the bay there is a large settlement, with several extensive saw-mills, owned by Wm. Price, Esq., an enterprising merchant of Quebec, who is said to give employment to 2,000 persons, living in the vicinity of the Saguenay and St. Lawrence, principally in the lumbering business.

From the entrance to Ha-Ha bay to Chicoutimi, a distance of about twelve miles, the banks of the river are less rugged and are clothed with more verdure, and openings may now be seen on both shores, with occasionally a habitation. About six miles below Chicoutimi there is a bar, which can be passed by vessels of a large size only when the tide is up, this being the first impediment to navigation in ascending this noble river, which for grandeur of scenery and depth of water, may vie with any other stream on the American continent.

CHICOUTIMI, 68 miles from Tadousac, is another post occupied by the Hudson Bay Company, which has a resident agent stationed here. Two or three dwellings and a venerable looking Roman Catholic chapel of small dimensions constitute the settlement. It is one of those stations where, in former days, the indefatigable Jesuits established a home for themselves: a church yet remains to attest their religious zeal. This edifice is believed to have been one of the first erected in Canada. The locality selected is singularly picturesque and romantic. On one side the Saguenay pours down its mighty flood, the shores on either side covered to the water's edge with the most luxuriant foilage, while, on the other side, a safe and commodious bay receives the mountain torrent of the Chicoutimi river.

The church, a peculiarly agreeable object in so remote a spot, stands about 100 yards from the margin of the stream, in the centre of a plat of green-sward set out with shrubbery, and forest trees crown the rising ground in the rear. Here assemble at stated periods the children of the soil; some from the region of the far north—the faith which their fathers were taught in earlier ages, leading them to reverence a spot hallowed by traditional associations.

“The region of the Saguenay cannot long remain silent and unoccupied. It is destined to become the home of an active and enterprising race. The climate is well adapted to the purposes of agriculture and the virgin soil cannot fail to repay the labors of the farmer.

“The aspect of the country around Chicoutimi is divested of the rugged and rocky character which distinguishes the banks of the Saguenay for the first 50 miles, and as the traveller advances inland the appearance of the country indicates a superior soil—while the climate

in the vicinity of Lake St. John approaches very closely to that of the Montreal district."

Taken altogether, few excursions can afford more interest to the tourist and seeker of pleasure, than a visit to this place and its vicinity. Besides having a view of the magnificent scenery of the St. Lawrence, there may be here seen a picturesque water-fall, and if fond of angling or hunting, the visiter may enjoy himself to his heart's content—surrounded by a vast wilderness, as yet almost unbroken by the haunts of man.

This excursion occupies from three to four days, after leaving Quebec.

#### VALUE OF MONEYS.

The following information will be found valuable to strangers visiting Canada, and particularly to emigrants bringing with them sterling money.

#### VALUE OF COLONIAL MONIES.

The basis of the currency is the imperial gold standard, differing from sterling money in the different nominal value of the pound and its constituents.

The pound sterling is by law fixed at Twenty-Four shillings and Four-Pence currency. At this rate all large transactions are settled, and remittances, with the correction of the day for exchange, are calculated.

One pound currency,	contains	four dollars.
One dollar	"	" five shillings,
One shilling	"	" two sixpences.
One sixpence	"	" six pennies.
One penny	"	" two coppers.

The value in sterling of the pound currency is rather over	16s. 5½d.
The dollar currency rather over	4s. 1½d.
" shilling	9½d.
" sixpence	rather under 5d.

But in retail transactions an approximation is made to

the value of the coins current in Britain and the United States, and in small purchases the following are the rates at which such coins are usually paid away:—

## BRITISH.

The sovereign, .....	£1 4s. 6d.
The crown, .....	6s. 1d.
Half crown, .....	3s. 0½d.
Shilling, called <i>Trente-Sous</i> , .....	1s. 3d.
Sixpence, “ <i>Quinze-Sous</i> , .....	7½d.

## AMERICAN.

Eagle, .....	£2 10s.
Dollar .....	5s. 1d.
Half dollar, .....	2s. 6½d.
Dime, or ten cents, .....	6d.
Real, or <i>York shilling</i> , .....	7½d.

A shilling sterling and a quarter of a dollar are taken in the stores as equal. The exchangeable value of the dollar, of course, varies with the course of exchange between the Provinces and the United States, which is principally ruled by that between New-York and London. In general, its value is about 5s. 1d. currency, or 4s. 2d. sterling.

The shilling currency is subdivided into twenty-four copper coins, called coppers. Coins of this metal, of Colonial, British and American origin, and of very various denominations, are common, and each is pretty generally taken as the equivalent of a copper, without much reference to its intrinsic value. The English Penny, Half-penny, and Farthing, of not less than five-sixths of the weight of currency, is a legal tender to the amount of 12d.

The following coins are also usually taken at the rates specified:

French crown, .....	5s. 6d.
“ half crown, .....	2s. 6d.
Pistorine, .....	10d.
Five franc piece, .....	4s. 8d.

## EASTERN TOUR.

TRAVELLERS desiring to visit the New-England States, on leaving Canada, are conveyed from Montreal to La Prairie by steamboat, and thence by railroad cars to St. John's, where commodious and well regulated steamboats again take them up for Burlington, Vermont. This is one of those beautiful towns, which so often attract the notice of a stranger, in travelling through the northern and eastern states. For a description of Burlington, see page 115.

A daily line of conveyance extends from Burlington to Boston, passing through Montpelier, (the capitol of Vermont,) Hanover, N. H., and thence to Concord, by stage, and from the latter place to Boston, by railroad.

If intending to visit the WHITE MOUNTAINS of the *Granite State*, the tourist can pursue a route which diverges from Montpelier to Danville and Littleton; and thence across New Hampshire, through the *notch* of the White Mountains, to Conway. From the latter place a line of stages extends eastward to Portland, Maine, running three times a week.

*Table of Distances from Burlington to Concord, N. H.,  
by Stage Route.*

Montpelier, .....	38	miles.
Chelsea, .....	22	60 "
Hanover, .....	26	86 "
Lebanon, .....	5	91 "
Springfield, .....	17	108 "
Concord, .....	33	141 "

From Concord to Boston, by railroad route, 76 miles.

## LAKE CHAMPLAIN.

The following description of Lake Champlain is copied from *Thompson's History of Vermont*.

“LAKE CHAMPLAIN lies between the States of Vermont and New-York. It extends in a straight line from south to north, 102 miles from Whitehall, to the 45th degree of latitude, and thence about about 24 miles to St. Johns, in Canada, affording an easy communication with that Province and New-York. The length of this lake from south to north, measured in a straight line from one extremity to the other, and supposing it to terminate northerly at St. Johns, is 126 miles. Its width varies from one-fourth of a mile to 13 miles, and the mean width is about  $4\frac{1}{2}$  miles. This would give an area of 567 square miles, two-thirds of which lie within the limits of Vermont. Its depth is generally sufficient for the navigation of the largest vessels. It received its present name from SAMUEL CHAMPLAIN, a French nobleman, who discovered it in the spring of 1609, and who died at Quebec in 1635, and was not drowned in its waters, as has often been said. One of the names given to this lake by the aborigines, is said to have been *Caniaderi-Guarunte*, signifying the mouth or door of the country. If so, it was very appropriate, as it forms the gateway between the country on the St. Lawrence and that on the Hudson. The name of this lake in the Abenâqui tongue was *Petawa-bouque*, signifying alternate land and water, in allusion to the numerous islands and projecting points of land along the lake. Previous to the settlement of the country by Europeans, this lake had long been the thoroughfare between hostile and powerful Indian tribes, and its shores the scene of many a mortal conflict. And after the settlement, it continued the same in reference to the French and English colonies, and subsequently in reference to the

English in Canada and the United States. In consequence of this peculiarity of its location, the name of Lake Champlain stands connected with some of the most interesting events in the annals of our country; and the transactions associated with the names of Ticonderoga and Crown Point,\* and Plattsburgh, and many other places, united with the variety and beauty of the scenery, the neatness and accommodation of the steamboats, and the unrivalled excellency of their commanders, render a tour through this lake one of the most interesting and agreeable to the enlightened traveller."

\* CROWN POINT FORTRESS is now in ruins, and is opposite to the south part of Addison, in Vermont. It was built by the French in 1731, on a point of land between West Bay and the lake, and was called Fort St. Frederick. In 1759, it was surrendered to the British troops under Gen. Amherst, and was held by the British till May 10, 1775, when it was taken by Col. Seth Warner, on the same day that Ticonderoga surrendered to Allen. It again fell into the hands of the British in 1776, who kept possession of it till after the capture of Burgoyne, in 1777. It is nearly a regular pentagon, the longest curtain being ninety, and the shortest about seventy-five yards in length. The ramparts are about twenty-five feet in thickness, and riveted with masonry throughout. The ditch is blasted out of the solid rock. There are two demi-lunes and some small detached outworks. An arched passage led from the interior of the works to the lake, and a well about ninety feet in depth was sunk in one of the bastions. The fort erected by the French in 1731, was a smaller work and nearer the water. The present fort was commenced by the English in 1759, and according to Dr. Dwight, (*Travels*, vol. ii, p. 444,) cost about two millions of pounds sterling. The whole peninsula being of solid rock, covered with a thin layer of earth, the works cannot be assailed by regular approaches; and both in construction and position, the fortress is among the strongest in North America. It has been long dismantled, and is now quite dilapidated; but its form and dimensions are still easily traced and measured.

*Fort Ticonderoga* is fully described at page 109.

## LIST OF STEAMBOATS BUILT ON LAKE CHAMPLAIN.

Built	NAME.	Tons	COMMANDERS.	REMARKS.
1809	Vermont, .....	167	J. Winans, .....	Sunk Oct. 1815.
1815	Phoenix, .....	336	J. Sherman, ...	Burnt Sept 1819.
1817	Champlain, ..	128	George Brush, ..	Burnt in 1817.
1818	Congress, ....	209	R. W. Sherman, .	Condemned 1835.
1820	2d Phoenix, ...	343	J. Sherman, .....	Condemned 1837.
1825	Gen. Greene, ..	115	Dan Lyon, .....	Conv. to sloop 1833
1827	Franklin, .....	350	R. W. Sherman, .	Condemned 1838.
1827	Washington, ..	134	James Snow, ...	Now running.
1829	McDonough, ..	138	Wm. Burton, ....	Lost 1841.
1832	Winooski, ....	226	Dan Lyon, .....	Now running.
1832	Water-Witch, .	107	Duff Green, .....	Conv. to sch. 1836.
1837	Burlington, ..	405	R. W. Sherman, .	Now running.
1838	Whitehall, ....	460	Gideon Lathrop, .	Now running.
1842	Saranac, .....	.....	Wm. R. Phillips.	Now running.

NOTE.—It is a fact worthy of being recorded, that during thirty-two years of steam navigation on Lake Champlain, and the transportation of more than a million of passengers, no life has been lost or person injured by the explosion of steam. On the 5th of September, 1819, six persons lost their lives by the burning of the steamboat Phoenix, while on her passage a little to the north of Burlington; and in 1826, one person was killed by the collision of the Second Phoenix and Congress, near Port Kent.

MONTPELIER, 33 miles east of Burlington, is handsomely situated on a plain of moderate extent, at the junction of the north and south branches of Winooski, or Onion River; and is surrounded by elevated hills, some of which rise abruptly from the plain. The road over the Green Mountains, which passes through this place, encounters no high hills, and thus renders Montpelier a great thoroughfare. This village being the capital of Vermont, contains the state-house, which is an elegant granite building; a court-house and jail; 4 churches, 22

stores, and several well kept public houses. The population is about 2,000.

The villages of Vermont, are for the most part delightfully situated, the whole state being celebrated for its salubrity, and for the industry and thrift of its people.

In addition to the route from Burlington east, there is another line of travel extending from Whitehall at the head of Lake Champlain, to Rutland, Chester, Bellows Falls, Keene, N. H., and thence to Boston; a total distance 172 miles. A railroad is now constructing from Boston to Fitchburg, a distance of 54 miles, which is no doubt destined to be continued to Whitehall. When finished this will furnish a speedy conveyance from Boston to Montreal, *via* Lake Champlain, during the season of navigation.

Since the completion of the line of railroads from Albany to Boston, a distance of 200 miles, this latter route has become the great thoroughfare for travellers visiting the eastern states, the line being continued from Boston to Portland, Maine; a farther distance eastward of 105 miles, and from Boston through Lowell, to Concord, N. H., 76 miles north.

At GREENBUSH, opposite the city of Albany, commences the *Albany and West Stockbridge Railroad*, which extends to the Massachusetts state line, a distance of 38 miles. This road passes through the towns of Schodack, Kinderhook, Chatham, and Caanan, where there are *depôts*.

From Chatham-Four-Corners to the state line, and parallel to the last named road, runs the *Hudson and Berkshire Railroad*; but west of Chatham the latter road diverges, in a southwest direction, to the city of Hudson, distant from West Stockbridge 34 miles.

Both the above roads run within a few miles of New Lebanon Springs, and the *Shaker Settlement* in the same town. During the summer months a stage runs from the city of Albany, and the railroad to

NEW LEBANON SPRINGS VILLAGE, delightfully situated near the Massachusetts state line, and 25 miles east of Albany. This place has long been a well known and much frequented resort during the summer months. The spring is remarkable for its size and beauty, being ten feet in diameter, and discharging a volume of water sufficient to propel several mills in the vicinity. It is in considerable repute for its medicinal qualities, particularly in rheumatic and scrofulous complaints, and in cutaneous eruptions. Here are 5 hotels and boarding houses, 1 Baptist church, 4 stores, 2 woollen factories, and some 20 or 25 dwellings.

NEW LEBANON SHAKER SETTLEMENT, is situated two miles south of the Springs. This settlement contains about 600 inhabitants, 1 church, and 10 large dwelling houses occupied in common by the *United Society of Believers*, as they call themselves. Formerly the religious services on the Sabbath attracted many visitors; but of late they have discontinued public service, for the alleged reason that they were disturbed in their devotions, by the improper conduct of strangers visiting them from idle curiosity.

Two miles west of the State Line, the Albany and West Stockbridge Railroad passes through a *tunnel* 600 feet in length—excavated through solid rock.

At the STATE LINE, 38 miles from Albany, and 162 miles from Boston, diverges the Housatonic Railroad to West Stockbridge,  $2\frac{1}{2}$  miles, and extending thence to Bridgeport, Conn., down the valley of Housatonic—a total distance of 100 miles.

PITTSFIELD, 49 miles from Albany, and 151 miles from Boston, by railroad, is a thriving place, where centres the main business of this part of Berkshire county, which has long been held in esteem for its agricultural and manufacturing enterprise and advancement. The east and west branches of the Housatonic river here unite, affording an immense amount of hydraulic power, on which are situated several extensive woollen and cotton factories, and a manufactory of muskets, which supplies annually a large number, exclusively to the United States Government.

The village contains about 2,500 inhabitants, a town hall, 5 churches of different denominations, and the Berkshire Medical Institution, besides several flourishing Seminaries of learning for the respective sexes.

DALTON, 5 miles from Pittsfield, is situated on the east branch of the Housatonic river, where there are several paper-mills and other extensive manufactories.

HINSDALE, 3 miles further east, is situated in an elevated region well adapted to grazing.

WASHINGTON, 5 miles from Hinsdale, is another elevated township, in which the east branch of the Housatonic, and the Westfield rivers both take their rise, and flow in opposite directions. At this point the track of the *Western Railroad*, is elevated 1,430 feet above the waters of the Hudson river, which is reduced to about 900 feet at the State Line, 24 miles west of the summit.

BECKET is the next mountain town, 3 miles east of Washington. Here the head branch of the Westfield river, a fine stream which joins the Connecticut opposite to Springfield, takes its rise in the midst of strikingly wild and varied scenery, made up of lofty and richly wooded hills, dark glens, bold precipices, dashing torrents and cascades, deep-cut ravines now spanned high

up their steep sides by railroad bridges, and now filled to the required grade by huge embankments upheld by enormous walls of massive masonry, with here and there a secluded mountain farm spreading its green pastures to the sun, and kept forever fresh by perennial springs and rivulets of the purest water, all presented in such quick succession as the railroad train sweeps through the winding gorges of the mountains, that the feeling excited is one of strange and vivid pleasure, combining the enjoyment of nature in some of its most picturesque and romantic forms, with a sense of grateful exultation at the palpable triumph of science and art over obstacles to human intercourse and social progress, which have heretofore been classed among the most formidable.

CHESTER FACTORY, 9 miles further, is a manufacturing settlement on Westfield river.

CHESTER VILLAGE, 7 miles further east, is still elevated and surrounded by a picturesque region, abounding with streams celebrated for their fine trout.

WESTFIELD, 11 miles further, is a place of singular beauty, situated on the river of the same name. It lies in a valley or basin, of about 4 miles in breadth, surrounded by high hills, and is supposed to have been once the bed of a lake. The *Hampshire and Hamden Canal*, passes through this town, in its course from Northampton to New Haven.

WEST SPRINGFIELD, 8 miles further, is handsomely situated on both sides of Westfield river, at its confluence with the Connecticut, which is spanned by a fine bridge extending to Springfield on the opposite shore. The beautiful valley of the Connecticut, is here seen, during the summer months in all its loveliness.

SPRINGFIELD, 102 miles east of Albany, and 98 miles west of Boston, by railroad route, is most delightfully

situated on the east bank of the Connecticut. The *depôt* is on the north side of the village, which has several well kept public houses, this being the principal stopping place on the route, east and west. The main street runs north and south, parallel with the river, at the distance from it of a quarter of a mile, and two or three miles in length. The houses are mostly well built, and many of them are elegant, being surrounded in several instances by highly cultivated grounds.

This is a populous town, containing in 1840, 10,958 inhabitants. The village has a court-house and jail, 8 churches, 2 banks, and a large number of stores. The United States Government has here one of the most extensive arsenals of construction in the country. This establishment, which is well worthy of a visit, is pleasantly situated on elevated ground, half a mile east of the village. The buildings are arranged on a large square, and consist of one brick edifice 240 feet by 32, and two stories high, occupied by lock-filers, stockers and finishers; a brick forging-shop, 150 feet by 32; a brick building 60 feet by 32, and 2 stories high, the second story forming a spacious hall devoted to religious worship; a brick building 100 feet by 40; and 2 stories high, used as a depository of fire arms, said to contain 90,000 muskets in complete order, the whole being arranged in the most beautiful and regular manner. There are also other stores and shops, and a number of convenient residences for the officers connected with the establishment.

The principal hotels in Springfield, are the American House, Main-street, the Massasoit House, Main-street, both near the railroad *depôt*; Hamden House, Court Square, and the United States Hotel, Main, corner State-street.

From Springfield there is a line of conveyance up and

down the valley of the Connecticut. A railroad is now constructing to Hartford, 25 miles south, where it will connect with the railroad extending to New Haven, a total distance of 63 miles. This will furnish another desirable route between Boston and New-York, passing through an interesting and populous region.

NORTHAMPTON, on the west bank of the Connecticut, 17 miles north of Springfield, is one of the oldest and most beautiful towns in Massachusetts. It was incorporated in 1654, and in 1840, contained 3,750 inhabitants. The village is handsomely built, containing many elegant houses, a court-house and jail, 5 churches, a bank, and an insurance company, 30 stores, and several public houses. This place is on the old stage road between Albany and Boston. Here commences the *Farmington Canal*, which extends to New-Haven, on Long Island Sound, a distance of 87 miles,

MOUNT TOM, in the town of Northampton, and MOUNT HOLYOKE on the opposite side of the river, are lofty summits, often visited by tourists for their commanding prospects. The latter is elevated 1,070 feet above the level of the river, affording an extensive prospect of the beautiful valley of the Connecticut and a wide range of country, amply compensating the labor and difficulty of the ascent. Two buildings have been erected on its summit for the purpose of accommodating visitors with refreshments.

HADLEY, 2 miles east of Northampton, and on the opposite side of the river, is also an ancient settlement. It was the head-quarters of the army employed for the defence of this section of country, in the old Indian war in 1675-6, with the great Sachem, Philip.

The other villages of note on the Connecticut river

above Northampton, are GREENFIELD, 20 miles north; BRATTLEBORO, and BELLOWS-FALLS, Vermont.

The railroad route eastward from Springfield, passes through a succession of small villages, when you arrive at

WORCESTER, 54 miles distant. This is a large and important place, containing many facilities for trade and intercourse in various directions. In addition to the *Boston and Worcester Railroad*, extending to Boston, 44 miles east, the *Norwich and Worcester Railroad*, here diverges south to Allen's Point, 66 miles; and the *Blackstone Canal* connects it with Providence, 45 miles distant in a southeast direction.

The village, one of the finest in New-England, contains a court-house and jail, 8 churches, and the *Massachusetts Lunatic Asylum*, with its spacious and commodious edifices. This establishment was founded in 1832, and by its admirable management and condition does honor to the state. Although many of the worst cases of insanity are found here, yet experience has proved that there are very few cases of derangement, which may not be ameliorated by the kindly influence of humane treatment addressed to the moral and social principles of our nature.

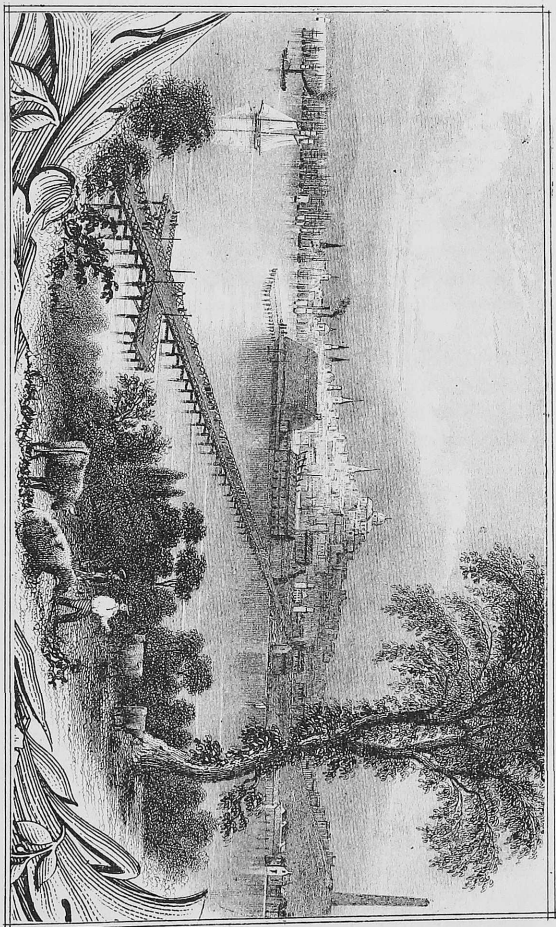
The principal hotels in Worcester, are the American Temperance Hotel; the United States Hotel, and the Worcester House.

The cars run over the road between Worcester and Boston, in about two hours, passing through several pleasant villages.

BOSTON, the seat of government in Massachusetts and great commercial and social centre of New-England, stands on a peninsula in the westernmost and deepest inland curve of Massachusetts Bay. The peninsula, origi-

nally of very uneven surface, was principally marked by three bold hills called Beacon Hill, Copp's Hill, and Fort Hill; and its greatest length, measuring from the Roxbury line where it connects, on the south, with the mainland, across "The Neck" northerly to the head-land formed by Fort Hill, opposite to Charlestown, is about 3 miles, and its greatest breadth, from Charles River bay, behind, or on the west side, to the harbor in front, on the east side, is about 1 mile. Taking the center of the town, at or near Cornhill and the Old State House, for the point of observation, it is in N. Lat. 42 deg., 21 min., 23 sec.; in E. Lon. from the meridian of Washington, 5 deg., 58 min., and in W. Lon. from Greenwich, Eng. 71 deg., 4 min., 9 sec.

Boston was founded in August, 1630, ten years, lacking about four months, after the first landing of the Pilgrims at Plymouth in December, 1620. During the colonial period the growth of the town, as of the country generally, was slow. Even as late as 1790, when the first census was taken under the present Government of the United States, then newly established, the population of Boston was only 18,038. In 1800, it had risen to 24,937; in 1810, to 33,250; and in 1820, to 43,293; showing a *rate* of increase, in each successive period, of about  $33\frac{1}{3}$  per cent. In 1830, however, the number had advanced to 61,391; and in 1840, to 93,383; showing a *rate* of increase, not far from 50 per cent in each of these two periods. This *acceleration* in the ratio of increase, from about one *third* to one *half*, is somewhat remarkable, not so much, perhaps, for its amount, as from its *coincidence* with that change in the policy of our national government which was adopted for the purpose of introducing and promoting domestic manufactures, through the agency of discriminating and protecting duties on imports. Up to the



BOSTON, FROM CHELSEA.



period referred to, the capital and the enterprise of Boston had been chiefly employed in commerce and its dependent occupations ; and though the change in question was not strenuously opposed by the great majority of the commercial classes of that city, yet when it was once adopted, no community in the country embarked in manufactures more promptly and efficiently; and the result may, at least, be seen in the striking coincidence between the date of that change which enlarged the field of enterprise for the intelligence, capital, labor, and skill of that community, and the commencement of a greatly accelerated rate of increase in its population and wealth.

In this progress of population the original limits of the peninsula have been found much too narrow for the growing numbers, and the city now consists of three distinct parts, namely, Boston of the peninsula—South-Boston, built along the westerly base and slopes of Dorchester Heights, on ground formerly belonging to the town of Dorchester, but annexed to peninsular Boston in 1804—and East-Boston, built on an island in the harbor, formerly called Noodle's-Island, lying off against the northerly portion of the peninsula and separated from Charlestown and the main-land on that side, by the waters of the Mystic river as they mingle with the harbor. It is connected with the main land at Chelsea by a bridge 600 feet long, and with the peninsular city by steam ferry boats which start from each side every five minutes. East Boston has grown up wholly since 1833. It is the station of the Liverpool, or Cunard line of Steam Packets.

The peninsular situation of Boston has produced the necessity of an unusual number of bridges to connect the city with the surrounding country. These are six in number and of great length; and though they are all of wood, and without any pretensions to architectural beau-

ty, yet their great extent, number, and position, give them an imposing aspect, while their great utility and the train of ideas associated therewith, render them objects of lively interest. Charles River Bridge, 1,503 feet long, and Warren Bridge, 1,390 feet, lead to Charlestown; West-Boston Bridge, 2,758 feet with a causeway, in immediate continuation, 3,432 feet, leads to Cambridge and the Harvard University; Canal Bridge, 2,796 feet, leads to East-Cambridge, and about mid-way extends an arm to State-Prison Point within the limits of Charlestown; South-Boston Bridge, 1,550 feet, and Free Bridge, 1,828 feet, both lead to South-Boston; and besides all these there is a bridge-like structure, a noble work vastly more extensive and costly than either of the bridges, and called Western Avenue, a mile and a half long, extending from the westerly side of the city across Charles River bay to Brookline, with a branch leading to Roxbury, the whole of which was designed for a tide-dam, as well as a road, and which furnishes a vast amount of hydraulic power.

The streets of Boston, especially in the older quarters of the city, are rather irregular and narrow; but no city in the Union is more substantially built, or contains a greater proportion of spacious and costly private mansions; and no city on the globe can boast of as high a degree of cleanliness. In this particular, so important to the health, comfort, and pleasantness of a large town, the streets, public areas, and private courts and yards of Boston are truly admirable and a model for all other cities; and the simple means by which this desirable condition of things is secured, is an ordinance which forbids the inhabitants to throw offal, dirt, fragments, or filth of any sort, vegetable or animal, upon the ground in the streets, or in private inclosures, but requires all these things to be put into casks, or vessels of some kind, and

then are regularly removed by the scavengers. Thus, the frequent handling of this noisome rubbish, which is the obvious and unavoidable consequence of permitting them to be cast upon the ground at all, is saved, and the removal of them is rendered complete and certain. These simple regulations being enforced, the city is kept clean, sweet, and wholesome ; and that, too, with far less expense of time, labor, and money, than is possible in any other way. This management saves to Boston, every year, many thousands of dollars in her annual expenditures ; and its good sense and great economy are so palpable as to make it really surprising that it is not the settled system of every populous town.

Boston harbor, commodious, deep, easy of access, and yet easily defended, is one of the best in the world. The approach to the inner harbor, immediately in front of the city, is, for a short distance and immediately under the batteries of Fort Independence, by a channel so narrow that two large ships could scarcely pass abreast, while within, it spreads into a noble haven spacious enough for 500 ships of any size to ride securely.

Boston is distinguished for the extent and convenience of its wharves, as well as its bridges. Of these, Long Wharf, the oldest and longest, projects from the foot of State-street into the harbor 1650 feet. The other two of most importance are Indian Wharf and Central Wharf, each about 1,240 feet long, and remarkable, especially the latter, for the ample dimensions, the convenience, and the massive strength of their warehouses.

Of the public edifices the most conspicuous is the State House. It stands on Beacon Hill, the highest ground on the peninsula and 110 feet above tide water. It was erected in 1798, of brick, with a front of 173 feet facing to the east. It is surmounted by a fine dome, 52 feet in

diameter, copied from that of St. Paul's Cathedral in London, but on a reduced scale to correspond with the proportions of the building. From the dome a cupola rises to the height of 230 feet above tide-water, affording a prospect of surpassing beauty, and by its vast extent invested with the most impressive grandeur. Indeed, considering the component parts of this view—the wide circuit of horizon which it commands—the almost endless variety of land and water—the harbor and bay studded with islands and spreading away to the far ocean—the wide sweep of country with its perpetually varying outline, its numerous villages, its embellished rural seats, its cultivated fields, its richly wooded hills, its grassy vales and the shining streams that wind through them—the roads crossing in all directions and alive with the busy population; and immediately beneath, the compact and crowded city with its bridges, its masses of architecture, its towers, and spires, and groves of masts, and the incessant movement on land and water—this vast variety of objects separately beautiful and yet presenting a thousand contrasts, as well as harmonies, to heighten the effect of each and augment the glory of all; and to crown the whole, the character of the community occupying the scene; the associated ideas of law and order, of civil and religious freedom, and social security and progress, proclaimed by every object the eye rests on, and the historical recollections of the devoted patriotism, the invincible courage, and the civil wisdom, which prepared this prospect and opened the sources of its abounding beauty and magnificence—all these things render the prospect from the cupola of the State House in Boston the noblest on earth.

Another of the public edifices here, is the famous Faneuil Hall, so named in honor of its founder. It is of

brick, and is 100 feet long, 80 feet wide, and 3 stories high. The great hall within, is on the second floor, and is 76 feet square, with deep galleries on three sides, the other side being furnished with a desk and seats like a judicial bench to accommodate the presiding officers of public meetings, and the wall above it is adorned with portraits of Faneuil, Washington, Hancock, and other worthies.

Faneuil Hall Market is a noble structure, which with other valuable improvements, owes its origin to Josiah Quincy, (now, and for many years past, President of Harvard University,) during his Mayoralty. It is built of hewn granite, and is 536 feet long, 50 feet wide, and 2 stories high, the most superb market house in the Union.

The Massachusetts Hospital is also a fine granite structure, 163 feet by 54 feet, standing in an area of four acres, on the shore of Charles river, on the westerly side of the city.

The Custom House, built by the United States, near the head of Central Wharf, is a costly edifice of granite, and in the Grecian style. The Houses of Industry, Correction, and Reformation are in South-Boston. The church edifices are very numerous and several of them are very stately and imposing. Boston is abundantly supplied with excellent hotels and public boarding-houses, among which the most spacious are the Tremont House and the United States Hotel.

Of the public grounds in Boston the Common is far the largest and most beautiful. It is on the southwesterly side of the city, looking across Charles River Bay to Brookline and Roxbury. It contains about 50 acres, is laid out with gravel walks and abounds with trees. It is an exceedingly beautiful place, and adds very much to the pleasantness of a permanent residence in Boston.

In commerce and navigation Boston ranks as the second city in the Union, standing next to New-York, and possessing a tonnage, which, taking both registered and enrolled vessels, amounted in 1842, to 193,502 tons; and in 1843, to 201,323 tons. But this is not all. An able and authentic article on the commerce of Boston, in the *Merchant's Magazine*, (N. Y.,) for May, 1844, shows that a heavy amount of the commerce of New-York is carried on in Boston vessels, and especially of the East India trade.

The great line of steam packets, called the Cunard Line, runs between Boston and Liverpool, touching both ways at Halifax. Samuel Cunard of Liverpool, was the chief actor in establishing this line. The steamers which compose it, have performed their passages, on an average of all, in  $12\frac{1}{2}$  days of running time each way; thus shortening the average time of the sailing packets nearly one-half; or, in other words, annihilating, for the purpose of practical intercourse, about half of the previous distance between America and Europe.

Lines of Packets run regularly also, from Boston to all the other principal parts of the Union. The *Middlesex Canal*, the oldest in the United States, furnishes a convenient boat navigation to the Merrimack, at Concord, N. H.; and by various railroads Boston now enjoys a speedy communication by land, with the chief trading towns of New-England, and above all with Albany, and through the canals and railroads of New-York, with the great lakes and the far west.

The number of banks in Boston in 1833, was 24, having an aggregate capital of about \$17,000,000; and 28 insurance companies, with an aggregate capital of about \$7,000,000.

The total amount of capital employed in manufactures

of various kinds in Boston, is stated at a little under three millions; but a far larger amount of Boston capital is invested in cotton and woollen manufactures in Lowell, Waltham, and other places. The capital employed in Boston, in foreign trade, is stated at about \$12,000,000.

Boston has always been justly distinguished for the excellence and the number of its schools. Besides the numerous private seminaries of various kinds, there are, of the public, or free schools, a Latin grammar school; a high school, in which mathematics and the higher branches of a sound English education are efficiently taught; 10 grammar and writing schools; 75 primary schools; and 1 African school. These are all sustained by the public, throughout the year, at an annual cost of \$200,000.

The medical school is a branch of Harvard University, but the professors reside in Boston, where the school, in point of fact, is located. It was established in 1782; it has six professors, a library of more than 5,000 volumes, is well attended, and has a high reputation. Other valuable institutions are the Athenæum, with one of the best libraries in the country, containing about 30,000 volumes.

#### PRINCIPAL HOTELS IN BOSTON.

Albion Hotel, Tremont, cor. Beacon-street; American House, 42 Havover-street; Bromfield House, Bromfield-street; City Hotel, Elm-street; City Tavern, Brattle-street; Commercial Coffee House, Milk, cor. Liberty-st.; Elm-Street Hotel, 9 Elm-street; Exchange Coffee House, Devonshire-street; Hanover House, 50 Hanover-street; Marlborough Hotel, 229 Washington-street; Maverick House, East-Boston; Merchant's Exchange Hotel, State-street; Merrimack House, Friend, cor. Merrimack-street; New-England House, Clinton-street; Pavilion, 41 Tremont-street; Tremont House, Tremont-street; United States Hotel, cor. Lincoln, Beach and Kingston-streets.

## THE VICINITY OF BOSTON.

No place in the Union, probably, exceeds Boston, for the beauty and variety of the scenery of the surrounding country. Dorchester, Roxbury, Brookline, Brighton, Cambridge, Charlestown and Chelsea, are among the points of attraction which cluster around the capital of New-England. Seaward, the beautiful bay expands on the east, embosoming several small islands, some of which are fortified, and serve as breakwaters to the important harbor of Boston.

DORCHESTER, first settled as early as 1630, is situated about  $4\frac{1}{2}$  miles south of Boston. It is embellished with many fine country residences, which with the substantial farm-houses and well cultivated farms, give abundant evidence of prosperity and comfort. The population of the town in 1840, was 4,875. The peninsula, consisting of Dorchester Neck and Dorchester Heights, borders on Boston harbor, and the Heights are included within the corporate limits of the city, under the name of South Boston. In the night of March 4th, 1776, the army under Gen. Washington, threw up works on Dorchester Heights, which commanded the harbor, and compelled the British to evacuate Boston.

ROXBURY, a point or two west of south from Boston, and through which passes the *Boston and Providence Railroad*, is a delightful place of residence. It is joined to the city by a neck of land, which constitutes a broad avenue, and may be regarded as a continuation of Washington-street, Boston. The village at the centre of the town, contains 5 churches, 2 banks, and many beautiful dwelling houses.

QUINCY, 10 miles from Boston in a southerly direction, is distinguished for having furnished two Presidents of

the United States. About half a mile northwest of the village is the mansion of the late John Adams, the immediate successor of Washington as President of the United States. His remains and those of his wife repose beneath the new church at Quincy. A handsome monument has been here erected to their memory, by their son, John Quincy Adams, the sixth president of the United States.

In the southwest part of this town are inexhaustible beds of granite, for the transportation of which, a railroad runs from the quarry to tide water, 3 miles in length. This was the first railroad made in the country.

BROOKLINE, 4 miles southwest of Boston, like all the towns in the vicinity, is in a high state of cultivation, and furnishes many elegant country seats for citizens transacting business in the city.

BRIGHTON, 5 miles west of the city, through which passes the *Boston and Worcester Railroad*, was formerly a part of Cambridge, and lies between that place and Brookline. Here is annually held the famous Cattle Fair and Mart, which was commenced during the revolutionary war, and has been increasing in importance ever since. Most of the cattle for the supply of the Boston market are brought in droves to this place.

CAMBRIDGE, 3 miles northwest of Boston, is one of the ancient towns of New-England, having been first settled in 1631, under the name of Newtown. It is the seat of *Harvard University*, formerly called Harvard College, the oldest institution of the kind in the Union, having been founded in 1638, which was less than 20 years after the landing of the Pilgrims at Plymouth. This institution is more richly endowed than any other college in the United States. It has a president and 27 professors and other instructors, and usually numbers

from 4 to 500 students. The annual commencement is on the 4th Wednesday in August.

In the town of Cambridge are three handsome villages, known as Old Cambridge, Cambridge-Port, and East Cambridge; a court-house and jail; a state arsenal; 5 churches, and several select schools. The population in 1840, was 8,409.

MOUNT AUBURN, 5 miles from Boston, is situated in the town of Cambridge. Every traveller of taste should visit this cemetery. It is the *Père la Chaise* of this country, and is located in one of the most delightful spots ever selected for the repose of the dead. The grounds are very extensive, comprising hill and dale, covered with trees and shrubbery of almost every kind. There are numerous avenues for carriages and paths for pedestrians, designated by botanical names. The first interment was made in 1831; since then it has gradually been filling up, and ornamented by art, until it now presents a sacred and romantic appearance.

CHARLESTOWN, 1 mile north of Boston, is situated on a peninsula lying between Charles and Mystic rivers, and connected with Boston by Warren and Charles river bridges. The streets, though not laid out with great regularity, are many of them wide and ornamented with trees. The public buildings are a State Prison, conducted on the most improved model; the Massachusetts Insane Hospital, called from a distinguished benefactor, the McLean Asylum; an Alms-House; town house, and 9 churches. The United States Navy Yard at this place covers 60 acres of ground, and is an important naval depot. Here is a Dry Dock, built of hewn granite, of sufficient magnitude to take in the largest ships of war; a marine hospital, an arsenal, a powder magazine, a spacious warehouse, and a house for the superintendent,

all of brick, and two immense wooden buildings, under which the largest ships are constructed.

BREED'S HILL, commonly called *Bunker Hill*, immediately in the rear of the town, is the spot where a bloody battle was fought at the commencement of the revolutionary struggle, June 17, 1775, in which the Americans lost in killed and wounded 449, and the British, 1,055. Here fell the lamented WARREN, the volunteer martyr in the first great battle that American principles waged against British tyranny. To commemorate this important event, a granite obelisk has been erected on the eminence, overlooking the Navy Yard and the harbor of Boston. It is 30 feet square at the base, 220 feet high,\* and 15 feet square at the top, and is ascended within by a winding stair-case. Its estimated cost is about \$100,000.

#### BATTLE OF BUNKER HILL.

“The space allotted to this article will not permit a full detail of the thrilling events of the terrible conflict that ensued. The morning, on both sides, was spent in preparation; the afternoon in battle and carnage. The British distinctly saw the Provincials gathering their strength as if for a mighty effort; the Americans heard as distinctly the rattling of artillery carriages in Boston, and saw the various movements of the British troops indicating an attack. ‘Now,’ said Prescott, ‘we shall

\* The Bunker Hill Monument, although 220 feet high, is 320 feet below the level of the cross on St. Peter's Church at Rome; 140 lower than the cross on St. Paul's in London; and 135 less than the Pantheon in Paris. It is 18 feet higher than the Monument in London; 80 feet higher than the column of the Place Vendôme at Paris; 35 feet higher than the Washington Monument at Baltimore; 100 feet higher than Pompey's Pillar at Alexandria, and 80 feet higher than Trajan's Pillar at Rome.

have a fight ; we shall beat them too !' The fight, in due time, came on—the British are driven to their boats—they rally again with desperate courage—again they are forced to retreat. Better counsels governed them on the third trial. The officers and men no longer despised their enemy. A dear-bought victory crowned their last effort. Such is the outline of this famed battle. To fill it up with a detail of all the events that took place would require a volume. We shall glance at one or two scenes. About three o'clock in the afternoon the preparations for defence and attack were well nigh completed. The eight rods square redoubt, the breastwork and the rail fences constituted all the military works of the Patriots. Most of the original detachment, under Col. Prescott, were at the redoubt and breastwork. The New-Hampshire and Connecticut troops, under Stark, Reed and Knowlton, were at the rail fence. General Putnam on horseback, was animating the men wherever he deemed his presence required. General Pomeroy, glowing with military ardor, was at the rail fence. Gen. Warren, to learn the art of war under a veteran, was in the redoubt. As the veteran officers—volunteers for this day—appeared along the lines, they were received with enthusiastic shouts by the men. There was no glittering array of polished armor—no splendid procession of gorgeous uniforms. The troops were in homely apparel, and with but little pretension to military discipline. But they were full of enthusiasm, firm and determined.

“ At a little distance, in full view, the long lines of British troops were preparing for the battle. Their scarlet dresses, the glow of the sun upon their burnished arms and brazen artillery, the precision of their movements—all made up a brilliant and imposing spectacle.

A fleet of armed vessels and floating batteries lay in the bay, from which, and from the forts in Boston, a continued cannonade was kept up. The scene of action was the middle of an amphitheatre of hills, second to none in the world for the beauty of its position and magnificent scenery. On these hills—on every house and steeple of the metropolis, the population of the country had been collecting, drawn to the spot by the sound of the cannon. The season was an uncommonly fine one, and the spring had clothed the things of earth in their most beautiful array. The day was one of unusual serenity; not a cloud obscured the horizon, hardly a wave ruffled the waters; nature lay in silence and repose, reflecting from the harbor below, or the river near, the islands and ships that adorned their surface. ‘Slendid phenomena! how soon to be defiled by stains of dust and blood! Fearful, ominous silence! how soon to be broken by shouts of rage and groans of agony!’

“An hour passed on. How changed the scene! The cool provincials, a second time, are shouting the proud huzza of victory; the brave troops of Howe a second time are retreating under the murderous fire of the Americans—a fire which, though it mowed down whole ranks together, they received with astonishing fortitude. Then, too, Charlestown was on fire; the conflagration was spreading from house to house, from street to street, and ascending the lofty spire of the church steeple in a pyramid of flame high over the rest in awful sublimity. Then the noise of crackling fires and crashing edifices was blended with the shouts, the shrieks, the groans that make up the frightful clang of the battle field. The wreaths of smoke rolled over the American lines to the north, leaving to the determined warriors a full view of their flying enemy—and there they stood—that gallant

band—filled with the heroism that ever supports men when fighting for their wives, their children and their country.

“Such is the nature of the scenes of the first and most important battle of the Revolution. It was the first time that American valor encountered British valor in mortal strife. It opened the eyes of the defenders of the ministry to the desperate struggle before them. Its influence, it might be shewn, was felt throughout the war that ensued. The victory the British gained was a dear bought one; it cut down a large part of their army. On the side of the Americans the loss was severe, but nothing compared to that of the British. The valor of Prescott, the self-sacrificing bravery of Warren, the undaunted courage of Putnam—the names of Pomeroy, Stark, Knowlton, McCleary—all are known to every American. Their fame is part of the inheritance of the past. Let their memory be ever held sacred. And let the name of BUNKER HILL ever be remembered as long as freemen thrill to the sound of freemen’s deeds.”

CHELSEA, 3 miles northeast of Boston, is connected with Charlestown by a bridge at the mouth of the Mystic river. Here are located several flourishing manufacturing establishments. A fine view of Boston, from this point, embellishes this work.

EAST BOSTON, although separated from the peninsula on which the State House stands, is a part of Boston, and is described in connection with the city.

BOSTON HARBOR, lying in the west of Massachusetts Bay, presents many points of attraction, although not equal to the Bay of New-York in beauty of outline, the islands presenting a naked appearance from being washed by the tide and waves dashing against their shores. *Fort Independence* is situated on an island at the outlet of Boston harbor, 3 miles from the city. and opposite to

it is *Governor's Island*, containing a fortification erected during the last war. These two forts command the entrance into the harbor of Boston. Seven or eight miles below is a light-house, at the northeast extremity of the channel, where vessels enter Massachusetts Bay, or the Atlantic Ocean.

NAHANT, 12 miles northeast from Boston by water, and 14 miles by railroad and stage, is a peninsula jutting out into Massachusetts Bay, connected with the main land by a delightful beach, or narrow isthmus of sand, so compact as not to receive the imprint of a horse's hoof, or of a carriage wheel, a mile and a half in length, and just high enough to prevent the waves from flowing over it. The peninsula consists of two parts, called Great Nahant and Little Nahant, connected by Bass Neck. Little Nahant, the inner portion, contains forty-two acres, a part of which is under good cultivation. Great Nahant, the outer portion, is two miles long, and in some places half a mile wide, containing 463 acres. The surface is uneven, rising from 50 to 100 feet above the level of the sea. The shores generally consist of precipitous bluffs of ragged rock, rising from 20 to 50 feet above the tide, with a great depth of water below. In some places, however, are fine beaches well adapted for bathing. The roar of the ocean against the rocks, and the dashing and boiling of the waves is sometimes terrific.

A spacious hotel, containing about 100 rooms, is erected near the east extremity of Nahant, on elevated ground, overlooking the ocean for many miles. There are other boarding houses in the vicinity, and about twenty beautiful cottages, the summer residences of families of fortune. This place is much frequented both for health and pleasure during the warm season. A steamboat plies

between Boston and Nahant, and stages run from Lynn, in connection with the cars on the Eastern Railroad.

Among the strange visitors at Nahant, it was currently asserted that the *Sea Serpent*, often seen along the coast, here made his appearance for several successive seasons. This is very probable, as the great quantity of fish found at this place would at any time furnish him a bountiful repast.

In addition to the places already described in the Vicinity of Boston, there are numerous other places worthy of visiting, more remote, but easily reached by land or water, by means of the various railroads, stages and steamboats, running to and from the city.

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RAILROAD ROUTE FROM BOSTON TO CONCORD, N. H.  
*Via the Boston & Lowell, Nashua, & Concord Railroads.*

To Medford,.....	4 miles.
South Woburn, .....	3 7 "
Woburn, .....	3 10 "
Wilmington,.....	5 15 "
Richardson's,.....	4 19 "
Billerica, .....	2 21 "
LOWELL,.....	5 26 "
Middlesex, .....	2 28 "
Chelmsford, ....	2 30 "
Tyngsboro,.....	4 34 "
Little's,.....	3 37 "
NASHUA, ....	4 41 "
Thornton's,.....	6 47 "
Reed's Ferry,.....	4 51 "
Goff's Falls,.....	4 55 "
Manchester,.....	4 59 "
Hookset,.....	8 67 "
CONCORD,.....	9 76 "

Passenger cars leave Boston and Concord three times daily, stopping at the intermediate stations. Usual fare through, \$2.50; usual time 3 hours. The dépôt in Boston is on Lowell-street.

Passengers on leaving Boston, by railroad route, for Lowell, Nashua, or Concord, N. H., are conveyed over the *Boston and Lowell Railroad*, a distance of 26 miles, in about one hour. This is one of the best constructed roads in the country—being finished with a double track, on which are laid 56 lb. T rails, throughout its whole length, and the cars run regularly up on one track, and down on the other.

The number of miles run on this road by locomotive engines during the year 1842, was,

With passenger trains, .....	78,745
Merchandize trains, .....	47,463
Miscellaneous, .....	17,399

Total miles,..... 143,607

The amount of profits divided during the same period, was \$144,000, being 2 dividends of 4 per cent each on a capital of \$1,800,000.

At WILMINGTON, 15 miles from Boston, diverges the *Boston and Maine Railroad*, furnishing a second continuous railroad communication between Boston and Portland, Maine, a distance, by this route, of 112 miles.

The City of LOWELL, 26 miles northwest from Boston, stands on the south side of the Merrimack river, below Pawtucket falls, and the junction of Concord river. This place dates its origin only 20 years back, and yet in wealth and numbers, it already ranks as the second city in Massachusetts. It is a remarkable place, and well deserves the name of "the Manchester of America."

The water power at Lowell is very extensive and easily available. It is furnished by a canal 60 feet wide, 8 feet deep, and a mile and a half in length, commencing at the head of Pawtucket falls, which have a descent of about 30 feet. By locks at its outlet, it forms a boatable passage around the falls in the Merrimack. From the

main canal, the water is carried by lateral canals to mills and manufactories, where it is used, and is then discharged into the river below.

Many cities and villages, in different parts of the Union, have, in a few years, by the aid of water power, capital, enterprise and skill, sprung up from nothing, and grown with a vigor and rapidity that is truly surprising; but Lowell it is believed outstrips them all. In 1821, it was a rugged, barren spot, inhabited by only a few families. In 1826 it was incorporated as a town, and in 1836 it obtained the charter of a city. The population in 1830, was 6,474; in 1840, 20,796; showing an increase in ten years of 14,322. The assessors' valuation of property in 1840 was \$12,400,000.

The statistics of the condition of the Manufactories at Lowell, furnish facts that may be of interest:

"There are eleven regular Manufacturing Companies at Lowell, including the "locks and canals" or water privilege company, which was incorporated in 1792, but did not commence operations until 1822, which may be regarded as the year of the foundation of Lowell. The Merrimack Company commenced business the next year, and no other until 1824. In 1825, the Hamilton Company started; in 1828, the Appleton and Lowell; in 1830, the Middlesex; in 1832, the Suffolk and Tremont; in 1833, the Lawrence; in 1836, the Boott; and in 1840, the Massachusetts, being the last. These eleven companies employ an aggregate capital of \$10,700,000, employing 6,295 females and 2,345 males. Besides these there are in Lowell extensive Powder Mills, a Flannel Mill, Blanket Mill, Batting Mill, Foundry, Paper Mill, Bleaching, Cord and Whip Factory, Planing Machine, Reed Machine, Grist and Saw Mills, employing a capital of \$500,000 and 500 workmen, making the whole manufacturing ca-

pital of Lowell \$11,200,000, employing over 9,000 men, women and children.

“ The ten principal Manufactories already designated have 33 Mills, beside print works; run 6,194 looms and 201,070 spindles, producing 1,425,800 yards of cloth per week, or 74,141,600 during the year 1843. The cotton fabricated by them during the year was 22,880,000 lbs. Of Printed Cloths 273,000 yards per week are made by the Merimack and Hamilton companies. The Middlesex makes 9,000 yards cassimeres, and 1,800 yards of broad-cloth per week, beside 85,000 of cottons. Flannels are made at the Hamilton, sheetings and shirtings at nearly all, with drillings, printed cloths, &c., at several. The average wages paid to females is \$1.75 per week beyond the cost of board; to males \$2.20 per week; The payments are all made in cash and amount to \$150,000 per month. These are the statistics of the chief manufacturing town in America—a place which twenty years since, had not a “ local habitation nor a name.”

Besides its manufacturing establishments, Lowell possesses some fine public buildings. Mechanics' Hall, a costly brick edifice, was erected by the Mechanics' Association, an incorporated institution owning a handsome library and a fine mineralogical cabinet, which, together with a reading room, is always open to the public. There are also other institutions, a great number of schools, 15 churches, 2 banking houses, and a savings' bank; several well kept hotels, and about 200 stores of different kinds.

The Indian name of this place was *Wamsit*, the seat of a tribe of *praying* Indians, at the breaking out of Philip's war, in 1765. Its present name was given in honor of Francis C. Lowell of Boston, distinguished for successful efforts to introduce the cotton manufacture into the United States.

NASHUA, New Hampshire, 15 miles north of Lowell, is situated on the west side of the Merrimack river, immediately north of the mouth of Nashua river. This place contains 8 churches, several public houses, 40 or 50 stores, and many elegant dwellings. Here terminates the *Nashua and Lowell Railroad* and commences the *Concord Railroad*, which extends to

CONCORD, distant 35 miles, which lies on the west side of the Merrimack river, where are two bridges. This is the capital of the state of New-Hampshire, and a place of considerable importance. The village contains about 4,000 inhabitants, 200 dwelling houses, a State House, which is an elegant structure of hewn granite; a state prison, a solid structure also of granite; a court-house and jail, 6 churches, several hotels and taverns, and about 40 stores. The falls in the Merrimack, and the locks at this place, create a vast water power, which is extensively used for manufacturing purposes. By means of artificial navigation for boats, effected by dams, locks and canals above Lowell, the Middlesex Canal below, and a railroad recently finished, a communication is formed with Boston, where the extensive trade of this section of country centres.

From Concord a line of travel extends northeast toward the *White Mountains*, north to Littleton, until it intersects the upper valley of the Connecticut river, and northwest to Burlington, Vermont; connecting, at the latter place, with the line of travel, north to Montreal and south to Whitehall and Albany. For a table of distances from Burlington to Concord, see page 277.

*Table of Distances from Concord to Mount Washington.*

To Meredith Bridge,.....		26 miles.
Meredith Village,.....	9	35 "
Centre Harbor,.....	4	39 "
Moultonborough,.....	5	44 "
Sandwich,.....	2	46 "
Tamworth,.....	12	58 "
Eaton,.....	6	64 "
Conway,.....	8	72 "
Bartlett,.....	10	82 "
Notch,.....	12	94 "
Crawford House,.....	12	106 "
Summit of Mt. Washington,..	9	115 "

The WHITE MOUNTAINS of New Hampshire are situated in the county of Coos, in the north part of the state, distant about 100 miles from Concord, in a northerly direction, and about the same distance from Portland, Maine. They are also approached by tourists from Burlington, *via* Montpelier and Littleton, and from Portsmouth, N. H. The road from the latter place passing in the vicinity of several picturesque lakes, the largest of which is *Winnepisiogee lake*, on which runs a steamboat from Alton to Centre Harbor, a distance of 20 miles.

The route from Boston to Concord by railroad, and thence to the White Mountains by stage, is perhaps the most frequented in approaching this magnificent mountain region.

The Portland route, since the completion of the railroad to Boston, is another expeditious and charming journey—passing through several thriving villages on the seaboard, and from Portland proceeding by stage, in a northwest direction to the mountains.

The different modes of conveyance and variety of routes, afford the traveller an opportunity of approaching this region by one road and returning by another—thus increasing the interest of the excursion.

“The Indian name of these mountains, according to Dr. Belknap, was *Agiocochook*. An ancient tradition prevailed among the savages, that a deluge once overspread the land, and destroyed every human being, except a single powow and his wife, who sheltered themselves in these elevated regions, and thus preserved the race from extermination. The fancy of the natives peopled this mountain with beings of a superior rank, who were invisible to the human eye, but sometimes indicated their presence by tempests, which they were believed to control with absolute authority. The savages, therefore, never attempted to ascend the summit, deeming the attempt perilous, and success impossible. But they frequented the defiles and environs of the mountain, and of course propagated many extravagant descriptions of its appearance; declaring, among other things equally credible, that they had seen carbuncles at immense heights, which, in the darkness of night, shone with the most brilliant and dazzling splendor.

“These mountains are the highest in New-England; and, if we except the Rocky mountains, whose height has not yet been ascertained, they are the most lofty of any in the United States. Their great elevation has always rendered them exceedingly interesting both to the aboriginal inhabitants and to our ancestors. They were visited by Neal, Jocelyn, and Field, as early as 1632: they gave romantic accounts of their adventures, and of the extent and sublimity of the mountains.

“Since that time this mountainous region has been repeatedly explored by hunters and men of science. Their height has been a subject of much speculation; but from the best surveys, Mount Washington is 6,234 feet above the level of the sea. The following is the height of the

principal mountains above Connecticut river at Lancaster, to wit:

Mount	Washington,.....	5,850 feet.
"	Adams, .....	5,383
"	Jefferson,.....	5,281
"	Madison,.....	5,039
"	Monroe,.....	4,932
"	Franklin,.....	4,470
"	La Fayette,.....	4,339

" The names here given are those generally appropriated to the different summits. *Mount Washington* is known by its superior elevation, and by its being the southern of the three highest peaks. *Mount Adams* is known by its sharp terminating peak, and being the second north of Washington. *Jefferson* is situated between these two. *Madison* is the 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 visitant is richly rewarded for his labor and curiosity.

" Although these mountains are 65 miles distant from the ocean, their snow white summits are distinctly visible, in good weather, more than 50 miles from shore. Their appearance at that distance is that of a silvery cloud skirting the horizon.

" It would be vain in us to attempt a description of the varied wonders which here astonish and delight the beholder. To those who have visited these mountains, our descriptions would be tame and uninteresting; and he who has never ascended their hoary summits, cannot realize the extent and magnificence of the scene. These mountains are decidedly of primitive formation. No-

thing of volcanic origin has ever yet been discovered on the most diligent research. They have for ages, probably, exhibited the same unvarying aspect. No minerals are here found of much rarity or value. The rock which most abounds, is schistus, intermixed with greenstone, mica, granite and gneiss. The three highest peaks are composed entirely of fragments of rocks heaped together in confusion, but pretty firmly fixed in their situations. These rocks are an intermediate substance between gneiss and micaceous schistus; they are excessively rough and coarse, and grey, almost black, with lichens. The mica in them is abundant, of different colors, red, black, and limpid, and though sometimes several inches in diameter, yet most often irregularly stratified. The granite contains emerald, tourmaline, of which are found some beautiful specimens, and garnets, besides its proper constituents. Crystals of quartz, pyrites, actinote, jasper, porphyry, fluete of lime, and magnetic iron ore, are sometimes obtained.

"During nine or ten months of the year, the summits of the mountains are covered with snow and ice, giving them a bright and dazzling appearance. On every side are long and winding gulleys, deepening in their descent to the plains below.

*The Notch of the White Mountains*, is a phrase appropriated to a very narrow defile, extending two miles in length between two huge cliffs apparently rent asunder by some vast convulsion of nature: probably that of the deluge. The entrance of the chasm on the east side, is formed by two rocks standing perpendicular at the distance of 22 feet from each other: one about 20 feet in height, the other about 12. The road from Lancaster to Portland passes through this notch, following the course of the head stream of the Saco.

"The scenery at this place is exceedingly beautiful and grand. The mountain, otherwise a continued range, is here cloven quite down to its base, opening a passage for the waters of the Saco. The gap is so narrow, that space has with difficulty been found for the road. About half a mile from the entrance of the chasm is seen a most beautiful cascade, issuing from a mountain on the right, about 800 feet above the subjacent valley, and about 2 miles distant. The stream passes over a series of rocks almost perpendicular, with a course so little broken as to preserve the appearance of an uniform current, and yet so far disturbed as to be perfectly white. This beautiful stream which passes down a stupendous precipice, is called by Dr. Dwight, the *Silver Cascade*. It is probably one of the most beautiful in the world.

"At the distance of  $\frac{3}{4}$  of a mile from the entrance of the chasm is a brook, called the *Flume*, which falls from a height of 240 or 250 feet over three precipices—down the two first in a single current, and over the last in three, which unite again at the bottom in a small basin formed by the hand of nature in the rocks. The water is pure and transparent, and it would be impossible for a brook of its size to be modelled into more diversified or delightful forms."

There are two or more *bridle roads*, leading from the hotels where travellers stop, to the summit of Mt. Washington. The *Crawford route* has been measured and found to be nine miles and twenty-six rods. The *Fabyan route* is nine miles one-quarter and thirty-seven rods, ascertained by accurate measurement, made Aug. 12, 1843.

### ROUTES BETWEEN BOSTON AND PORTLAND, ME.

There are now three great lines of travel between Boston and Portland.

The first is by railroad route *via* the *Boston and Maine Railroad*, diverging from the Lowell Railroad at Wilmington, and passing through Haverhill, Mass., and Exeter and Dover, N. H.

The second is by the *Eastern Railroad*, passing through Portsmouth and several other important places on the seaboard. This road and the former unite at South Berwick, 12 miles east of Portsmouth.

The third is by steamboat through Massachusetts Bay, passing Cape Ann, and running down the Atlantic coast to Cape Elizabeth and Casco Bay, on which bay Portland is situated.

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### *Railroad Route from Boston to Portland, via Boston and Maine Railroad.*

To Wilmington,.....		15 miles.
ANDOVER,.....	8	23 "
North Andover,.....	3	26 "
Bradford,.....	5	31 "
HAVERHILL,.....	1	32 "
Plaistow,.....	5	37 "
East Kingston,.....	6	43 "
EXETER,.....	6	49 "
South New Market,.....	4	53 "
New Market,.....	4	57 "
Durham,.....	4	61 "
DOVER,.....	5	66 "
Somersworth,.....	3	69 "
Salmon Falls Village,.....	1	70 "
South Berwick, junction East- ern Railroad,.....	3	73 "
PORTLAND, .....	39	112 "

*Railroad Route from Boston to Portland, by Eastern Railroad.*

To Lynn,.....		9 miles.
SALEM, .....	5	14 "
Beverly, .....	2	16 "
Wenham,.....	4	20 "
Ipswich,.....	5	25 "
Rowley, .....	4	29 "
NEWBURYPORT,.....	5	34 "
Salisbury, .....	2	36 "
Seabrook,.....	4	40 "
Hampton,.....	4	44 "
Greenland, .....	5	49 "
PORTSMOUTH,.....	5	54 "
Kittery, Maine, .....	1	55 "
South Berwick,.....	11	66 "
North Berwick,.....	6	72 "
Wells, .....	5	77 "
Kennebunk, .....	5	82 "
Saco,.....	10	92 "
Scarboro', .....	8	100 "
PORTLAND, .....	5	105 "

Cars on both these routes run through in five hours and fifteen minutes.

*Steamboat Route from Boston to Bangor, Me., via Portland.*

To Cape Ann,.....		32 miles.
Mouth of Piscataqua river,...	30	62 "
Hood Island,.....	26	88 "
PORTLAND, .....	17	105 "
Thomaston,.....	65	170 "
Belfast,.....	30	200 "
Bucksport, .....	20	220 "
Frankfort, .....	10	230 "
BANGOR,.....	15	245 "

Passengers going over the *Boston and Maine Railroad*, on their route to Portland, leave Boston from the dépôt in Lowell-street, and are carried rapidly through a succession of villages, and an interesting section of country, until they arrive at South Berwick, Maine, where the

country assumes rather a barren aspect, which is continued until you approach Portland.

Passengers on leaving Boston by the *Eastern Railroad route*, are carried by a steam ferry boat to East-Boston, starting from near Lewis's Wharf. This is a well conducted line of travel; and the road being constructed in the most substantial manner, induces great speed as well as safety. The number of miles run on this *Eastern Railroad* in 1842, which extends from Boston to Portsmouth, N. H., was,

With passenger trains, .....	139,715
Merchandise trains, .....	28,460
	<hr/>
Total miles, .....	168,175

The total number of passengers carried during the same period, was, 431,260.

LYNN, 9 miles from Boston, is the first stopping place after leaving the city, and the point where passengers take the stage for Nahant. This place has long been celebrated for the manufacture of ladies' shoes, of which it produces over 2,500,000 pairs annually. The village, which is scattered, contains 8 churches, 2 banks of discount, a savings bank, several public houses, and 30 or 40 stores.

The City of SALEM, 14 miles from Boston, is an old and wealthy town. In 1840 it contained 15,082 inhabitants principally engaged in manufactures, commerce and navigation. It is a well built, pleasant, healthy place, distinguished for its enterprise, and for its numerous and well managed institutions. Next to Plymouth it is the oldest town in the state, having been settled in 1628. It is chiefly built on a tongue of land formed by two inlets from the sea, called North and South rivers, over the former of which is a bridge, upwards of 1,500 feet long, connecting it with Beverly, and the latter forms the

harbor. The harbor has good anchorage ground, but vessels drawing more than 12 or 14 feet of water must be partially unloaded before they can come to its wharves. The situation of Salem is low, but it is pleasant and healthy. It is well built, and latterly most of the houses which have been erected, are of brick, and many of them are tasteful and elegant. The compact part of Salem is about one and a half miles long, and half a mile wide. The streets are irregular, having been originally laid out without much regard to symmetry and beauty. In the southern part of the town there is an elegant public square or common, containing about 10 acres, surrounded by a handsome public walk, ornamented with rows of trees. An aqueduct supplies the city with an abundance of excellent spring water. Salem was long the second town in New England in wealth, commerce, and population; but Providence and Lowell now exceed it in population, and New Bedford in shipping. It was long distinguished for its East India trade, by which it was greatly enriched; but this branch of commerce, though still carried on, is less extensive than formerly. On a peninsula below the town are Fort Pickering and Fort Lee; and on Baker's Island there is a light-house. The tonnage of this port in 1840, was 37,020.

Among the public buildings are a court-house, a jail, an alms house, a market house, an East India Marine Museum, and a Lyceum. It has 9 banks, with an aggregate capital of \$2,000,000; 6 insurance companies, with a total capital of \$950,000; a marine insurance company, and an institution for savings. There are two public libraries, an athenæum containing 10,000 volumes, and a mechanics' library, containing 1,200 volumes. There are 16 churches—4 Unitarian, 4 Congregational, 2 Baptist, 1 Episcopal, 1 Methodist, 1 Christian, 1 Roman Catholic, 1 Friends, and 1 Universalist.

*Harmony Grove Cemetery*, situated on the east side of North river, about one mile from the city, was laid out in 1840, and now presents a beautiful aspect, the grounds being admirably adapted and arranged for a burial place. Here are to be seen picturesque dells, shady lawns, and craggy rocks covered with moss grown trees, giving the place altogether a romantic appearance.

BEVERLY, 2 miles from Salem, is connected with the latter place by a bridge 1,500 feet long. The village contains 4 churches, 1 bank, and 1 insurance company. The inhabitants are chiefly employed in commerce and the fisheries.

IPSWICH, 25 miles from Boston, is a port of entry. It contains a court-house and jail, 1 bank, 4 churches, a female seminary of considerable celebrity, 2 public houses, and several stores.

NEWBURYPORT, 34 miles from Boston, is one of the capitals of Essex county, and a port of entry, where are annually built a number of large vessels. It is beautifully situated on the south bank of the Merrimack river, near its entrance into the Atlantic. The streets are wide, intersecting each other at right angles. It contains a brick court-house and a stone jail, a custom house built of rough granite, 8 churches, 3 banks, a savings bank, 3 insurance companies, an alms-house, a lyceum, several public houses, and about 100 stores. Here are owned numerous vessels employed in the cod, mackerel, and whale fisheries, giving employment to upwards of one thousand men. The harbor is safe and spacious, but difficult of entrance.

PORTSMOUTH, N. H., 54 miles from Boston, 51 from Portland, Maine, and 45 from Concord, is the largest town and the only seaport in the state. It is advantageously situated on a peninsula on the south side of the Piscataqua river, three miles from the ocean. The streets are

somewhat crooked, yet the houses are mostly well built, and some of them elegant. It has a fine harbor, with 40 feet water in the channel at low tide, and is protected by islands and headlands from storms. The Piscataqua, which here forms the boundary between the states of New Hampshire and Maine, is about half a mile wide, and the tide rising 10 feet, flows with so rapid a current as to keep the harbor free from ice. There are three or four fortified points at the mouth of the harbor: Fort Constitution is situated on Great Island, and Fort McClary, in Kittery, on the north side of the harbor.

On Continental or Navy Island, lying opposite Portsmouth, within the bounds of Maine, is an extensive Navy Yard belonging to the U. States Government, which has every convenience for the construction of ships of war of the largest class.

Portsmouth contains much wealth and has considerable trade, though its back country is rather limited, being situated about equi-distant between Boston and Portland, much of the trade of the interior flows to those places. Among the public buildings are 8 churches, 6 banking houses, a court house, 2 market houses, an athenæum, an alms-house, and the State Lunatic Asylum; there are about 150 stores of different kinds, and several hotels. Those of most note are the Rockingham House on State street; Mansion House, (temperance,) Congress-street; and Franklin House, Congress-street.

On leaving Portsmouth, proceeding north, the railroad track crosses the Piscataqua river by means of a substantial bridge, extending to Kittery, Maine; from thence the route extends 11 miles to

SOUTH BERWICK, where the *Boston and Maine Railroad*, running through Dover, intersects the *Portland, Saco and Portsmouth Railroad*. Here the cars are usu-

ally detained a short time, in order to have the passengers transferred from the former road to the latter, which runs through to Portland, a further distance of 39 miles.

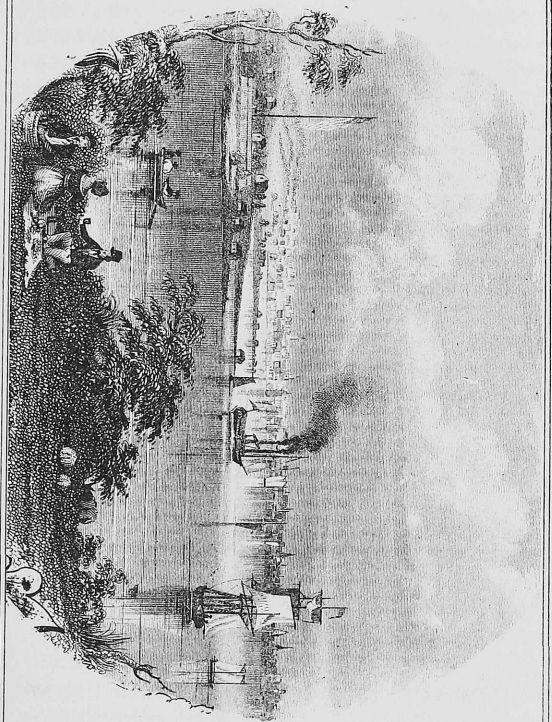
WELLS, 11 miles from South Berwick, lies a few miles east of the railroad.

KENNEBUNK DEPÔT, five miles further, is situated about 2 miles from the village.

SACO, 38 miles from Portsmouth, and 13 from Portland is a port of entry, situated on the northeast side of Saco river, 6 miles from the ocean. Here is a fall in the river of 42 feet, creating a great water power, and presenting an interesting and beautiful view. There are numerous mills at this place and many handsome dwellings. Immediately below the falls is a fine basin where vessels take in their cargoes. On the shore of the river below the village, there is a fine beach, 4 miles long, within sight of the ocean, which affords a pleasant drive in warm weather.

From Saco to Portland, a distance of 13 miles, the railroad passes over a level section of country, in part covered with a small growth of trees, and some meadow lands. On approaching Portland, the railroad extends over a bridge of considerable length, extending across an arm of the sea which in part forms the peninsula on which the city stands. The depôt is about one mile from the centre of the town, passengers being usually carried to the hotels in carriages.

The City of PORTLAND, is very advantageously situated on a peninsula at the western extremity of Casco bay. It is distant 105 miles from Boston ; 50 from Augusta, the capital of the State, and 54½ from Washington. The city presents a beautiful appearance from the sea, and the islands in the bay, as it rises like an amphitheatre between two hills. It is regularly laid out, and handsomely built, and has some fine public edifices,



PORTLAND, ME



among which are a spacious city hall, a court house and jail, and 16 churches; a custom-house, 6 banks, a theatre, and an athenæum, containing a library of 4 or 5,000 volumes. On an eminence called Mount Joy, on which Fort Sumner formerly stood, there is an observatory 82 feet in height, being elevated 226 feet above the ocean, commanding a fine view of the harbor, and the adjacent country. Casco bay is seen lying to the east, studded with islands and rocky islets, said to amount to 365 in number,—on the north is a body of water called Back Cove,—the city is immediately on the south-west, and presents a splendid appearance in connection with the harbor and shipping,—Cape Elizabeth lies on the south, 3 miles distant, where is located Cape Cottage, a much frequented public house and delightful place of resort during warm weather,—Fort Preble stands two miles southeast and commands the ship channel in connection with Fort Scammel, situated on an island. Beyond it lies the broad Atlantic ocean, where during the fall months of September and October, numerous small vessels are seen engaged in taking mackerel. *Mount Washington*, the highest peak of the White Hills of New-Hampshire, distant 90 miles, may be seen on a clear day by looking through the glass here used in the observatory, which is a large and excellent instrument of the kind. Few places exceed Portland in point of location, having an extensive back country. Its trade is large and important; the principal articles of export are lumber, fish and country produce. The trade with the West Indies is very great, also with Boston and New-York, and southern ports.

The *Oxford Canal* which extends to Sebago pond, 20 miles northwest, affords 50 miles of inland navigation. An important road also diverges in the same direction,

which enters New-Hampshire and extends across into Vermont. Over this road stages run three times a week to the *White Mountains*, distant 92 miles, connecting with lines of travel to Concord, and Burlington, Vermont.

The principal Hotels in Portland are the American House, Congress-street; Casco Temperance House, Middle-street; Elm Tavern, Federal-street; United States Hotel, corner Congress and Federal-streets; besides many others of less note in different parts of the city.

#### LINES OF TRAVEL FROM PORTLAND.

Stages connecting with the railroad cars from Boston, run twice daily from Portland to Augusta via Brunswick; thence daily to Bangor, Ellsworth and Eastport.

A tri-weekly line of stages run from Portland to Augusta, via Lisbon and Winthrop—distance 60 miles. On the opposite days a stage runs through, via Gray, Lewiston and Winthrop,—intersecting with the Farmington and Buckfield stages.

A daily line of stages run from Portland to Bath, via Brunswick,—thence on the shore road to Ellsworth and Eastport,—intersecting at Ellsworth the stages from Bangor.

Tri-weekly stages run from

Portland to Paris, 40 miles ;

“ Waterford, 40 miles ;

“ Dover, N. H., via Alfred, 56 miles ;

“ White Mountains, 92 miles.

A line of steamboats run from

Portland to Boston, 105 miles ;

“ Hallowell, 61 miles ;

“ Bangor, 140 miles.

*Stage Route from Portland to Bangor, via Augusta,*

	MILES.
To North Yarmouth, .....	12
" Brunswick, .....	14 26
" Boardinham, .....	10 36
" Richmond, .....	11 47
" Gardiner, .....	7 54
" AUGUSTA, .....	6 60
" Vassalboro, .....	12 72
" China, .....	9 81
" Unity, .....	14 95
" Dixmont, .....	12 107
" West Hamden, .....	11 118
" BANGOR, .....	11 129

Fare through \$5.50—Usual time 20 hours.

Stages run twice daily from Portland to Augusta, via Brunswick—connecting with railroad cars at Portland. From Augusta stages run to Bangor and other places. Stages twice a week leave Augusta for QUEBEC, running over the Kennebec road, via Norridgewock.

*Stage Route from Portland to Eastport.*

	MILES.
Falmouth, .....	7
North Yarmouth, .....	5 12
Freeport, .....	6 18
Brunswick, .....	9 27
Bath, (Kennebec river,) .....	7 34
WISCASSET, .....	15 49
Waldoboro', .....	18 67
Warren, .....	9 76
Thomaston, .....	4 80
Camden, .....	11 91
BELFAST, .....	18 109
Castine, (across Penobscot bay,) .....	9 118
Bluehill, .....	10 128
Ellsworth, .....	14 142
Franklin, .....	12 154
Cherryfield, .....	20 174
Columbia, .....	12 186
Machias, .....	15 201
Whiting, .....	14 215
EASTPORT, .....	15 230

This route extends along near the coast of Maine, which is deeply indented with numerous inlets or bays, filled with islands and rocky islets, often presenting a truly grand and romantic appearance.

EASTPORT, lies on an island in Passamaquoddy bay, into which empties the St. Croix River, forming the eastern boundary of the United States.

AUGUSTA, 60 miles northeast of Portland, is situated on both sides of the Kennebec river, 43 miles from the ocean, at the head of sloop navigation. This is the capital of the State of Maine, and is a beautiful place. The State House is constructed of white granite, and stands on a commanding eminence, half a mile south of the village. The population in 1840, was 5,314. It is regularly laid out, the ground rising on each side of the river, and a fine bridge extends across the Kennebec, 520 feet long, connecting the two parts of the town.

The principal hotels are the Augusta House, and the Mansion House; there are also several others of less note.

Below Augusta, on the Kennebec river, are HALLOWELL, GARDINER and BATH, at all of which steamboats stop on their trips to and from Portland.

The City of BANGOR, 129 miles from Portland in a northeast direction, and distant 245 miles from Boston, is the easternmost place of note in the United States. It is situated on the westside of Penobscotriver, 60 miles from the ocean, at the head of steamboat navigation. The tide here rises 17 feet, and is of itself sufficient to float vessels of a large class. The principal article of trade is lumber, which comes down the river in immense quantities, from a fertile region of country.

The city occupies a pleasant and commanding situation. The buildings for the most part are not only neat, but many of them elegant. Steamboats ply regularly





between Bangor and Portland, and Boston, for about eight months in the year, when the river is free from ice. The population in 1840, was 8,627, and is rapidly increasing. The principal hotels are the Bangor House, the Franklin House, and the Penobscot Exchange.

Below Bangor on the Penobscot river, are FRANKFORT, BUCKSPORT, BELFAST and THOMASTON; at all of which steamboats land and receive passengers on their trips to and from Portland and Boston.

On leaving Portland for Boston, the traveller has the choice of three lines of travel—by steamboat, or by railroad through Portsmouth, or over the upper railroad through Dover. The latter, although a few miles further, is usually run over in the same time, and passes through an interesting section of country.

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#### LINE OF TRAVEL BETWEEN BOSTON AND NEW-YORK.

There are three great lines of travel between the above places. The most direct is by way of Providence, passing over the *Boston and Providence Railroad*, 42 miles in length. From thence passengers are conveyed by railroad to Stonington, Conn., and take a steamboat for New-York, or take a steamboat at Providence, stopping at Newport to land and receive passengers. Either of the above routes are desirable and speedy modes of conveyance.

At Mansfield, 24 miles from Boston, a branch railroad diverges south to Taunton, 11 miles—from thence the *New-Bedford and Taunton Railroad*, extends to New-Bedford, a further distance of 20 miles.

The City of PROVIDENCE, the semi-capital of Rhode-Island, in connection with Newport, is situated at the head of Narraganset bay, on the west side of Sekonk or

Providence river, 35 miles from the ocean, and 182 miles from the city of New-York. This is the second city in New-England in point of population and trade. Vessels of 900 tons come up to its wharves, and it has long been successfully engaged in a trade with the West Indies and China. Packets also run direct to most of the ports in the Union. The population in 1849, was, 23,171, many of whom are engaged in commerce and manufacturing pursuits. Among the public buildings are the State House, several churches, which for specimens of architecture may be ranked among the finest buildings of the kind in the country; the Arcade, extending between two streets, with a fine Doric portico on each, and Brown University, occupying a commanding situation, has two large brick edifices, 4 stories high; this is an old established institution of learning, having been originally established in Warren, in 1764, and was removed to Providence in 1770; it has a president, and 8 professors and instructors. Here is a State Prison, lately erected, and a new Theatre; the Athenæum, founded in 1836, has a handsome granite building, and a library of 7,000 volumes. It has 21 banks, with an aggregate capital of eight millions of dollars, and 3 insurance companies. The *Blackstone Canal*, extending from Worcester, Mass., terminates here; also, the *Boston and Providence Railroad*, which constitutes one of the great links in the line of travel between the cities of New-York and Boston; the latter place being 42 miles distant.

Providence was settled in 1636, by Roger Williams, and others, who fled from Massachusetts on account of their religious opinions, and who early adopted in this place the principles of universal toleration.

NEWPORT, situated on the southwest side of Rhode Island, 5 miles from the ocean, has one of the finest har-

bors in the world, being safe, and easily accessible by ships of the largest class. The harbor, which is of a semi-circular form, spreads westward before the town; it is defended by Fort Adams, situated on Goat Island,  $1\frac{1}{2}$  miles below the town, which is garrisoned by several companies of U. S. troops. Fort Greene, built during the late war, has been suffered to go to decay; it was at the northern extremity of the town. This place appears to great advantage as it is approached from the water, the ground rising in a beautiful and gentle acclivity, shows the buildings to much advantage. The pleasantness of its situation, and the healthfulness of its climate, its fine views, and its cooling ocean breezes, have rendered it a favorite summer resort to the most fashionable class of inhabitants of the northern and southern states. It contains a state house, market house, theatre, a public library containing over 8,000 volumes, 3 academies, 6 banks, and 12 churches of different denominations; 1,200 dwelling houses, and 8 or 9,000 inhabitants. The accommodations for visitors are ample and of a good character, affording every inducement to the invalid and seeker of pleasure to make this place a summer residence.

STONINGTON, 89 miles from Boston, and 135 miles from New-York, by water, is situated on a point of land which projects half a mile into the east end of Long-Island Sound, and has a good harbor, protected by a break-water, constructed by the United States Government. It contains about 1,000 inhabitants, many of whom are engaged in navigation; here being owned several vessels engaged in the whaling business. The *Providence and Stonington Railroad* extends from this place to Providence, a distance of 47 miles. A line of steamboats of the first class run daily between this place and the city of New-York.

## WORCESTER AND NORWICH ROUTE.

The route between Boston and New-York, via Worcester and Norwich, Conn., is a favorite line of travel. The cars pass over 110 miles of railroad through an interesting section of country, until they reach Allen's Point, 7 miles below Norwich. Here there is a sufficient depth of water for the steamers at all tides, which run to the city of New-York. For a description of Worcester see page 287.

NORWICH is situated at the head of navigation on Thames river, 13 miles north of New-London, and distant 103 miles from Boston. The site is singularly romantic, on the steep declivity of a high hill, which causes the streets to rise above each other like terraces. The city contains a court-house and jail, a town-hall, 4 banks, 2 insurance companies, 7 churches, several public houses, 80 or 90 stores, and 4,200 inhabitants.

In the immediate vicinity of this place are several interesting localities. At the junction of the Yantic with the Shetucket rivers, which united take the name of Thames, is situated a romantic cataract, affording a fine site for mills and manufactories. The village around it is called *Yanticville*. From a high projecting rock, which overhang these falls, it is said the Mohegan Indians formerly plunged to destruction, rather than fall into the hands of the Narragansetts who were pursuing them. In the rocks which form the bed of the stream at this point, will often be found circular perpendicular holes, five or six feet deep, evidently formed by stones whirled round within them by the force of the water. These holes are so regular as to appear like a work of art, and are a curiosity.

NEW-LONDON, is situated on the west side of the Thames river, 3 miles from its entrance into Long-Island Sound,

and is distant 120 miles from the city of New-York. This harbor is one of the best in the United States; it has a depth of 30 feet, and is spacious and safe. Fort Trumbull, situated on a projecting point, about one mile below the city, defends the approach to the town together with Fort Griswold, on the east side of the river.

The county courts are alternately held at this place and Norwich. It contains a court-house and jail, 5 churches, 3 banks, 2 insurance companies, 40 stores, and several public houses. In the rear of the city the ground rises to a considerable height, and from its summit presents a fine view of the harbor and the surrounding country.

This is the only place at which the steamboat stops, running in connection with the railroad cars on the Norwich and Worcester Railroad route; total distance from Boston to New-York, 236 miles.

#### SPRINGFIELD AND HARTFORD ROUTE.

This is destined to be a favorite line of travel between the cities of Boston and New-York, passing through the most interesting portions of the states of Massachusetts and Connecticut. The route to Springfield is described in a previous part of this volume. At the distance of 98 miles from Boston by railroad, the line of travel diverges down the beautiful valley of the Connecticut, 25 miles to the city of Hartford. A railroad is now in the course of construction between Springfield and Hartford, which when finished will furnish a line of railroads from Boston to New-Haven, a distance of 161 miles, thence by steamboat to the city of New-York, a total distance of 241 miles by this route. For a description of Springfield, see page 284.

The City of HARTFORD, the semi-capital of the state, is handsomely situated on the west side of the Connecticut river, 50 miles from its mouth, at the head of sloop

navigation. The compact part of the city is more than a mile in length, and three-fourths of a mile wide, and contained in 1840, a population of 9,468. Among the public buildings and institutions, is the state house, a spacious and handsome edifice ; the city hall is a large building of the Doric order of architecture ; Washington College is situated on elevated ground in the western part of the city, where are two large edifices ; it was founded in 1824, and has a president, and 8 other professors or instructors. It is under the direction of the Episcopalians, and is in a flourishing condition. The commencement is on the first Thursday of August. The American Asylum, for the instruction of the deaf and dumb, was the first establishment of the kind in the United States. The Retreat for the Insane, is situated on a commanding eminence south of the state-house, and was opened in 1824. The Atheneum, is a new edifice of the Gothic order of architecture, and accommodates the Young Men's Institute, Historical Society, and Gallery of Paintings. There are in the city 12 churches ; 5 banks, and a bank for savings ; 3 fire and marine insurance companies ; an arsenal ; a museum, and 2 markets. The principal hotels are the City Hotel, Main-street, and the United States Hotel, State-street, besides several others of less note.

Hartford is well situated, and is no doubt destined to increase in commercial importance ; Connecticut river has been made navigable for boats 220 miles, to the mouth of Wells river, at Newbury, Vt. ; opening an extensive and rich country to it on the north, while it enjoys facilities of sloop navigation into Long Island Sound, and the railroad in progress of construction to Springfield, when finished, will much benefit this place by connecting it with the great line of travel east and west. Steamboats of a small class can navigate the river for many miles above Hartford.

The City of NEW HAVEN, the semi-capital of Connecticut with Hartford, distant 38 miles by railroad route, lies round the head of a bay which sets up four miles from Long Island Sound. The city is situated on a beautiful plain, with a slight inclination toward the water, and skirted in other directions by an amphitheatre of hills, two of which consist of bold rocky eminences, called East and West Rock, which presents fronts nearly perpendicular from 300 to 370 feet high. Two small rivers discharge their waters into the bay on either side of the town; West river on the west, and Quinnipac on the east. The city extends about 3 miles from E. to W. and 2 from S. to N. It is laid out with great regularity, and consists of 2 parts, the old town and the new township.

The harbor of New-Haven is safe but shallow, and gradually filling up with mud. It has about 7 feet of water on the bar at low tide, and the common tides rise to 6 feet, and the spring tides about 7 or 8 feet. Long wharf is 3,943 feet in length, the longest in the United States. At present its foreign trade is chiefly with the West Indies. The tonnage of the port in 1840, was 11,500. A line of steamboats connects this city with New-York, and also several lines of packets. The *Farmington canal* connects this place with Northampton, Mass. and Connecticut river near it; and a railroad connects it with Hartford. The town contains 20 houses of public worship, viz: 9 Congregational, 3 Methodist, 3 Episcopal, 1 Baptist, 1 Catholic, 2 colored Methodist, 1 colored Congregational. There are also a custom house, an almshouse, a jail, a museum, 3 banks, and a saving institution; various benevolent societies, the Young Men's Institute, and an institution for popular lectures, with one of the best selected libraries in the Union. The State Hospital, founded in 1832, is half a mile southwest.

from the centre of the city, and has a fine edifice with a colonnade. But the most important public institution in the city is *Yale College*, one of the oldest and most extensive institutions of the kind in the United States. Without large funds, it has accomplished great things. It was founded in 1701, originally at Killingworth. It was removed to Saybrook in 1707, and to New Haven in 1717. There are 4 college halls, 100 feet long by 40 wide, 4 stories high, containing 32 rooms each for students; and north of these is another hall devoted to the use of the theological students; there is a chapel, in which is one story appropriated to religious worship, and one to the college library; and two other buildings, called the Athenæum, and the Lyceum, appropriated to recitation and lecture rooms, rooms for the professors, and for the libraries of the literary societies. These are all of brick; and the buildings intermediate between the college halls, have neat cupolas; one of which is after the model of the Temple of the Winds, fitted up for the use of a splendid telescope. In the rear of these is another range of buildings, consisting of the chemical laboratory; the commons hall in the second story, of which is a spacious apartment devoted to the most splendid mineralogical cabinet in the United States, containing more than 16,000 specimens, many of them rare; and a stone building stuccoed, and containing a splendid collection of paintings by the late Col. Trumbull and others. A short distance from these are the buildings devoted to the law and medical departments, the latter of which has an anatomical museum and library. Yale College has more students, and has educated more men than any other college in the country. In 1841, the officers were 30 in number. Of these, besides the president, 17 were professors, and the remainder were tutors or subordinate officers; 15 are con-

nected with the college proper. The whole number of students of all descriptions was 550. Of these 410 were undergraduates ; 59 theological students ; 31 law ; 47 medical ; and 3 resident graduates. The whole number of graduates is over 5,000, of whom nearly 1,400 were ministers. The number of volumes in the various libraries is 33,000, among which are many old and rare, as well as many splendid modern works. The commencement is on the third Wednesday of August.

New Haven was first settled in 1638, by a colony under Theophilus Eaton, the first governor, and John Davenport, the first minister, whom Cotton Mather denominated the "Moses and Aaron" of the settlement. In 1665, this colony was united by a royal charter to Connecticut. In 1784, New Haven was chartered as a city. In July, 1779, the city was invaded and plundered by about 3,000 British troops from New-York, under Generals Tryon and Garth, after a feeble opposition on the part of the inhabitants.

# RAILROADS IN NEW-ENGLAND.

FINISHED OR IN PROGRESS OF CONSTRUCTION—1843.

NAME.	FROM.	TO.	Miles.
Bangor and Orono,.....	Bangor,.....	Orono,.....	11
Portland, Saco, & Portsmouth,.....	Portland,.....	Portsmouth,...	51
Eastern,.....	Portsmouth,...	Boston,.....	54
Marblehead Branch,....	Eastern Railroad	Marblehead,...	3
Boston and Lowell, ....	Boston,.....	Lowell,.....	26
Nashua and Lowell,....	Lowell,.....	Nashua,.....	15
Concord,.....	Nashua,.....	Concord,.....	35
Boston and Maine,.....	Wilmington,....	S. Berwick, M.	50
Great Falls Branch,....	B. & M. Railroad	G. F. Village,...	3
Boston and Providence, ..	Boston,.....	Providence, ..	42
Dedham Branch,.....	B. & P. Railroad,	Dedham,.....	2
Taunton Branch,.....	Mansfield,.....	Taunton,.....	11
New Bedford and Taunton	Taunton,.....	New-Bedford,...	20
Providence & Stonington,	Providence,....	Stonington,...	47
Quincy,.....	Quincy,.....	Neponset river	3
Fitchburg,*.....	Boston,.....	Fitchburg,....	54
Boston and Worcester, ..	Boston,.....	Worcester,....	44
Norwich and Worcester, ..	Worcester,.....	Norwich,....	59
Extension, do.	Norwich,.....	Allen's Point, ..	7
Western,.....	Worcester,.....	N. Y. S. Line, ..	117
West-Stockbridge,.....	N. Y. State Line,	W. Stockbridge	2 $\frac{3}{4}$
Berkshire,.....	W. Stockbridge, ..	Conn. St. Line,	23 $\frac{1}{2}$
Housatonic,.....	Conn. State Line,	Bridgeport,....	75
New-Haven & Hartford, ..	New Haven,....	Hartford,.....	38
Hartford and Springfield*	Hartford,.....	Springfield,...	25
Total miles,.....			927

\* In progress of construction.

## HOTELS.

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The following list of HOTELS is added for the information of Travellers, having been omitted in the body of the work:

### PRINCIPAL HOTELS IN SYRACUSE.

(See description of Syracuse, page 140.)

American Temperance House, Farmers' Exchange, Franklin House, Mansion House, Syracuse House.

### PRINCIPAL HOTELS IN AUBURN.

(See description of Auburn, page 151.)

American Hotel, Auburn House, Western Exchange.

### PRINCIPAL HOTELS IN GENEVA.

(See description of Geneva, page 161.)

Franklin House, Geneva Hotel, Railroad House, Temperance House.

### PRINCIPAL HOTELS IN ROCHESTER.

(See description of Rochester, page 166.)

American Hotel, Clinton Hotel, Eagle Hotel, Exchange Hotel, Mansion House, Morton House, North American Hotel, Rochester House, United States Hotel.

### PRINCIPAL HOTELS IN LOCKPORT.

(See description of Lockport, page 172.)

American Temperance House, Eagle Tavern Lockport House.

## PRINCIPAL HOTELS IN BUFFALO.

(See description of Buffalo, page 178.)

American Hotel, Farmers' Hotel, Huff's Hotel, Mansion House, Pollard Temperance House, United States Hotel, Western Hotel.

## PRINCIPAL HOTELS IN MONTREAL.

(See description of Montreal, page 234.)

Exchange Hotel, St. Paul-street; Orr's Hotel, Notre Dame-street; Ottawa House, McGill-street; Rosco's Hotel, St. Paul-street; Sword's Hotel.

## PRINCIPAL HOTELS IN QUEBEC.

(See description of Quebec, page 247.)

Albion Hotel, Palace-street, Upper Town; Payne's Hotel, St. Anne-street, do.; Ottawa House, Lower Town; St. Lawrence Hotel, do.