

THE
Western Traveller's
POCKET DIRECTORY,
AND
STRANGER'S GUIDE.

THE
WESTERN TRAVELLER'S
POCKET DIRECTORY
AND
STRANGER'S GUIDE :

EXHIBITING

DISTANCES ON THE PRINCIPAL CANAL AND STAGE ROUTES
IN THE STATE OF NEW-YORK AND THE WESTERN
STATES, LOWER CANADA, &c.

Containing also Descriptions of the Rail Roads now
building and in contemplation in this State: with
a List of broken Banks—Rates of Toll on the
Canals—and a variety of other Matter
highly valuable to the travelling
Community.

SCHENECTADA :
PRINTED AT THE REFLECTOR OFFICE.
1836.

COPY-RIGHT SECURED.

COUNTING-HOUSE ALMANAC, 1836.

	Sunday,	Monday,	Tuesday,	Wednesday,	Thursday,	Friday,	Saturday,		Sunday,	Monday,	Tuesday,	Wednesday,	Thursday,	Friday,	Saturday,
JAN	3	4	5	6	7	8	9	JULY,	3	4	5	6	7	8	9
	10	11	12	13	14	15	16		10	11	12	13	14	15	16
	17	18	19	20	21	22	23		17	18	19	20	21	22	23
	24	25	26	27	28	29	30		24	25	26	27	28	29	30
	31								31						
FEB	1	2	3	4	5	6		AUG.	1	2	3	4	5	6	
	7	8	9	10	11	12	13		7	8	9	10	11	12	13
	14	15	16	17	18	19	20		14	15	16	17	18	19	20
	21	22	23	24	25	26	27		21	22	23	24	25	26	27
	28	29							28	29	30	31			
MAR.	6	7	8	9	10	11	12	SEPT.	4	5	6	7	8	9	10
	13	14	15	16	17	18	19		11	12	13	14	15	16	17
	20	21	22	23	24	25	26		18	19	20	21	22	23	24
	27	28	29	30	31				25	26	27	28	29	30	
APR.	3	4	5	6	7	8	9	OCT.	2	3	4	5	6	7	8
	10	11	12	13	14	15	16		9	10	11	12	13	14	15
	17	18	19	20	21	22	23		16	17	18	19	20	21	22
	24	25	26	27	28	29	30		23	24	25	26	27	28	29
									30	31					
MAY,	1	2	3	4	5	6	7	Nov.	6	7	8	9	10	11	12
	8	9	10	11	12	13	14		13	14	15	16	17	18	19
	15	16	17	18	19	20	21		20	21	22	23	24	25	26
	22	23	24	25	26	27	28		27	28	29	30			
	29	30	31												
JUNE,	5	6	7	8	9	10	11	DEC.	4	5	6	7	8	9	10
	12	13	14	15	16	17	18		11	12	13	14	15	16	17
	19	20	21	22	23	24	25		18	19	20	21	22	23	24
	26	27	28	29	30				25	26	27	28	29	30	31

CANAL ROUTE.

On the Canal Route from ALBANY to BUFFALO,
the distances from place to place, as they
occur, are as follows:

ERIE CANAL.	Intermediate	Albany.	Schenectada.	Utica.	Syracuse.	Rochester.	Lockport.	Buffalo.
ALBANY.			30	110	171	270	333	363
Troy	7	7	23	103	164	263	326	356
Junction	2	9	21	101	162	261	324	354
SCHENECTADA	21	30		80	141	240	303	333
Amsterdam	16	46	16	64	125	224	287	317
Schoharie creek	7	53	23	57	118	217	280	310
Caughnawaga	4	57	27	53	114	213	276	306
Spraker's Basin	9	66	36	44	105	204	267	297
Canajoharie	3	69	39	41	102	201	264	294
Bowman's Creek	3	72	42	38	99	198	261	291
LITTLE FALLS	16	88	58	22	83	182	245	275
Herkimer	7	95	65	15	76	175	238	268
Germanflat	2	97	67	13	74	173	236	266
Frankfort	3	100	70	10	71	170	233	263
UTICA	10	110	80		61	160	223	253
Whitesborough	4	114	84	4	57	156	219	249
Oriskany	3	117	87	7	54	153	216	246
Rome	8	125	95	15	46	145	208	238
New-London	7	132	102	22	39	138	201	231
Loomis	6	138	108	28	33	132	195	225
Oneida Creek	3	141	111	31	30	129	192	222

ERIE CANAL.

	Intermediate	Albany.	Schenectada.	Utica.	Syracuse.	Rochester.	Lockport.	Buffalo.
Lenox Basin	3	144	111	31	27	126	189	219
Canistota	2	146	116	36	25	124	187	217
New-Boston	4	150	120	40	21	120	183	213
Chittenango	4	154	124	44	17	116	179	209
Kirkville	4	158	128	48	13	112	175	205
Manlius	4	162	132	52	9	108	171	201
Orville	3	165	135	55	6	105	168	198
SYRACUSE	6	171	141	61		99	162	192
Geddes	2	173	143	63	2	97	160	190
Nine Mile Creek	6	179	149	69	8	91	154	184
Camillus	1	180	150	70	9	90	153	183
Canton	5	185	155	75	14	85	148	178
Jordan	6	191	161	81	20	79	142	172
Weedsport	6	197	167	87	26	73	136	166
Centreport	1	198	168	83	27	72	135	165
PORT BYRON	2	200	170	90	29	70	133	163
Montezuma	6	206	176	96	35	64	127	157
Clyde	11	217	187	107	46	53	116	146
Lyons	9	226	196	116	53	44	107	137
Lockville	6	232	202	122	61	38	101	131
Newark	1	233	203	123	62	37	100	130
Port Gibson	3	236	206	126	65	34	97	127
Palmyra	5	241	211	131	70	29	92	122
Fairport	11	252	222	142	81	18	81	111
Fullom's Basin	2	254	224	144	83	16	79	109
Pittsford	6	260	230	150	89	10	73	103
ROCHESTER	10	270	240	160	99		63	93
Spenser's Basin	10	280	250	170	109	10	53	83

ERIE CANAL.

	Intermediate	Albany.	Schenectada.	Utica.	Syracuse.	Rochester.	Lockport.	Buffalo.
Ogden	2	282	252	172	111	12	51	81
Adams' Basin	3	285	255	175	114	15	48	78
Brockport	5	290	260	180	119	20	43	73
Holly	5	295	265	185	124	25	38	68
Murray	2	297	267	187	126	27	36	66
Albion	8	305	275	195	134	35	28	58
Portville	4	309	279	199	138	39	24	54
Oak Orchard	5	314	284	204	143	44	19	49
Medina	1	315	285	205	144	45	18	48
Middleport	6	321	291	211	150	51	12	42
LOCKPORT	12	333	303	223	162	63		30
Pendleton	7	340	310	230	169	70	7	23
Tonnewanta	12	352	322	242	181	82	19	11
Black Rock	8	360	330	250	189	90	27	3
BUFFALO	3	363	333	253	192	93	30	

CANAL TRANSPORTATION.

The whole quantity of down freight that was conveyed on the Erie and Champlain Canals to the city of Albany during the season of canal navigation, in the year 1835, was as follows, viz:

- 17,745 bbls. domestic spirits;
- 105,551.500 feet boards and scantling.
- 34,068 M shingles.
- 2,279 cubic feet timber.
- 46,191 tons staves.
- 712,918 bbls. flour.
- 149,479 bushels wheat.

6,477	bush.	rye.
21,217	do.	corn.
542,316	do.	barley.
117,135	do.	other grain.
340,976	do.	bran and ship stuffs.
3,499	do.	peas and beans.
10,063	do.	potatoes.
13,864	bbls.	pork.
2,308	do.	beef.
1,732	do.	salt.
22,984	do.	ashes.
1,115,300	lbs.	lime.
33,000	do.	dried fruit.
1,167	bbls.	apples.
21,697	ords	wood.
808,400	lbs.	clover and grass seed.
943,000	do.	flax seed.
1,191,100	do.	wool.
5,000	do.	cotton.
4,271,200	do.	cheese.
3,588,300	do.	butter and lard.
88,400	do.	hops.
1,000	do.	hemp.
1,291,800	do.	tobacco.
80,200	do.	fur.
66,800	do.	pelfry.
3,503	tons	stone.
72,700	lbs.	merchandize.
632,400	do.	furniture.
2,000	do.	bar and pig lead.
58,300	do.	pig iron.
13,614,800	do.	sundries.

PUBLIC ROADS, &c.**BUFFALO TO CLEVELAND.**

Sturgeon Point	N. Y.	16	
Cattaraugus	:	10	26
Dunkirk	:	13	39
Portland	:	18	57
Burgetts' Town	:	18	75
Erie	:	17	92
Fairview	:	11	103
Ashtabula	Ohio	28	131
Fairport	:	32	163
Cleveland	:	30	193

CINCINNATI TO DAYTON.*Via Miami Canal.*

Reading - - -	Ohio	11	
Sharon - - -	:	5	16
Hamilton - - -	:	12	28
Middletown - - -	:	12	40
Franklin - - -	:	7	47
Miamisburgh - - -	:	6	53
Alexanderville - - -	:	3	56
Dayton - - -	:	7	63

CLEVELAND TO DETROIT.

Sandusky,	Ohio	54	
Cunningham's Island,	:	12	66
North Bass Island	:	10	76
Middle Sister Island	:	10	86
Amherstburg,	U. C.	20	106
Fighting Island	:	6	112
Detroit	M. T.	12	124

CLEVELAND TO CINCINNATI.

Via Ohio Canal and Ohio River.

Cuyahoga Aqueduct	-	Ohio	22	
Old Portage	-	:	12	34
Akron	-	:	4	38
New Portage	-	:	5	43
Clinton,	-	:	11	54
Masillon	-	:	11	75
Bethlehem	-	:	6	71
Bolivar	-	:	8	79
Zoar	-	:	3	82
Dover	-	:	7	89
New Philadelphia	-	:	4	93
New Comers' Town	-	:	22	115
Coshocton	-	:	17	132
Irville	-	:	26	158
Newark	-	:	13	171
Hebron	-	:	10	181
Licking Summit	-	:	5	186
Lancaster Canaan	-	:	11	197
Columbus side cut	-	:	18	215
Bloomfield	-	:	8	223
Circleville	-	:	9	232
Chillicothe	-	:	23	255
Piketon	-	:	25	280
Lucasville	-	:	14	294
Portsmouth	-	:	13	307
Alexandria	-	:	2	319
Vanceburgh	-	Ken.	18	327
Manchester	-	Ohio	16	343
Maysville	-	Ken.	11	354
Charlestown	-	:	4	358
Ripley	-	Ohio	6	264
Augusta	-	Ken.	7	372

Neville	-	-	Ohio	7	379
Moscow	-	-	:	7	386
Point Pleasant	-	-	:	4	390
New Richmond	-	-	:	7	397
Columbia	-	-	:	15	412
Cincinnati	-	-	:	8	420

CHAMPLAIN CANAL.

ALBANY					
West Troy	-	-	-	7	
Junction	-	-	-	2	9
Waterford	-	-	-	2	11
Mechanicville	-	-	-	8	19
Stillwater	-	-	-	4	23
Bemis' Heights	-	-	-	3	26
Schuylerville	-	-	-	9	35
Guard Gates	-	-	-	2	37
Fort Miller	-	-	-	3	40
Fort Edward	-	-	-	8	48
Kingsbury	-	-	-	5	53
Fort Ann	-	-	-	7	60
Narrows	-	-	-	6	66
Whitehall	-	-	-	6	72

WHITEHALL TO MONTREAL.

Via Lake Champlain.

WHITEHALL			Chazy	15	114
Ticonderoga	24		Rouse Point	12	126
Crown Point	15	39	Isle aux Noix	12	138
Basin Harbor	12	51	St. JOHN'S	12	150
Essex	10	61	Chambly	12	162
Burlington, Vt.	14	75	Longueil	13	175
PLATTSBURGH	24	99	MONTREAL	2	177

OSWEGO CANAL.

Syracuse			Three River Point	7	13
Salina		1½	Fulton		13 26
Seneca River	4½	6	Oswego		12 38

LAKE ONTARIO ON THE AMERICAN SIDE.

LEWISTON			Morristown	50	251
Fort Niagara		7	OGDENSBURGH	10	264
Genesee River	74	81	Montreal	130	394
Oswego	63	144	William Henry	45	439
Sacketsharbor	40	184	Three Rivers	45	484
Cape Vincent	20	201	Quebec	80	564

LAKE ONTARIO ON THE CANADA SIDE.

QUEENSTON			Cornwall		50
York			Coteau du Lac	36	86
Kingston			Cascades	16	102
Brockville			La Chine	23	125
PRESCOTT			MONTREAL	9	134

GENESEE RIVER TO MOUNT MORRIS.

ROCHESTER			Avon	9	26
Feeder dam		2	York	10	36
Fanford landing	9	11	Geneseo	11	47
Sheffer landing	1	12	Freeferry	13	60
Honeeye	5	17	MOUNT MORRIS	5	65

SCHUYLKILL NAVIGATION.

Manayunk	-	-	Pa.	8	
Norristown	-	-	:	9	17
Phenixville	-	-	:	13	30
Pottstown	-	-	:	14	44
Unionville	-	-	:	4	48
Birdsboro'	-	-	:	6	54
Reading	-	-	:	10	64
Hamburg	-	-	:	23	87
Fort Clinton	-	-	:	4	91
Schuylkill Haven	-	-	:	12	103
Pottsville	-	-	:	5	108
Port Carbon	-	-	:	2	118

UNION CANAL, PENN.

Reading	-	-	Pa.	4	
Bernville	-	-	:	15	19
Stouche's Town	-	-	:	12	31
Myer's Town	-	-	:	4	35
Lebanon	-	-	:	9	44
Tunnel	-	-	:	3	47
Waterworks	-	-	:	3	50
Swatara Aqueduct	-	-	:	4	54
Beaver Creek	-	-	:	18	72
Middletown	-	-	:	9	81

PENNSYLVANIA CANAL

Marietta	-	-	Pa.	3	
Bainbridge	-	-	:	8	11
Middle Town	-	-	:	17	28
High Spire Town	-	-	:	3	31
Harrisburg	-	-	:	7	40

McAllister's Town	-	Pa.	7	47
Juniatta River	-	:	8	55
Millerstown	-	:	17	72
Mifflin	-	:	17	89
Lewistown	-	:	13	102
Waynesburg	-	:	14	116
Hamiltonville	-	:	11	127
Huntingdon	-	:	7	134
Petersburg	-	:	8	142
Alexandria	-	:	23	165
Franktown	-	:	3	168
Holidaysburg, by Rail R. to Johnstown	-	:	37	205
Blairsville	-	:	34	239
Saltzburg	-	:	17	256
Warren	-	:	12	268
Allegheny River	-	:	15	283
Freeport	-	:	2	285
Pittsburg	-	:	28	313

A Description of the Cities and Villages on the Margin of the Erie Canal,

ALBANY, since the completion of the Canal shows more substantial evidence of improvement, produced by the canal, than any other place in the state. Being situated at the head of tide waters of the Hudson river, and where transshipments are made of the products of our own soil, and foreign merchandise, annually passing this route, and being also the seat of government, and a great thoroughfare for travellers, the prosperity of the city has been wonderful, and the

population has increased since 1825, from 15,971 to rising of 30,000. The communication with the most important places in all directions is constant and rapid, by means of numerous lines of stage coaches; while several of the most elegant and spacious steamboats leave the dock daily for New-York.

The Capitol occupies a commanding position, being located at the head of State street, 200 feet above the river; it contains the Assembly and Senate chambers, apartments for committees of the Legislature, a room for the Governor, and a room for the Supreme Court and Court of Chancery. The building is 115 feet in length, 90 in breadth, and 50 high. In the Senate chamber is a portrait of Columbus, copied from an original in 1592, and also one of George Clinton. In the Assembly chamber is a full length portrait of Gen. George Washington.

The Academy, a little north of the Capitol, is an elegant and spacious building, calculated for the higher branches of education, under the superintendence of T. R. Beck.

The City Hall is a fine building, of marble, from Sing Sing; the location is commanding, being seen a great distance down the river.

The Farmers' and Mechanics' Bank, and the Canal Bank, both at the foot of State street, are handsome buildings of white marble, and add much to the beauty of the place as you descend State street.

Thorp and Sprague's stage office, is a beautiful edifice, erected on the corner of State and North Market streets, four stories high, of white

marble. The upper stories are occupied as a Museum.

Rensselaerwyck, a fine estate, with its respectable old mansion house, about one mile north of the centre of the city, is worthy of particular observation, as the seat of the Hon. *Stephen Van Rensselaer*, who bears the respected old Dutch title of Patroon of Albany. The estate is of immense value, extending ten miles along the river and double that distance east and west; while he possesses, besides, a fine tract on the Black River, &c. It was formerly entailed and secured by law to the oldest son of the family; but on the death of the present proprietor, it is to be divided equally among all the children. The character of Gen. Van Rensselaer, is too estimable and influential to allow his name to be passed over in silence, even in a work like the present little volume. He has been a powerful patron, for many years, of all plans for the public benefit, and one of the earliest and most efficient friends of the Erie Canal, which passes through his grounds, and terminates within view of his mansion.

Principal Hotels, &c. American Hotel, State street; Eagle Tavern, corner of South-Market and Hamilton-streets, (Cruttenden;) Park Place House, Capitol Hill; Adelphi Hotel, State-street; Mansion House, North Market-street, (Mrs. Rockwell;) City Hotel, do.; Beament's Hotel, (late State-street House,) State-street; Columbian and National Hotel, South Market-street; City Coffee-House, corner of North Market and Steuben-streets; Montgom-

ery Hall, South Market-street, (Mr. Chapin ;) Fort Orange Hotel, South Market-street; Connecticut Coffee-House, South Market-street; Exchange Coffee-House, corner of South Market and Hamilton-streets; The Rising Sun, corner of South Pearl and Beaver-streets; Washington Hall, South Pearl-street; Utica House, corner of South Market and Church-streets; Merchant's Hotel, State-street; Franklin House, State-street; Payn's Tavern, North Market-st. Besides these, there are also numerous boarding-houses.

Mineral Springs. In 1828 a spring was opened in Mr. McCulloch's Garden, by boring 617 feet, which has obtained much celebrity. Upon comparing the analysis with that of various springs at Saratoga, it appears that the water does not essentially differ from them. The quantity of salts in the latter, is nearly as great as that in the Congress waters, which are preferred by many persons to all the springs at Saratoga or Ballston.

There are 18 churches in Albany; six of stone, seven of brick, and the rest of wood. Some of them are superb.

Albany Basin. The northern and western canals both terminate here, at a large basin in the Hudson, one of the greatest works connected with the Canal. It is 4000 feet long, and has two handsome bridges, one with a draw to allow sloops to pass. The pier which encloses the basin on the river side, is built of logs, and wide enough for a spacious street. It is a place of deposit for vast quantities of lumber.

The size of this basin may afford the stranger some idea of the extent of business created by the canals. Here the traveller gets the first view of objects with which he is afterwards to become familiar ; and if he is travelling this way for the first time in a few years, he must look with surprise upon the crowd of boats, and the bustle of industry. He may look upon them also with additional interest, for they will hereafter be presented to his view in many varying forms ; though still preserving the characteristic aspect and impression, which distinguish the whole line of internal improvement to its termination.

The city of SCHENECTADA, the first place at which the traveller arrives after leaving Albany, is situated on the south side of the Mohawk river, 16 miles from Albany by the Rail Road, and 30 by the canal. This place was, long before the knowledge of it by Europeans, the head quarters of the Mohawks, a very numerous and powerful Indian tribe. As early as the year 1663, it was occupied as a frontier fortress, and in 1690 was attacked by a party of French and Indians from Canada, and burned, and a large number of its inhabitants massacred.

After the revolution, and as emigration commenced its march to the ' far distant west,' Schenectada was a place of some considerable note as a carrying place : property destined for the west, was transported over land from Albany to this place, from thence by water by means of boats, passing up the Mohawk River, then into Wood Creek, Oneida Lake, Seneca and Oswego rivers, to the great lakes of the west. In-

ternal improvement has changed the face of things, the course of trade and the location of business.

Within the last two or three years many substantial brick stores have been erected on the margin of the canal, and about 100 new buildings have been erected in this city during the last year. Besides these, a project is now on foot to make a large basin between the Canal and the Rail Road, which, if carried into effect, will be the means of a transshipment of most of the property, from the circuitous route of the Canal to that of the Rail Road. Should such an event take place, a new era will commence as to the future growth and prosperity of the city of Schenectada, and a new impulse given to industry and enterprise.

The public buildings are, a spacious Court House, two stories high, in which the jail is kept, Mohawk Bank, a spacious four story brick building; Schenectada Bank, Lancaster School, one market, eight churches, and a Lyceum.

The principal Hotels are, Mr. Davis', (formerly Givens') in the southeast part of the city, a few rods from the Canal, and the City Hotel, near the canal bridge, in State-street, kept by J. B. Mathews. The former of these is constructed of brick, 50 feet front, and, with its wing, two stories high, exclusive of its basement story, extends back 150 feet. The main building is three stories high, besides an attic story, containing an apartment for a billiard room. From this elevated spot, a view may be had of the city and its environs, of the Mohawk, of

SCHOHARIE CREEK. Here is a collection of several interesting works, formed for the convenient passage of boats across a broad and rapid stream. A guard lock preserves the water in the canal from rising or falling, and the current of the stream is set back by means of a dam a little below, nearly to the same level with the canal. In place of the old mode, of drawing boats across the creek by means of ropes, there is a towing-path bridge across the creek, which enables the boat to be drawn in the same manner as on any other part of the canal.

Here are also to be seen the remains of old "*Fort Hunter*," near the mouth of the creek. The Indian church, called Queen Anne's Chapel, formerly stood on the spot where the eastern guard-lock now is.

FULTONVILLE, 27 miles from Schenectada. Caughnawaga is directly across the river.

Anthony's Nose, on the south side of the canal, is one of the most prominent mountains on the whole line of the canal.

CANAJOHARIE, 38 miles from Schenectada.—The canal runs through the northern section of this village, and a bridge crosses the river to Palatine. This will be the terminating point of the projected Catskill and Canajoharie Railroad.

FORT PLAIN village, is 3 miles above Canajoharie. A large creek empties into the Mohawk at this place. The canal crosses the creek by means of guard-locks.

LITTLE FALLS, 22 miles from Utica. These are rather rapids than falls. On each side the

mountains are very high, leaving but a narrow space for the river, canal, and road to pass through. For about two miles the canal is formed by throwing up a wall into the river from 20 to 30 feet high, then excavating into the mountain and filling it up. This was one of the most difficult and expensive parts of the canal, as it was necessary to blast the rock with gunpowder, to form the bed of the canal, for nearly the whole distance. A beautiful *marble aqueduct* crosses the river at this place, and leads into a basin opposite, where boats discharge and receive lading. There is a foot-path bridge attached to the aqueduct, and the slab on which is engraved the names of the canal commissioners, the builders, &c. There are a number of fine buildings in the village on the opposite side of the river, principally of stone. Passengers that are disposed to view the works of nature and of art, generally leave the boat at the second lock, and walk until they reach the last. They are five in number, by which the boat is so much detained, that a person may walk quite leisurely through the most wild and romantic scenery that can easily be imagined. A stage runs through this place to Trenton Falls every Monday, Wednesday, and Friday, at half past 8 A. M., distance 24 miles. After leaving Little Falls, you pass through a most delightful plain, called *German Flats*, for 7 miles, when the village of

HERKIMER is seen on the opposite side of the river. There is an island in the river at this place from which a bridge leads to either shore.

Proceeding 5 miles further, the canal passes through the village of

FRANKFORT. Thence the traveller pursues his journey 10 miles, and finds himself in the beautiful and flourishing city of Utica.

UTICA is located on the site of old *Fort Schuyler*, on the south bank of the Mohawk River, 95 miles west of Albany. A charter was granted to this place in 1798, since which time its population has increased very rapidly. In 1813 it contained 1700 inhabitants; by the census of 1830 it contained 8,334 souls, and by that of 1835 10,183. In 1835 it became an incorporated city. Among the public institutions are the following—the Oneida Institute of Science and Industry, which has a large farm attached to the Institution, on which each student labors from 3 to 4 hours each day—the Classical Academy, a Library, the Lyceum, two Banks, and 9 Churches. Very pleasant excursions are frequently made from this place to Whitesborough, York Mills, Clinton Village (containing Hamilton College,) Rome, and to the wild, picturesque, and romantic Trenton Falls. Stages leave Utica every morning at 5 o'clock for *Auburn*, *Rochester* and *Buffalo*; they also leave in all directions on the arrival of the packet boats from east and west: stages leave for *Trenton Falls* four times a day during the summer months; packets leave for Schenectada every morning and afternoon.

TRENTON FALLS constitute an object of curiosity and admiration, to which the traveller is irresistibly attracted. It does not comport with the design of this work to enter into a detailed

description of these falls; merely to call attention to them fulfils our design. They are on the *West Canada Creek*, a large stream, which empties into the Mohawk, and are about 24 miles above its mouth. They consist of several *chutes*, commencing near the Black River Road, and terminating at Conrad's Mills, a distance of more than two miles. The *Upper Fall* is 18 or 20 feet, but the previous descent of the water in the two miles above is supposed to be 60 feet. The water at this first fall is received into a large basin, and winds its way downward thro' a precipitous ravine 100 feet in depth, and on the summits of the banks 200 feet across. This ravine presents some of the most romantic peculiarities. In many places the topmost crags overhang the stream, and some hardy trees, in the crevices of the rock, throw their branches athwart the abyss. There are six distinct falls; the one we have already noticed, which is above the bridge on the Black River Road. The next consists of two pitches, and is known as "*the Cascades*," where the water is compressed into a very narrow space, and falls 18 feet. At the *Mill Dam Falls*, next in succession, the descent is 13 feet. A short distance below are the *High Falls*, consisting of three pitches, the first of which is 48 feet, the second 11 feet, and the third 37 feet; the three, including the intervening slopes and pitches, constituting a descent of 109 feet. The fifth is called *Sherman's Falls*, about 70 rods below the High Falls, and the descent is about 35 feet. The last fall is at *Conrad's Mills* and is six feet. The whole descent

from the top of the upper fall to the foot of that of Conrad's Mill, is 387 feet. When the water is high, many of the distinct pitches are lost in the rushing cataract and it is only when the stream is low that each fall can be separately seen. A stairway is formed at the bottom of the ravine, by means of which a view is obtained of Sherman's Falls, and whence the visiter passes up within the ravine, under overarching rocks, to the foot of the high fall. The whole forms a stupendous scene: and those feelings of awe which the wilder works of Nature impress upon the mind are powerfully excited. Organic remains have hitherto been found in abundance in the ravine, and Mr. Sherman (at whose house accommodations are afforded to visitors) has a cabinet of these remains, which, are exhibited to the curious.

The following are the principal Hotels in Utica; the Canal Coffee House, kept by Mr. Shepherd, late of the United States Hotel, is at the Packet Boat landing—the National Hotel, 3 doors north of the Canal, by J. Welles, late of the Canal Coffee-House—Mr. Bagg's Hotel, corner of Main and Genesee-streets; United States Hotel; Oneida Temperance House, and Clinton House, are all very fine establishments.

The PACKET BOATS leave Utica every day at 2 & 7 o'clock P. M. for Rochester. The following is an extract from the advertisement of the Proprietors. "This line is intersected by a line of Packets running between *Syracuse* and *Oswego*. Passengers travelling between Utica and Oswego will meet no delay in passing from one line

to the other at Syracuse, and will find this route both interesting and expeditious. A boat for passengers will ply between *Geneva* and *Montezuma*, where this line is also intersected by the steamboat on *Cayuga Lake*; the boat passes through the following villages on the passage to Rochester:—*Whitesborough, Rome, New-London, Canistota, New-Boston, Chittenango, Manlius, Syracuse, Canton, Jordan, Montezuma, Clyde, Lyons, Newark, Palmyra*, and arrives at Rochester in time for the morning boat for Buffalo. There is nothing of much interest on the Canal for the first sixty miles west of Utica. It is a perfectly level and marshy country, without a lock in the whole distance; therefore the general course is to take the stage in the morning and arrive at Syracuse in the evening, lodge at Mr. Comstock's "Syracuse House" (which is a very extensive well-furnished hotel and kept in the first style,) and be ready to take the Packet, as it passes, about 5 o'clock in the morning.

SYRACUSE is the most important place between Utica and Rochester, and contains about four hundred buildings; among which are a church, two very extensive Hotels, one on each side of the Canal, which is lined with lofty warehouses, giving it the appearance of New-York in miniature. The importance of this flourishing village is principally owing to the immense quantity of salt produced in the vicinity. Great quantities are manufactured from the vast number of springs by which the whole body of the soil is impregnated. The salt is manufactured by solar evaporation. The water is brought in logs from

the village of *Salina*, about one mile distant, and emptied into the vats, which occupy nearly 300 acres. The vats are all covered with light roofs, which are moveable at pleasure, to admit the rays of the sun upon the water, or to prevent the rain from mingling with it. The salt is removed from the vats twice or three times in the course of the summer.

Parties visiting *Niagara* frequently take the canal from this place to Oswego, 38 miles northward: proceed by steamboat on Lake Ontario to Lewiston, whence a stage ride of seven miles takes them to the *Falls*.

There is a line of fine packet-boats on this route. The scenery is very interesting; and during the two last seasons it received a great portion of the fashionable northern and western travel.

The *Oswego Canal* extends from Onondaga Lake to Lake Ontario at Oswego. It includes 20 miles of the Oswego River. The whole distance is 38 miles.

SALINA is a mile and a half north of Syracuse. The first salt spring was discovered at this place by the Indians, from the circumstance of its being visited by deer and other animals. The *Oswego Canal* commences at this place, the surplus water of which is used for the purpose of forcing (by a powerful hydraulion) the salt water 85 feet up the hill into a large reservoir. It is forced up at the rate of 300 gallons per minute, whence it is conveyed by logs to the factories in the neighborhood, which amount to 175 within a circuit of 7 miles. The springs and works all

belong to the state, to which the manufacturers pay imposts of 63 cents per barrel of 5 bushels.

GEDDES is a small village, 2 miles west of Syracuse. A number of valuable salt springs have been discovered at this place very recently. The manufacturing establishments are within a few rods of the canal. After pursuing its course 7 miles farther, the canal crosses *Nine Mile Creek*, by means of an aqueduct with two arches, under which the creek flows.

WEED'S BASIN, 15 miles from Syracuse, contains about 60 houses.

AUBURN is 7 miles south, for which place stages leave daily.

The *State Prison* is located at Auburn, on the banks of the Owasco creek. The machinery of the prison is propelled by the water from this creek.

MONTEZUMA is a flourishing village. There is a salt manufacturing establishment one mile north of it, to which a side cut from the canal affords means of communication. Passengers intending to visit Ithaca Falls land here. In relation to those interesting falls, the following is an extract from a manuscript work, called "Guide to the Lakes."

ITHACA FALLS, (*Tompkins County*.) So much has been said of the Falls of Trenton, that it is time something should be said of the falls of Ithaca, situated at the head of Cayuga lake. The high fall of Fall River is the first which strikes the eye on riding from the steamboat landing to the village. Its height is 116 feet, and its breadth is proportionate. Two immense

piles of rock enclose the stream, and on the right hand, high up the bank, a mill race is seen winding around a point on the bank, suspended in mid air, and now and then an adventurous visiter carefully treading his way along the dizzy path. This race way was built in an extraordinary manner : a person let himself down from a tree standing on a high point above, and swinging over the giddy steep, he there dug out places in the rock in which to fasten the principal supporters of the race. The view from this point is grand and impressive. A short distance from this, up the rocky bed of the creek, the visiter proceeds until his steps are arrested by another splendid fall : the bank presenting the most curious forms, the most surprising arrangement of strata, and crowned with all the glories of forest vegetation. The fall is beautiful ; it is not so high as the first, but it is more wild ; the water pours over in large sheets, commencing as it were from the topmost ledge, and then spreads out widely and boldly below. The basin into which the water falls is also very picturesque. Above this, at about thirty yards distance, is another, very much of the character of the falls at Treadon, where points of the rock intervene and separate the principal chutes.

The fall of the next sheet of water is diagonal ; it runs as it were from right to left across the rock, and then suddenly contracts and falls into a narrow chasm, from which it emerges in a more subdued tone and glides away. Beyond this is still another, being the uppermost of all ; the bank here is barren, and steeper than be-

low, and the volume of water pours down almost in one sheet. It is one of the highest of them all, and is very imposing in its appearance. The five falls we have thus partially described have a descent of 438 feet in the short space of one mile! and afford an unbounded variety of the wild and wonderful as well as of the beautiful.

The falls upon the *Cascadilla* are not less fine, though upon a smaller scale. The one is in an apparent chasm of rock, and falls nearly perpendicular. The other fall which we shall notice on this creek, is a bolder and more striking one; it is a handsome sheet of water, and bursts over the ledge of rocks with great force. Beyond this are others equally attractive.

The *Six Mile Creek* is also an object of curiosity; after you pass up a short distance, the most beautiful scenery awaits you. Fall after fall (though the walking was formerly less practicable to them than to the others) rewards you for the search, and nature seems to breathe of waters and incense of groves. The *Buttermilk Creek* is distant a short ride of about a mile from the village. It is diversified with the most singular appearances, and is, if possible, more wild and gloomy than the others.

At a distance of eight miles from Ithaca there is a landing called Goodwin's Point, where the steam boat from Cayuga bridge stops regularly twice a day. At this place a stream called the *Taghcanic* empties itself. Upon this stream there is a fall of 238 feet perpendicular. Words cannot describe the magnificence of the ravine into which it falls, nor the effect which it produces on the

mind. This is a favorite resort with the lovers of the picturesque: and pic-nic parties are often made up to visit the falls of Taghcanic.

A superb hotel called the *Clinton House*, has been opened to the public at Ithaca, and the comforts of private parlors, private tables, or an excellent table "d'hote," are offered at the low rate of \$2 to \$2,50 per week. The lake scenery is itself worthy of all praise; but our object is merely to point out the character of the falls, and of the scenery about them.

One mile from Montezuma the canal enters the Montezuma marsh, 3 miles in extent, which is a most solitary, desolate and dreary swamp. After leaving the marsh and travelling 8 miles, the traveller passes the flourishing village of

CLYDE, which contains a glass-blowing establishment.

PALMYRA is a handsome business-looking village in Wayne county. It is built on the southern bank of the canal. There are a number of factories and mills in the vicinity situated on *Mud Creek*, which runs eastward about 40 rods from main street. Passengers and goods destined for *Canandaigua* land at this place.

FULLOM'S BASIN, 13 miles from Palmyra. The distance by canal to Rochester is 16 miles, and by land only $7\frac{1}{2}$; in consequence of which passengers frequently take stages from this place; by doing this, however, the view of the *Great Embankment* is lost. The embankment commences about 4 miles from Fullom's Basin, and extends 2 miles, at an elevation of about 70 feet, from which there is a fine prospect of the surrounding country.

PITTSFORD, containing about 90 buildings, is 2 miles farther. After proceeding 10 miles from Pittsford, the boat arrives at the large and prosperous

CITY OF ROCHESTER, the most extensive, populous, and important place in the western country. It has been termed the "Western New-York." The *Genesee River* passes through the city, and the Great Falls, 97 feet in height, are about 80 rods below. From the centre of these falls the celebrated *Sam Patch*, of immortal memory, made his "last jump," in the autumn of 1829. He precipitated himself from a scaffold erected 25 feet above Table Rock, making an elevation of 125 feet. An immense number of persons had collected from many miles distant, to witness this last and as it proved, fatal leap. His body was not found until the ensuing spring. In 1811 Rochester was a wilderness; and in the short space of 23 years its growth has been unprecedented, as will be perceived by a slight glance at its statistics. It contains 2,000 buildings, and a population of more than 15,000. In the south part of the city the canal runs parallel with the eastern bank of the river for half a mile, and at but a short distance. At the centre of the city it crosses the river by a splendid aqueduct, 804 feet long, with 11 arches of from 26 to 50 feet chord, elevated 14 feet from the surface of the river. It is constructed of red freestone, and cost over \$80,000. The height of the canal at Rochester is 501 feet above the tide waters of the Hudson, and 64 feet below Lake Eric. There are two bridges across the river. The principal hotels are, the *Eagle Tavern*, *Rochester House*, *Mansion*

House, Arcade House, and Clinton House. The principal public buildings are, the Court House, Jail, Globe Buildings, 11 churches, and 2 banks, viz. Bank of Rochester and Bank of Monroe. In the vicinity of the city there are 24 flouring mills, with 98 run of stones now in operation. These mills cost \$540,000. They consume daily 20,000 bushels of wheat, making 5,000 barrels of flour. The annual value of flour manufactured there, amounts to *three millions of dollars.*

The *Arcade* was erected in 1829. It is 106 feet front by 135 deep, and 4 stories high, exclusive of the attic and basement. There are six stories in front, besides a large hall, which leads to the Arcade, where the Atheneum, Post Office, Arcade House, and a variety of offices are situated. An *Observatory*, in the form of a Chinese pagoda, is erected on the top, from which the visiter may obtain a magnificent view of the country.

Stages leave Rochester, daily, for Albany, via Canandaigua, Geneva, Auburn, Onondaga, Utica, Little Falls, and Schenectada, distance 237 miles. They also leave daily for Buffalo, via Lewiston and Niagara Falls, passing over the *Ridge Road*, distance 104 miles; and via Caledonia, Le Roy and Batavia for Buffalo, distance 77 miles.

Packet Boats leave Rochester every morning for Buffalo and Albany. After leaving Rochester in the boat for Buffalo, and passing a number of small places, the traveller arrives at the thriving village of

OAK ORCHARD, 44 miles from Rochester. It is located on the bank of a creek of the same name. The largest arch on the whole line of the canal is

at this place, over which the canal crosses the creek. Travellers wishing to see this "work of man," must leave the boat a short time before reaching it, as no stop is made, and walk rapidly forward in order to gain time; and they will be taken on board at the village, when the boat passes. There is a passage at the bottom of the arch by means of circular steps, and a path underneath, which leads to the village.—Nineteen miles further is the flourishing village of

LOCKPORT. It is situated on the *Mountain Ridge*; and there are here five locks for ascending and five for descending the canal, situate a few yards below the village. These locks are constructed in the most permanent manner, and the science and solidity displayed by them has often been spoken of with admiration. There are stone steps between the rows of locks, guarded on each side with iron railings. This is the most stupendous work on the whole route. In 1821 there were but two houses at this place; now there are nearly 400. Passengers who intend visiting the Niagara Falls, frequently take stage here; and proceed to *Manchester*, (the American Falls,) 23 miles distant, or to *Lewiston*, which is 7 miles below the Falls, and visit Manchester afterward. After passing Lockport 7 miles, the boat arrives at *Tonnewanta Creek*, which forms the canal for 12 miles, to its mouth. Hence the canal is carried along the shore of the Niagara river for 8 miles to the village of:

BLACK ROCK, which is on the west bank of the river, and is a place of considerable size. The former activity of this village has recently much diminished, as Rochester has overgrown it, and at-

tracted most of the business once transacted here. The private mansion of Gen. Peter B. Porter, late secretary of war, (who resides here,) makes quite a splendid appearance from the water. From Black Rock the canal runs along the bank of the river, three miles, to Buffalo.

The CITY OF BUFFALO is beautifully situated at the outlet of Lake Erie, possessing the twofold advantage of a lake and canal navigation. The time is not far distant when it will rank as one of the principal places in the state. Its population is not precisely known, but is estimated at more than 9,000. There are about 1,000 buildings. The *Court House*, in the highest part of Main-street, and the *Presbyterian Church*, in the same street, are very beautiful buildings. There are a number of fine hotels; among which is the Eagle Tavern, kept by Mr. Rathbun. This house ranks among the best in the Union. At the Farmer's Inn, there is a very good Livery Stable, kept by Mr. John Mahon, who furnishes coaches for Lewiston, the Falls, &c. "at short notice."

Stages leave Buffalo every morning for Utica, via Canandaigua, through in three days, stopping nights; and every evening, through in two days, going day and night. Every day for Rochester. Every morning, at 6 o'clock, for Niagara Falls, (on the American side,) passing through the villages of Black Rock and Tonawanta, distance 23 miles. After remaining at the Falls 2 or 3 hours, this stage proceeds to *Fort Niagara*, passing through Lewiston. Every morning, at 8 o'clock for Niagara Falls, on the Canada side, passing through Black Rock, crosses the river to Waterloo, passes over the Chip-

pewa battle ground, through Chippewa village to Niagara Falls; distance 23 miles.

Stages leave *Niagara* for Queenston and Fort George daily, at 3 P. M.

Steamboats leave Buffalo every morning at 8 o'clock, for Chippewa village, (passing round Grand Island) and reach there about noon. Stages are in readiness at this place to convey passengers to the Falls. The boats return to Buffalo at 7 in the evening. Every other day for *Detroit*, via *Erie* Grand River, Cleveland and Sandusky; distance 305 miles. Every day for *Erie*, Pa. via Dunkirk and Portland.

After leaving Buffalo in the stage, and passing the village of Black Rock, the Niagara river is crossed by a horseboat, and the traveller arrives at the small village of WATERLOO, on the Canada side; near which are the ruins of the memorable *Fort Erie*. This place is celebrated as the theatre of several severe battles during the last war. After passing 15 miles further, over a sandy, tho' very good road, the tourist arrives at *Chippewa Battle Ground*. The battle of Chippewa, probably one of the most brilliant actions recorded in the annals of war, was fought on the 5th July, 1814. One mile north of the battle ground, the traveller notices a small cluster of buildings: this is the village of CHIPPEWA. There are two or three mills in the vicinity, situate on Chippewa creek, which runs through the village. *Lundy's Lane* is one mile further north. A sanguinary battle was fought here on the 25th July, 1814.

BURNING SPRING is half a mile north of Lundy's Lane. The spring is enclosed by a small building.

A barrel is placed over the spring, which has a cover with a tube in it, through which the gas (sulphurated hydrogen) escapes: when a light is applied, it ignites and burns brilliantly. The keeper of the spring requires a small fee from visitors. Half a mile north of this spring are the celebrated

NIAGARA FALLS. These falls are situated below Grand Island, on the Niagara river, about 20 miles from Lake Erie, and 14 from Lake Ontario. This river unites the waters of these two lakes, and is from $1\frac{1}{2}$ to 6 miles in width. Above the Falls the banks are from 4 to 100 feet in height, and, immediately below, not less than 300. They gradually diminish in height until they reach the shores of Lake Ontario. The river at the Falls is about one mile in width; the cataract pours over a concave summit, and falls (on the American side) almost perpendicularly 164 feet. The horse shoe fall (on the Canada side) descends in a curved form, projecting about 50 feet from its base, to the distance of 158 feet. The descent of the rapids above the falls about 58 feet, making the whole height over 200 feet. *Table Rock*, which projects about 50 feet, is generally considered the most eligible place for viewing the falls on the Canada side. The descent from the rock is by circular steps, which are enclosed; at the foot of these stairs commences the passage under the great sheet of water, where visitants are supplied with dresses and a guide. The farthest approachable distance is *Termination Rock*, 153 feet from *Table Rock*.

An English writer, speaking of this passage, says, "We reached a spot 153 feet from the outside, or entrance, by the assistance of a guide, who

makes a handsome livelihood by his amphibious pilotage. There was a tolerably good, green sort of light within this singular cavern; but the wind blew at first in one direction, then in another, with such alarming violence, that I thought, at first, we should be fairly carried off our feet, and jerked into the roaring caldron beneath. This tempest, however, was not nearly so great an inconvenience as the unceasing deluge of water driven against us. Fortunately, the direction of this gale of wind was always more or less upwards from the Pool below, right against the face of the cliffs; were it otherwise, I fancy it would be impossible to go behind the Falls with any chance of coming out again.— Even now there is a great appearance of hazard in the expedition, though experience shows that there is no real danger. Indeed, the guide, to re-assure us, and to prove the difficulty of the descent, actually leaped downwards to the distance of five or six yards, from the top of the bank of rubbish at the base of the cliff, along which the path is formed. The gusts of wind rising out of the basin or pool below, blew so violently against him that he easily regained the walk.

Forsyth's Hotel, on the Canada side, is situated on a commanding spot above the Falls. The visitor has a beautiful view of the surrounding country from the roof of the piazza. It is a handsome building, and is capable of accommodating 100 persons.

The Falls on the American side, are magnificent and sublime, though of less magnitude than those on the British side. A flight of stairs has been erected, from the bank to the bottom, a few yards below the falls. A bridge has been erected by

Gen. P. B. Porter of Black Rock, from the shore about a quarter of a mile above the Falls, to Bath Island; which is connected to Goat Island by means of another bridge. There is a splendid view of the rapids above, and of the grand fall on the Canada side, from Goat Island, which is principally a wilderness.

IRIS ISLAND, or Goat Island. At the foot of this Island is what is called the *Biddle Stairways* erected by N. Biddle, Esq. President of the United States Bank. Here Sam Patch made a leap of 118 feet descent into the water below: a platform supported by ladders was erected for the purpose. This was in the fall of 1829, a short time previous to his last fatal jump at Rochester. A celebrated tourist says, "All parts of Niagara are on a scale which baffles every attempt of the imagination, to paint, and it were ridiculous, therefore, to think of describing it. The ordinary materials of description, I mean analogy, and direct comparison with things that are more accessible, fail entirely in the case of that amazing cataract, which is altogether unique." And we, fully concurring in his opinion, leave all further description for the imagination of the tourist. Two fine Hotels are located on the American side, in what is called the village of Manchester. This village was burnt by the British in 1813.

BROCK'S MONUMENT. This tribute to the memory of the gallant Sir Isaac Brock, who fell in action with the Americans under Gen. Solomon Van Rensselaer, October 13, 1812, was erected a few years since by several spirited individuals of Upper Canada. It has a base of about 20 feet

square, with a spiral shaft extending to a height of 126 feet. A statue of Brock is intended to be placed on its summit. It is located on the heights, about a quarter of a mile from Queenston, and affords the visitor a rich and varied view from its pinnacle.

The steamboats leaving Lewiston are, United States, Capt. J. Van Cleve; Oswego, Capt. J. Homans; and William Avery, Capt. Read. On the British side, leaving Queenston—Great Britain, Capt. Whitney; William IV., Capt. Hilliard; Cobourg, Capt. McIntosh; and St. George, Capt. Harper. A boat will leave Lewiston or Queenston every day of the week. There are on the lake and St. Lawrence, between Ogdensburgh and Niagara, other boats:—United Kingdom, Queenston, Transit, Kingston, Sir James Kempt, Britannia, Black Hawk, Charles Carroll, Perseverance, Brockville, Iroquois, Canada, Caroline, Prescott, and Commodore Barrie.

RATES OF TOLL,

On the Canals of this State, as established by the Board of Canal Commissioners, March 2, 1836.

No.	PROVISIONS.	<i>cts. m. fr.</i>
1.	On flour, salted beef and pork, butter and cheese, beer and cider, per 1 00 pounds per mile,	0 4 5
2.	On bran and ship stuffs in bulk, per 1000 lbs. per mile,	4 5

Iron, Minerals, Ores, &c.

3.	On salt manufactured in this state, per 1000 pounds per mile,	0	2	3
4.	On foreign salt, per 1000 lbs. per mile,	3	0	0
5.	On gypsum, the product of this state per do. pounds per mile.	0	2	
6.	On foreign gypsum, per do. pounds per mile,	0	4	5
7.	On brick, sand, lime, clay, earth, leached ashes, manure, and iron ore, per do. pounds per mile,	0	2	
8.	On pot and pearl ashes, kelp, mineral coal, charcoal, pig iron, broken castings and scrap iron, per do. pounds per mile,	0	4	5
9.	On stove and all other iron castings, per do. pounds per mile,	0	4	5
10.	On copperas and manganese, going towards tide water, per do. pounds per mile,	0	4	5
11.	On bar and pig lead, going towards tide water, per do. pounds per mile,	0	4	5
<i>Furs, Poultry, Skins, &c.</i>				
12.	On furs and peitry, (except deer, buffalo and moose skins,) per 1000 pounds per mile,	1	4	0
13.	On deer, buffalo and moose skins, per do. pounds per mile,	0	5	0
14.	On sheep skins and other raw hides of domestic animals of the United States, per do. pounds per mile,	0	4	5
15.	On imported raw hides of domestic and other animals, per do. pounds per mile,	0	5	0

Furniture, &c.

16. On household furniture, accompanied by, and actually belonging to, families emigrating, per 1000 pounds per m. 0 4 5
17. On carts, wagons, sleighs, ploughs and mechanics' tools, necessary for the owner's individual use, when accompanied by the owner, emigrating for the purpose of settlement, per do. per mile, 0 4 5

Stone, Slate, &c.

18. On slate and tile for roofing, and stone ware, per 1000 pounds per mile, 0 4 5
19. On all stone wrought or unwrought, per do. per mile, 0 2 3

Lumber, Wood, &c.

20. On timber, squared and round, per 100 cubic feet per mile, carried in boats, 0 5 0
21. On the same, if carried in rafts, per 100 cubic feet per mile, 1 5 0
22. 1—On boards, plank, scantling, and sawed timber, reduced to inch measure, and all siding, latin, and other sawed stuff, less than one inch thick, carried in boats (except such as is enumerated in regulations numbers 24 and 33) per 1000 feet per mile, 0 5 0
- 2—On mahogany, except veneering, reduced to inch measure, per 1000 feet per mile, 1 5 0
23. On the same, if transported in rafts, per 1000 feet per mile, 2 0 0

24.	On sawed lath of less than five feet in length, split lath, hoop poles, bondspikes, rowing oars and broom handles, per 1000 lbs. per mile,	0	2	0
25.	On staves and heading, transported in boats, per do. per mile,	0	2	0
26.	On the same if transported in rafts, per do. per mile,	0	5	0
27.	On shingles, per M. per mile, carried in boats,	0	1	0
28.	On the same, if conveyed in rafts, per M. per mile,	0	4	0
29.	On split posts and rails for fencing, per M. per mile, carried in boats,	2	0	0
30.	On the same, if conveyed in rafts, per M. per mile,	8	0	0
31.	On wood for fuel (except such as may be used in the manufacture of salt, which shall be exempt from toll) and tan bark, per cord per mile,	1	0	0
32.	On the same, if transported in rafts, per cord per mile,	2	0	0
33.	On sawed stuff for window blinds, not exceeding one fourth of an inch in thickness, per 1000 lbs. per mile,	0	5	0
	<i>Agricultural Productions, &c.</i>			
34.	On cotton per 1000 pounds per mile,	0	4	5
35.	On live cattle, sheep and hogs, per do. per mile,	0	4	5
36.	On horses (and each horse when not weighed to be computed at 600 lbs.) per do. pounds per mile,	0	5	0
37.	On rags per do. pounds per mile,	0	4	5

38. On hemp and manufactured tobacco, per do. pounds per mile,	0	4	5
39. On wheat and all other agricultural productions of the United States, not particularly specified, and not being merchandise, per do pounds per mile,	0	4	5
40. On merchandise,	0	9	0
<i>Articles not enumerated.</i>			
41. On all articles not enumerated or ex- cepted, passing <i>from</i> tide water, per 1000 pounds per mile,	0	9	0
42. On all articles not enumerated or ex- cepted, passing <i>towards</i> tide water, per do. pounds per mile,	0	4	5
<i>Boats and Passengers.</i>			
43. On boats used chiefly for the trans- portation of persons, and navigating the Erie canal between Schenectada and Utica, per mile,	15	0	0
44. On boats used chiefly for the trans- portation of persons, and navigating the Erie canal west of Utica, per m.	8	0	0
45. On boats used chiefly for the trans- portation of persons, and navigating Champlain or Champlain and Junc- tion canals, per mile,	6	0	0
46. On boats used chiefly for the trans- portation of persons, and navigating the Oswego canal, per mile,	6	0	0
47. On boats used chiefly for the trans- portation of persons, and navigating the Cayuga and Seneca canal, and the lateral canal to East Cayuga vil- lage, or either of them, per mile,	6	0	0

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|--|----|---|---|
| 48. On boats used chiefly for the transportation of persons, and navigating the Junction canal, and not connected with regular lines of boats for the transportation of persons on the Erie or Champlain canals, per mile, | 50 | 0 | 0 |
| 49. On boats used chiefly for the transportation of property, per mile, | 2 | 0 | 0 |
| 50. On each person over eight years of age, transported in a boat used chiefly for the transportation of persons, per mile, | 0 | 2 | 0 |
| 51. On each person over twelve years of age, transported in a boat used chiefly for the transportation of property, per mile, | 0 | 2 | 0 |

STEAM BOAT ROUTES.

<i>Boston to Eastport.</i>			
	State.	Distance.	
Cape Ann, Mss.	45		Newport, : 2 166
Portsmouth, N. H.	36	81	Prudence I. S. end 6 166
Portland, Me.	64	145	Canonicut Point, 9 175
Bath, :	45	190	Pawtucket River 5 180
Augusta, :	36	226	Providence : 6 186
Hallowell, ' :	5	231	} Pawtuck. Fls. 4 190 } Attleboro Ms. 8 198 } Foxboro : 6 204 } Walpole : 2 206. } Dedham : 11 217 } Boston : 10 227
Gardiner, :	3	234	
Boothbay, :	54	288	
Owls Head, :	48	336	
Belfast, :	30	366	
Castine, :	12	378	<i>New-York to Boston,</i>
Eastport, :	140	518	Via Norwich Ct.
			Conn. River. Ct. 103
<i>New-York to Boston,</i>			Mouth of Thames
Via Providence.			River 14 117
Hell Gate, N. Y.	6		New-London : 4 121
Frog Point, :	9	15	Gales' Ferry : 5 126
Sands Point, :	5	20	Norwich Land : 9 135
Norwalk Isl. Ct.	20	45	} Jewits city: 8 143 } Plainfield: 7 150 } Sterling : 4 154 } Scituate R. I, 11 165 } Johnson : 7 172 } Providence 8 180 } Boston Mass. 41 224
Stratford Pt. :	15	60	
N. Haven Lt. H.	13	73	
Falkners Isl. :	14	87	
Saybrook Lt. H.			
mouth Conn. R.	16	103	By Land.
Off N. London,	14	117	
Fishers I. W. end	1	116	<i>New-York to Boston,</i>
Watchhill Lt. H.	21	139	Via Hartford.
Point Judith R. I.	9	148	Mouth of Conn.
Brentons Point,	10	158	River Ct. 103

Saybrook	:	2	105	By Land.	Sagatuck	:	3	58
Lyme	:	5	110		Fairfield	:	5	63
Haddam	:	10	120		Fridgeport	:	4	67
Middletown	:	12	132		Stratford	:	4	71
Wethersfield	:	11	143		Misford	:	4	75
Hartford	:	5	148		N. Haven	:	10	85
By Land.	{	Vernon Ct.	11	159	<i>New-York to Albany.</i>			
		Tolland	:	7	166	Manhatanville	8	
		Ashford	:	10	176	Fort Lee	2	10
		Pomfret	:	12	188	Ft. Washington	1	11
		Thompson	8	196	Ft. Independ.	2	13	
		Douglass Ms.	11	107	Phillipstown	4	17	
		Mendon	:	12	219	Tarrytown	10	27
		Medway	:	13	232	Singsing	6	33
Dedham	:	12	241	Haverstraw	3	36		
Boston	:	10	254	Stony Point,	3½	37½		
<i>New-York to Boston,</i>				Fort Fayetts	1	40½		
<i>Via N. Haven and Hartford.</i>				Anthny's Nose	5	45½		
New-Haven Light				West Poi t	7	52½		
House,	Ct.	73		Cold Spring,	3½	56		
New-Haven	:	4	77	New-Windsor	4	60		
By Land.	{	Wallingford	12	89	Fish-ill	¾	60¾	
		Meriden	:	5	94	Newburg	¾	61¾
		Berlin	:	7	101	New-Hamburg	6½	69
		Hartford	:	10	111	Wilton	4½	72½
		Boston	106	217	Poughkeepsie	3½	76	
<i>New-York to N. Haven.</i>				Hyde Park	5	81		
<i>Via Norwalk, Fairfield, &c</i>				Pelham	3½	84½		
Hurl Gate N.Y.	6			Eriopus Landing	6	90½		
Sawpits	:	28	34	Rhinebk. Land.	½	91		
Horseneck Ct.	4	38		Redhk. L. Land.	7	98		
Stamford,	:	6	44	Do. Upper do.	3	101		
Norwalk	:	11	55	Clermont,	2	103		

Catskill	9	112	} <i>Philadelphia to Baltimore,</i> Via Chesapeake and Delaware Canal.	
Hudson	5½	117½		
Coxsackie	7½	125		
Kinderhook ³ d.	1½	126½		
New-Baltimore	3½	130		
Coeymans	2	132		
Schodac Land.	3	135		
Overslaugh	7	142		
Albany	3	145		
<i>Philadelphia to New-York.</i>				
Via Trenton N. J.				
Bridesburg Pa.	6			} Canal {
Burlington N. J.	12	18	St. Georges: 4 49	
Bristol Pa.	1	19	Summit Br: 6 55	
Bordentown N. J.	10	29	Ches. City Md 4 59	
Trenton	:	7 36	Mouth of Back Cr. 3 62	
Land. {	Princeton	: 11 47	Turkey Point : 8 70	
	Kingston	: 3 50	Grove Point : 6 76	
	N. Bruns.	: 12 62	Pools Island : 16 92	
Amboy	: 13 75	Millers Island : 8 100	North Point : 8 108	
Elizabeth T. Pt.	13	88	Sparrow Pt. Md. 4 112	
The Kills, N. Y.	5	93	Fort McHenry : 6 118	
New-York	5	98	Baltimore : 3 121	
<i>Philadelphia to N. Y.</i>			} <i>Philadelphia to Baltimore.</i> Via Newcastle and Frenchtown Railroad.	
Via Bordentown, &c.				
Bordentown N. J.	29			Newcastle Del. 35
By Land {	Contreville	10 39		French Town by
	Aightstown	4 43		the Railroad Md. 16 51
	Cranberry	3 46		Turkey Point : 3 64
	Washington	9 65		Baltimore : 51 115
Amboy	11	66		
New-York	23	89		

<i>Baltimore to Norfolk.</i>	Burrills Bay	:	7	227
Ft. McHenry Md.	3			
Sparrow Point	:	6	9	
North Point	:	4	13	
Boilkin Point	:	4	17	
Stony Point	:	4	21	
Sandy Point	:	6	27	
Thomas Point	:	10	37	
Three Sisters	:	6	43	
Herring Bay	:	7	50	
Sharps Island	:	9	59	
Cove Point	:	20	79	
Drum Point, mouth of Patuxent riv.	6	85		
Cedar Point	:	4	89	
Pt. Lookout, mouth of Potomac Va.	17	106		
Smiths Point	:	11	117	
Windmill Pt. mouth of Rappahank	21	138		
Gwynns Island	:	7	145	
Point no Point	:	6	151	
New Pt. Comfort	:	9	160	
Back Riv. Pt.	:	12	173	
Old P. Comfort	:	10	183	
Fort Calhoun	:	1	187	
Craney Island	:	8	191	
Norfolk	:	6	197	
<i>Baltimore to Richmond.</i>				
To Norfolk Va.	197			
Craney Island	:	6	203	
Newport News	:	9	212	
Tindrel Shoals	:	8	220	
	Burrills Bay	:	7	227
	James T. Isl'd	:	12	239
	Dancing Point	:	9	248
	Free Point	:	6	254
	Windmill Pt.	:	9	263
	Harrisons Pt.	:	6	269
	City Point	:	5	274
	Shurley Ferry	:	2	276
	Osborn	:	10	286
	Warwick	:	20	306
	Richmond	:	7	313
	<i>Washington to Norfolk.</i>			
	Alexandria, D.C.	5		
	Mt. Vernon Va.	9	14	
	Crane Island	:	12	26
	Sandy Point Md.	8	34	
	Boyds Hole Va.	18	52	
	Mathias Point	:	8	60
	Cedar Point Md.	7	67	
	Off Popes Creek, Washington's birth place, Va.	4	71	
	Blackstones l. Md	15	86	
	Piney Point	:	12	98
	Roger Point Va.	16	114	
	Smith Pt. mouth of the Potomac	5	119	
	Norfolk	8	7206	
	<i>Washington to Rich- mond.</i>			
	To Norfolk Va.	206		
	Richmond	:	116	322

<i>Charleston to Savannah.</i>	Portland	:	20	202
Sullivans Isl. S.C.	5		7	209
Coffin Land Lt. H.	8	12	20	229
Stone River	:	9	22	Selma
N. Edisto Riv.	:	14	36	Vernon
St. Helena Sd.	:	10	46	Washington
Pt. Royal Ent.	:	26	72	Montgomery
Calibogue Sd.	:	15	87	<i>Pittsburgh to New-Or-</i>
Tybee Lt. H. Geo.	6	93		<i>leans.</i>
Savannah	:	15	108	Middletown Pa.
<i>Savannah to Augusta.</i>	Economy	:	8	19
Onslow Isl. Geo.	7		10	29
Puisburg S. C.	11	18	13	42
Ebenezer Geo.	10	28	7	49
Sisters Ferry	:	12	40	Steubenville
Hudsons Fer.	:	13	52	Wellsburg Va.
Briar C.	:	12	65	Warren Ohio
Burtens Ferry	:	14	78	Wheeling Va.
Dog Ferry	:	25	104	Elizabeth T.
Grays Land. S.C.	14	118	34	137
Wallicans F. Geo.	18	136	27	164
Augusta	4	140	14	178
<i>Mobile to Montgomery.</i>	Vienna	Va.	6	184
Florida Al.	33		5	189
Alabama Riv.	:	4	37	Parkersburg
Fort Mims	:	9	46	Belpre & Blenner
Little River	:	13	59	hassetts I. Ohio
Claiborne	:	38	97	Troy
B'acks Bluff	:	29	126	Belleville Va.
Blacksville	:	14	140	Letarts Rapids
Praire Bluff	:	30	170	Pt. Pleasant Va.
Canton	:	12	182	Galliopolis Ohio
				Guyandot Va.
				Burlington, Ohio

Greensburg Ken.	19	334	Louisville Ken. &	
Concord Ohio	12	346	Jeffersonville In.	12 609
Portsmouth :	7	353	Falls of Ohio, Ship-	
Alexandria :	2	355	pingsport Ken.	2 611
Vanceburg Ken.	18	373	Clarksville In.	1 612
Manchester Ohio	16	389	Portland Ken. and	
Maysville Ken. &			N. Albany In.	2 614
Aberdeen Ohio	11	400	Salt River Ken.	22 636
Charleston Ken.	4	404	Northampton In.	13 654
Ripley Ohio	6	410	Leavenworth :	17 671
Augusta Ken.	8	418	Fredonia :	2 673
Neville Ohio	7	425	Stephensport Ken.	
Moscow :	7	432	and Rome In.	32 705
Point Pleasant :	4	336	Troy :	25 730
New Richmond :	7	443	Rockport :	16 746
Columbia :	15	458	Owenboro Ken.	12 758
Cincinnati O. and			Evansville In.	36 795
Covington & New-			Henderson Ken.	12 806
port Ken.	8	466	Mount Ver. In.	28 834
North Bend Ohio	15	481	Carthage Ken.	12 846
Lawrenceburg In.	8	489	Wabash River :	7 853
Aurora :	2	491	Raleigh Ken.	5 858
Petersburg Ken.	2	493	Shawneetown Il.	6 864
Bellevue :	8	501	Battery Rock	11 875
Rising Sun In.	2	503	Cave in Rock	10 885
Fredericksbg. K.	18	521	Kirksville Ken.	5 890
Vevay In. and			Golconda Il.	15 905
Ghent Ken.	11	532	Smithland, mouth	
Port William :	8	540	of the Cumber-	
Madison :	15	555	land Riv. Ken.	10 915
New-London :	12	567	Paducah, mouth of	
Bethlehem :	8	575	Tenn. R. Ken.	13 928
Westport Ken.	7	582	Belgrade Il.	6 934
Transylvania :	15	597	America :	28 962

Trinity	:	6	968	Atchafalaya R.:	3	1755
Junction of the Mis-				Tunica Bend :	27	1782
issippi & Oh. R.		4	972	St. Francisville		
Beckwiths Mo.		12	984	& Pt. Coupee	23	1805
Columbia Ken.		6	990	Baton Rouge :	34	1839
Mills Point	:	16	1006	Bayou Plaquem-		
Hickmanton	:	10	1016	ines	:	20 1859
N. Madrid Mo.		22	1038	St. Gabriels Ch :	7	1866
Riddles Point	:	20	1058	Donaldsonville:	21	1887
Little Prairie	:	23	1086	Gen. Hampton :	8	1895
Fulton, Ten.		51	1137	Bringiers	:	6 1901
Randolph	:	21	1158	Carrel's Ch'es:	6	1907
Greenock A. T.		37	1195	Sonnet Quarre C.	31	1938
Memphis Ten.		10	1205	Red Church	:	18 1956
St. Fran. R. A. T.		72	1277	New-Orleans :	21	1977
Helena	:	12	1298			
White River	:	60	1319	<i>N. Orleans to St. Louis.</i>		
Arkansas Riv.:		10	1359	Mouth of the Ohio		
Villemont	:	50	1409	River		1005
Princeton Mi		70	1479	Elk Island		8 1013
Sparta La.		82	1561	Dogtooth Island		8 1021
Mouth of the Ya-				English Island		14 1035
zoo River Mi.		3	1564	J. Girardeau Mo.		11 1046
Vicksburg	:	12	1576	Bainbridge Mo &		
Warrenton	:	11	1587	Hamburgh Il.		10 1056
Palmira	:	7	1591	Muddy Creek :	15	1071
Point Pleasant La.		9	1603	Lacouses Island		16 1037
Rockport Mi.		13	1615	Marys Cræck Il.		9 1096
Bruinsburg	:	14	163	Kaskaskia R. :	6	1102
Rodney	:	7	1637	Riv. au Vase: Mo.		10 1112
Natchez	:	45	1682	St. Genevieve :	9	1121
Fort Adams	:	56	1738	Fort Chartres Il.		10 1131
Red River La.		14	1752	Rush Island		10 1141

Herculanenm	10	1151	Paducah Ken.	
Harrison Il.	1	1152	Smithland, mouth	
Merrimac R. Mo.	10	1162	of the Cumber-	
Carondolet	: 12	1174	land River	: 6 1049
St. Louis	: 7	1181	Eddyville	: 56 1105
<i>New-Orleans to Flo-</i>			Canton	: 29 1125
<i>rence, Al.</i>			Dover Ten.	30 1155
Mouth of the Ohio			Palmyra	: 31 1186
River	1005		Red River	: 6 1192
Trinity Il.	4	1009	Harpeth River	: 20 1212
America	: 6	1015	Nashville	: 40 1252
Belgrade	: 28	1043	<i>New-Orleans to Natchi-</i>	
Paducah, mouth			<i>toches .</i>	
of Tennessee			Donaldsonv'e, La.	90
River, Ken.	6	1049	Baton Rouge	: 48 138
Dunals Ferry	: 37	1086	Mouth of Red	
Fords Ferry Ten.	29	1115	River	: 87 225
Petersville	: 5	1120	Black River	: 23 252
Reynoldsburg	: 36	1156	Bayou Saline	: 20 273
Deuck River Ten.	18	117	Alexandria	: 56 329
Perryville	: 21	1983	Regolet de Bon-	
Carrollville	: 27	1225	dieu	: 18 347
Coffee	: 26	1251	Boyau Cane	: 36 383
Savannah	: 9	1260	Natchitoches	: 24 407
Waterloo Al.	25	1285	<i>New-Orleans to Mobile.</i>	
Bear Creek	: 12	1297	Lake Ponchar-	
Colbert- Ferry	: 14	1311	train	La. 5
Florence	: 24	1335	Pt. Aux Herbes	: 20 25
<i>N. Orleans to Nashville.</i>			Lake Borgne	: 19 44
Mouth of the Ohio	1005		Malhereaux Isl	: 10 54
America Il.	10	1015	Isles St. Marie	: 15 69
Belgrade	: 28	1043	Cat Island	: 10 79

Ship Island	: 6	85	Newport	: 6	86
Round Island	: 7	92	Pinkney	: 7	93
Pascagoula B. Mi.	9	101	Loutre Island	: 9	102
Mobile, by land	45	145	Gasconade R.	: 12	114
<i>N. Orleans to the mouth of the Mississippi river.</i>			Osage River	: 31	145
Fort St. Leon and			Jefferson City	: 9	154
Woodville La.	19		Marion	: 17	171
Gentilly	: 13	32	Roche River	: 9	180
Garrets	: 4	36	Boonville	: 23	203
Plaquemines	: 6	42	Franklin	: 1	204
Pt. La Hache	: 4	46	Riv. a la Mine	: 7	211
Fort Jackson	: 23	69	Chariton	: 24	235
Fort S. Philip	: 4	73	Jefferson	: 7	242
Fork of S. Pass	: 25	98	Grand River	: 19	251
Fork of Pass a			Wyaconda R.	: 13	274
la Loutre	: 6	104	Lexington	: 37	311
Balize	: 5	109	Bluffton	: 18	329
Franks Isl. Light			Fort Osage	: 13	342
House & mouth			Liberty Land	: 18	360
of the Mississipi			Mouth of Kan-		
river	: 5	114	zas River	: 15	375
<i>St. Louis to Franklin and Kansas River.</i>			<i>St. Louis to Galena.</i>		
Choteau Is. Mo.	10		Choteau Island	10	
Missouri R.	: 7	17	Missouri River	7	17
Belle Fontaine	: 4	21	Upper Alton Il.	7	24
Sioux Portage	: 7	28	Illinois Riv.	: 14	38
St. Charles	: 12	40	Gilead	: 49	87
Femme Osage			Clarksville Mo.	9	96
River	: 17	57	Louisiana	: 12	108
Point Lookoff	: 9	61	Saverton	: 17	125
Marthasville	: 14	80	Hannibal	: 7	132
			River Fabias	: 14	146
			Wyaconda	: 15	161
			Fort Edwards Il.	12	174

R. des Moines	Mo. 9	183	Ouisconsin R.	: 30	79
Head of the Rap.	13	196	Prairie du Chien	: 2	81
Hendersons R.	Il. 38	234	<i>St. Louis to Pekin, Il.</i>		
Popes River	: 17	251	Choteau Isl. Mo.	10	
Fort Armstrong			Missouri R.	: 7	17
on Rock Isl.	: 47	298	Upper Alton Il.	7	24
Fever River	: 42	340	Illinois Riv.	: 14	38
Galena	: 8	348	Monroe	: 7	45
<i>Galena to Prairie du</i>			Macaupin Cr.	: 10	55
<i>Chien.</i>			Mauv. Terre C.	47	102
Mississippi River	8		Beardstown	: 15	117
Galena R. Mo. T.	15	25	Sangamon Riv.:	16	133
Tete de Mort C.	9	32	Spoon River	: 20	153
Grant River M. T.	9	41	Pekin	: 27	180
Cassville	: 8	49			

LAND ROUTES.

<i>Albany to Ithaca.</i>		<i>Albany to Lake George.</i>	
Cherry Valley	5	Troy	6
Cooperstown	13	Waterford	5 11
Burlington	15	Mechanicsville	8 19
Sherburne	16	Ballston Spa	14 33
Smyrna	4	Saratoga Springs	7 40
Otselick	9	Sandy Hill	19 59
De Ruyter	10	Lake George	13 72
Truxton	9		
Homer	10	<i>Albany to Montreal.</i>	
Cortlandt	3	Whitehall	75
M'Lean	6	Ticonderoga	25 100
Dryden	5	Crownpoint	16 115
Ithaca	12	Hillsborough	25 135

St. Johns	68 20 3	Cuba	8 58
La Prairie	15 21 8	Olean	14 72
Montreal	7 22 4	<i>Buffalo to Montreal.</i>	
<i>Albany to Boston.</i>		Rochester	77
Pittsfield	38	Oswego	75 152
Northampton	42 75	Pulaski	27 179
Worcester	53 126	Watertown	33 212
Framingham	20 148	Ogdensburg	64 276
Boston, Ms.	20 168	Waddington	18 294
<i>Auburn to Madison.</i>		St. Regis (cr. St.	
Skaneateles	7	Lawrence	32 326
Clintonville	4 11	Montreal	45 371
Amber	4 15	<i>Canandaigua to Havana</i>	
Otisco	5 20	Bethel	10
Tully	6 26	Penn Yan	12 22
Apulia	3 29	Reading	14 36
Fabius	4 33	Havana	8 44
New Woodstock	7 49	<i>Canandaigua to Bath.</i>	
Nelson	5 45	Rushville	10
Eaton (log city)	7 52	Naples	14 24
Madison	6 58	Liberty	9 33
<i>Auburn to Oswego.</i>		Bath	17 50
Weedsport	8	<i>Canandaigua to Ba-</i>	
Cato	8 16	<i>tavia.</i>	
Cato Corners	2 18	Richmond	13
Ira	4 22	Livonia	7 20
Hannibalville	8 30	Canesus	2 22
<i>Bath to Olean.</i>		Geneseo	8 30
Hornellsville	20	Moscow	6 36
Angelica	20 40	Perry	6 42
Friendship	10 50	Warsaw	8 50
		Batavia	22 72

<i>Canandaigua to Rochester.</i>		<i>Ithaca to Bath.</i>	
Victor	11	Johnson settlement	20
Mendon	4 15	Elmira	18 28
Pittsford	7 22	Painted Post	18 56
Rochester	8 30	Bath	18 74
23 by the Sand Road.		<i>Jordan to Homer.</i>	
<i>Canandaigua to Pultneyville.</i>		Elbridge	3
Manchester	6	Skaneateles	6 9
Palmyra	7 13	Borodino	8 17
Pultneyville	16 29	Spafford	4 21
		Scott	6 27
		Homer	7 34
<i>Geneva to New-York.</i>		<i>Ogdensburg to Plattsburg.</i>	
Ithaca	45	Canton	19
Owego	29 74	Potsdam	10 29
Montrose	30 104	Parishville	9 38
Canaan	34 138	Hopkinton	8 46
Milford	15 153	Malone	23 69
Tafton	22 175	Chateauguay	12 81
Newton	20 195	Plattsburg	38 119
Morristown	28 223		
Newark	18 241	<i>Owego to Bath.</i>	
New-York	9 250	Elmira	40
<i>Geneva to Bath.</i>		Painted Post	18 58
Penn Yan	16	Bath	18 76
Wayne	14 30	<i>Rochester to Bath.</i>	
Bath	16 46	Henrietta	7
<i>Geneva to Sodus Point.</i>		Avon	14 21
Newark	15	Geneseo	9 30
Eastridge	12 27	Dansville	18 48
Sodus Point	5 32		

Conhocton	12	60	<i>St. Regis to Plattsburg.</i>	
Bath	16	76	Fort Covington	8
<i>Rochester to Buffalo.</i>			Chateaguay	14 22
Greece		9	Plattsburg	38 60
Parma	2	11	<i>Schenectada to Saratoga</i>	
Clarkson	7	18	Ballston Spa	15
Murray	4	22	Saratoga Springs	7 22
Sandy Creek	3	25	<i>Skaneateles to Ithaca.</i>	
Gaines	10	35	Kellogsville	12
Oak Orchard	5	40	Moravia	7 19
Ridgeway	3	43	Milan	3 22
Hartland	11	54	Groton Hollow	7 29
Lockport	9	63	Peru	3 32
Cambria	8	71	Libertyville	8 40
Lewiston	12	83	Ithaca	7 47
Niagara Falls	7	90	<i>Syracuse to Owego</i>	
Tonnewanta	11	101	Onondaga	4
Black Rock	8	109	La Fayette	8 12
Buffalo	2	111	Tully	7 19
<i>Rochester to Charlotte.</i>			Preble	4 23
North Rochester		2	Homer	8 31
Charlotte	5	7	Cortlandt	2 33
<i>Rochester to Watertown.</i>			Virgil	6 39
Williamson		16	Richford	14 53
Sodus	6	32	Owego	20 73
Sodus Bay	7	39	<i>Syracuse to Oswego.</i>	
Wolcott	6	45	Salina	1
Sodus (little bay)	12	57	Fulton	24 26
Hannibalville	8	65	Oswego	12 38
Oswego	10	75	<i>Syracuse to Montreal.</i>	
Pulaski	27	102	Pulaski	35
Watertown	33	135		

Leyden	6	37	<i>Utica to Montreal.</i>	
Turin	5	42		
Martinsburgh	8	50	Denmark	62
Lowville	3	53	Carthage	6 68
Denmark	9	6	Wilna	5 73
Champion	7	69	Antwerp	12 85
Rutland	6	75	Gouverneur	12 97
Watertown	6	81	De Kalb	14 111
Brownville	4	85	Canton	12 123
Sacketsharbor	8	93	Columbia Vill.	10 133
<i>Utica to Cape Vincent.</i>			Norfolk	10 143
Denmark		62	Massena Spring	12 155
Watertown	19	81	St. Regis	13 168
Brownville	4	85	Montreal	45 213
Cape Vincent	21	106	<i>Utica to Saratoga.</i>	
<i>Utica to Ogdensburgh.</i>			Little Falls	22
Denmark		62	East Canada Cr.	7 29
Carthage	6	68	Fort Plain	4 33
Wilna	5	73	Palatine	3 36
Antwerp	12	85	Caughnawaga	12 48
Oxbow	7	92	Johnstown	4 52
Rossie	7	99	Fondasbush	10 62
Hammond	6	105	Galway	10 72
Morristown	11	116	Ballston Spa	8 80
Ogdensburgh	10	126	Saratoga Springs	7 87

POPULATION OF THE STATE,

According to the Census of 1835.

Counties.	Total Population.	Total males
Aibany,	59,762	29,867
Allegany,	35,214	17,974
Broome,	20,190	10,563
Cattaraugus,	24,986	12,915
Cayuga,	49,202	25,238
Chatauque,	44,869	22,955
Chenango,	40,762	20,904
Clinton,	20,742	10,661
Columbia,	40,746	20,535
Cortland,	24,168	12,201
Delaware.	34,192	17,371
Dutchess,	50,704	25,467
Erie,	57,594	30,899
Essex,	20,699	10,711
Franklin,	12,501	6,317
Genesee,	58,588	29,834
Greene,	30,173	15,428
Herkimer,	36,201	18,612
Jefferson,	53,088	27,190
Kings,	32,057	16,550
Lewis,	16,093	8,202
Livingston,	31,092	15,943
Madison,	41,741	21,572
Monroe,	58,085	30,201
Montgomery,	48,359	24,583
New-York,	270,089	131,624
Niagara,	26,490	13,870
Oneida,	77,512	38,880

Onondaga,	60,908	31,210
Ontario,	40,870	20,865
Orange,	45,096	22,652
Orleans,	22,893	11,891
Oswego,	38,245	19,782
Otsego,	50,428	24,954
Pu'nam,	11,551	5,809
Queens,	25,130	12,856
Rensselaer,	55,515	27,456
Richmond,	7,691	3,913
Rockland,	9,696	4,883
St. Lawrence,	42,047	21,335
Saratoga,	38,012	18,946
Schenectada,	16,230	8,355
Schoharie,	28,508	14,235
Seneca,	22,628	11,506
Steyben,	41,435	21,159
Suffolk,	28,274	14,181
Sullivan,	13,755	7,184
Tioga,	33,999	17,591
Tompkins,	38,008	19,074
Ulster,	39,960	20,516
Warren,	12,034	6,131
Washington,	39,326	19,624
Wayne,	37,788	19,294
Westchester,	38,790	20,112
Yates,	19,796	10,060
	<hr/>	<hr/>
	2,174,517	1,102,658

ROUTE FROM ALBANY TO MONTREAL.

The route from Albany to Montreal, a distance of about 250 miles, is fertile in interesting scenery and historical anecdote. Passing thro' Troy, and Waterford, you come to Saratoga Springs and Bemis' Heights. There is an uninterrupted water communication from the head of Lake Champlain to Canada. From Lake Champlain, a short land carriage reaches Lake George. "Wood Creek, at the south end of Champlain, is navigable in boats to Fort Ann, which is only 9 miles distant from Fort Edward, on Hudson River, whence the navigation is open to New-York."

From Saratoga the traveller can have a choice of routes : either directly to Whitehall, by the way of Fort Ann ; or, by a more circuitous course, to Lake George, and thence to Lake Champlain ; and by either route, will be entertained by many sublime and romantic views.— From Whitehall the traveller may proceed either down Lake Champlain in the daily steam-boats, or by land in the mail coach, directly to Montreal.

The Champlain canal was begun in October, 1817, and navigable in November, 1819.

The Cayuga and Seneca canal was completed in 1828, and connects Seneca Lake at Geneva with the Erie Canal at Montezuma, a distance of 20 miles ;—it passes through Waterloo, from Geneva, down the valley of the Seneca River. Ten miles of it is an independent canal and ten

miles a slack water navigation. It connects with Cayuga Lake near its northern extremity, thus opening a navigable communication with the southwestern section of the state.

The Welland Canal, which connects Lake Erie with Lake Ontario, affords a wide field for competition in the transportation of freight to and from New-York, and the western states.

The Crooked Lake Canal was completed in 1833. It connects Seneca and Crooked Lakes; the distance is 7 miles, and affords an additional link in the chain of navigable communication with the southwestern section of the state.

The Chenango Canal was commenced in 1833, which is to connect the Susquehannah river at Binghamton, in Broome county, with the Erie canal at or near Utica, route as follows: Commencing at Utica, passes south through the valleys of the Oriskany and Sawquoit creeks, and Chenango rivers, and towns of New-Hartford, Clinton, Madison, Hamilton, Sherburne, Norwich, Oxford, Greene, Chenango Forks, and terminates at Binghamton, where it unites with the Susquehannah river. The distance from the Erie Canal to the Susquehannah river is 92½ miles. There is also in contemplation a canal from Rome in Oneida county in a northerly direction to the High falls of Black River, a distance of 72 miles.

THE DELAWARE AND HUDSON CANAL,

Was begun in 1825 and completed in 1828. It commences at Kingston on the Hudson river, and extends to Carpenter's point, on the Dela-

wa c iver, through the valley of the Neversink creek, thence up the valley of the Delaware river to Lackawaxen creek at Honesdale, and up that creek to the foot of the railway. Length 106 miles.

MOHAWK AND HUDSON RAILWAY.

This stupendous undertaking was completed in 1832, and rail carriages for passengers and freight are in constant motion. The railway is now brought into the heart of the city of Albany, and a passage to Schenectada, a distance of 15 miles, is performed in *one hour and five minutes*.

The Saratoga and Schenectada Rail Road was completed in 1832, and is now in successful operation. It unites the celebrated Saratoga Springs with the Hudson river, and thus opens new facilities to those who make Saratoga and Ballston the scene of their annual visits. The distance from Schenectada to Saratoga is about 20 miles.

The Utica and Schenectada Rail Road company was incorporated in 1833, and their road will be finished this year. It will connect with the Mohawk and Hudson railway at Schenectada, making a continued rail road from Utica to Albany.

The Rochester Rail Road, from Rochester to Genesee Port on Genesee River, below the falls affords great facilities for conveyance between Rochester and Lake Ontario, a distance of 7 miles. It was completed in 1833.

The Buffalo and Black Rock Rail Road was

commenced in the fall of 1833, and was completed early in the spring of 1834, connecting these two places which are 3 miles distant from each other.

One from Owego village in Tioga county on the head waters of the Susquehannah river to Ithaca, at the head of Cayuga Lake. This is now completed, and in successful operation.

OHIO:

THE OHIO AND ERIE CANAL.

Commencing at Cleveland on Lake Erie, in the county of Cuyahoga, about two hundred miles from Buffalo and 120 from Detroit—passes thro' through the counties of Portage, Medina, Stark, Tuscarawas, Coshocton, Muskingum, Licking, Fairfield, Franklin, Pickaway, Ross, Pike, and Scioto, and terminates at Portsmouth, on the Ohio river; and is 306 miles long, and, including feeders, 320 miles, with 1185 feet of lockage. This canal was begun in 1826, completed in 1832; and the estimated cost about \$3,500,000.

The Miami Canal is 66 miles long, commencing at Dayton, a large and flourishing village in Montgomery county, and extending south through the counties of Warren, Butler and Hamilton, terminating at Cincinnati.

There are lateral canals from the Ohio and Erie Canal, which connect it with Columbus and Lancaster.

Mad River and Lake Erie Rail Road commences on Lake Erie, at Sandusky city, (so called, to distinguish it from Upper and Lower

Sandusky, lying on the Sandusky river,) in Huron county, Ohio, pursuing a southwesterly direction, to Dayton, a distance of 153 miles. At Dayton, it connects with the Miami Canal, which unites with the Ohio river at Cincinnati, by a route 63 miles in length. This road, in its course to Dayton, passes through Tiffin, Bellefontaine, Urbana, Springfield and Fairfield.— The four first mentioned places are the seats of justice of the counties of Seneca, Logan, Champaign and Clark, respectively. At Springfield it comes in connexion with the great National Road passing through the centre of the states of Ohio, Indiana and Illinois. The summit of this road, as determined by the U. S. engineers, who surveyed it in 1833, by order of the government, is near Bellefontaine, 93 miles north of Sandusky, and is 768 feet above the level of Lake Erie, and 617 feet above the surface of the water in the canal at Dayton.

The state of Ohio is bounded on the north by Michigan and Lake Erie; East by Pennsylvania; south by Kentucky and Virginia, from which it is separated by the Ohio river; west by Indiana; and lies between $38^{\circ} 30'$ and 42° north latitude. It was admitted into the Union in 1802, and now contains more than 1,000,000 inhabitants.

There are eight land districts, where lands are yet to be sold in almost every section of the state; and probably much valuable land can yet be purchased at moderate prices.

The traveller or emigrant who is desirous of going to the southern part of Michigan or the

northern part of Ohio, or to Indiana or Illinois, will find it for his advantage to take a boat at Buffalo, which will land him at Sandusky city, or at the mouth of the Maumee at a place called Vistula.

The traveller or emigrant who is going to the northwestern part of Ohio, or to Indiana, will find the best route from Buffalo, to be, to land at Perrysburg near the mouth of Maumee river, and thence to shape his course to what place he chooses. If his destination is Indiana, he will there proceed to Wayne, and thence either along the Wabash to Loganport, and Lafayette, or by a direct road from Wayne to Nashville and Indianopolis, the capital, and to other parts of the state. This latter route may be continued to Perrysville on the Vermillion river, or to Terre Haute on the Wabash through Illinois to the *ultima Thule* of American enterprise and perseverance. But if the emigrant should prefer the route by Chicago, he will then watch his opportunity to take passage from Buffalo direct to that place, in steamboat or schooner.

From Lake Erie, the principal road commences at Maumee Bay and passes through Perrysburg, Maumee Rapids, Napoleon, Defiance, Wayne, Noblesville, Conners T. to Indianapolis — and thence to Terra Haute on the Wabash, Shelbyville, Vandalia, the capital of Illinois, Greenville, Edwardsville, Cahokia and St. Louis.

From Chicago, at the southwest corner of Lake Michigan, to the capital of Illinois the road passes thro' Peoria, Mackinac, Decatur, Shelbyville, Vandalia; thence easterly to Merom on

the Wabash river, or westerly to St. Louis.—The traveller when at Peoria, can, also, take another route to St. Louis, through Elkhart grove, Springfield and Edwardsville.

From Indianapolis to Vincennes the former capital of Illinois, on the Wabash river, the usual route is along the valley of White river to Bluffs, Martinsville, Spencer, Bloomfield, and Vincennes, a distance of 132 miles. Thence to Lawrenceville, Fairfield, Mount Vernon, Kaskaskia, St. Genevieve, in 38° of north latitude on the Mississippi river.

There is still another route from Chicago through Peoria, Lewis T., Rushville, Quincy, to the Mississippi. The above are only some of the most important roads likely to be taken by the emigrant in pursuit of land or business.

The distance from Cincinnati to Pittsburgh by the river is 449 miles. From Louisville (Ky., to Pittsburg 581, and from Louisville to New-Orleans it is 1448.

INDIANA.

This state was admitted into the Union in 1816, and by the census of 1830, contained 341,582 inhabitants.

Rivers.—The Wabash is the great river of this state, and receives several tributaries which are navigable for considerable distances. There are, it is supposed, near 5,000 miles of navigable waters in this state.

Roads and Canals.—The great national road already mentioned is laid out and made passable through this state. The state has also made a road from Michigan to the Ohio.

ILLINOIS.

This state is almost surrounded by great and navigable rivers. The Ohio, the Wabash and the Mississippi bound it on the east, west and south; its northeast corner touches upon Lake Michigan, and the Illinois with its tributaries traverses the northern half of the state. Illinois lies west of Indiana, and between 37° and 42° $30'$ north latitude.

The lands lying between the Illinois and Mississippi rivers, amounting to 5,530,000 acres were set apart as bounty lands to the soldiers of the late war. These bounty lands have been divided into 240 townships and are of excellent quality. "The greater part of this state is either flat or rolling. Extensive prairies constitute two thirds of its surface. The soil may be divided into six classes. 1. Bottoms bearing a heavy growth of timber. This land is of the first quality and is found on all the principal rivers. It varies in width from 50 rods to two miles, and is of inexhaustible fertility. 2. Newly formed land found at the mouth of rivers. There are many thousand acres of this land at the mouth of the Wabash, and at the confluence of the Ohio with the Mississippi. It is annually inundated and is regarded as unhealthy. 3. Dry prairies, approaching the river, and bordering on the bottom land, but elevated from 30 to 100 feet. The prairies of the Illinois river are the most extensive of any east of the Mississippi, and have alone been estimated at 1,200,000 acres. This land is not inferior to the first rate river bot-

toms. 4. Wet prairies, found remote from rivers, or at their sources. The soil is generally cold and barren, abounding with swamps and ponds, and covered with a tall coarse grass. 5. Timbered land, moderately hilly, well watered and of a rich soil. 6. Hills of a sterile soil, and destitute of timber, or covered with stunted oaks and pines. Corn is, at present, the staple production.

The great National Road, is now progressing between Vandalia and Terra Haute, the eastern boundary of Indiana.

The climate of Illinois is said to be drier and less subject to changes than the same parallels on the Atlantic. The bottom lands are somewhat subject to fog during the summer, and to unwholesome exhalations in autumn. But the interior is generally healthy.

MICHIGAN.

The following table exhibits the several Counties and County Towns, as far as they have been ascertained :

Counties.	Population.	County Towns.
Allegan,		
Berrien,	323	Niles.
Barry,		
Branch,		
Calhoun,		
Cass,		Edwardsburgh,
Clinton,		
Eaton,		
Gratiot,		
Hillsdale,		

Ingham,		
Ionia,		
Isabella,		
Jackson,		Jacksonopolis,
Kalamazoo,		
Kent,		
Lapeer,		
Lenawee,	1,500	Tecumseh,
Macomb,	2,500	Mount Clemens,
Midland,		
Mackinac,	877	Mackinac,
Monroe,	4,000	Monroe,
Oakland,	6,000	Pontiac,
Oceana,		
Ottawa,		
Sanillac,		
Sagenaw,		
St. Joseph's,	1,313	WhitePig'n.Prairie,
St. Clair,	1,115	Palmer.
Van Buren,		
Washtenaw,	4,000	Ann Arbor
Wayne,	7,000	<i>Detroit.</i>

Counties west of Lake Michigan.

Iowa,	1,589	Helena,
Brown,	964	Menomonie.
Chippewa,	625	Saute de St. Marie,
Crawford,	692	Prairie du Chien.

The above table exhibits a population of the different counties and principal towns, as far forth as it was ascertained in 1830 and 1831. Since that time the progress of settlement has been astonishingly rapid, and many of the counties above named which, two years ago, were

without inhabitants, now number hundreds, if not thousands, of enterprising citizens.

Roads—The principal roads in Michigan have been laid out and constructed at the expense of the general government.

From Monroe to the Ohio state line and to Perrysburg is the United States Turnpike, a distance of twenty-seven miles.

From Detroit to Fort Gratiot at the outlet of Lake Huron, is 59 miles.

The United States have also constructed a road from Detroit to Saginaw, through Pontiac, the capital of Oakland county, 108 miles.

The United States' road from Detroit to Chicago, a distance of about 250 miles, passes thro' the counties of Wayne, Washtenaw, Lenawee, Hillsdale, Branch, St. Joseph, Cass, Berrien, into the state of Indiana and thence round the southern extremity of Lake Michigan to Chicago.

There are also roads intersecting with the Chicago road from Wayne in Indiana, on the Maumee river, to Pokagon, to Niles', to Young's and to Townsend's Prairies in Cass county. So also, from the settlements at the south bend of the St. Josephs, to Loganport on the Wabash and another westerly to the Lake. There is also a good road from Detroit to Montcalm, the largest town in Jackson county, a distance of 76 miles, and another from the mouth of the Maumee to intersect the Chicago road near the N. W. corner of Lenawee county. Likewise a good road direct from Detroit to Ann Arbor the capital of Washtanaw county. There are also two

or three lines of communication between Detroit and Monroe.

Perhaps the world does not present a line of inland navigation of equal extent and importance with that which commences at New-York, passing up the Hudson River, Erie canal, Lake Erie, Detroit and St. Clair rivers, Lakes Huron and Michigan, Illinois river to the Mississippi, and thence to New-Orleans or up the Missouri.

Steamboats now daily ply between Buffalo and Detroit, and to Mackinac, Chicago, Saute de St. Marie, St. Josephs, Green Bay, &c. &c. as often as occasion requires.

The passage to Detroit for cabin passengers has heretofore been \$8, to Mackinac and Saute de St. Marie \$12, and to Chicago, Green Bay and St. Josephs, \$20; but in consequence of the great increase of steam navigation, it will probably be reduced.

GENERAL DESCRIPTION OF MICHIGAN.

Michigan is a territory fast rising in population, wealth and importance. A large branch of the tide of emigration from the eastern states and New-York, has been turned in that direction and still farther west, encouraged by the judicious system adopted by the government of the United States, in selling the land at reasonable prices for cash. The surface and soil are both favorable to cultivation. There is sufficient inequality of surface to answer all the wishes of the emigrant, in regard to mill privileges and the ordinary purposes of husbandry. There is scarce a single county in the territory that is

not traversed by some considerable stream, whose innumerable branches and tributaries can be traced back in almost every farm. This remark, however, may not be strictly true of the *whole* territory. The country along the borders of Lake Erie, St. Clair, Huron and its connecting rivers, is said to be rather level, and, consequently, deficient in good water.

Michigan lies between $41^{\circ} 31'$ and $46^{\circ} 39'$ north latitude, and extends from 82° to 86° west longitude, and contains about 40,000 square miles. The peninsula, (so called) being that part which is enclosed by Lakes Huron, Michigan, St. Clair and Erie, is much the largest and most valuable portion of the territory. It contains about 24,000,000 acres, the title to the greater part of which is in the United States; the Indian title having been extinguished to all except five or six millions of acres. These lands are divided into counties as we have already mentioned, and subdivided into townships six miles square, and these are again divided into sections of 640 acres each. These are subdivided into quarter and half quarter sections of 80 acres each;—this is the smallest quantity that can be purchased of the government. Wherever the emigrant can find 80 acres of new land that suits him, belonging to the United States, *one hundred dollars* will buy it. The settler has a wide field for choice in designating his lot.—He can select the *plains*, the oak *openings*, or the prairies; and in each he will find advantages peculiar to itself and not common to the others. For instance, the *plains* have a thrifty growth

of timber, are easy to be cleared, and require less labor to cultivate them, than the heavy timbered land. The *openings* have nearly the same advantages as the *plains*, except in the article of timber, in which they are deficient. They are susceptible of high cultivation, and produce wheat and corn in abundance.

The prairies are of two kinds, the wet and the dry prairies. They are free from timber, and possess a rich soil. The dry prairies are capable of yielding almost every kind of produce usually cultivated in the same degrees of north latitude; the wet prairies at present are immensely serviceable to the farmer in affording abundant pasture, as well as hay for the winter. It is stated by Morse, in his Gazetteer, that it was not till 1818, at which time the lands in the territory were offered for sale by the U. S. government, that it was generally understood to be a fertile region, "well fitted for wheat and fruits of all kinds, generally level, and watered by fine rivers," most of which afford facilities for the transportation of produce from the interior to the lakes. The lands on Saginaw river and bay, on Grand river and its branches, on St. Josephs, Clinton, Huron and Kalamazoo rivers are referred to as being rich and productive; abounding in extensive prairies, valuable mill-seats, &c. &c.

The part of Michigan which, in the progress of settlement will probably become more valuable than any other, is on Grand river and its numerous branches. We have already enumerated the counties watered by these extensive tribu-

taries ; it remains to advert to some of the most useful of them, both as regards mill privileges and agricultural operations. The lands on Grand river have been surveyed by the government and are now offered for sale at \$1,25 per acre. Portage, Lookingglass, Soft-Maple, Muscota, Flat, Rougo and Thorn-Apple rivers are the principal streams that traverse this part of Michigan, and empty into Grand river in its course to the lake. It is said that the Indians pass from one lake to the other in their canoes with only one and a half miles of portage between the head waters of Portage and Huron rivers ;—so near does this branch of Grand river approach to the Huron of Lake Erie. With what trifling expense could a communication be opened by a short canal across the Peninsula and thus avoid the circuitous navigation of the northern lakes. The distance thus *saved*, in going from Detroit to the mouth of Grand river would be more than 300 miles. That part of Grand river which approaches nearest to the head waters of the Huron is in Jackson county. The western part is said to abound in oak openings, interspersed with prairies, and possessing a fertile soil. The northern part contains numerous small lakes, marshes and low wet prairies. In this part the soil is rich and peculiarly fitted for meadow. Along Grand river, are several small settlements of Indians, in all amounting to about 7 or 800—most of their lands however have recently been ceded to the United States, and they will be required to yield up the possession. In short, “ the country watered by

the Grand river, consists of between six and seven thousand square miles ; and considering its central position in the territory,—the general fertility of the soil, on the several branches of that stream, the convenience of a good and safe harbor at its mouth, together with many other important natural advantages—we may be fully justified in the opinion, that it will, at no very distant period, become one of the most important sections of Michigan.”

The country watered by Saginaw river and its branches is highly favorable to agriculture, having a rich soil, a direct communication with Detroit by the United States road, and being intersected in every direction by large, and many of them navigable, streams emptying into Saginaw bay.

The country traversed by the St. Josephs, and by the great *Chicago road*, must not be overlooked in the general description. Here may be found land of every variety, furnishing strong inducements to the emigrant, whether his aim is to cultivate the soil, or to engage in mercantile, manufacturing or mechanical business. It is to this portion of the territory that the tide of emigration has set the most strongly for the last two years. They have the richest prairies ; and the most bountiful crops repay the labors of the husbandmen. Innumerable mill seats have already been sought out along the St. Josephs, the Huron, and their branches, and secured by the enterprising settlers.

It is said that, notwithstanding these extensive prairies and openings, in the county of St. Jo-

Josephs, there is a belt of heavy timbered land from Grand Traverse as far up as Portage river, affording also a sufficient supply of water. The county of Cass, is similar to St. Josephs, in respect to soil, and is watered also by the St. Josephs, and its branches, the Dowagiack and Christiana, which afford excellent mill seats.— The principal prairies in Cass county are the Four Mile, Beardsley, Townsend's, McKinney's, La Grange, Pokagon and Youngs. Berrien county borders upon Lake Michigan, but unlike the counties last named, it abounds in rich timbered land, which, although at present less highly valued than the prairie land of Cass and St. Josephs counties, is still worthy the attention of the farmer who is in search of good land and convenient streams, which he cannot find in the prairies. Besides these, there are also to be found in this county large tracts of land, of a light sandy soil, called barrens, which are nevertheless capable of producing considerable crops.

The productions of Michigan are as diversified as can be found in the same degrees of latitude on the globe. In addition to the ordinary grains and vegetables which here yield abundantly, and with very little cultivation, the soil is capable of producing fruit of almost every variety, such as pears of the largest and richest kind, apples, peaches, plums, cherries, whortle-berries, &c. &c. The cotton plant, the grape vine, the sweet potatoe of Carolina, tomato, and egg-plant are successfully cultivated.

The *White-fish* of Detroit river and Lake St. Clair have become an article of export from De-

troit, at from \$6 to \$7 per barrel. The *Trout* of Mackinac are a superior fish : they weigh from 10 to 70 pounds. Sturgeon, too, are common to all the lakes ; the heaver likewise, are abundant in the rivers emptying into Lake Michigan : bears, wolves, elk, deer and foxes are found in the forests. Indeed, it is said that " no state in the Union is so bountifully supplied with fish, aquatic fowls and wild game."

The *climate* of this territory is mild and generally healthy ; if there be any exception, it is to be found near the mouths of some of the rivers where the land is low and the current sluggish : but, generally, throughout the whole territory, the land is undulating, the air salubrious, and the country free from the ordinary diseases incident to new settlements.

We shall now bring this subject to a close.— The various topics, proposed to be touched upon, have received a share of our attention. The emigrant must bear in mind, in making his selections of land, that he has a choice of soils : he can select a farm fitted only for tillage, or one peculiarly adapted for meadow. He may desire to locate himself upon some navigable stream, or on the probable route of some future canal. His choice may be agriculture, or commerce, or manufactures, or some mechanic art. The field is wide, and he need not be disappointed in his aim.

If he should direct his course towards the southern part of the territory, he will probably find it his interest to land at the mouth of the Maumee or at Monroc. The Monroe land district embraces a considerable extent of territory, and the office for

their sale is kept at Monroe. The other and the principal office is at Detroit, the capital of the territory.

Table showing the whole quantity of land in those States and Territories in which public land is situated; the quantity of public land to which the Indian title had been extinguished June 30, 1828; and the quantity to which it had not been extinguished June 30, 1828.

STATE OR TERRITORY.	Whole quantity of land in each state or territory.	Quantity of land belonging to the U. S. to which the Indian title is extinguished.	Quantity of land belonging to the U. S. to which the Indian title is not extinguished.
	Acres.		
Tennessee, - - -	26,332,000	3,100,000	16,885,760
Mississippi, - - -	31,074,234	11,514,517	5,335,682
Indiana, - - -	22,459,085	12,308,455	409,501
Ohio, - - -	24,210,240	4,924,348	none
Louisiana, - - -	31,463,046	25,364,197	6,424,640
Illinois, - - -	33,941,902	23,575,300	7,373,400
Michigan Ter. [peninsular.]	24,939,870	16,333,420	none.
Arkansas Territory, - -	28,899,520	26,770,941	none.
Missouri, - - -	39,119,019	35,263,541	4,032,610
Florida, - - -	35,286,760	29,728,300	9,519,066
Alabama, - - -	34,001,226	19,769,679	
	334,627,436	205,672,698	49,965,639
Territory of Huron lying west of lake Michigan and east of the Mississippi river, -	56,804,854	-	56,804,854
Great Western Territory, extending from the Mississippi river to the Pacific Ocean,	750,000,000	-	750,000,000
	1,140,432,330		1,856,790,473
Add quantity to which the Indian title is extinguished, -	-	-	205,672,698
Total acres belonging to the United States, -	-	-	1,062,453,171

LAND OFFICES,

With the names of the Registers and Receivers
Public Moneys.

<i>Office.</i>	<i>Registers.</i>	<i>Receivers of Public Monies.</i>
Steubenville,	Ohio, David Hodge,	Samuel S. Stokely,
Marietta,	do. Joseph Wood,	David C. Skinner,
Cincinnati,	do. Peyton S. Symmes,	Morgan Neville,
Chillicothe,	do. Thomas Scott,	Isaiah Ingham,
Zanesville,	do. Thomas Flood,	Bernard Van Horne,
Wooster,	do. Joseph S. Lake,	Samuel Quinby,
Fiqua,	do. Thomas B. Vauhorne,	Robert I. Skinner,
Tiffin,	do. Thomas Gillespie,	Joseph H. Larwill,
Jeffersonville,	Indiana, William Lewis,	James G. Reed,
Vincennes,	do. John Badollet,	John D. Wolvereton,
Indianapolis,	do. Arthur St. Clair,	James P. Drake,
Crawfordsville,	do. Samuel Milroy,	Israel T. Canby,
Fort Wayne,	do. Robert Breckenridge,	Jonathan McCarty,
Kaskaskia,	Illinois, Sha Irach Bond,	Edward Humphreys,
Shawneetown,	do. James C. Sloc,	John Caldwell,
Edwardsville,	do. William P. McKee,	Benjamin F. Edwards,
Vandalia,	do. Charles Prentiss,	William Linn,
Palatine,	do. Joseph Kitchell,	Guy W. Smith,
Quincy,	do. Samuel Alexander,	Thomas Curlin,
Danville,	do. Francis Prince,	Samuel McRoberts,
Springfield,	do. William L. May,	John Taylor,
Detroit,	Mich. Te John Biddle,	Jonathan Kearsley,
Monroe,	do. Abraham Edwards,	Th. C. Shelden,
St. Louis,	Missouri, William Christy,	Bernard Pratte,
Franklin,	do. Hampron L. Boon,	Uriel Sebree,
Jackson,	do. George Bullit,	John Hays,
Lexington,	do. Finia Irving,	Edwin M. Roland,
Palmyra,	do. William Wright,	Willia M. Green.

Length of some of the principal Canals in the United States.

Erie Canal; from Albany to Lake Erie,	Miles. 363
Chesapeake and Ohio Canal, from Wash- ington City to Pittsburg,	341
Grand Pennsylvania Canal; from Columbia, on the Susquehanna river, to Holdaysburg, 172 miles—thence to Johnstown by a Rail road of 37 miles, over the Allegheny moun- tains—from thence by Canal to Pittsburg,	313

Ohio State Canal; from Portsmouth on the Ohio river, to Cleaveland, on Lake Erie,	306
Miami Canal; from Cincinnati to Maumee Bay, Lake Erie,	265
Delaware and Hudson Canal; from the Hudson to the Delaware river, 60 miles—joins the Lackawaxen Canal of 36 m's in length—at Honesdale connects with a Rail-road the mouth of the Juniatta river, along the North Branch of the Susquehanna river, to the southern boundary of New-York, of 17 miles to Carbondale,	204 117
Middle Division, Pennsylvania Canal; from Schuylkill Canal Navigation, from Philadelphia to Fort Carbon,	110
New-Orleans and Teche river Canal; from opposite New-Orleans to Berwicks Bay, Atakapas,	100
Union Canal, commences 4 miles below Reading, on the Schuylkill river—thence to Middletown on the Susquehanna river, connecting the Schuylkill navigation with the Grand Pennsylvania Canal,	82
Champlain Canal; from Albany to Whitehall, Lake Champlain,	72
West Branch Division of the Penn. Canal, from Northumberland, along the W. Branch of the Susquehanna river to Bald Eagle Cr.	68
Savannah and Ogeechee Canal; from Savannah to the Ogeechee river, 16 miles—to be connected with the Ogeechee and Altamaha Canal, from the Ogeechee to the Altamaha river, 50 miles,	66
Eastern Division of the Penn. Canal; from Bristol to Easton, on the Delaware river,	60

Oswego Canal, a branch of the Erie Canal; from Syracuse to Oswego, on L. Ontario,	38
Cayuga and Seneca Canal; from Geneva to Montezuma, on the Erie Canal,	20
Lehigh Canal; from Easton to Stoddards- ville, Pa.	47
Port Deposit Canal; from Port Deposit, on the Susquehannah river, to the south bound- ary of Pennsylvania,	10
Louisville and Portland Canal, Kentucky,	2

SURVEYORS OF PUBLIC LANDS.

<i>Surveyors.</i>	<i>Districts.</i>	<i>Office.</i>
William Lytle,	for Ohio, Indiana and Michigan T.	Cincinnati,
Joseph Dunbar,	for Mississippi and Louisiana,	Washington,
Robert Butler,	for Florida,	Tallahassee,
John Coffee,	for Alabama,	Florence, Ala.
William McRee,	for Illinois, Missouri, & Ark. Ter.	St. Louis, Mo.

Table showing the quantity of land sold in each of the several States and Territories from the 1st of July, 1820, to the 31st of December, 1829, a period of 9 1-2 years : and also the quantity sold in each year.

	Acres. hds.	Acres. hds.
Alabama,	1,459,054 78	Of which there were
Mississippi,	544,523 82	sold in half the year
Louisiana,	150,839 35	1820,
Ohio,	1,415,267 73	1821,
Indiana,	2,169,149 70	1822,
Illinois,	667,200 44	1823,
Missouri,	923,506 32	1824,
Florida Ter.	336,567 50	1825,
Michigan Ter.	443,209 23	1826,
Arkansas Ter.	59,899 36	1827,
		1828,
		1829,
		1,244,860 01
Total,	8,167,218 29	8,167,218 29

*Length of the principal Rail Roads in the
United States*

Baltimore and Ohio ; from Baltimore to Pittsb.	250
Massachuseets ; from Boston to Albany,	200
Catskill to Ithaca, head of Cayuga lake. N. Y.	167
Charleston to Hamburg on the Savannah R.	135
Boston to Brattleboro, Vermont,	114
Columbia and Philadelphia ; from Philadel- phia to York, Penn.	96
Lexington and Ohio ; from Lexington, Ky. to Cincinnati,	75
Camden and Amboy,	60
Baltimore and Susquehannah,	48
Boston to Providence,	43
Baltimore and Washington,	38
From Hollidaysburg to Johnstown, Penn.	37
Ithaca and Owego, New-York.	28
Hudson and Berkshire, Mass.	25
Elizabeth and Somerville, New-Jersey,	25
Lackawaxen ; from Honesdale to Carbon- dale, Penn.	17
Frenchtown to Newcastle,	16
Albany to Schenectada,	15
Philadelphia and Norristown, Penn.	15
Richmond and Chesterfield, Vir.	12
Mauch Chunk, Penn.	9
Haerlem,	8
Quincey, Mass.	6
New-Orleans,	5½
Utica and Schenectada,	82

Lengths of the principal Rivers in the U. States.

Missouri and Mississippi,	4490
do. to its junction with the Mississippi,	3181
Mississippi proper, to its junction with the Missouri,	1600
do. to the Gulf of Mexico,	2910
Arkansas River, a branch of the Mississippi,	2170
St. Lawrence River, including the Lakes,	2075
Platte River, a branch of the Missouri,	1600
Red River, a branch of the Mississippi,	1500
Ohio River, do. do.	1372
Columbia Riv. empties into the Pac. Ocean,	1315
Kansas River, a branch of the Missouri,	1200
Yellowstone do. do.	1100
Tennessee do. Ohio,	756
Alabama Riv. empties into the Gulf of Mex.	575
Cumberland Riv. a branch of the Ohio,	570
Susquehannah R. empties into Ches. Bay,	460
Illinois River, a branch of the Mississippi,	430
Appalachicola R. emp. into the Gulf of Mex.	425
St. John's R. N. Brunswick rises in Me.	415
Connecticut R. empties into L. I. Sound,	410
Wabash River, a branch of the Ohio,	360
Delaware R. empties into the Atlantic Oc.	355
James R. empties into Chesapeake Bay,	350
Roanoke River : Albemarle Sound,	350
Great Pedee River Atlantic Ocean,	350
Santee River, : do.	340
Potomac River : Chesapeake Bay,	335
Hudson River : Atlantic Ocean,	320
Altamaha River, : do.	300
Savannah River, : do.	290

LIST OF BROKEN BANKS

IN THE UNITED STATES.

Maine.

Bath bank, Bath,
 Castine bank, Castine,
 Cumberland bank, Portland,
 Hallowell and Augusta bank, Hallowell,
 Kennebec bank, do.
 Kennebunc bank, Kennebunk,
 Passamaquoddy bank, Eastport,
 Saco bank, Saco,
 Waterville bank, Waterville,
 Wiscasset bank, Wiscasset,
 Winthrop bank, Winthrop.

Massachusetts.

Berkshiré bank, Pittsfield,
 Essex bank, Salem,
 Farmer's bank, (fraud.) Boston,
 Grey Lock bank, (fraud.)
 Phenix bank, Nantucket.

Rhode Island.

Burrellville bank, Burrellville,
 Eagle bank, (fraud) Newport,
 Farmers' Exchange bank, Gloucester,
 Franklin bank. (fraud) Providence,
 Providence county bank, (fraud) Smithfield.

Connecticut.

Bridgeport Manufacturing Company, (fraud)
 Derby bank, Derby,
 Do. payable at Fulton bank, New-York.

New-York.

Agency and Exchange bank, New-York, (frd.)
 Chartered bank of New-York, fraud,
 Franklin bank, do.
 Franklin Manufacturing Co. bank, do.
 Marble Manufacturing Co. bank, do,
 Aqueduct Association Catskill,
 Columbia bank, Hudson,
 Bank of Hudson, do.
 Branch of Newburg bank, Ithaca,
 Niagara bank Buffalo, do.
 Bank of Plattsburgh, Plattsburgh,
 Clinton Manuf. Cos. checks on Jefferson county
 bank, fraud.
 Delaware county bank, (fraud) Delhi,
 Exchange bank, (fraud) Poughkeepsie,
 Greene County bank, Catskill,
 Middle District bank, Poughkeepsie,
 Washington and Warren bank, Sandy Hill,

New-Jersey.

Jersey bank, Jersey City, N. J.
 Franklin bank, Jersey City,
 Monmouth bank, Freehold,
 New-Jersey Manuf. Co. bank, Hoboken,
 Salem and Philadelphia Man. Co. Salem,
 State bank, Trenton,
 Washington banking company, Hackensack,

Pennsylvania.

Alleghany bank, Bedford,
 Beaver bank, Beaver,
 Swatara bank, Harrisburgh,
 Bank of Washington, Washington,
 City bank, Pittsburgh,

Centre bank of Pa. Belfonte,
 Farmers' and Mec. bk. Fayette, North Salem,
 Harmony Institute, Harmony,
 Huntington bank, Huntington,
 Juniata bank of Pa. Lewistown,
 Marietta and Sus. Trad. Co. Marietta,
 Salem bank, (fraud) Fayette Co.
 Northern bank of Pa. Dundaff,
 Northumberland Un. Columbia bk, Milton,
 N. Western bk. of Penn. Meadville,
 Pa. Agricul. and Manuf. bank, Carlisle.
 Potsdam Manuf. Co. (fraud)
 Richards (Mark) Checks, Philadelphia,
 Silver Lake bank, Montrose,
 Union bank of Pa. Uniontown,
 Westland bank, Greensburgh,
 Wilkesbarre Bridge Co. Wilkesbarre,
 Youghany bank, Perryopolis,

Delaware.

Bank of Laurel, Laurel,

Maryland.

Salisbury bank, Salisbury,
 City bank, Baltimore,
 Conocheague bank, Williamsport,
 Havre de Grace bank, Havre de Grace,
 Planters' bank, Upper Marlborough,
 Planters' bk. of Pr. Geo. co. Upper Marlboro,
 Somerset & Worces. bk. & br. Somerset,
 Susquehannah bridge Co. Port Deposit.

District of Columbia.

Bank of Alexandria, Alexandria,
 Franklin bank, do.
 Mechanics' bank, do.
 Merchants' bank, do.

Virginia.

Monon. Farm. Co. bank, Morgantown
 Virginia Salina bank, Clarksburg
 Western bank of Va. Parkersburg.

South Carolina.

Bank of Cheraw, Cheraw,
 Bank of Hamburg, Hamburg.

Georgia.

Augusta bridge Co. Augusta,
 Bank of Macon, Macon,
 Farmers bank, Columbus,
 Merchants' and Planters' bank, Augusta,

Alabama.

Tombickbe Bank, St. Stephens,

Ohio.

Commercial bank of Sciota, Portsmouth, Ohio,
 Steubenville bank, Steubenville,
 Bank of Cincinnati, Cincinnati,
 Bank of Hamilton, Hamilton,
 Mansfield bank, Mansfield,
 Bank of Sandusky bay, Lower Sandusky,
 Bank of West Union, West Union,
 Farmers bank of New Salem, New Salem,
 Farmers' and Mechanics' bank, Chillicothe,
 Farmers and Mechanics bk. Cincinnati,
 German bank, Wooster,
 Granville Alexandrian Co. Granville,
 Hamilton and Rossville Man. Co.
 Jefferson county bank, New-Salem,
 Lebanon and Miami bkg. Co.
 Lebanon and Miami exp'g. Co.
 Owl Creek bank, Mt. Vernon,

Platt (J. H.) & Cos. bank, Cincinnati,
Zanesville Can. & Manuf. Co. Zanesville.

Indiana.

Farmers and Mechanics bk. Madison,

Tennessee.

Farmers and Mechanics bk, Nashville,
Franklin and Fayetteville bk. Fayetteville.

Florida.

Bank of West Florida, Appalachicola,
Merchants and Planters bk. Magnolia.

Michigan Territory.

Monroe bank, Michigan,
Detroit bank, Detroit.

Canada.

Unchartered bk. of Up. Can. Kingston.

CANAL APPOINTMENTS—1836.

COLLECTORS.

Erie Canal—Albany, Chauncey Humphrey ; West Troy, Robert Moe ; Schenectada, John Titus ; Fultonville, Elijah Wilcox ; Little Falls, Augustus Beardslee ; Utica, Thomas M. Francis ; Rome, Bela B. Hyde ; Syracuse, Benjamin F. Colvin ; Montezuma, A. H. Hovey ; Lyons, John Adams ; Palmyra, George W. Cuyler ; Rochester, James Smith ; Brockport, Seth L. King ; Albion, Abraham Cantine ; Lockport, James McKain ; Buffalo, Benjamin Caryl.

Champlain Canal—Waterford and Sloop L'ek Thaddeus Jewett ; Saratoga guard lock, Thomas Howland ; Whitehall, Wm. R. Huggins.

Oswego Canal—Salina, James Beardslee ; Oswego, Joseph Turner.

Cayuga and Seneca Canal—Geneva, Nicholas Ayrault.

Chemung Canal—Havanna, Frederick W. Ritter; Horse Heads, Charles Underhill.

Crooked Lake Canal—Dresden, James Young; Penn Yan, Samuel Stevens.

SUPERINTENDENTS.

Erie Canal—David Hamilton, William Shepherd, Jubel Livermore, George Sp'aker, Luke Hitchcock, Aaron Burt, Zebulon Reeves, Jeremiah Cogswell, Ariel N. Brown, Eason Lewis.

Champlain Canal—Thomas A. Sherwood, William B. Van Benthuisen.

Oswego Canal—Nodiah M. Childs.

Cayuga and Seneca Canal—Franklin Gage.

Chemung Canal—Wyatt Carr, E. H. Goodwin

Crooked Lake Canal—John Durfey:

WEIGH MASTERS.

Albany, James Boyd; West Troy, A. Van Arnam, jr.; Utica, John F. Kittle; Syracuse, James Manning; Rochester, Israel Smith.

INSPECTORS.

Albany, Adam P. Becker, Wm. Gillespie; West Troy, E. D. Sinnott; Troy, Sheldon Morris; Junction, Daniel T. Wandell; Schenectada, Joseph Consaul; Utica, Eli Platt; Syracuse, James Hough; Montezuma, Joseph C. Wood; Rochester, James Drake; Buffalo, F. W. Foote; Whitehall, J. G. Caldwell; Geneva, Joseph Price; Oswego, Stephen Bentley.

STATISTICAL TABLE OF THE UNITED STATES.

STATES AND TERRITORIES.	EXTENT....Mean		Population	In sq.	Capitals in each	Pop.
	Length.	Breadth	in 1830.	mile.	State.	1830.
Maine,	235	136	399,462	12	Augusta,	3,980
New-Hampshire,	160	58	269,533	29	Concord,	3,720
Vermont,	157	65	280,679	27	Montpelier,	1,793
Massachusetts,	130	60	610,014	78	Boston,	61,892
Rhode-Island,	47	29	97,210	71	{ Providence,	19,832
					{ Newport,	8,010
Connecticut,	90	53	297,711	62	{ Hartford,	9,789
					{ New-Haven,	10,180
New-York,	280	165	1,913,08	41	Albany,	24,338
New-Jersey,	138	50	320,79	46	Trenton,	3,925

Pennsylvania,	280	157	1,347,672	30	Harrisburgh,	4,307
Delaware,	94	22	76,749	36½	Dover,	1,300
Maryland,	119	91	446,913	41	Annapolis,	2,623
Virginia,	320	200	1,211,272	18½	Richmond,	16,060
North Carolina,	362	121	738,470	16¾	Raleigh,	1,700
South Carolina,	188	160	581,458	19	Columbia,	3,300
Georgia,	300	194	516,567	8	Milledgeville,	1,599
Alabama,	275	185	308,997	6	Tuscaloosa,	1,600
Mississippi,	275	165	136,86½	3	Jackson,	1,700
Louisiana,	240	200	215,575	4½	New-Orleans,	46,309
Tennessee,	430	104	684,822	15	Nashville,	5,566
Kentucky,	289	135	688,844	17½	Frankfort,	1,980
Ohio,	210	185	937,679	24	Columbus,	2,437
Indiana,	240	145	341,582	9¾	Indianapolis,	1,200
Illinois,	365	162	157,575	2¾	Vandalia,	2,373
Missouri,	272	222	140,074	2½	Jefferson City,	1,333
Michigan T.	640	505	31,269		Detroit,	2,222
Dist. of Columbia.	10	10	39,858	398½	Washington C.	18,827

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