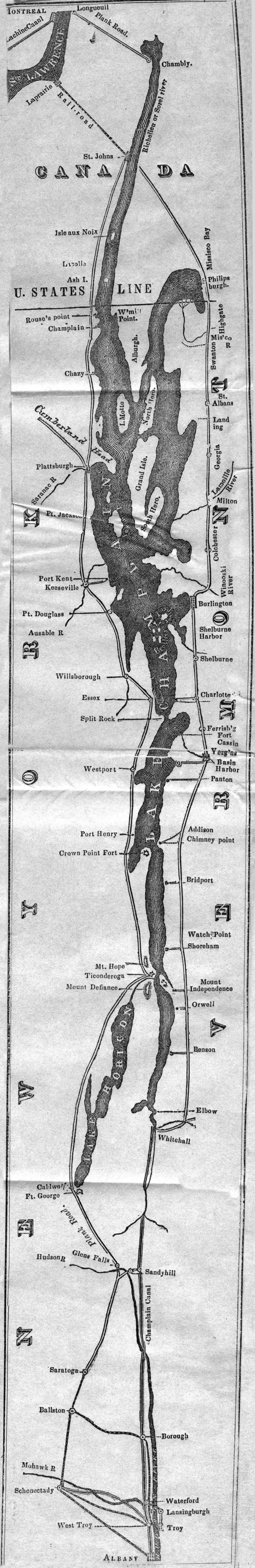

LAKE HORICON

AND

LAKE CHAMPLAIN;

WITH MAP.



LAKE HORICON,
(LAKE GEORGE);
LAKE CHAMPLAIN;
MONTREAL AND QUEBEC;
WITH MAP
AND TABLE OF DISTANCES.



BURLINGTON:
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LAKE HORICON.

(LAKE GEORGE.)

EIGHTEEN miles from Saratoga Springs, on the way to Lake Horicon, are *Glens Falls*. These are a considerable curiosity. The fall in the Hudson is about fifty-five feet, which affords a vast amount of water power. The Plank Road from Moreau to Lake Horicon and the Saratoga and Whitehall Railroad, crosses the Hudson at these falls. The *Glens Falls Feeder*, 11 miles long, connects the river above the falls with the Champlain Canal near Sandy Hill. The road from Glens Falls to Caldwell, at the head of Lake Ho-

*The Publishers can see no good reason why the original Indian name (HORICON,) of this beautiful lake should be changed. Mr. Lanman, and other late writers, call it by its ancient, and only proper name; and it is hoped it will soon be known by no other. Names are the only mementos we have of a departed race.

ricon, passes near *Bloody Pond*. This is near the place of action between Col. Williams and Gen. Dieskau, in 1775, and into this pond were thrown the bodies of those killed in the battle. Hence its name.

Caldwell is delightfully situated at the south-west end of the lake, and contains about two hundred inhabitants.

The *Lake House* and the United States Hotel, at this place, are much resorted to in summer, by travellers and parties of pleasure. A steamboat runs regularly from this place, to and from the outlet of the lake at Ticonderoga, connecting with steamboats on Lake Champlain. The boat on this lake was burned in the summer of 1856, but at this time (May) a new boat is nearly completed and will be ready next month. Near Caldwell village, at the south end of the lake, are the ruins of Fort Wm. Henry, and about a mile further to the south-east are those of Fort George.

Lake Horicon is so nearly connected with Lake Champlain, both locally and historically, as to be as a part of it. It was visited by Champlain in 1609, and it might appear doubtful, from his own statement, whether it was not this lake that he gave his own name. Succeeding French writers,

however, confined the name of Champlain to the larger of these lakes, and called this *Lake St. Sacrament*, on account of the purity of its waters. The Indian name was *Horicon*. Mr. Spafford, in his *Gazetteer of N. Y.*, says that, the natives called it *Canideri-oit*, or the *tail of the lake*, on account, probably, of its connection with Lake Champlain.

Lake Horicon is 36 miles long, and from 2 to 3 miles wide, and is elevated 243 feet above the tide waters of the Hudson. The scenery around this lake is very much admired. The most interesting points of view are at Fort George, at a place north of Shelving Rock, 14 miles, and at Sabbath Day Point, 24 miles from the head of the lake. The last view is taken southward; the others towards the north. This lake abounds with small and beautiful islands, among the most important of which are Diamond Island, Tea Island and Long Island. Roger's Rock or Slide, and Anthony's Nose, the former on the west and the latter on the east side, are two precipices worthy of note. Howe's Landing, just behind an island at the outlet of the lake, denotes the spot where the unfortunate expedition of Abercrombie landed, and derives its name from Lord Howe, who accompanied and fell in that expedition, in 1758.

This lake has been the scene of several important battles. One, which has been generally known as the "*Battle of Lake George*," was fought at the head of the lake in 1755, between the French under the Baron Dieskau, and the English under Sir Wm. Johnson. Dieskau attacked the English in their encampment, but was defeated and slain. The loss of the English was 130 slain, and that of the French about 700.

The most shocking transaction in the vicinity of this lake, was the *massacre* at Fort Wm. Henry in 1757. A British and provincial army having been collected at Fort Edward and Fort Wm. Henry under Gen. Webb, for the reduction of the French works on Lake Champlain, the French sent a large army up the lake under Gen. Montcalm, for their defence. Gen. Webb, then at Fort Wm. Henry, learning from Maj. Putnam that this force had entered Lake Horicon, returned immediately to Fort Edward, and the day following he sent Col. Monroe, with his regiment, to reinforce the garrison at the lake. The day after Monroe's arrival, the French appeared at the fort, laid siege to it and demanded its surrender. The garrison, consisting of 2500 men, defended themselves with much bravery for several days, with the expecta-

tion of succor from Fort Edward. But as none came, Monroe was obliged, on the 9th of August, to capitulate. By the articles of capitulation, all the public property was to be delivered to Montcalm, and the garrison were to march out with their arms and baggage, and to be escorted to Fort Edward, on condition of not serving against the French within the period of eighteen months.

The garrison had no sooner marched out of the fort, than a scene of perfidy and barbarity commenced, which it is impossible for language to describe. Regardless of the articles of capitulation, the Indians attached to the French army, fell upon the defenceless soldiers, plundering and murdering all that fell in their way. The French officers were idle spectators of this bloody scene; nor could all the entreaties of Monroe, persuade them to furnish the promised escort. On that fatal day about 1500 of the English were either murdered by the savages or carried by them into captivity never to return.

The day following these horrid transactions, Major Putnam was despatched from Fort Edward with his rangers, to watch the motions of the enemy. He reached Lake Horicon just after the rear of the enemy had left the shore, and the scene

which was presented, he describes as awful indeed. "The fort was entirely destroyed; the barracks, out-houses and buildings were a heap of ruins; the cannon, stores, boats and vessels were all carried away; the fires were still burning; the smoke and stench offensive and suffocating; innumerable fragments of human skulls, and bones and carcasses half consumed, were still frying and broiling in the decaying fires; dead bodies, mangled with scalping knives and tomahawks, in all the wantonness of Indian barbarity, were every where to be seen; more than 100 women, butchered and shockingly mangled, lay upon the ground, still weltering in their gore. Devastation, barbarity and horror every where appeared; and the spectacle presented, was too diabolical and awful, either to be endured or described."

LAKE CHAMPLAIN.

THIS Lake, on account of the beauty and variety of its scenery and its historical incidents, is one of the most interesting bodies of water in North America. It was discovered by Samuel Champlain, on the 4th of July, 1609. Having founded the colony of Quebec in 1608, in June, 1609, he, with a number of French and Indians, proceeded in a shallop up the St. Lawrence and river Iroquois, (now Richlieu,) till stopped by the Chambly rapids. From this place he determined to proceed in Indian canoes, but the Frenchmen manifested great reluctance, and only two could be persuaded to accompany him. With these and about 60 of the natives (having transported their canoes by the rapids,) he embarked on the 2d of July, and proceeding southward, on the 4th of July entered the lake. Champlain and his party proceeded along the west shore, advancing by water during the night and retiring into the forests by day, to avoid being discovered by the Iroquois, between whom and the Canada Indians a war was then carried on. As they drew near the enemy's

country, they proceeded with great caution, but, on the 29th of July, in the evening, they fell in with a large war party of the Iroquois. Both parties drew up to the shore, and the night was spent in preparation for battle, and in singing and taunting each other. In the morning an engagement took place, but the Frenchmen being armed with muskets, it was decided in favor of Champlain and his party, a large number of the Iroquois being slain and several taken prisoners. With these they returned immediately to their shallop. Champlain says the battle was fought in Lat. 43° and some minutes, and the place is supposed to have been on the west shore of Lake Horicon. The present name of Lake Champlain was given by its discoverer during his first visit, as he informs us in his Journal. He was not drowned in its waters, as has been sometimes said, but died at Quebec in 1635. One of the Indian names of this lake was *Petawa-bouque*, signifying alternate land and water, in allusion to the numerous islands and projecting points of land. Another is said to have been the *Caniaderi-Guarunte*, signifying the mouth or door of the country. If so, it was very appropriate, as it forms the gate-way between the country on the St. Lawrence and that on the

Hudson. In more recent times the Indians called it *Corlear*, in honor of a Dutchman, who saved a war party of Canada Indians from being destroyed by the Mohawks, in 1665.

EXTENT.—Lake Champlain is usually regarded as extending from Whitehall to St. Johns, being 120 miles in a right line from south to north. Sometimes it is regarded as terminating, towards the north, at *Ash Island*, four miles beyond the United States Line, and the early French writers have marked its termination towards the south at Ticonderoga. The width of the lake varies from *one fourth* of a mile, to about 13 miles, with a mean width of perhaps 4 miles, and covering an area of about 500 square miles. It receives the waters drained from about 7000 square miles. Its depth is, in general, sufficient for the navigation of large vessels. This lake is now connected by canals with the navigable waters of the Hudson and the St. Lawrence, and by railroads, with New York, Boston, Montreal and Ogdensburgh.

NAVIGATION.—The first Steamboat built on this lake commenced running in 1809. The *line* boats have always been favorably known to travellers either for business or pleasure, for the manner in which they have been managed—their neat and

orderly appearance—obliging and attentive officers, and efficient crews. At present there are daily lines to and from Whitehall and Rouse's Point, stopping at intermediate places and connecting with the various Railroads—also numerous Ferry Boats, Propellers and Tow Boats, besides more than 300 Sloops, Canal Boats, Barges, &c.

Champlain Canal connects the navigable waters of the Hudson with Lake Champlain. It is 64 miles long, 40 feet wide at the top and 28 at the bottom, with a navigable *feeder* at Sandy Hill 11 miles long. It has 21 locks, 14 by 90 feet. Rise from the Hudson, 134 feet; fall to the lake, 54; was begun in 1816, finished in 1819, and it cost \$1,079,872. The route of this canal is interesting on account of its passing through a section of country rendered memorable by important military operations. It passes in part along the line of Burgoyne's advance from Lake Champlain; near the scene of his principal battles; and of his final surrender. It passes near Fort Miller, Fort Edward, Fort Anne, the spot where Miss M'Crea was murdered and the tree to which Gen. Putnam was bound in 1757, &c.

WHITEHALL is situated at the junction of the

Champlain Canal with the lake. It contains about 2500 inhabitants; a Presbyterian, an Episcopal and a Methodist Church; a Bank, &c. It is a great thoroughfare of travel and merchandise, is a place of considerable business, and is fast improving in appearance and comfort. Before the revolution Major Skeene resided here, and the place was for some time known by the name of Skeenesborough. The Indian name of this place is said to be *Kah-sha-quah-na* or *place where dip fish*. At this place steamboats arrive and depart daily, during the continuance of the navigation, forming a connected line by the Whitehall and Saratoga Railroad to Troy or Albany, also by the Rutland and Whitehall Railroad to Rutland, Boston &c. From here to Ticonderoga the lake is very narrow, averaging less than a mile. The widest place is about two miles, against the south part of Orwell. At Shole's Landing, one mile south of Mount Independence, the width is only 40 rods. Half a mile from Whitehall is what is called the *Elbow*, a short turn in the lake occasioned by the projection of a rocky point from the west. It is with considerable difficulty that large boats pass it on account of the narrowness of the channel. To avoid delay, the Railroad is contin-

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ued to the north end of the village to a Steam-boat landing north of the Elbow, where boat passengers take or leave the cars. Half a mile further north *South Bay* opens to the southwest.

TICONDEROGA.—This is an Indian word signifying noisy ; and was applied, by the natives, to the falls in the outlet of Lake Horicon. It was afterwards applied to the fortifications on the peninsula at the outlet, and now to a village two miles up the outlet and to the township in which they are situated. *Fort Ticonderoga* occupied a conspicuous place in the military operations in this neighborhood. Very little can now be seen but a few crumbling walls and the bold rocky point on which it stood. Mount Defiance is at the southwest, across the outlet of Lake Horicon, and Mount Independence on the east side of the lake.

The French first established themselves here in 1775, and in the course of two or three years had erected works, which they named *Fort Carillon*, and which, with its natural advantages, rendered it a place of considerable strength.

Abercrombie's Defeat.—in 1758, the English had collected an army of 16,000 men at the head of Lake Horicon, for the purpose of reducing the French works on Lake Champlain. At the head

of these Gen. Abercrombie embarked at Fort Wm. Henry on the 5th of July, and proceeded down the lake in 900 batteaux and 135 whale-boats. He landed at the lower end without difficulty. As they advanced towards the French works they had frequent skirmishes with the enemy, by which their progress was retarded, and in one of which the gallant Lord Howe was killed. The English columns at length became so much embarrassed and broken on account of the thickness of the woods, that Abercrombie deemed it prudent to march back to the place where he had landed in the morning, and there encamped for the night.

The French works were protected on the only assailable ground, by a line of breastworks and garrisoned by 6000 men, and as a reinforcement of 3000 men was on its way to join them, Abercrombie was anxious to get possession of the works before it should arrive. He, therefore, the next morning led forward his men in regular order and with undaunted firmness, and commenced an immediate assault upon the French lines. The enemy opened upon them a well directed fire from their artillery, but the English continued to advance undismayed, till they became completely

entangled and stopped by the trees and bushes which had been felled to impede their approach. For four hours they strove to cut their way through these with their swords, but without success. All this time they were exposed to the deadly fire of the enemy, who were completely sheltered by their breastworks. The numbers of the assailants continually diminishing, and no prospect of success appearing, Abercrombie thought it most prudent to retreat, and accordingly led back his shattered army to their former encampment, without being pursued or molested by the enemy. The English lost in this encounter, in killed and wounded, nearly 2000 men and 2500 stands of arms. The next year this post was abandoned by the French and was taken possession of by the English, under Gen. Amherst, without any fighting, by whom the works were repaired and strengthened.

Ticonderoga during the Revolution.—Ticonderoga was our first trophy in the war for Independence. It was taken by surprise by Ethan Allen, at the head of 83 men, mostly Green Mountain Boys, in the morning of the 10th of May, 1775, who demanded its surrender "*in the name of the Great Jehovah and the Continental Congress.*" It remained in possession of the Ameri-

cans till the advance of Burgoyne through the lake in 1777. The Americans at this time occupied Ticonderoga and Mount Independence, on the opposite side of the lake, where they had some small batteries. These posts were connected by a floating bridge 80 rods long and 12 feet wide. Burgoyne first took possession of *Mount Hope*, situated about a mile to the northwest of Ticonderoga. *Mount Defiance* situated at the southwest, completely commanded the American works, being 80 feet above them, but was supposed to be of so difficult access, as to prevent any attempt of the British to plant cannon upon it. But in this they were mistaken; for on the 5th of July the British had taken possession of this mountain, and had commenced the erection of a battery. The American General, St. Clair, immediately called a council of officers, by whom it was agreed to abandon the post at Ticonderoga and Mount Independence, and retreat to the South, which was carried into effect before the next morning. The British then took possession and held it till the close of the war.

From Ticonderoga to Crown Point the width of the lake varies from 1 to 2 miles. In this distance are two or three landing places, all on the east side.

CHIMNEY POINT, the landing opposite to Crown Point is in the south western corner of the town of Addison. Here the French commenced their first settlement upon the lake in 1731. When Crown Point fell into the hands of the English in 1759, this settlement was abandoned, and the remains of the chimneys, which they had erected in their houses, probably suggested to the first of English settlers the name of *Chimney Point*. The *stone wind-mill*, mentioned by Kalm as being one or two musket shots to the east of Fort Frederick, and as having 5 or 6 small cannon mounted in it in 1749, and which has been supposed to have given name to this point was, most probably at the place opposite, marked by the ruins of what is called *Grenadier's Battery*.

CROWN POINT.—The French first established themselves here in 1731, and erected a fort which they called *Fort St. Frederick*, from Frederick Maurepas, the French Secretary of State. At this place the French kept a garrison, and from it, during the colonial wars, sent out their parties of French and Indians to destroy the frontier English settlements and massacre the inhabitants. When Kalm visited this place in 1749, there was considerable settlement around the fort, with well culti-

vated gardens. Within the fort was a neat little church. The fort was built upon the brow of a steep bank of the lake, but a short distance from the water, and the remains of its bomb-proof covered way, ovens, &c., are still to be seen, though in a very dilapidated state.

On the approach of the British army under Gen. Amherst, in 1759, the French abandoned this fort and retired to the north end of the lake. Amherst took immediate possession, but instead of repairing the old works, began a new fort, which was called *Crown Point*, about 200 yards to the southwest on higher and more commanding ground. This fort was never completed, as is evident from an examination of the ditch, glacis, &c., at the present day; although it has been said that, the British government expended here no less than £2,000,000 sterling.

The ramparts are about 25 feet thick, and from 15 to 25 in height, and are riveted with solid masonry. The curtains vary in length from 52 yards to 101 yards, and the whole circuit, measuring along the top of the rampart, including the bastions, is 853 yards, or 27 yards less than *half a mile*. Within the fort were four large stone buildings, designed for barracks and other uses, one of

which is now wholly removed, and another, 287 feet long and two stories high, is nearly entire. These were used as barracks, were built of solid masonry with chimneys, and the stones for their construction appear to have been taken from the ditch, and the chips used for levelling up the slope of the glacis. In the north-eastern bastion is a large well, said to be 90 feet deep, and from this bastion was the descent to the covered way or underground communication with the lake. The walls of this covered way have fallen in, so as to render it impassable, but it may be traced through its whole length by a depression along the surface of the ground. This fort was taken by surprise by a party of Green Mountain Boys, under Seth Warner, on the same day that Ticonderoga surrendered to Ethan Allen.

The width of the peninsula, upon which these works stand, is one mile, and is in no part much elevated above the site of the principal fort, but there is a considerable mountain on the west side of Bulwagga Bay, the nearest summit of which is, only $1\frac{3}{4}$ miles from the fort, and elevated 400 feet above it. The highest is distant $2\frac{3}{4}$ miles, and elevated 900 feet. The whole peninsula is made up of dark lime-stone, covered

in most parts with only a slight depth of earth, so that works upon it cannot be assailed by regular advances. The width between Crown Point and Chimney Point is only about half a mile. From Crown Point to Split Rock the average width of the lake is about $3\frac{1}{2}$ miles.

PORT HENRY is $1\frac{1}{2}$ miles from Crown Point Fort and a little north of *Cedar Point*. Here is a good landing place, and here are the works of the Port Henry Iron Company. There is a ferry between this place and Chimney Point.

WESTPORT, the next landing place on the N. Y. side, is situated on Northwest Bay. It is a thriving village of about 600 inhabitants. A horse ferry boat plies between this place and Basin Harbor.

BASIN HARBOR, one of the best on the lake, is in the town of Ferrisburgh, Vt., and is five miles west from the city of Vergennes, and is the landing for it.

FORT CASSIN, 3 miles north of Basin Harbor, and on the north side of the mouth of Otter Creek, was formerly a landing place of passengers for Vergennes. It is 8 miles from the city of Vergennes, where Macdonough's fleet was fitted out, with which he gained his victory. Fort Cassin takes

its name from Lieut. Cassin of the navy, who, with a small breast-work at this place, and less than 200 men, commanded by himself and Capt. Thornton, of the artillery, on the 14th of May, 1814, repulsed a large British force in an attempt to enter the creek for the purpose of destroying the American flotilla before it should be ready for service.

SPLIT ROCK has been regarded as one of the greatest natural curiosities on the lake, and is one which did not escape the notice of the earliest French explorers. *Rocher Fendu* occupies a conspicuous place on Charlevoix's map, of 1744. The part detached contains about half an acre, rises about 30 feet above the water, is covered with bushes and is separated about 12 feet from the main rock. Some have supposed the chasm to have been produced by the breaking off of the promontory, in consequence of being undermined by the lake, or by some great convulsion of nature. But the slightest examination shows that the rocky point was here originally crossed by what geologists call a dike, the materials of which have been washed out, forming a chasm in the more solid rock through which the lake flows when high. The chasm, instead of being unfathomable, as some have represented, is so shallow that no water flows

through when the lake is low. A few rods south of Split Rock stands a light house. The width of the lake between Split Rock and Thompson's Point is only about a mile. From this place the width of the lake increases towards the north, and at *McNeil's Ferry*, between Charlotte landing and the village of Essex, it wants 20 rods of 3 miles. This one of the oldest and best ferries across the lake. The passage is by a small steamboat called the Boquet. Just north of Charlotte landing is the delightful residence of Charles McNeil, Esq.

Essex is a pleasant village, containing about 600 inhabitants. From this place the width of the lake increases as it flows north, and at Burlington it amounts to about 10 miles; and here is the greatest expanse of water, uninterrupted by islands. On the way from Essex to Burlington, are passed the Four Brothers, (lying at some distance,) Juniper Island and Rock Dunder on the left, and Pottier's Point and mouth of Shelburn Bay on the right.

FOUR BROTHERS are four small islands lying about seven miles south-west from Burlington, and being out of the usual line of navigation, they are resorted to by gulls and other water-fowl for the purpose of raising their young. On Charlevoix's

map of 1744, they are called *Isle de quatre Vents*.

JUNIPER ISLAND lies about three miles southwest from Burlington—is composed of slate-rock, with precipitous banks about thirty feet high, and covered with about a dozen acres of good soil. A light-house was erected here in 1826.

ROCK DUNDER is a solitary rock rising out of the water between Juniper Island and Pottier's Point, to the height of about thirty feet.

POTTIER'S POINT is two and a half miles nearly south from the landing at Burlington, and at the mouth of Shelburn Bay. On the east side of this point, just within the bay, is a ship-yard, called the *Harbor*. It is three miles from the steam-boat landing in Burlington, and although situated in the township of Shelburn, may be regarded as the Burlington ship-yard. Here several of the large steamboats have been built, and they are usually laid up here during the winter.

Through the greater part of the passage from Ticonderoga to Burlington, the traveler has a fine view of the Green Mountains in Vermont, stretching along at the east, particularly of the *Camel's Hump*, and the *Nose* and *Chin* of the *Mansfield Mountains*, lying further north.

BURLINGTON. — Mr. Charles Lauman, in his *Sketches of Adventure*, says: "Of all the towns I have seen, Burlington, in Vermont, is decidedly one of the most beautiful. It stands on the shore of Lake Champlain, and from the water to its eastern extremity is a regular elevation which rises to the height of some three hundred feet." It is the most important town on Lake Champlain; is a port of entry, and by recent arrangements between our government and Great Britain, is made one of the two ports (Plattsburgh being the other,) on Lake Champlain, at which merchandize sent from England through the United States into Canada, is entered for inspection and exportation. The principal streets running east and west are one mile in length, and these are crossed nearly at right angles by others running north and south, cutting the whole village into regular squares. The village contains about 7000 inhabitants, and is steadily advancing in wealth and population. It is the seat of the *University of Vermont*, which is a flourishing institution, having a large and increasing Medical College occupying a separate building connected with it, a well selected library of about 8000 volumes, a good chemical and philosophical apparatus, and a respectable cabinet of natural

history. Besides the university buildings, the village contains eight Churches; a large Town Hall, which cost \$30,000; a Custom House; a Marine Hospital; a Court House and Jail; a Public High School; a Female Seminary; four Banks; four Printing Offices—one daily and two weekly news-papers; seven Hotels and Taverns; about sixty Stores—four of which are Book-Stores. There are three lines of Railroads, by each of which trains arrive and depart twice or more, daily, excepting Sundays. During the continuance of navigation, there are regular lines of steamboats to Whitehall and Rouse's Point, besides numerous arrivals and departures of irregular boats, sloops, &c. There are four extensive wharves with store-houses, and two extensive freight depots on the lake shore, with passenger depots near the lake, and one near the center of the village. A Break-water has been built in front of the wharves, for the protection of shipping. Opposite to Burlington the width of the lake is $9\frac{3}{4}$ miles, and the soundings taken at eight different places along the line, vary from 50 to about 300 feet.

The buildings of the University of Vermont are delightfully situated at the eastern extremity of the village, at an elevation of 277 feet above the

level of the lake. The prospect from the dome of the principal edifice is, at some seasons of the year, one of unrivaled beauty, and well repays the toil of ascent. Here is spread out, as upon a map before the eye, the busy village; the lake, stretching from south to north, with its bays and islands, its steamboats and other water craft; the Winooski river, dashing through dark and frightful chasms and then winding gently through the meadows at the north; and, more remote, the forests and farms and smiling villages; and, to complete the picture, the east and west are bounded by a grand and varied outline of mountains, many of whose summits mingle with the clouds. Population of the town about 8000.

At the lake shore, near the Vermont Central Railroad grounds, is located the *Pioneer Mechanics' Shop*—a building 400 feet long by 50 wide, in which are several large manufacturing establishments, driven by steam power; also, an Iron Foundry; and Saw Mills, Planing Mills, &c., which are fully occupied in manufacturing Lumber, for which this is the principal market between Troy and Montreal, from which much of Vermont, New Hampshire and Massachusetts are supplied with Pine Lumber from Canada.

WINOOSKI VILLAGE is situated at the Lower Falls in the Winooski river, and 2 miles from the steamboat landing in Burlington. Here is abundant and excellent water-power, which has, hitherto, been only partially improved. At this place is an extensive Woolen Manufactory, a Cotton Manufactory, Flouring Mill, and several other manufactories and mills. A large Block Manufactory, Satinet Manufactory, and several mills have been destroyed by fire, which have not yet been rebuilt. Population about 2000.

From Burlington to Port Kent, (10 miles,) the course is a little north of west. *Juniper Island* and the *Four Brothers* lie at the left, and on the right, first *Lone-rock* or Sharpshin Point, near which is the site of the *Vermont Episcopal Institute* (now in the progress of erection), and a little north *Appletree Point*, and still farther and more remote, *Colchester Point*. *Winooski River* enters the lake between the last two. Just before reaching Port Kent, a considerable island is passed lying on the left, called *Schuyler's Island*. The French called it *Isle au Chapon*. The point of the main land lying between this island and Port Kent, is called *Point Trembleau*.

PORT KENT is a pleasant little village, which

owes its origin to the late Elkanah Watson, Esq., and has grown up within a few years. It has a convenient dock from which is shipped the greater part of the immense quantity of iron manufactured in this section of the country. On the Ausable river, which runs through a region abounding in iron ore and empties into the lake a little north of this port, are the flourishing manufacturing villages of Ausable Forks, Clintonville, Keeseville and Birmingham. On this river are many interesting falls. Those at Birmingham, (2 miles from Port Kent) and the *Ausable Chasm* below, through which the river passes, are well worthy the notice of the curious traveller. From Port Kent to the Ausable Forks, there is a plank road about 20 miles in length.

From Port Kent to Plattsburgh, the course of navigation of the regular passenger vessels is, usually, along the western shore of the lake.

PORT JACKSON, the only intermediate landing place, is nearly west of the south end of *Valcou Island*, noted for a severe naval conflict, on the 11th of October, 1776, between the American flotilla under Gen. Arnold, and the British under Capt. Prindle. The battle was fought a little north of Port Jackson. Five or six miles nearly east from Port Jackson, was the scene of the con-

flagration of the steamer Phoenix, on the morning of the 5th of September, 1819. Previous to the settlement of Port Kent, the steamboats proceeded directly from Burlington to Plattsburgh, along the west shore of Grand Isle, as a part of them do at present. On the morning of the occurrence the Phoenix left Burlington about one o'clock, against a strong north wind. About 3 o'clock, while off nearly west of the south end of Grand Isle, the boat was discovered to be on fire, and all efforts to extinguish it were unavailing. There were at this time, 44 persons on board, 31 of whom entered the small boats, and succeeded, with considerable difficulty, in reaching a small island about a mile to the windward, called Providence Island. The remaining 13 were soon obliged to commit themselves to the water upon bits of plank and such other things as were within their reach. The small boats returned just after day-light and succeeded in saving 6 of those who had managed to keep themselves afloat. The remaining 7 were drowned. The wreck drifted southward and lodged on a reef extending from Colchester Point. This is the only accident worthy of notice which has occurred during nearly 50 years of steam navigation on this lake.

PLATTSBURGH is a flourishing village pleasantly situated on both sides of the river Saranac. It has 5 churches and about 3000 inhabitants. *Foquet's Hotel*, near the Landing and Railroad Depot, has had a wide reputation for two generations; there are, also, other good public houses. There are falls in the river here of about 40 feet, affording a large amount of water power. On these there are several manufacturing establishments, but they are only partially occupied. Plattsburgh is connected by Railroad with Montreal and with the Rouse's Point and Ogdensburgh road. It is a military post of the United States; and a little south of the village, near the lake shore, the Government has erected extensive stone Barracks, and a permanent Breakwater for the protection of the harbor. During the last war with Great Britain, this place was the scene of an important engagement, both on land and water.

Plattsburgh & Montreal Railroad extends from this place to Caughnewaga, 9 miles above Montreal, on the south side of the river. Here is the ancient village of the Caughnewaga Indians, where they still reside, having a church, &c. Travellers by this route cross the river by steamboat, in a very picturesque place, just above the rapids, (where the

river is never frozen,) landing at Lachine; thence by Railroad to Montreal.

Battle at Plattsburgh.—On the 1st of September, 1814, Gen. Prevost entered the United States at the head of 14,000 men, and advanced towards Plattsburgh, which was then garrisoned by only one brigade, commanded by Gen. Macomb. Prevost's advance was slow and cautious, and in the mean time every effort was made by Macomb to call in the neighboring militia. On the 7th, Prevost appeared before Plattsburgh, and till the 11th awaited the arrival of the British flotilla, being employed in the mean time in erecting batteries. The American flotilla, commanded by Commodore Macdonough, and consisting of the *Saratoga*, of 26 guns, the *Eagle* of 20, the *Ticonderoga*, of 17, the *Preble* of 7, and ten gun-boats carrying 16 guns—all carrying 820 men, was then lying in Plattsburgh bay. The British naval force at this time consisted of a frigate, of 39 guns, the *Linnet*, of 16, two sloops, of 11 each, and 13 gun-boats, carrying 18 guns—with 1050 men, and commanded by Commodore Downie. The American ships were anchored in a line extending in a direction nearly north from *Crab Island*. In the morning of the 11th of Sept., the British flotilla came around

Cumberland Head, and about 9 o'clock anchored in a line parallel to the American, and about 300 yards distant. In this situation, the whole force on both sides became engaged, and after a severe conflict of 2 hours and 20 minutes, the engagement was terminated by the surrender of the whole British flotilla, with the exception of a few gunboats which effected their escape. The British loss was 84 killed, among whom were Commodore Downie and two Lieutenants. The American loss was 52 killed and 58 wounded; among the former were Lieutenants Gamble and Stansbury.

The commencement of the naval action seemed to be the signal for a general assault by land. The enemy opened their batteries upon the American works, and, at the same time attempted to cross the Saranac and gain their rear. The Americans kept up a destructive fire from their forts, and met the enemy at every point with most determined bravery. As soon as it was known that their fleet had surrendered, the enemy relinquished all their hopes, and began making arrangements for a retreat; and, before the next morning, they had retired so precipitately as to leave behind them their wounded, and large quantities of provisions and military stores.

The officers who fell on both sides, in these engagements, were all buried near together, in the cemetery at Plattsburgh, and the Clinton County Military Association celebrated the anniversary of the battle in 1843, by placing over them marble monuments with appropriate inscriptions.

CUMBERLAND HEAD extends three miles into the lake on the north side of Plattsburgh or Cumberland Bay. On this point is a light-house, and the farm presented to Com. Macdonough by the Legislature of Vermont. It lies in full view of the scene of his memorable victory on the 11th of September, 1814. On Charlevoix's map of 1744, this point is called *Cap Scoumoun-ton*. Cumberland Head is connected by a ferry with Grand Island.

GRAND ISLAND or SOUTH HERO, is the largest island in the lake and belongs to Vermont. It has an excellent soil, and is connected with Cumberland Head on the west by a ferry, and with the main shore, on the east, by a bridge nearly 2 miles long, called the Sand-bar Bridge.

NORTH HERO is another large island lying north of the above. It constitutes a township of the same name, and belongs to Vermont. The steam-

boats from Burlington and Plattsburgh to St. Albans, pass between these islands.

ISLE LA MOTTE also belongs to Vermont; contains 4620 acres, and constitutes a township of the same name. Its rocks are lime, from which are quarried a fine black and gray marble.

ALBURGH, lying still farther north, is a township formed by a point of land extending southward, between the lake and Missisco Bay. It is connected with Canada along the 45th parallel of latitude. In this town is a medicinal spring which is a place of considerable resort for invalids. In Highgate, lying east of the bay, is another medicinal spring of quite equal celebrity.

The Northern Vermont Railroad terminates on the west shore of Alburgh, opposite to the termination of the Ogdensburgh Railroad at Rouse's Point, and the two terminations are connected by a bridge.

MISSISCO BAY is a large body of water extending into Canada, on the east side of which is the village of Phillipsburgh.

CHAZY LANDING is sixteen miles north of Plattsburgh.

ROUSE'S POINT is 9 miles north of Chazy, and in the township of Champlain, and about 1 mile

from the United States line. Here is a convenient steamboat landing, and the connection of the Northern Vermont, the Champlain and St. Lawrence, and the Ogdensburgh Railroads. Nearly opposite, on the west part of Alburgh, is *Windmill Point*. This point takes its name from a windmill built here by the French while they had possession of the lake.

United States Line.—This line was fixed in 1842, by treaty negotiated by Lord Ashburnham and Mr. Webster, on the old line formerly supposed to be the 45th parallel of latitude. Immediately after the close of the last war, the United States Government commenced building a fort on a low point to the northward of Rouse's Point landing, which should completely command the passage up the lake. By the survey of this line in 1818, it was found that this point was north of the 45th parallel, and the work was consequently abandoned; but by the late treaty, the fort was secured to the United States, and the work has recently been resumed. An opening through the woods, like a road, on the east side of the lake, and about 200 rods north of the fort, marks the place of the *Line* as now established.

ASH ISLAND, lying three or four miles north of

LA COLLE—ISLE AUX NOIX—ST. JOHNS. 37

the Line, is sometimes regarded as the termination of the lake towards the north, and the commencement of the Richelieu (or Sorel), which forms its outlet.

LA COLLE, lying on the west side, was a British military post during the last war with Great Britain, and is noted on account of an unsuccessful attack made by the Americans upon the enemy, sheltered in the stone mills at this place, on the 29th of March, 1814.

ISLE AUX NOIX is the frontier military post of the British. It is strongly fortified and garrisoned, and completely commands the passage of the lake (or river). The Americans took possession of this island in 1775, and retained it till they retreated from Canada, the next year. It was, afterwards, the principal scene of the negotiations between the British officers and the agents of the leading men in Vermont, by which a large British army was kept inactive during the last three years of the revolutionary war.

ST. JOHNS is the termination of the steamboat navigation in this direction, being checked by the Chambly rapids. The village of St. Johns contains about 2000 inhabitants. It is a military post, and extensive barracks have been erected here

38 CHAMBLY CANAL—ROUTE TO MONTREAL.

since the late rebellion, which are pleasantly situated, and are occupied by a few British troops. It was the scene of some military operations during the revolution. It sustained a siege of six weeks, before it surrendered to Gen. Montgomery, in Nov. 1775. St. Johns is a port of entry, with a custom-house.

Chambly Canal is 12 miles long; connecting the navigable waters above with those below Chambly rapids, and extending from St. Johns to Chambly. There are 9 locks, 120 feet long and 24 feet wide, each with a lift of 10 feet—making 90 feet in the whole. It was built by the British government, finished in 1843, and cost about \$400,000. This canal completed an uninterrupted water communication between Quebec and the city of New York.

Travellers from Lake Champlain to Montreal, formerly were carried to St. Johns by steamboat; thence by railroad to Laprairie, 9 miles above Montreal, and by steamboat from Laprairie. All the boats for passengers on Lake Champlain, now stop at Rouse's Point. From this place they travel by the Champlain and St. Lawrence Railroad, which passes St. Johns, and has its terminus opposite the city, where it is extended over the shal-

low portion of the river, so that the ferry is about a mile in length.

MONTREAL, (the largest city in Canada,) contains about 70,000 inhabitants, and is steadily increasing. Being at the head of ship-navigation on the St. Lawrence, and connected with the upper Lakes by the Lachine Canal and by the Grand Trunk Railroad; with the valley of the Ottawa by railroad; with Quebec by the St. Lawrence River and railroad; and with the "STATES" by railroad to Portland and railroad to Lake Champlain, its commanding position insures a very large and increasing business. It retains much of the original style of building, which, with the modern buildings—cathedral, court-house, banks, wharves, &c., of massive stone-work, give it all the appearance of an European city, which feature makes it highly interesting to an American. The objects of interest in and about the city, are quite too numerous to particularize. The city is well supplied with hotels, among which *Coleman's* (a name familiar to every American traveler,) *Montreal House*, Custom House Square, near the Steamboat Landing, is much frequented by American travelers for its convenience of location and American style. The *Hotels* in Notre Dame, and St. James

streets, *Donnegana's*, *St. Lawrence*, *Ottawa*, and others, are first-class houses, where travelers have no cause to complain. Between this city and Quebec is a well-conducted Railroad, and regular lines of steamboats. Those who are always in a hurry, travel by the former ; while those who wish to view the river scenery and have a quiet time, prefer the boats.

WILLIAM HENRY (or Sorel,) is 45 miles below Montreal, situated at the junction of the outlet of Lake Champlain with the St. Lawrence, or rather with the upper end of Lake St. Peters, which is an expansion of that river, 25 miles long and 9 broad. On the way from Montreal to Wm. Henry, are passed the villages of Longeuil, Vercheres, Varennes, and several others.

PORT ST. FRANCIS is the principal landing-place between Wm. Henry and Three Rivers. It owes its existence chiefly to the efforts of the British American Land Company. Passengers bound to the Eastern Townships are landed here, and proceed up the river St. Francis, by stage.

THREE RIVERS, (situated nearly midway between Montreal and Quebec,) is the largest town between those cities. It lies at the junction of the river St. Maurice with the St. Lawrence. In the mouth

of the St. Maurice are two small islands, which divide the stream into three parts, and which appear from the St. Lawrence, like the mouths of three rivers, and hence the name.

RICHELIEU RAPIDS are half way from Three Rivers to Quebec. The St. Lawrence is here about two miles wide with a rocky shore, and the rapids extend about 9 miles. Steamboats pass these rapids without difficulty or danger, but other vessels can ascend them only by taking advantage of the tide, or by being towed up by steamboats.

SILLERY COVE, noted for the last battle between the English and French, which completed the conquest of Canada in 1759, and WOLFE'S COVE, where Wolfe landed and drew his cannon up the precipice, are passed just before reaching Quebec, as is also CAPE DIAMOND, at the base of which the gallant Montgomery was killed, on the 31st of December, 1775.

Between Montreal and Quebec there are regular lines of steamboats, generally well-fitted with state-rooms and cabins. Travelers will find them, at all times, in good order, with intelligent and obliging captains, clerks and stewards, that understand and perform their several duties. The captains and pilots are men of experience; and in no part of the

world have fewer accidents occurred to steamboats than on this river. No other place on the American continent furnishes more objects of interest to the traveler than Montreal and Quebec.

QUEBEC is the most interesting place on the continent for an American to visit. Here may be seen the Citadel, 350 feet above the river, resembling the old castles of Europe in feudal times, with a town built and fortified in the manner of the most strongly fortified towns of Europe in the fifteenth century. It was here that one of the earliest settlements in North America was commenced by Champlain in 1608, and most of the stone-houses built during the first 150 years after its settlement, are still standing in the upper-town, many of them bomb-proof. For five miles before reaching Quebec, a succession of coves are passed, filled with all sorts of lumber, with vessels loading for Europe, and other places; and as the traveler approaches the city he passes Cape Diamond, rising about 350 feet from the water. The city is divided into the upper and lower town, the former enclosed by a wall and five gates, and about 200 feet above the latter. The lower town is much of it built on land gained by excavation and building wharves into the river. It is entirely occupied for business;

the merchants, bankers, &c., mostly residing in the upper town, or in the adjoining country. Travelers will always find carriages on the arrival of Steamboats or Railway trains, to convey them, by a winding road to the upper town. The principal hotel is *Russell's Hotel*, Palace street, which has been kept many years and is still conducted by the brothers *Russells* (Americans); it is a large, commodious and well-conducted house, has been thoroughly repaired and re-furnished the present season, and has the largest dining-hall in Canada. Fresh Salmon are always to be found in Quebec, in perfection during the Spring and Summer.

The places of interest to be seen about Quebec are very numerous. The interior of the citadel is freely shown to American travelers, for which permits can always be had at hotels; also descriptions of the most interesting places in the vicinity.

A regular line of steamboats now run to the Saguenay river, 140 miles below, stopping at intermediate places. A line of Mail steamships to England, has also been established, which is very successfully competing with the lines from Atlantic ports.

TABLES OF DISTANCES.

Lake Champlain Steamboat Distances.

<i>Landings.</i>	<i>From Place to Place.</i>	<i>From Whitchall.</i>
Benson, - - - - -		13
Orwell, - - - - -	7	20
Ticonderoga, - - - - -	4	24
Shoreham, - - - - -	2	26
Bridport, - - - - -	9	35
Chimney Point, - - - - -	6	41
Port Henry, - - - - -	2	43
Barber's Point, - - - - -	9	52
Westport, - - - - -	2	54
Basin Harbor, - - - - -	4	58
Fort Cassin, - - - - -	3	61
Split Rock, - - - - -	3	64
Charlotte and Essex, - - - - -	4	68
Burlington, - - - - -	14	82
Port Kent, - - - - -	10	92
Port Jackson, - - - - -	9	101
Plattsburgh, - - - - -	6	107
Cumberland Head, - - - - -	3	110
Chazy, - - - - -	13	123
Rouse's Point, - - - - -	9	132
Isle aux Noix, - - - - -	12	144
St. Johns, - - - - -	13	157
Longueil, - - - - -	21	178
Montreal, - - - - -	2	180

Plattsburgh to Montreal, by Railroad.

<i>Stations.</i>	<i>From Place to Place.</i>	<i>From Plattsburgh.</i>
Caughnewaga,	-	52
Lachine,	2	54
Montreal,	8	62

Montreal to Quebec, by Steamboat.

<i>Landings.</i>	<i>From Place to Place.</i>	<i>From Montreal.</i>
Varenes,	-	15
William Henry,	30	45
Port St. Francis,	38	83
Three Rivers,	7	90
St. Anne,	25	115
Richelieu Rapids,	20	135
Cape Santé,	15	150
Cape Rouge,	22	172
Quebec,	8	180

Whitehall to Albany, by Railroad.

<i>Stations.</i>	<i>From Place to Place.</i>	<i>From Whitehall.</i>
Saratoga,	-	40
Ballston,	7	47
Mechanicsville,	12	59
Troy,	12	71
Albany,	6	77
From Whitehall to Rutland	-	25
Boston,	165	190

Burlington to Boston.

BY VERMONT CENTRAL RAILROAD.

<i>Stations.</i>	<i>From Burlington.</i>
Montpelier,	38
White River Junction,	102
Boston, (via Keene,)	252
Boston, (via Concord,)	244

BY RUTLAND AND BURLINGTON RAILROAD.

Rutland,	66
Bellows Falls,	116
Boston,	231

Rouse's Point to Burlington by Railroad.

<i>Stations.</i>	<i>From Rouse's Point.</i>
St. Albans,	23
Essex Junction,	47
Burlington,	53

Rouse's Point to Ogdensburgh by Railroad.

<i>Stations.</i>	<i>From Rouse's Point.</i>
Malone,	57
Ogdensburgh,	118

LAKE HORICON

AND

LAKE CHAMPLAIN;

WITH MAP.
