

University of Virginia Library

F:106;D268;1840

ALD

The traveller's guide through



DX 000 515 370

LIBRARY OF THE
UNIVERSITY OF VIRGINIA



GIFT OF
JOHN COOK WYLLIE

Madam
Mr & North
Eden st

THE
TRAVELLER'S GUIDE
THROUGH THE
MIDDLE AND NORTHERN STATES,
AND THE
PROVINCES OF CANADA.

idea
in
BY G. M. DAVISON.

EIGHTH EDITION.

Saratoga Springs:

PUBLISHED BY G. M. DAVISON; AND BY S. S. & W. WOOD,
NEW-YORK.

1840.

F
106
.D268
1840
319125

ENTERED according to the act of Congress, in the year
1840, by G. M. DAVISON, in the Clerk's Office of the
District Court of the Northern District of New-York.

UNIVERSITY OF VIRGINIA
LIBRARY

INDEX.

	<i>Page.</i>
Introduction,.....	15
<i>From Augusta, Geo. to Charleston, S. C.</i>	
Augusta—Hamburgh,.....	19
<i>From Savannah to Charleston.</i>	
Savannah,.....	20
Steamboat route—table of distances,.....	21
Land route—table of distances,	<i>id</i>
Charleston,	22
Sullivan's Island,.....	23
<i>From Charleston to New-York.</i>	
Route by water—table of distances,.....	25
<i>From Charleston to Weldon, N. C.</i>	
Steamboat and rail road route,.....	25
Wilmington, N. C.....	<i>id</i>
<i>From Weldon, via Norfolk, to Washington City.</i>	
Railroad and steamboat route,.....	26
Portsmouth—Norfolk—Jamestown,	<i>id</i>
Mount Vernon,.....	28
Alexandria,	29
<i>From Weldon, via Richmond, to Washington City.</i>	
Petersburgh,	30
Richmond—Manchester—Fredericksburgh,	31
Washington City,	32
Georgetown—Chesapeake and Ohio canal,.....	38

From Washington to the Virginia Springs.

Table of distances,	40
Monticello—Warm Springs,	41
White Sulphur Springs,	42

From Washington to Baltimore.

Rail road,	42
Baltimore,	<i>id</i>
Baltimore and Ohio rail road,	45
Baltimore and Susquehannah rail road,	46

From Baltimore to Philadelphia.

Route by way of Frenchtown and New-Castle— North Point,	43
Chesapeake and Delaware canal,	49
Frenchtown and New-Castle rail road,	<i>id</i>
New-Castle,	50
Route by way of Havre de Grace and Wilmington, Havre de Grace,	<i>id</i>
Elkton—Wilmington,	51
Philadelphia,	52
Internal Improvements in Pennsylvania,	50

From Philadelphia to Pittsburg.

Rail road and canal route,	62
Columbia rail road,	63
Lancaster—Harrisburgh,	64
Pennsylvania canal,	65
Lewiston—passage across the Alleghany Mountains	66
Thence to Pittsburg,	67
Rail road and stage route to Pittsburg,	68
Pittsburg,	<i>id</i>
Coal mines,	69

From Philadelphia to the Schuylkill Coal Mines.

Germantown, Norristown and Reading rail road, ...	72
Germantown—Norristown—Pottstown—Hamburg	73
Mount Carbon,	74
Rail roads in the vicinity of the mines,	<i>id</i>

Route to the Lehigh Coal Mines.

Mauch Chunk,.....	76
Mauch Chunk rail road,.....	77
Lehigh river,.....	<i>id</i>
The Landing—Lehighton,.....	78
Lehigh Water Gap,.....	<i>id</i>
Bethlehem,.....	79
Easton,.....	<i>id</i>
Morris Canal—Delaware Wind Gap—Delaware Water Gap,.....	80

*From Easton to Schooly's Mountain, and thence to
New-York.*

Table of distances—Schooly's Mountain,.....	81
---	----

From Philadelphia to New-York.

Route by the Camden and Amboy rail road,.....	81
Burlington—Bristol—Bordentown,.....	82
Camden and Amboy rail road,.....	<i>id</i>
Route by way of Trenton and Newark,.....	83
Philadelphia and Trenton rail road,.....	<i>id</i>
Bristol—Trenton,.....	84
New-Brunswick—Rahway—Elizabethtown—New- ark,.....	85
Jersey City—New-York,.....	86
Excursions,.....	96
Governor's, Bedlow's and Staten Island,.....	97
Paterson—Hoboken—Long Branch,.....	<i>id</i>
Harlem rail road—Croton Aqueduct—Hurl Gate,..	98
Brooklyn,.....	99
Brooklyn, Jamaica and Long Island rail road,.....	100
Rockaway,.....	<i>id</i>

From New-York to Albany.

Table of distances,.....	101
Weehawken—Lunatic Asylum—Palisadoes—Fort Lee,.....	102
Fort Washington—Philipsburgh—Tappan Bay— Tarrytown,.....	103

Sleepy Hollow—Harverstraw Bay—The Highlands,	104
Caldwell's Landing—Horse Race,	105
West Point,	106
Pollopel Island—New-Windsor,	108
Newburgh,	109
Milton—Poughkeepsie,	110
Hyde Park Landing—Catskill,	111
Delaware and Hudson Canal,	<i>id</i>
Pine Orchard,	112
Athens—Hudson,	114
Coxsackie Landing,	115
Albany,	116

Excursion to Saratoga Springs.

Route by way of Schenectady,	119
Mohawk and Hudson rail road,	<i>id</i>
Buel's Farm—Schenectady,	120
Saratoga and Schenectady rail road,	121
Ballston Lake,	<i>id</i>
Ballston Spa,	122
Route by way of Troy to Saratoga Springs,	125
Gen. Van Rensselaer's Mansion,	<i>id</i>
Macadamized road,	<i>id</i>
U. S. Arsenal—West Troy,	126
Troy,	127
Rensselaer and Saratoga rail road,	129
Van Schaick's Island—Lansingburgh—Waterford, ..	130
Cohoes Falls—The Junction,	131
Mechanicsville—Saratoga Springs,	132

From Saratoga Springs to the Battle Ground.

Saratoga Lake,	144
Bemus' Heights,	145
Freeman's Farm,	146
Smith House—Schuylerville,	147
Fort Edward,	148

From Saratoga Springs to Lake George.

Sandy Hill—Glen's Falls,	149
Jessup's Falls—Hadley Falls,	150

Bloody Pond—Caldwell—Lake George,	151
Fort William Henry,	153
Passage of Lake George,	155
Ticonderoga,	157

EXCURSION TO NIAGARA FALLS.

BY RAIL ROAD AND STAGE.

From Saratoga Springs to Buffalo.

Remarks,	159
Table of distances,	161
Utica and Schenectady rail road,	<i>id</i>
Amsterdam,	163
Fonda—Johnstown,	164
Palatine Bridge—Fort Plain—Little Falls,	165
Herkimer,	168
Utica,	169
Trenton Falls,	170
Utica and Syracuse rail road,	174
Whitesboro'—Oriskany—Rome,	<i>id</i>
Fort Stanwix,	175
Syracuse—Salina,	176
Auburn and Syracuse rail road—Auburn,	178
Cayuga—Seneca Falls,	181
Waterloo—Geneva—Geneva Lake,	183
Canandaigua,	184
E. & W. Bloomfield—Lima—East Avon—Avon Spring,	185
Caledonia—Leroy,	186
Batavia—Batavia to Buffalo,	187

ERIE CANAL.

Description of,	188
-----------------------	-----

From Saratoga Springs to Buffalo, by rail-road and canal.

Table of distances,	190
Geddes—Nine Mile Creek—Canton—Jordan,	191
Weed's Port—Centre Port—Port Byron,	<i>id</i>
Lake Port—Clyde—Palmyra,	192

Fullom's Basin—Pittsford—Rochester,	193
Tonewanda rail road—Ridge Road,	196
Carthage,	197
Brockport—Holley—Albion,	198
Medina—Gasport—Lockport,	199

*From Saratoga Springs to Buffalo, by rail road, canal
and steamboat.*

Table of distances—Fulton—Oswego,	201
Lake Ontario,	203
Great Sodus Bay—Charlotte—Fort Niagara,	204
Fort George—Youngstown—Lewiston—Queenston,	205
Battle of Queenston,	<i>id</i>
Brock's Monument,	206
Ridge Road,	207
Devil's Hole—Whirlpool—Sulphur Spring,	208
Niagara Falls,	209
Welland Canal—Burning Spring,	216
Bridgewater, or Lundy's Lane,	217
Chippewa—Chippewa Battle Ground,	218
Navy Island—Black Rock—Waterloo—Fort Erie, ..	220
Buffalo,	221

From Buffalo to Detroit.

Table of distances—Dunkirk—Van Buren—Erie, ..	225
Ashtabula—Cleveland,	226
Ohio and Erie Canal,	227
Sandusky—Amherstburgh,	228
Detroit,	229
St. Joseph,	230

From Detroit to Chicago.

Table of distances—Toledo,	230
Adrien—Tecumseh—Niles—Michigan City,	231
Chicago,	232
From Chicago to Milwaukee,	233
Do. to Galena,	<i>id</i>
Do. to the mouth of the Ohio river,	<i>id</i>

*From Buffalo to Montreal, via Lake Ontario, on the
British side.*

Table of distances—Toronto,.....	234
Port Hope,.....	235
Coburg,.....	236
Ki gston,.....	237
Bay of Quinte,.....	238
Rideau and Ottawa Canal,.....	239
Caledonia Springs,.....	246

From Buffalo to Montreal, on the American side.

Table of distances,.....	248
Sacket's Harbor—Cape Vincent,.....	249
Morristown—Ogdensburgh,.....	<i>id</i>
Rapids of the St. Lawrence,.....	250
Lachine—Montreal,.....	251

From Montreal to Quebec.

Description of the route,.....	253
Varenes,.....	254
William Henry,.....	255
Lake St. Peter—Three Rivers,.....	256
Richelieu Rapids—Sillery river—Wolfe's Cove,....	257
Point Levi,.....	<i>id</i>
Quebec,.....	258
Plains of Abraham,.....	267
Martello's towers,.....	268
Falls of Montmorenci,.....	269
Lorette,.....	271
Chaudiere Falls,.....	272
St. Lawrence river below Quebec,.....	274
Saguenay river,.....	275
Mouth of the St. Lawrence,.....	277
From Quebec to Montreal,.....	<i>id</i>

From Montreal to Whitehall.

Table of distances—Lapraric,.....	278
St. Johns—Lake Champlain,.....	279
Isle au Noix—Rouse's Point—Plattsburgh,.....	280

Downie's Monument,.....	282
Port Kent—Adgate's Falls,	283
High Bridge—Burlington,.....	284
Split Rock—Crown Point,.....	285
Ticonderoga—Mount Independence,.....	<i>id</i>
South and East Bays—Whitehall,	286

CHAMPLAIN CANAL.

Description of,.....	287
----------------------	-----

Canal route from Whitehall to Albany.

Table of distances,.....	287
--------------------------	-----

From Whitehall to Troy and Albany, by stage and rail road.

Table of distances,.....	288
Fort Ann—Burgoyne's road,	289
Sandy Hill—Fortville,.....	<i>id</i>
Saratoga Springs to Troy and Albany,.....	<i>id</i>

ROUTES TO BOSTON.

Remarks relating to,	290
--------------------------------	-----

From Albany to Boston, via New-Lebanon.

Table of distances—New-Lebanon,	290
Pittsfield,.....	291
Noathamton—Farmington and Hampshire Canal, .	292
Mount Holyoke,	<i>id</i>
Hadley—Regicides, Whalley and Goffe,	293
Belchertown—Ware Factory Village—Brookfield, .	295
Leicester—Worcester,	296
Boston and Worcester rail road,	297
Worcester to Boston,.....	298

From Albany to Boston, via Springfield, Mass.

Table of distances—Canaan—West Stockbridge,..	298
Springfield,.....	299
Springfield to Boston,.....	301

From Saratoga Springs to Boston.

Table of distances—Schuylerville,.....	301
Union Village—Cambridge—Arlington,.....	<i>id</i>
Manchester—Chester—Bellows Falls,.....	302
Walpole,	303
Keene—Groton—Concord—Lexington,.....	304
Cambridge,	306

From Whitehall to Boston.

Fairhaven—Castleton,	307
Rutland—Chester,	308

From Burlington to Boston, through Windsor, Vt.

Table of distances—Montpelier,	309
Randolph—Royalton—Woodstock—Windsor,	310
Windsor to Boston,.....	311

From Burlington to Boston, by way of the White Mountains and Concord, N. H.

Table of distances—Hanover, (<i>see note</i>).....	311
White Mountains,	312
Conway—Fryeburgh,	319

From Conway to Concord.

Centre Harbor—Red Mountain—Squam Lake,....	320
Concord,	321

From Concord to Boston.

Nashua—Lowell,	322
Boston and Lowell rail road,	324
Boston,	325
East Boston—Mount Auburn,.....	332
Quincy—Dorchester,	333
Brighton—Watertown—Cambridge—Charlestown,.	334
Breed's Hill,.....	335
Bunker Hill Monument—Chelsea,	339
Fort Independence—Nahant,	340
Forts around Boston erected during the revolution,.	341

From Boston to Portland.

Table of distances—Lynn,.....	349
Salem—Newburyport,.....	350
Exeter—Portsmouth,.....	351
Portland,.....	352

From Portland to Eastport.

Table of distances—North Yarmouth,.....	353
Freeport—Brunswick—Bath—Wiscasset—Waldoboro	354
Warren—Thomaston—Camden—Belfast—Castine,	355
Machias—Eastport—Robinstown,	356

From Portland to Quebec.

Table of distances—Hallowell—Augusta,	357
Sidney—Waterville—Norridgework,	358
Remainder of the route to Quebec,	<i>id</i>

From Boston to Providence.

Boston and Providence rail road,	359
Dedham, (<i>see note</i>),.....	<i>id</i>
Providence,	360
Blackstone Canal,	362
Stonington and Providence rail road,.....	<i>id</i>

From Providence to New-York, by steamboat.

Table of distances,	363
Pawtuxet—Mount Hope—Bristol,	<i>id</i>
Newport,	364
Point Judith,	365
Thence to New-York,	366

From Providence to New-York, by rail road and steamboat.

Table of distances—Stonington,	366
Thence to New-York,	368

From Stonington to New-London.

New-London,	368
-------------------	-----

From New-London to Norwich, by steamboat.

Thames River—Mohegan,	370
Trading Cove—Norwich,	371
Norwich and Worcester rail road,	372

From Norwich to Hartford.

Table of distances,	372
East Hartford—Hartford,	373
Steamboats and stages from Hartford,	375

From Hartford to Middletown.

Wethersfield—Rocky Hill—Middletown,	377
Haddam—Saybrook, (<i>see note</i>),	378

From Hartford to New-Haven.

Table of distances,	378
New-Haven—Yale College,	379
West Rock—East Rock—Farmington Canal,	381
Steamboats from New-Haven to New-York,	382
Stages from New-Haven,	<i>id</i>

Route from New-Haven to New-York.

Table of distances—Sketch of the route, (<i>see note</i>),	382
Bridgeport—Rail-road—Fairfield,	<i>id</i>
Norwalk—Westchester co.—Horseneck—Harlæm,	383

From New-Haven to Litchfield.

Stages—Waterbury—West Rock,	383
Watertown—Litchfield—Mount Tom,	384
Great Pond—Mount Prospect,	<i>id</i>

From Litchfield to Albany.

Stages and intervening places,	384
--	-----

From Litchfield to Hartford.

Harwinton—Burlington,	385
Farmington—Hartford,	<i>id</i>

Route up the Valley of the Connecticut river.

East Windsor—Enfield—Suffield,	386
South Hadley Falls,	387
Northampton—Hadley—Hatfield,	<i>id</i>
Muddy Brook,	388
Deerfield,	389
Greenfield—Turner's Falls,	391
Vernon—Guilford—Brattleborough,	393
Dummerston—Putney—Westminster,	<i>id</i>
Walpole—Bellows Falls—Charlestown,	<i>id</i>
Springfield, Weathersfield—Windsor,	395
Hartland—Hartford—Hanover,	<i>id</i>

INTRODUCTION.

THIS work is designed as a pocket manual and guide to travellers visiting the Middle and Northern States and the Canadas. Its limits forbid elaborate descriptions or minute geographical details. It is therefore confined to subjects of more immediate interest to the tourist; directing him in his course, and pointing out, as he passes, objects which most deserve his notice and regard.

The Guide, it will be perceived, commences at Augusta, in Georgia, though a rapid glance of the country merely is taken until reaching Washington city. It being the object of tourists from the south, as the warm season approaches, to accelerate their journey to the more salubrious climate of the north, a description of the southern states would be foreign to the design of this work, and probably uninteresting to most of its readers. We therefore briefly notice some of the prominent cities and towns at the south, and pass on to those sections embraced within what has been usually denominated the **NORTHERN TOUR.**

ERRATA.

In p. 20, 13th line from top, instead of "*northeasterly*," read *northwesterly*; and in the 15th line, for "*easterly*," read *westerly*.

In the 21st page, 14th line from top, for "*northeasterly*," read *northwesterly*.

THE TRAVELLER'S GUIDE.

FROM AUGUSTA, GEO., TO CHARLESTON, S. C.

136 miles.

The intermediate distances by rail road are as follows :

	<i>Miles.</i>		<i>Miles.</i>
Augusta to		Branchville,.....	10
Aiken,.....	16	Summersville,.....	40
Blakesville,.....	30	Woodstock,.....	7
Midway,.....	18	Charleston,.....	15

AUGUSTA is an incorporated city, and the capital of Richmond county, Geo. It is located on the Savannah river, 340 miles by water above Savannah, between which places it is navigable for boats of only 100 tons burthen. The city contains a court house, jail, and several churches, banks and other public buildings, many of which are creditable to the taste and munificence of the inhabitants. The population is about 8000.

From Hamburgh, a village of some magnitude on the opposite side of the river, the Charleston and Hamburgh rail road commences, connecting the two places by a steam communication 136 miles long. It was commenced in 1830 and completed in 1833. Instead of being graded, it originally consisted mostly of *trestle work*—

B

the rails, in many instances, being from 12 to 15 feet above the surface of the ground. But the importance of rendering the work more permanent, soon became obvious, and the company have since graded the entire line, and rendered the foundation solid.

From the bridge at Hamburg, the road rises in a distance of 16 miles, 360 feet, and from thence to Charleston it descends 510 feet. It has one inclined plain 3800 feet long, with an ascent of 180 feet, which is overcome by means of stationary engines. The route from Hamburg to Charleston is performed in about 12 hours.

From Augusta a rail road is nearly completed to Athens, 114 miles distant in a northeasterly direction; and a rail road is also finished to Greensborough, 100 miles distant, in an easterly direction. The latter is a part only of a route in progress to the boundary line between Georgia and Tennessee, a distance of 285 miles; from whence a road is constructing to Knoxville, Tenn. 97 miles farther. When completed, it will afford an uninterrupted line of 510 miles from Charleston to the interior.

FROM SAVANNAH TO CHARLESTON,
110 miles.

SAVANNAH, the principal city in the state of Georgia, is located on the southwest bank of the Savannah river, about 17 miles from the bar at its mouth. The city is built on elevated ground, and exhibits a beautiful appearance from the water; its tall spires and other public buildings, with the groves of trees planted along its streets, giving it an air of peculiar fascination. The

streets are wide and regularly laid out, and the buildings, together with the public squares, of which there are ten, exhibit much taste and elegance. Of the public buildings, the city contains a court house, jail, hospital, theatre, exchange, a public library, 3 banks, and 10 churches. The Presbyterian church is an elegant and spacious edifice of stone. The Exchange is a large building, 5 stories high. The academy, partly of brick, and partly of stone, is 180 feet front, 60 feet wide, and 3 stories high. Savannah is by far the most important commercial town in Georgia, and is the great mart of the cotton planters for an extensive and well settled region of country. A rail road between the city and Macon, 210 miles in a northeasterly direction, is partly finished, and the residue in a state of progress.

Steamboats ply regularly between Savannah and Charleston, distance 111 miles, as follows :

<i>Miles.</i>		<i>Miles.</i>
17	Bloody Point,.....	27
18	Hilton Head,.....	11
4	Truncard's Inlet,....	6
21	St. Helena Sound,....	4
3	South Ecisto Inlet,...	
	Stoney Inlet,.....	27
	Coffin Land,.....	11
	Fort Moultrie,.....	6
	Charleston,.....	4

By land, the distance between the two cities is 118 miles, as follows :

<i>Miles.</i>		<i>Miles.</i>
25	From Savannah to Beck's Ferry, on the Savannah river,....	9
19	Fitch's Echan road,..	11
4	Coosauhatchie,.....	3
6	Pocotaligo,.....	10
7	Saltketcher Church,..	10
	Thompson's Tavern,..	8
	Pompon P. Office,....	6
	Jackson Borough,....	
	Hick's Tavern,.....	10
	Green's Tavern,.....	10
	Ashley River,.....	8
	Charleston,.....	6

On this route, the tourist crosses the *Savannah river*, which is navigable for steamboats to Augusta, 123 miles, by land, above Savannah, having its rise 150 miles northwest of the former place ;

The *Coosauhatchie river*, which rises 47 miles northwest of the village of that name, and falls into the Coosaw river, 6 miles southeast ;

The *Cambahee river*, which rises 75 miles northwest of Saltketcher, and falls into St. Helena Sound, 18 miles southeast from that place ;

The *Edisto river*, which rises 90 miles northwest of Jacksonboro,' and falls into the Atlantic ocean 20 miles southeast ; and

The *Ashley river*, which rises about 40 miles northwest of Charleston.

This route is interspersed with rice and cotton plantations, and several handsome country seats of the opulent owners of the soil. In the spring, the whole face of the country assumes a richness of verdure highly picturesque and romantic ; which, however, becomes dried and withered during the burning heat of a summer's sun.

CHARLESTON,

The metropolis of South Carolina, is alike distinguished for the opulence and hospitality of its inhabitants. On entering the city from the bay, an interesting prospect is presented. The glittering spires of its public edifices are well calculated to give animation to the scene. Some of its streets are extremely beautiful, and many of the houses are truly elegant. Orange trees, in the early part of the season, laden with fruit, and peach trees clothed

with blossoms, meet the eye of the traveller, and united with the climate of the country at that time, render Charleston one of the most attractive cities in the union. The society is refined, intelligent, frank and affable.

The city was founded and made the seat of government of the state in 1680. It stands on a dead level with the sea, two noble rivers, the Ashley and the Cooper, enclosing it on a wide peninsula, called the Neck. Most of the houses contain a piazza, extending from the ground to the top, giving to the rooms in each story a shady open walk. Except in the commercial parts of the town, the houses, which are mostly painted white, are generally surrounded with gardens, trees and shrubbery, giving to them a peculiarly romantic and rich appearance.

The most celebrated edifices of this city, are 10 or 12 in number, exclusive of 20 churches; many of which exhibit much architectural taste and beauty. The city library is one of the best in the union, and contains nearly 14,000 volumes.

Though this city has been occasionally visited with yellow fever, it is considered more healthy for acclimated inhabitants than the surrounding country. The planters from the low country, and many opulent strangers from the West Indies, come here to spend the sickly months, and to enjoy the elegant and enlightened society with which the city abounds.

The rail road from this place to Hamburg, &c. has already been noticed at p. 19.

SULLIVAN'S ISLAND, which lays at the distance of 7 miles from the city, at the entrance of the harbor, is a

spot consecrated as the theatre of important events during the revolution. On this island is FORT MOULTRIE, rendered glorious by the unyielding desperation with which it sustained the attack of the British fleet in the war of independence. The fleet consisted of about fifty sail; and on the first annunciation of its approach, lay within six leagues of the island.

About this period, a proclamation reached the shore, under the sanction of a flag, in which the British commander, Sir Henry Clinton, held out the promise of pardon to all who would resign their arms, and co-operate in the re-establishment of loyalty. But the proposition met with the rejection which it deserved. The militia of the adjacent country crowded the streets of Charleston; the citizens threw down their implements of industry, and grasped their arms in defence of their native city. On the 28th June, 1776, Fort Moultrie was attacked by about ten ships, frigates and sloops, and was defended in a manner that would have honored the heroic veterans of Greece or Rome. So manfully did the garrison withstand the conflict, that the fleet was compelled to withdraw, leaving the inhabitants in the unmolested enjoyment of their rights.

From Charleston to New-Orleans, a very common route is by rail road to Greensboro', (already noticed) and from thence by stage, twice a day, via Indian Springs, (Geo.) Columbus, Montgomery, (Alab.) and Mobile; and another by steamboat to Brunswick, (Geo.) 160 miles, by stage to Tallahassee, (Florida) 210 miles; by rail road to St. Marks, 21 miles, by steamboat to Lake Wimico, (inner passage) 85 miles, by steamboat from St. Josephs to

Mobile, 215 miles, and from thence to New-Orleans, 114 miles.

The communication between Charleston and New-York, until recently, was mostly by steamboat ; but since the construction of the North Carolina and Virginia rail roads, the inland route is generally preferred.

The distance by water, is 670 miles, as follows :

	<i>Miles.</i>		<i>Miles.</i>
Off Cape Fear,.....	120	Off Barnegat Inlet, ..	70
Cape Look Out,..	75	The Bar,	45
Cape Hatteras,..	78	Sandy Hook,	3
Capes of Virginia, 140		The Narrows,	11
Cape May,.....	120	New-York,	8

FROM CHARLESTON TO WELDON, N. C.

315 miles.

The route is by steamboat and rail road, as follows :

<i>By steamboat.</i>	<i>Miles.</i>	<i>By rail road.</i>	<i>Miles.</i>
From Charleston to the mouth of Cape Fear River,	120	From Wilmington to Weldon,	160
Wilmington,	35		

A steamboat leaves Charleston daily, and reaches Wilmington in about 14 hours : from whence a rail road, passing through Waynesboro' and Enfield, to Weldon, on the Roanoke river, is taken, occupying about 10 hours more. Steamboat and rail road fare, \$15.

WILMINGTON, N. C., is the capital of New-Hanover county. It is situated on the northeast side of Cape Fear river, just below a union of its branches, to which place the river is navigable for vessels. The town contains

about 3000 inhabitants, and is the greatest shipping port in the state. It was visited by a conflagration in 1819, by which 200 buildings, valued at \$1,000,000, were destroyed; by another in 1828, in which 50 buildings were burned, valued at \$130,000; and by another in the month of January, the present year, (1840) in which 150 buildings were destroyed.

The rail road to the Roanoke crosses, in its course, a rail road leading to Raleigh, the capital of the state, and also the Neuse and Tar rivers.

FROM WELDON TO WASHINGTON CITY.

There are two routes; one by the way of Norfolk, the other by the way of Richmond. A sketch of each is given:

By the way of Norfolk—277 miles.

	<i>Miles.</i>		<i>Miles.</i>
<i>By rail road.</i>		New Point Comfort,	10
From Weldon to Ports-		Rappahannock river,	15
mouth,.....	77	Off Outlet St. Mary's	
<i>By steamboat.</i>		river,.....	42
Mouth of Elizabeth		Off Port Tobacco,....	38
river.....	9	Mouth of Potomac creek,	15
Mouth of James river,	6	Mount Vernon,.....	30
Mouth of York river,		Alexandria,.....	9
Old Point Comfort,	20	Washington,.....	6

PORTSMOUTH, the terminating point of the rail road from the Roanoke river, is pleasantly located on the southwest side of Elizabeth river. It contains a court house, jail, 4 or 5 churches, and about 3000 inhabitants. The river is here crossed to

NORFOLK, which is directly opposite, and 1 mile distant. It is the commercial capital of Virginia, and is situated

immediately below the two branches of the Elizabeth, and 8 miles above Hampton Roads. Its population is about 12,000. The town lies low, and is in some places marshy, though the principal streets are well paved. Among the public buildings are a theatre, 3 banks, an academy, marine hospital, atheneum, and 6 churches. The harbor, which is capacious and safe, is defended by several forts. One is on Craney Island, near the mouth of Elizabeth river. There are also fortifications at Hampton Roads, the principal of which is Fort Calhoun.

The *Navy Yard at Gosport*, on the bank of the Elizabeth river, nearly opposite Norfolk, is deserving the attention of strangers. A superb dock has been constructed at this place, similar to that at Charlestown, near Boston. The length of the bottom, from the inner or foremost block, to that which is nearest the gates, is 206 feet, besides 50 feet of spare room—sufficient to hold a small vessel. The width of the dock, at the top, is 86 feet. As the tide rises and falls but 3 or 4 feet, the water is pumped out, when necessary, by steam engines.

Boats ply continually between Norfolk and Baltimore, a distance of 197 miles; and also between Norfolk and Richmond, the capital of Virginia, 117 miles.*

* On the latter route, *Jamestown*, 24 miles from Norfolk, is passed, on the James river. It was founded in 1608, and was the first English settlement in the United States. The site is very beautiful, and the settlement itself must have been but a few steps from the river. On each side there is a delightful and variegated succession of woodlands, meadows, pastures, and green fields; in front appears the broad expanse of James river, with its multitude of white, gliding sails. The opposite hills

X

From Norfolk to Washington City, the route is down the Elizabeth river till it enters the Chesapeake Bay—thence up the bay to the mouth of the Potomac, which is entered, the boat proceeding up the river, and passing Mount Vernon and Alexandria.

MOUNT VERNON is on the south side of the river, 30 miles above the mouth of the Potomac creek. To this sacred spot the mind of every American recurs with the most enthusiastic devotion. He looks upon it as consecrated ground. Here the immortal Washington, after having conducted the American armies forth to victory and independence, retired to enjoy the rich reward of his services in the warm hearted gratitude of his countrymen, and in the peaceful seclusion of private life.

are picturesque : some are entirely covered with woods ; others, partly cleared, presenting, in the proper season, patches of white wavy corn. To increase the richness of this scenery, here and there are distinguished the old and elegant mansions of the Virginia planters, like points of beauty in a fine picture.

No vestige of Jamestown is now to be seen, except the ruins of a church steeple, about 30 feet high, and fringed to its summit with running ivy. Near by is a burying ground with its venerable tombstones, and spotted with dark green shrubbery and melancholy flowers. It looks like a lonely, unfrequented place, and there is something deeply interesting in contemplating these vestiges of an age gone by.

The celebrated *Pocahontas* (daughter of the Indian chief Powhatan) was the tutelary guardian of this settlement ; and some of her descendants are now living in Virginia. The late John Randolph used to claim to be of the number.

This place, till within a few years, was the residence of Judge Washington, the nephew of the General; but after his decease in 1829, the estate descended to a nephew of the Judge, John Adams Washington, who died in 1832; since which the estate has remained in the possession of the widow and children of the latter. The road to it is almost uninhabited, and difficult to trace. The house stands on an eminence, embracing a delightful view of the Potomac, with a rich and beautiful lawn extending in front to the river.

The TOMB OF WASHINGTON is visited as an interesting object of contemplation. The *Old Tomb*, so called, in which the remains were originally interred, is fast going to decay; but the new tomb, more remote from the river, the construction of which was commenced by the General previous to his decease, and into which his remains were removed in 1830, and subsequently placed within a marble sarcophagus, is of solid and enduring materials. Here slumber in peaceful silence the ashes of the great and patriotic Father of Liberty. No monument has yet been erected to his memory; and the only inscription on the tomb is the following: "I am the resurrection and the life."

ALEXANDRIA, an incorporated city, 9 miles farther, on the west bank of the river, is a place of extensive business and of fashionable resort during the sittings of congress. It contains a court house, 6 churches and a theological seminary.

The Museum at this place, among other things, contains an elegant satin robe, scarlet on one side and white

on the other, in which Gen. Washington was baptized; *a penknife*, with a pearl handle, given to him by his mother when he was in his twelfth year, and which he kept fifty-six years; *a pearl button*, from the coat he wore at his first inauguration as President of the United States in the old City Hall, New-York; *a black glove*, worn by him while in mourning for his mother; *part of the last stick of sealing wax* which he used; *the original of the last letter written by him*, being a polite apology, in behalf of himself and Mrs. Washington, for declining an invitation to a ball at Alexandria; it is penned with singular neatness, accuracy and precision, and contains this expression: "Alas! our dancing days are over;" *a beautiful masonic apron*, with the belt of scarlet satin and the white kid gloves worn by him the last time he shared in the social ceremonies of the "mystic tie."

The country between this city and the capitol is but thinly inhabited, and the soil poor and unproductive; but the road is good, and a ride to Alexandria constitutes one of the amusements of a winter at Washington.

FROM WELDON, N. C. TO WASHINGTON CITY,

By way of Richmond, Va.—194 miles.

The route is by rail road and steamboat as follows:

	Miles.		Miles.
<i>By rail road.</i>		<i>By steamboat.</i>	
From Weldon to Peters-		From Belleplain on Po-	
burgh,.....	60	tomac creek to Mount	
Richmond,.....	22	Vernon,.....	32
Fredericksburgh,.....	64	Alexandria,.....	9
Belleplain,.....	11	Washington City,.....	6

PETERSBURGH, Va. is located on the south bank of the Appomatox, just below the Falls, 12 miles above its junc-

tion with the James river. It is one of the most handsome and flourishing towns in the state, and enjoys important commercial and manufacturing advantages. Its population is from 10 to 12,000.

RICHMOND, the capital of Virginia, (22 miles farther,) is situated on the north bank of James river, directly at its lower falls, at the head of tide water, and 150 miles from its mouth. The town rises in an acclivity from the water, and presents a beautiful and highly picturesque appearance. A part of the town, on what is called Shockoe hill, overlooks the lower part; and from the capitol, which is on the greatest eminence, a most delightful prospect is had of the river and adjacent country. Besides the capitol, which is a handsome edifice, the city contains an elegant court house, a penitentiary, (which cost \$135,000,) an alms house, 2 markets, an academy of fine arts, a female orphan asylum, 2 banks, and 12 churches; one of which, built on the ruins of the theatre, in the conflagration of which 90 citizens perished, is very beautiful. The population of the city is about 18,000.

MANCHESTER, directly opposite, is connected with Richmond by two substantial bridges, and is a flourishing place.

FREDERICKSBURGH (64 miles from Richmond) is situated on the south side of the Rappahannock river, 110 miles from its outlet into the Chesapeake Bay. It contains a court house, jail, academy, 2 banks, 5 churches, and about 600 dwelling houses; and being near the head of navigation, and surrounded by a fertile country, it enjoys an extensive and advantageous trade.

c

MOUNT VERNON and ALEXANDRIA, on this route, have already been noticed at pp. 28, 29.

WASHINGTON CITY

Is 6 miles from Alexandria. As the seat of government of the Union, it is a place of much resort during the session of congress in the winter; but is mostly deserted by strangers in the summer. It is situated on the Maryland side of the Potomac, and on the point of land formed by the junction of the Eastern Branch. The District of Columbia in which the city is located, was ceded to the United States by Maryland and Virginia in 1790, and in 1800 it became the seat of the general government. This District is about 10 miles square, lying on both sides of the Potomac, and is under the immediate direction of congress.

The CAPITOL stands on a high and lofty eminence, and commands a delightful prospect of the Pennsylvania Avenue, the President's House, Georgetown and the Potomac, the Public Offices, the Navy Yard, Greenleaf's Point, the bridge over the river, and the road to Alexandria and Mount Vernon. The capitol is built of white free stone, has two wings, and is a very magnificent edifice.

The exterior exhibits a rusticated basement, of the height of the first story; the two other stories are comprised in a Corinthian elevation of pilasters and columns—the columns 30 feet in height, form a noble advancing portico on the east, 150 feet in extent—the centre of which is crowned with a pediment of 80 feet span: a re-

ceding loggia of 100 feet extent, distinguishes the centre of the west front.

The building is surrounded by a balustrade of stone, and covered with a lofty dome in the centre, and a flat dome on each wing.

The Chamber of the House of Representatives is in the second story of the south wing, and is semicircular, in the form of the ancient Grecian theatre; the chord of the longest dimension is 96 feet, and the height to the highest point of the domical ceiling is 60 feet. This room is surrounded by 24 columns of variegated native marble, or *breccia*, from the banks of the Potomac, with capitals of white Italian marble, carved after a specimen of the Corinthian order, still remaining among the ruins of Athens, which stand on a base of free stone, and support a magnificent dome painted in a very rich and splendid style to represent that of the Pantheon of Rome, and executed by an interesting young Italian artist, named Bonani, who died a few years ago. In the centre of this dome is erected, to admit the light from above, a handsome cupola, from which is suspended a massy bronze gilt chandelier of immense weight, which reaches within 10 feet of the floor of the chamber. The speaker's chair is elevated and canopied, and on a level with the *loggia* or promenade for the members, consisting of columns and pilasters of marble and stone. Above this, and under a sweeping arch near the dome, is placed the *model* of a colossal figure of *Liberty*, and on the entablature beneath is sculptured an American Eagle. In front of the chair, and immediately over the entrance, stands a beautiful statue in marble, representing *History* recording the

events of the nation. Between the columns is suspended fringed drapery of crimsoned moreens, festooned near the gallery, to limit the sound and assist the hearing. A magnificent portrait of La Fayette, at full length, painted by a French artist, decorates a panel on one side the loggia.

The Senate Chamber in the north wing, is of the same semicircular form, 75 feet in its greatest length, and 45 feet high; a screen of Ionic columns, with capitals after those of the temple of Minerva Polias, support a gallery to the east, and form a loggia below, and a new gallery of iron pillars and railings of light and elegant structure projects from the circular walls: the dome ceiling is enriched with square caissons of stucco.

The walls are covered with straw colored drapery, between small pilasters of marble in the wall. Columns of *breccia*, or Potomac marble, support the eastern gallery.

The Rotunda comprehends the spacious area between the two wings of the structure, and is of a circular form. It is entirely of marble, (and so indeed is every permanent part of the capitol,) except the light doors covered with green baize that lead out of it, and the frame of the sky light above. The height of the dome soars beyond the roof, and it may well be imagined, is most imposing and sublime. The floor is beautifully paved, and the sound of a single voice, uttering words in an ordinary tone, reverberates aloft like the faint rumbling of distant thunder.

In the niches designedly left about fifteen feet from the floor, are four sculptured pieces as large as life, designed to commemorate the aboriginal character, and some of the prominent events in the early history of the country.

The scene of the first device is laid in 1773, and is designed to represent a fearful contest between Daniel Boon, an early settler in one of the western states, and an Indian chief. The second represents the landing of the pilgrims at Plymouth in 1620. The third is a representation of William Penn and two Indian chiefs in a treaty in 1682, under the memorable elm on the right bank of the Delaware, near Philadelphia. And the fourth represents the narrow escape in 1606, of Capt. John Smith, the first successful adventurer in Virginia, from the uplifted war-club of King Powhatan. The figure of Pocahontas, in the attitude of supplicating the mercy of her father in behalf of the intended victim, is beautifully wrought, and the whole exhibits much elegance of design and workmanship. In the remaining niches, which are designed to be filled with paintings, are already placed the following, executed by the late Col. Trumbull, one of the aids of Gen. Washington: The Declaration of Independence; Surrender of Gen. Burgoyne; Surrender of Cornwallis at Yorktown; and the Resignation of General Washington at Annapolis, December 23, 1783. The figures in these paintings are full length, and are said to be excellent likenesses. The designs and execution are admirable, and exhibit the great and almost unrivalled talent of the artist.

The Library.—Passing from the Rotunda, westerly, along the gallery of the principal stairs, the library room door presents itself. This room is 92 feet long, 34 wide, and 36 high. It is divided into twelve arched alcoves, ornamented with fluted pilasters, copied from the pillars in the celebrated octagon tower at Athens.

This extensive collection of books embraces at present about sixteen thousand volumes, in various languages. The library is well chosen. The classical department, in particular, comprises many rare books. Mr. Jefferson's arrangement of them is still preserved, founded, it is presumed, on Bacon's classification of science; and they are divided into chapters, according to the subjects to which they relate.

Besides the principal rooms above mentioned, two others deserve notice, from the peculiarity of their architecture—the round apartment under the Rotunda, enclosing forty columns supporting ground arches, which form the floor of the Rotunda. This room is similar to the substructions of the European cathedrals, and may take the name of *Crypt* from them. The other room is used by the Supreme Court of the United States, and is of the same style of architecture, with a bold and curious arched ceiling—the columns of these rooms are of massy Dorick, imitated from the temples of Pæstum. Twenty-five other rooms, of various sizes, are appropriated to the officers of the two houses of congress and of the Supreme Court, and 45 to the use of committees; they are all vaulted and floored with brick and stone. The three principal stair cases are spacious and varied in their form; these, with the vestibules and numerous corridors or passages, it would be difficult to describe intelligibly. We will only say, that they are in conformity to the dignity of the building and style of the parts already named.

The East Front presents three marble figures, representing the Genius of America, Hope and Justice. They

are executed with much taste and judgment, and present an imposing appearance.

Fronting the capitol, towards the Pennsylvania Avenue, and within an oblong marble vase, is a naval monument, originally erected at the navy yard, in memory of the American officers who fell in the Tripolitan war. It is a simple column, wrought in Italy at the expense of the survivors.

The President's House, which is also constructed of white free stone, two stories high, with the spacious buildings near it for the accommodation of the heads of departments, make together an interesting spectacle for the visitant.

Among other places of interest at and near Washington, and which deserve the attention of visitants are the Navy Yard; the Columbian College, situate on a high range of ground north of the city and about a mile from the President's House, and the National Burying Ground about a mile southeast of the capitol.

The ground on which Washington is built is airy and salubrious; and the city, from the extent of its territory, presents the appearance of several distinct villages. It contains a population of about 20,000.

Its principal public houses are the National Hotel, the Indian Queen Hotel, and the Mansion Hotel. They are all located on the Pennsylvania Avenue.

There is a bridge across the Potomac, opposite Washington, which was completed in 1835. It is one mile in length, including the abutments. It has draws for the passage of vessels, 60 feet in width; so that its construc-

tion does not materially interfere with the navigation of the river. Its cost was about \$130,000.

GEORGETOWN is on the same side of the Potomac with Washington, at the distance of 3 miles west of the capitol. It is very pleasantly situated, and is a place of considerable trade. The country around it is richly diversified, and the location of the CATHOLIC MONASTERY is very delightful. It stands on the borders of "the heights," in the northwest part of the town, and overlooks the body of the town below. The enclosure embraces about one acre.

The Academy, or High School for Ladies, is the most interesting appendage of the convent. It contains a boarding school of upwards of one hundred pupils, and a free or charity school of a much larger number of day scholars.

The seminary is divided into four classes. The hall of the first class contains an extensive cabinet of minerals, to which many rare and valuable specimens have been presented by the officers of our navy, and by catholics of the eastern world. It also claims to have many sacred relics, such as shreds or scraps from the garments of numerous saints—fragments from the church and tomb of St. Peter, and of other saints—pieces of the wood of the cross, &c. &c.

The CHESAPEAKE AND OHIO CANAL was commenced in 1828, but has not been prosecuted with the vigor at first contemplated. It was originally designed to extend from Georgetown, D. C., to near Pittsburgh, Penn., where it was to unite with the Pennsylvania canal and the Ohio

river, 360 miles in extent. It has, however, been completed only to Cumberland, 185 miles. The rugged country through which it passes—the solid and beautiful masonry of the locks and aqueducts—all conspire to impress upon the traveller a high sense of the skill of the engineers and of the enterprize of the company, which has persevered in the work under so many appalling difficulties. The aqueducts over the Seneca and Monocacy creeks are perhaps not exceeded by any thing in this country, for beauty and lightness of design and solidity of construction. The wildness of the scenery around sets off to greater advantage these triumphs of art over nature. It is, however, from the Point of Rocks to Harper's Ferry, 12 miles, that the greatest difficulties have been encountered. For this distance the Baltimore and Ohio rail road runs parallel to, and in contact with the canal—the bank of the latter forming the bed of the former. Both works are carried for miles under the precipitous crags, many hundred feet high, and whose very foundations have been cut away to form a shell for the road, while the canal is made to encroach on the bed of the river. The scenery itself is grand and imposing, and when viewed in connection with the monuments of human genius and perseverance which are seen at the base of the cliffs, it assumes the character of sublimity.

**FROM WASHINGTON TO THE VIRGINIA
SPRINGS.**

The route is by post coaches, which leave daily, and the distances as follow :

	<i>Miles.</i>			<i>Miles.</i>	
To Alexandria,..	9		Monticello,.....	16	120
Fairfax C. House,	15	24	Charlottesville,....	3	123
Centreville,	8	32	York,.....	19	142
Bull Run,.....	3	35	Waynesboro',.....	6	148
Buckland Mills,..	11	46	Staunton,.....	12	160
New Baltimore,..	4	50	Jennings N. Mt..	17	177
Warrenton,.....	6	56	Cloverdale,.....	12	189
Lee's Sulphur Sp.	6	62	Green Valley,....	11	200
Jefferson,.....	3	65	Warm Springs,..	13	213
Fairfax,.....	12	77	Hot Springs,....	5	218
Cedar Mt.....	6	83	Jackson River,..	9	227
Rapidan,.....	6	89	White Sul. Spgs.	29	256
Orange C. H.....	7	96	Sweet do. do..	28	284
Gordon's Ville,..	8	104	Salt do. do..	1	285

By diverging 5 miles from this route at Orange Court House, the traveller can visit the former residence of Mr. Madison at Montpelier; and by diverging still farther, he can visit the NATURAL BRIDGE, on his way to the Warm Springs. This bridge is over Cedar creek, in Rockbridge county, 12 miles south west of Lexington, and is justly considered one of the greatest natural curiosities in the world. The river at this place runs through a chasm in a hill. The chasm is 90 feet wide at the top, 200 feet deep, and the sides almost perpendicular. The bridge is formed by a huge rock thrown completely across the chasm at the top. The rock forming the bridge is 60 feet broad in the middle, and is covered with

earth and trees. It forms a sublime spectacle when examined from the margin of the river beneath.

MONTICELLO, on the regular route to the Springs, is distinguished as the former residence of Mr. Jefferson. The mansion is on elevated ground, and is reached by a circuitous road of about 2 miles in extent from Charlottesville, the seat of the University founded by Mr. J. From the peak on which the house stands, a grand and nearly illuminated view opens, of the thickly wooded hills and fertile vallies, which stretch out on either side. The University, with its dome, porticoes and colonnades, looks like a fairy city in the plain; Charlottesville seems to be directly beneath. No spot can be imagined as combining greater advantages of grandeur, healthfulness and seclusion. The house is noble in its appearance; two large columns support a portico, which extends from the wings. The apartments are neatly furnished and embellished with statues, busts, portraits and natural curiosities. At a short distance behind the mansion, in a quiet, shaded spot, the visitor sees a square enclosure, surrounded by a low unmortared stone wall, which he enters by a gate. This is the family burial ground, containing 10 or 15 graves, none of them marked by epitaphs, and only a few distinguished by any memorial. On one side of this simple cemetery, is the resting place of the Patriot and Philosopher.

The WARM SPRINGS which afford a very copious supply of water, are used for bathing, and are at a temperature of 97°. The HOT SPRINGS, which are 5 miles distant, furnish only a small stream; but their temperature

is much greater, being 112° . They all flow into the Jackson, a source of the James river.

The WHITE SULPHUR SPRINGS, 29 miles farther, owing to their medicinal qualities and the salubrious air which is enjoyed within their locality, have become much celebrated, and are annually visited by many for pleasure as well as for health during the summer months.

FROM WASHINGTON TO BALTIMORE,
40 miles.

The route is by the Washington rail road, which commences at the north-east part of the city, and in its course to Baltimore, approaches within sight of Bladensburgh, 4 miles from Washington; crosses the Patuxent river 13 miles farther; crosses the Patapsco river, on a noble and lofty viaduct, 15 miles farther, and unites with the Baltimore and Ohio rail road at Elkridge Landing, which latter road is taken for a distance of 8 miles to Baltimore. The road is made in a very permanent and enduring manner; and though over a rough and undulating country, its acclivities do not average more than 20 feet per mile. Its cost was about \$1,500,000.

BALTIMORE

Is on the north side, and at the head of tide water on the Patapsco river, 14 miles above its entrance into the Chesapeake Bay. It has a population of about 100,000, and may be considered the third city in the union; whilst for its various manufactories and public buildings, ornamental to the city and remarkable for their costliness, taste and commodiousness, it stands undoubtedly in the first

rank for enterprise and public spirit. Within 20 miles around, the water power is almost incalculable. It drives at present more than 70 flour mills and several manufactories of cotton, cloth, powder, paper, iron, glass, steam engines, extensive chemical works, &c. Many of these may conveniently be visited by sojourners in the city, on foot or by short rides in the immediate vicinity.

The city embraces within its limits, a court house, jail, penitentiary, lunatic asylum, 2 theatres, an exchange, an observatory, 2 museums, 5 market houses, 10 banks, gas works, (the first in this country for lighting streets and houses,) a public library, a medical college, and 47 houses of public worship.

Most of these establishments are worthy of the attention of tourists, but more especially the cathedral, the exchange, the public fountains, of which there are four tastefully ornamented and giving a copious supply of pure spring water; the museums, the monuments, and the rail roads.

The CATHEDRAL is built after the Grecian Ionic order. Its outward length is 190 feet, its width 177, and its height to the summit of the cross that surmounts the dome is 127 feet. It contains the largest organ in the United States, and two very splendid paintings—one the descent from the cross, by Paulin Guerin, a present from Louis XVI.—another, presented by Louis XVII., representing St. Louis, attended by his chaplain and armor-bearer, burying one of his officers slain before Tunis, as an encouragement to his officers and soldiers, who, for fear

of contagion, would have left their comrades to be devoured by beasts and birds of prey.*

The **MERCHANTS' EXCHANGE**, built by private subscription, is another monument to the public spirit of the citizens. This edifice, from Water to Second, fronting on Gay-street, is 255 by a depth on the two first of 141 feet, and is three stories high exclusive of the basement. In the centre is the great hall, 86 feet by 53, lighted from the dome, which is 90 feet from the floor. In this hall, to which they have access by three entrances from the streets, the merchants convene daily from 1 to 2 o'clock.

The **BATTLE MONUMENT**, an elegant marble structure about 55 feet high, was commenced on the site of the old court house in Washington Square, in 1815, in memory of those who, on the 12th and 13th of September in the preceding year, had fallen gallantly in defence of the city.

The **WASHINGTON MONUMENT**, built of white marble, ornamental to the city and honorable to its inhabitants, stands on an elevation a little north of the compact part of the city. The base is 50 feet square and 23 high, on which is placed another square of about half the extent and elevation. On this is a column 20 feet in diameter at the base, and 14 at the top. The colossal statue of

* It was in this Cathedral that the funeral honors were paid to Charles Carroll, of Carrollton, the last surviving signer of the Declaration of Independence. He died in the city on the 13th Nov. 1832, and his remains were conveyed for interment to the vault on the premises of the family mansion, about 16 miles distant.

Washington, the largest one in modern ages, is placed on the summit, 163 feet from the ground.

The BALTIMORE AND OHIO RAIL ROAD commences a short distance from the Washington turnpike road on West Pratt street, where the company have established a depot. Under the authority given by the City Council, a line of railway has also been laid from the termination of the main stem of the road, at the Depot, down Pratt street to the Basin, whence it is constructed to the City Block, and runs parallel with the entire water front of the city, communicating with the wharves, and intersecting all the principal streets which extend northwesterly and southerly, as far down as the public property south of Jones' Falls, at which place there have been conveyed to the company, by the Corporation of Baltimore, two squares of ground, favorably situated for the convenient and economical transaction of an extensive commerce. An uninterrupted communication is thus opened along the whole extent of the road, between the Port of Baltimore and the Potomac river at Harper's Ferry, a distance of 67 miles; which is extended, by means of the Winchester and Potomac rail road, 30 miles farther in a southwesterly direction to Winchester, Virginia. There is also a lateral road, 2 or 3 miles long, from Harper's Ferry to the city of Frederick.

A double track has been laid most of the way to Frederick, and the travelling and transportation have thus far fully equalled the anticipations of the stockholders.

A ride as far at least as Ellicott's Mills, 13 miles from Baltimore, is considered almost a matter of course by strangers visiting the city. The scenery on the route,

being mostly in the vicinity of the Patapsco river, is picturesque and interesting. Among the works connected with the road, the *Carrollton Viaduct*, over Gwynn's Falls, about a mile and a half from the city, is one of the most magnificent pieces of architecture in America. This bridge, built of granite, contains one arch of about 80 feet span and 40 feet in height, and is 312 feet in length from end to end of the parapets.

The *Jackson Bridge*, is a single arch 109 feet long. The *Deep Cut* through a high and broad ridge of land, is about three fourths of a mile in length, its greatest depth 70 feet, and its width, at the summit of the ridge, 184 feet. The *Great Embankment at Gadsby's Run*, 5 miles from Baltimore, is nearly a mile in length, its greatest elevation 56 feet, and its greatest width 191 feet. *Gadsby's Run Viaduct* affords a passage to the waters of the run through the embankment. The arch, composed of dressed granite blocks, is of the extraordinary width of 120 feet from opening to opening. The *Patterson Viaduct* is an immense structure by which the road is carried to the opposite bank of the Patapsco. It is built of granite blocks, from 1 to 7 tons in weight, and its entire length is 375 feet. It has 4 beautiful arches, the two centre ones each a span of 55 feet, with extensive wings and water walls, abutments, &c. The height from the water to the crown of the arches is 30 feet. Besides these are the embankments at Stillhouse Run, two granite viaducts, the rock-side cutting at Buzzard's Rock, &c.

The BALTIMORE AND SUSQUEHANNAH RAIL ROAD, extending from Baltimore to York Haven, on the Susquehanna river, a distance of 60 miles, is also a work of

much utility to the city, and worthy the attention of tourists.

PUBLIC HOUSES. The City Hotel is one of the most splendid edifices of its kind in the union. It is centrally and most conveniently situated, presenting a front on Calvert-street of 117 feet, and running back 183. It contains 172 apartments, and was built expressly for a hotel, under the direction of its experienced proprietor, Mr. Barnum. In the basement of the building on Calvert-street is situated the Post Office, into which the traveller may deposit his letters by a conduit from the large Reading Room above. To all other conveniences combined in this establishment which travellers can desire, is added an observatory on the top of it, affording to its guests views of the Harbor and Fort M'Henry, the town, and the country seats that surround it.

The Indian Queen, the next largest establishment, is well and liberally kept by Mr. Beltzhover, its obliging and popular tenant.

The environs of Baltimore are generally much admired by visitants. A succession of elevated sites rising one above another, encircle it from the Philadelphia road on the east to the Washington turnpike on the west. From these eminences the stranger obtains, at a single *coup d'œil*, a view of the town and its numerous approaches by land and water.

Some of these heights are crowned with private residences, displaying all the taste and magnificence that characterize the seats of European opulence and refinement. Of these, the most expensively embellished and conspicuous is "Green Mount," the elegant summer re-

treat of a gentleman whose taste and hospitality happily correspond with his ample possessions.

FROM BALTIMORE TO PHILADELPHIA.

There are two routes—one via Frenchtown and New-Castle; and the other via Havre-de-Grace and Wilmington. We subjoin a sketch of both.

By way of Frenchtown and New-Castle—115 miles.

The route is by steamboat and rail road, as follows:

<i>By steamboat.</i>		<i>Miles</i>	<i>By rail road</i>		<i>Miles.</i>
From Baltimore to Fort			From Frenchtown, Md.		
M'Henry,.....	3		to New-Castle, Del..	16	
Sparrow's Point,.....	6		<i>By steamboat.</i>		
North Point,.....	4		Christiana Creek, Del..	5	
Miller's Island,.....	8		Marcus Hook, Penn...	8	
Pool's Island,.....	8		Chester,	4	
Grove Point,.....	16		Lazaretto,	5	
Turkey Point,.....	6		Fort Mifflin,.....	5	
Frenchtown,	13		Philadelphia,	8	

The course of the steamboat is down the Patapsco river to its entrance into the Chesapeake Bay. This Bay is 180 miles long, and varies from 10 to 25 miles in breadth, dividing the states of Virginia and Maryland into two parts, called the eastern and western shores. It has numerous commodious harbors, and affords a safe navigation. Among the waters which flow into it, besides the Potapsco, are the Susquehannah, Potomac, Rappahannock, York and James rivers.

NORTH POINT, 13 miles from Baltimore, is the spot where the British troops landed in September, 1814, and where a battle was fought, simultaneous with a naval attack on Fort M'Henry. The engagement resulted in

the defeat of the British, and the death of their commander, Gen. Ross.

From this point until reaching Turkey Point, at the mouth of Elk river, the Chesapeake presents a broad expanse and beautiful sheet of water, interspersed with an occasional island; of which Pool's is the largest and the most picturesque. On approaching the mouth of Elk river, the broad entrance of the Susquehannah is seen at the left; near which is discerned the village of Havre-de-Grace, which was burnt during the last war. Eight miles from Turkey Point, up the Elk river, the entrance of Back creek, connected with the Chesapeake and Delaware Canal, a very expensive and magnificent work, is seen at the right.

At Frenchtown, passengers leave the steamboat (their baggage having been previously placed in baggage wagons) and take the carriages of the RAIL ROAD, which extends to New-Castle, on the Delaware, a distance of 16 miles, being but 853 yards more than would be a perfectly straight line drawn from one to the other. At two points the excavation was attended with great difficulty and expense, especially at the western termination of the road, where the cutting was 37 feet deep, through a solid mass of tough red and black clay for a considerable distance.

The total cost of the New Castle and French Town rail road, including the land for its location, wharves, land for depots at both ends, locomotive engines, passenger and burthen cars sufficient to put it in complete operation, with a single track and the requisite number of

turn outs, has been estimated at about *four hundred thousand dollars*.

The ancient town of **NEW CASTLE**, at which the road terminates, still retains one of its original buildings, the date of which, in figures of iron on the gable end, shows that it was erected in 1687. The town was settled by the Swedes, many of whose descendants still continue to reside there, and retain the plain frank manners and thinking habits of their ancestors.

At New Castle, a steamboat is again taken, which proceeds up the Delaware 35 miles, passing the city of Wilmington, which is seen at a distance on the left, and the villages of Chester, Lazaretto, Fort Mifflin on an island in the Delaware, and Gloucester, to Philadelphia.

From Baltimore to Philadelphia, via Havre de Grace and Wilmington—94 miles.

The route is by rail road, as follows :

	<i>Miles.</i>	<i>Miles.</i>
From Baltimore to		Elkton,..... 11
Havre De Grace,.....	32	Wilmington,..... 18
Port Deposit,.....	5	Philadelphia,..... 28

Gunpowder river, emptying into the Chesapeake Bay, is crossed on a bridge 1 mile long, 11 miles from Baltimore ; and Bush river, 8 miles further, is crossed in a similar manner.

HAVRE DE GRACE, (Md.) 32 miles from Baltimore, is on the west side of the Susquehannah river, at its confluence with the Chesapeake. It contains a bank, and is a place of some trade.

Between Havre De Grace and Port Deposit, located at the lowest falls of the Susquehannah, the river is cross-

ed in a steamboat, in which time and opportunity are given to passengers for refreshment.

ELKTON, the capital of Cecil county, Md., is located at the forks of the Elk river, 13 miles above its entrance into the Chesapeake Bay. The tide flows up to the town, affording a navigable intercourse with Baltimore, Norfolk, &c.

THE CITY OF WILMINGTON, 18 miles farther, is a port of entry, and the largest town in the state of Delaware. It is situated between Christiana and Brandywine creeks, one mile above their confluence, and two miles west of the Delaware river. Its position is high, airy and pleasant, and its streets are laid out with much regularity and taste. The facilities afforded here make it an important manufacturing town; it having some of the finest flouring mills and cotton factories in the union. It contains from 10 to 12,000 inhabitants, a spacious alms house, 3 banks, a United States arsenal, and 9 churches. An ancient building, called the old Swedish church, erected in 1698, stands near the Christiana creek in this town; opposite to which is an ancient church yard, used by the first settlers of the place. It contains a few tomb stones, the inscriptions of which are nearly defaced by the hand of time.

Within five miles of the city, in a highly romantic and rural country, are the Brandywine and Chalybeate Springs. It is a place of very considerable resort for health and pleasure during the warm season.

PHILADELPHIA,

The capital of Pennsylvania, is 28 miles from Wilmington. It stands on the west bank of the Delaware river, five miles from its confluence with the Schuylkill, which forms its western boundary. The city was founded in 1682, and incorporated in 1701. The charter being abrogated at the revolution, it remained under a provincial government till 1789, when it was incorporated a second time. Its population in 1830, including its suburbs, was 167,811. It is now about 220,000. The city is built on streets from 50 to 100 feet in width, running parallel and at right angles to each other. They are handsomely paved and are kept remarkably clean. The houses exhibit an appearance of neatness, uniformity and commodiousness, and many of them are ornamented with white marble. Opposite the city, the Delaware, which is 90 miles distant from the sea, is about a mile wide, and is navigable for ships of a large size. The most conspicuous buildings are the churches, the state house, the United States and Pennsylvania Banks, the Girard Bank, and the Institution for the Deaf and Dumb. The Bank of the United States was established in the year 1816, with a capital of \$35,000,000; but its charter not having been renewed at its expiration in 1836, it was incorporated by the state of Pennsylvania in the early part of that year. The banking house is a splendid structure, built on the plan of the Parthenon at Athens, and is situated on a north and south direction, fronting on Chesnut and Library streets, having 8 gigantic fluted columns, embracing the whole front. From each of the fronts are spa-

cious porticos. The whole length of the edifice is 161 feet, and its breadth in front 87 feet. The main entrance is from Chesnut street, by a flight of marble steps.

There are in this city 80 houses for public worship; 16 banks, a custom house, an exchange, and a chamber of commerce.

The **NEW BANK OF PENNSYLVANIA**, in Chesnut street, is an extensive and elegant edifice of marble, of the Ionic order, and constructed after the model of the ancient temple of the muses, on the Ilyssus.

The **PENNSYLVANIA HOSPITAL**, in Pine street, is one of the oldest and most respectable institutions of that description in the union.

INDEPENDENCE HALL, in which the continental congress sat, and from whence the *Declaration of Independence* issued, is still standing. It is located in Chesnut street, is built of brick, comprising a centre and two wings, and has undergone no material alteration since its first erection. It is surmounted by a dome, having a clock, the dial of which being glass, is illuminated at night until 10 or 11 o'clock, showing the hour and minutes until that time. The front receding some distance from the street, affords a space for an ample walk, which is shaded by two elegant rows of trees. East of the main entrance, in the front room, the sessions of congress were held, and the question of independence decided. The declaration was first publicly read from the balcony fronting the spacious park in the rear.

The **ARCADE** contains Peale's Museum, one of the best in the United States, comprising the most complete col-

eton of the Mammoth perhaps in the world. It was found in Ulster county, New-York.

The ACADEMY OF FINE ARTS, in Chesnut-street, contains a large number of paintings, several of which are the property of Joseph Bonaparte. Among these is one, executed by David, representing Napoleon crossing the Alps. Another is a full length portrait of Joseph himself, as king of Spain.

The U. S. MINT, established here, is a new and handsome edifice recently constructed for that purpose.

The CITY LIBRARY was first established through the enterprise and influence of FRANKLIN in 1731. It is located in a neat and ornamental edifice on the east side of Fifth-street, opposite the State House Square, and contains about 24,000 volumes, besides the Loganian library of ancient classics of about 11,000 volumes, under the same roof.

The ATHENEUM, on the second floor of the Philosophical Hall in Fifth-street, contains 5300 volumes and a variety of newspapers from various parts of the union. There are also deposited here a series of rare and valuable pamphlets, forming 100 volumes, which belonged to Doct. Franklin; many of which are enriched with his MS. notes. Strangers are admitted to this institution, on being introduced by a subscriber, and a register of their names is kept.

The *American Philosophical Society* was founded in 1743, principally by the exertions of Doct. Franklin. The members have a large and commodious building on a part of the State House Square, in which they have deposited about 5300 volumes of valuable books, and a

collection of objects of natural history, consisting principally of minerals and fossil remains.

The UNIVERSITY OF PENNSYLVANIA is situated in Ninth-street, between Chesnut and Market streets. It was founded in 1750, and is in a highly prosperous and flourishing condition.

GIRARD COLLEGE. This splendid edifice is situated on the Ridge Road, on a site owned by the late Stephen Girard, and devised by him for that purpose. To his munificence, indeed, are the public indebted for the structure and for a fund for its maintenance. The building is 111 by 169 feet, 3 stories high, and is surrounded by a portico 21 feet wide, giving to the whole a neatness and elegance highly creditable to the taste of those who had the management of its construction.

WILLS' HOSPITAL, erected pursuant to the will of the late James Wills, for the reception of the lame and blind, is located on Race street, between Schuylkill Fourth and Fifth streets, and is a handsome stone edifice, 80 feet in front.

THE UNITED STATES' NAVAL ASYLUM is situated on the river Schuylkill, a short distance below the junction of South street with Gray's ferry road. It is 385 feet in front, including a central building, and is an imposing and chaste edifice. It is designed as a place of permanent abode for such of the officers, seamen and marines of the navy as may need a home in their retirement from its service. It is sufficiently capacious to accommodate 400.

The NEW ALMS HOUSE consists of four distinct edifices disposed at right angles with one another, enclosing an interior space of 700 by 500 feet. The location of

these buildings is on the west bank of the Schuylkill river. The grounds appended to the establishment are spacious, and the arrangements such as might be anticipated from the hospitality and benevolence for which the inhabitants of this city have become so proverbial.

The PHILADELPHIA EXCHANGE is situated on a triangular piece of ground, bounded by Third, Walnut and Dock streets, and is one of the most beautiful specimens of Grecian architecture ever executed in America, representing in its appearance the celebrated Lantern of Demosthenes at Athens. The basement contains the post office and several insurance and other offices. The exchange room, which is bold and effective, occupies the eastern end of the principal story, and is approached by steps on each side of the semicircular basement, and from the hall in the basement story. The eastern portico forms an interesting promenade for those who visit the Exchange. From it may be seen the shipping at Walnut street wharf, the custom house, the Girard bank, and the Pennsylvania bank. Omnibuses can be taken from this point at all times for various parts of the city.

Besides the public buildings already noticed, are the Orphan Asylum, in Cherry street; the Pennsylvania Institution for the Blind, Race street; Orphan Asylum of St. Joseph's, Spruce street; Pennsylvania Institution for the Deaf and Dumb, on Broad and Pine streets; Hall of the Franklin Institute, Seventh street; Academy of Natural Sciences, Twelfth street; Jefferson College, Tenth street; Musical Fund Hall, Locust street; Theatre, Walnut street; Theatre, Arch street; Museum, Eighth and Sansom streets, &c.

Of the public works of Philadelphia, there are none of which its inhabitants are more justly proud than those at Fair Mount, by which the city is supplied with water of the best quality in the greatest plenty. Fair Mount is in the rear of the city, upon the bank of the Schuylkill, the neighborhood of which affords a variety of romantic scenery. The situation is such as peculiarly adapts it for the purpose to which it has been devoted. The reservoirs are situated on the top of a hill rising from the river, a part of it perpendicular rock, upwards of one hundred feet. The ascent from the river to the reservoir is by a flight of substantial steps, with resting places. The reservoirs, which are surrounded with a fence, outside of which is a gravelled walk, contain upwards of twelve millions of gallons, supplying the city through between 15 and 20 miles of pipes. The water is raised by machinery propelled by the Schuylkill. The speed of the wheels may be graduated to any required number of revolutions per minute; and if all are in motion, they will raise 7,000,000 gallons in 24 hours. The whole expense of these works, including estimated cost of works abandoned, was \$1,783,000. That required to keep them in operation is comparatively trifling. The quantity of water thus disseminated through the city, is not only sufficient for every family, but is used to wash the streets. It is of immense service in case of fire, as it is only necessary to screw the hose to hydrants, which are placed at convenient distances, to secure a constant stream of sufficient force to reach an ordinary height.

The **NEW PENITENTIARY**, located on elevated ground near the city, is designed to carry the principle of solitary confinement completely into effect. Ten acres of land are occupied for the purpose, forming a square of 650 feet each way, and enclosed by massy walls of granite 35 feet high, with towers and battlements. The prison is in the centre of the square, and is admirably calculated for the purpose for which it was designed. The expense incurred in its erection was upwards of \$300,000.

The principal *Hotels* in the city are the United States Hotel, opposite the U. S. Bank in Chesnut street; Congress Hall, Chesnut street, near Third; Tremont House, between Third and Fourth streets; City Hotel, Third street, between Market and Arch; North American Hotel, Chesnut street, between Sixth and Seventh; Mansion House Hotel, Third street, between Walnut and Spruce; Commercial Hotel, Chesnut street; Indian Queen Hotel, Fourth street; Washington Hotel, do.; Philadelphia Hotel, Second street; Third Street House, Third street; Broad Street House, Broad street; Philadelphia House, Chesnut street.

The banks of the Schuylkill, near Philadelphia, contain numerous elegant country seats, and several public buildings. Among the private residences, none are perhaps more justly admired than that of Henry Pratt, Esq. on Lemon Hill. The Mansion House is situated on the eastern bank of the river, and directly above the Fair Mount Water Works, about a mile from the city. Connected with the mansion are gardens of the most extensive kind, laid out in a style of much elegance and taste. To these gardens respectable citizens and strangers have

free access; and a ride to them is among the various pleasant excursions in the vicinity of the city.

The **SHOT TOWER** of Mr. Beck is also an object of much curiosity to strangers visiting Philadelphia. It stands on the east bank of the Schuylkill, in the rear of the city, and is a lofty edifice, from the top of which a very extensive view can be had of the surrounding country.

The **PENN MONUMENT**, commemorative of the spot where William Penn, the founder of the colony of Pennsylvania, made a treaty with the aborigines, is near the intersection of Beach and Hanover streets.

INTERNAL IMPROVEMENTS.

The **UNION CANAL** commences near Reading, on the Schuylkill river, 51 miles northwest of Philadelphia, and extends thence in a westerly direction to Lebanon, and thence along the Swatara creek to Middletown, on the Susquehannah river, nine miles below Harrisburgh, the seat of government of the state. The length of the canal is 79 miles; and by the extension of a branch of about 7 miles, and the construction of a rail road of 4 miles, a communication is had to the "Coal Region."

By means of the Union Canal and the Schuylkill slack water navigation, there is also a communication from Philadelphia to the Susquehannah river; and this communication is greatly extended by the

PENNSYLVANIA CANAL, which commences at Columbia, 82 miles northwest of Philadelphia, the terminating point of the Columbia rail road from that city, and unites with the Union Canal at Middletown, 18 miles farther. From

thence it proceeds in a westerly direction to the Juniata—thence up that river to the foot of the Alleghany mountains, which are crossed by a rail road, 37 miles long; at the end of which the canal re-commences, uniting with the Alleghany and Ohio rivers at Pittsburg. The whole length of this canal, including the Columbia rail road and the rail road across the mountains, is 395 miles. After reaching the Juniata, a singularly romantic and beautiful stream, the canal winds along a gentle and practicable acclivity, following the bed of the river for nearly a hundred miles. Two mighty ranges of mountains rise from the limpid Juniata, like two green leaves of an immense opening volume. These mountains, apparently arranged to the course of this stream, seem to lie almost at right angles to the great parallel ridges. The Juniata finds a passage by a very equable and gentle declivity through all the mountains except the last ridge that parts its waters from those of the Ohio. More beautiful forms of mountains than those which skirt this river can no where be seen. Sometimes, for many miles together, they rise, smooth, verdant and unbroken, by equable slopes, from the very verge of the stream to the height of twelve hundred feet; and here, apparently, when the fountains of the great deep were broken up, the rocky summits of the mountains were dismembered at the same time. For miles together, and in many places the whole sides of the grand slope, from summit to base, are strown with large fragments of smooth building stone; and it is inconceivable how smoothly and completely they line the sides of these mighty hills. Layers of these rocks cover thousands of acres, for a depth apparently of 40 or 50 feet; and for

a considerable distance the road is formed by the removal of these layers along the sides of the mountains, the carriage winding its way many hundred feet above the canal, which is perpendicularly below.

In other places, more recent slides of the earth and rocks from the summits of the mountains have cut away a visible and uniform path, sweeping trees and every obstacle before it, until the spoils are accumulated at the foot of the mountains. Indeed every foot of this route of a hundred miles is enriched with scenery of unexampled sublimity; and we can imagine no higher treat for the tourist than a passage along its banks, connected with the crossing of the Alleghanies, and a trip to Pittsburg.

In addition to the foregoing, the state has completed a canal from the mouth of the Juniata up the Susquehanna to the forks at Northumberland, 39 miles; from Northumberland to Dunnstown, 66 miles; from Northumberland to Nanticoke falls, 61 miles, and a further extension of the latter 15 miles. Also a canal from Bristol to Easton on the Delaware river, 60 miles; and about 74 miles of a canal which is to extend from Pittsburg on the Ohio river to Erie, on the lake of that name.

The following canals belong to private incorporations: The Union canal, already noticed at p. 59; the Schuylkill canal, from Philadelphia up the Schuylkill river, intersecting the Union canal at Reading, to the Schuylkill coal mines at Mount Carbon—length, including 46 miles of slack water in the river, 108 miles; the Lehigh canal, from Easton on the Delaware, up the Lehigh river to the coal mines at Mauch Chunk, and from thence to Stoddardsville—length 46 miles; a part of the Hudson and

Delaware canal, from Honesdale on the Lackawaxen to the mouth of that stream—about 20 miles; Conestoga Navigation, an improvement of the Conestoga creek by locks and dams, from its mouth to the city of Lancaster, 18 miles; and the Codorus Navigation, an improvement of the Codorus creek from its mouth to the borough of York, 11 miles. Making the total distance of canal navigation now in use in the state about 800 miles.

The state has also constructed the Columbia, Alleghany Portage, and Norristown rail roads, which are noticed in subsequent pages of this work.

FROM PHILADELPHIA TO PITTSBURG, PA.

By rail road and canal.—391 miles.

The intermediate distances are as follow :

	Miles.			Miles.	
<i>By rail road.</i>			Port Dauphin,...	3	113
Fair Mount,.....	1		Duncan's Island,	9	122
Viaduct over			Newport,	10	132
Schuylkill,	2	3	Thompsontown,..	11	143
Buck Tavern,....	8	11	Mexico,	7	150
Spread Eagle,...	5	16	Mifflintown,.....	4	154
Paoli,.....	5	21	Lewistown,	14	168
Warren,	1	22	Waynesburgh,...	14	182
Valley Creek,....	7	29	Aughwick F's,...	12	194
Downingtown,...	3	32	Huntingden,.....	17	211
Coatesville,.....	8	40	Petersburg,.....	7	218
Gap Tavern,....	11	51	Alexandria,.....	7	225
Mine Ridge,.....	1	52	Williamsburgh, ..	12	237
Mill Creek,.....	5	57	Frankstown,.....	10	247
Soudersburgh,...	3	60	Hollidaysburg, ...	3	250
Lancaster,	9	69	<i>By rail road.</i>		
Mountjoy,.....	12	81	Across Alleghany		
Middletown,....	15	96	Mountains to		
Harrisburgh,....	9	105	Johnstown,....	37	287
<i>By canal.</i>			<i>By canal.</i>		
Blue Mt. Gap,...	5	110	Laurel Hill, . . .	7	294

	<i>Miles.</i>			<i>Miles.</i>	
Lockport,.....	10	304	Leechburg,.....	10	355
Chesnut Hill,....	5	309	Alleghany Aque-		
Blainsville,.....	8	317	duct,.....	3	358
Saltzburg,.....	16	333	Logan's Ferry,...	15	373
Warrentown,....	12	345	Pittsburg,.....	18	391

The COLUMBIA RAIL ROAD, which composes a part of this route, commences at the depot at the intersection of Vine and Broad streets, and extends up the valley of the Schuylkill through Pratt's Garden to the river, which is crossed 3 miles from the city, on a handsome viaduct 1045 feet long, 41 feet wide, and 30 feet above the surface of the water. Immediately succeeding the viaduct is an inclined plane 2805 feet long, rising 1 foot in 15, which is surmounted by means of a stationary steam engine, placed at the head. The line of the road passes from thence over an undulating surface, requiring heavy excavations and embankments, through portions of Philadelphia, Montgomery and Delaware counties, till it reaches the viaduct of Valley creek, which is a wooden structure about 600 feet long, supported on piers from 35 to 55 feet high. Immediately beyond the viaduct the traveller catches the first glimpse of the Great Chester Valley, long esteemed to be one of the most beautiful and fertile sections of the state. At the distance of 21 miles from Philadelphia, the line is intersected by a branch road leading to Westchester, the cost of which was about \$85,000. At 30 miles, a little to the south of Downingtown, the road crosses the East Brandywine by a viaduct 465 feet long and 25 feet high. Some distance farther, the line crosses the West Brandywine by a viaduct 835 feet long and 72 feet above the surface of the water.

Still ascending the main valley of Chester, the line reaches the summit, which divides it from that of Lancaster. This place is known as the Deep Cut through Mine Hill. Thence descending the Lancaster valley, the road crosses the Pequa, by a viaduct 150 feet long and 24 feet high and soon after, Mill creek, by a similar construction 550 feet long and 40 feet high. Thence it follows the general features of the country till it reaches the immense viaduct over Conestoga river. The piers are 60 feet above the surface of the water, and the whole length of the platform 1412 feet. Not long after, the road enters Lancaster by a high embankment, the materials of which were obtained from the deep rock cutting in the town.

LANCASTER, 69 miles from Philadelphia, is an incorporated city and one of the oldest towns in the state. It is pleasantly situated on the side of a hill one and a half miles west of Conestoga creek, which falls into the Susquehannah 9 miles below. The city contains several handsome public buildings and numerous manufactories, and is surrounded by a beautiful and highly cultivated country. Its population is between 7 and 8000.

The Columbia rail road is continued 13 miles from this place to the village of Columbia, on the Susquehannah river, where by means of an inclined plane 1800 feet long, it communicates with the eastern division of the Pennsylvania canal.

The Lancaster and Harrisburgh rail road, however, is usually taken by passengers for Pittsburgh. It reaches

HARRISBURGH in a distance of 36 miles. This village, which contains the capitol of the state, is regularly laid out on the east bank of the Susquehannah, over which a

bridge is erected, one mile long. The village contains 7 or 8 public buildings, as many churches, and about 4500 inhabitants. The capitol is handsomely situated on an eminence, commanding a fine view of the town, river and surrounding country. To the north the mountain scenery is imposing, and the opening or gap through which the river passes presents a beautiful appearance. The building in which the legislature meets is an extensive structure of brick, in the centre of which is a semicircular portico or entrance, which is approached by a flight of steps. The roof of the portico is supported by six massive columns, rising to the height of the main building. From the portico there is an entrance into the rotunda or hall of the building which separates the chambers of the two houses. To the right is the hall of representatives—to the left that of the senate. Immediately in front, as you enter the first hall, is the speaker's chair, elevated upon a rostrum above those of the clerks, which derives an interest from the fact that it is the same chair in which John Hancock first sat when he was chosen President of the continental congress.

The PENNSYLVANIA CANAL, which is here taken, has already been noticed at p. 59. It passes along the bank of the Susquehannah to its junction with the Juniata; and for miles the traveller is floated between the river and its lofty shore, separated from the former only by the breadth of the tow path, which, on the side towards the river, is solid and massive masonry. On the other side of the canal runs the turnpike, and so scant is the interval between the river and the shore, that for the passage of these thoroughfares of trade and travel, the founda-

tions of the hills have been cut away, and the traveller sails along their bases, with the precipitous crags impending many hundred feet above him. The whole number of locks on this canal are 111—dams, 18—aqueducts, 33.

LEWISTOWN, 53 miles from Harrisburgh, is the capital of Mifflin county, and is the most important village passed on the route. It contains a population of 1500 or 2000 inhabitants.

On reaching Hollidaysburgh, the termination of the canal at the foot of the Alleghany mountains, the traveller prepares to cross the mighty division of the east and west—not in a lumbering coach drawn by wearied horses—but in a rail road carriage drawn by steam. The change from the sluggish motion of the boat to the speed of the car is very acceptable, and the rail road over the mountains proves an agreeable interlude to the monotony of a canal passage.

The aggregate of ascent and descent at this point is 2570 feet—1398 of which is on the eastern and 1172 is on the western side of the mountain. The ascent is by 5 inclined planes, of nearly a mile each in length. On the summit, in a solitude like that of St. Bernard upon the Alps, stands a fine mansion, whose spacious accommodations and welcome cheer invite an hour's delay. Before commencing the descent of the mountain, the traveller comes to the celebrated tunnel, hewn through the solid rock, 870 feet long by 20 feet in height, the rumbling of the cars through which is like the reverberation of distant thunder. The descent is then effected like the ascent, by means of 5 inclined planes of about a mile each. After leaving the fourth, the road crosses a stream

upon a magnificent specimen of pontic architecture, 70 feet above the water, which it spans with a single arch of 80 feet. It is beautifully constructed of hewn stone, and curiously contrasts with the wildness of the surrounding scenery. The last plane being descended, the tourist soon finds himself at the termination of the rail road in the village of Johnstown, 37 miles from its commencement. Here a packet is again taken, which enters the western division of the Pennsylvania canal; which follows the Conemaugh river for a distance of 78 miles, until it intersects with the Alleghany, which terminates at Pittsburg. It is 104 miles long, has 64 locks, 10 dams, 2 tunnels, 16 aqueducts, 94 culverts, and 152 bridges. After leaving Johnstown, the canal passes through a tunnel more extensive than the one on the Portage rail road. The height of the hill which it perforates is 250, and the length of the tunnel 917 feet. The traveller, indeed, passes *under* an improved farm, the *well* attached to which is directly over the tunnel!

The time employed in reaching Pittsburg from Holidaysburgh is about 30 hours; and from Philadelphia about 4 1-2 days. Fare for the whole distance, including meals, about \$15.

FROM PHILADELPHIA TO PITTSBURG,

By rail road and stage—305 miles.

INTERMEDIATE DISTANCES.

	<i>Miles.</i>		<i>Miles.</i>
<i>By rail road.</i>		Bedford,.....	31 206
To Harrisburgh, as no-		Shellsburg,.....	9 215
ticed at p. 62,..	105	Stoystown,.....	19 234
Chambersburgh,..	51 156	Laughlintown,..	16 250
<i>By stages.</i>		Greensburg,.....	23 273
M'Connelstown,..	19 175	Pittsburg,.....	32 305

This route is performed in about 3 1-2 days.

PITTSBURG, an incorporated city, is situated on a beautiful plain, on a broad point of land, where the confluence of the Alleghany and Monongahela forms the Ohio river. The population of the city proper is about 18,000, and, including the suburbs, about 28,000. It is compactly, and in some places handsomely built; though the universal use of pit coal for manufacturing and culinary purposes, has so far blackened the exterior of every building, as to give the town a gloomy appearance. Its position and advantages, however, will continue to render it a place of attraction for builders and capitalists; and it has already been very appropriately termed the Birmingham of America, there being not less than 300 manufacturing establishments, many of which are very extensive. Independently of the immense amount of iron wrought at this place, boat and steamboat building have been pursued on a greater scale than in any other town in the western country. Small boats are continually departing down the river at all seasons, when the waters will admit. In moderate stages, great numbers of steamboats arrive and

depart. The city has also immense advantages of artificial as well as natural water communications. Besides the Pennsylvania canal, already described, which terminates here, another canal is in progress to connect it with Lake Erie through Meadville, and another proposed to the mouth of the Mohoning, where it will connect with a branch of the Ohio and Erie canal from its summit head.

Among the public buildings in Pittsburg are 13 churches, a university, high school, exchange, bank and museum.

From Pittsburg, steamboats may be taken for Cincinnati, Ohio, 465 miles; to Louisville, Ky., 175 miles farther; or to New-Orleans, 1400 miles farther. The time employed in reaching the latter place is about 12 days, and the usual expenses from \$40 to \$60.

THE COAL MINES.

Since the discovery and opening of the extensive coal mines in Pennsylvania, and the great internal improvements which have been made in the state, providing an easy communication to them, it has become almost a matter of course to embrace them within the tour of the middle and northern states. The Lehigh and Schuylkill, the principal mines already explored, are located from 100 to 120 miles in a northeasterly direction from Philadelphia, between a chain of mountains denominated the Blue Ridge and the Susquehannah river. The anthracite district is principally occupied by mountains running parallel to the Blue Ridge, often broad with table land summits, and rising generally about 1500 feet above the ocean. These summits, by repeated fires, have been principally divested of timber, and are generally too stony

for tillage. The beds and veins of anthracite range from northeast to southwest, and may often be traced for a considerable distance by the compass; but they have been found in the greatest quantity in sections most accessible by water. Extensive beds and veins range from the Lehigh to the Susquehannah, crossing the head waters of the Schuylkill and Swatara about 10 miles northwest of the Blue Ridge. They are also found contiguous to the Susquehannah and Lackawana. But in no part of the district does the anthracite exist in such apparently inexhaustible beds as in the vicinity of Mauch Chunk, a village situated on the Lehigh, 35 miles from Easton, and 108 by canal from Philadelphia. The coal is there excavated on the flat summit of a mountain that rises near 1500 feet above the ocean. It is disclosed for several miles on the summit wherever excavations have been made, and is indicated in many places by coal slate in a pulverulent state, on the surface. The mountain rises with steep acclivity, particularly on the northwest side, and when penetrated at various altitudes, discloses coal at about the same distance from the surface. In the deep excavations made on the summit, no termination of the coal has been found, and it is not improbable that anthracite forms the nucleus of the mountain for a considerable distance.

Next to Mauch Chunk, Mount Carbon, or Pottsville, situated at the head of the Schuylkill canal, has been the principal source of the supply of anthracite. Many large veins are worked within three miles of the landing; and some have been opened seven miles to the northeast, in the direction of the Lehigh beds. On al-

most every eminence adjacent to Pottsville, indications of coal are disclosed. The veins generally run in a north-east direction, with an inclination of about 45 degrees, and are from 3 to 9 feet in thickness. Commencing at or near the surface, they penetrate to an unknown depth, and can often be traced on hills for a considerable distance by sounding in a northeast or southwest direction. Some veins have been wrought to a depth of 200 feet without a necessity for draining, the inclined slate roof shielding them from water.

On the extensive tract occupied by the New-York company, five miles from Pottsville, there are also inexhaustible coal beds, in the excavating of which from 300 to 400 hands are employed.

Southwest of Pottsville the coal becomes more easily ignited, and that at Peter's mountain, a few miles east of Dansville, is said to contain bitumen. It is probable that the coal in that vicinity embraces, like the Wilkesbarre, much more inflammable gas than the Lehigh, which may have led to the supposition that it was bituminous.

Anthracite is found on several of the streams that discharge into the Susquehannah, on its eastern side. A large bed exists a few miles easterly from Berwick, and numerous veins occur from an elevated part of the Wilkesbarre mountain, to the Kingston and Shawnese mountains, that form the western border of the basin of Wyoming. Veins of coal in the vale of the latter,* about 125

*The valley of Wyoming is rendered memorable in history from the bloody massacre of the white settlers by the Indians commanded by Col. Butler during the revolution, and immortalized in song by the beautiful poem of

miles northwest of Philadelphia, are not only very numerous, occurring on almost every farm, but many are of uncommon thickness.*

Extensive beds of coal are also found adjoining the head waters of Lycoming creek, which lie in horizontal veins, elevated considerably above the ordinary level of the adjacent country, and are, of course, mined with much less difficulty than in many other districts. These mines are advantageously located for supplying the city of New-York and the southwestern part of the state, and will doubtless prove of great value to a company which has been chartered to explore them.

ROUTE TO THE SCHUYLKILL COAL MINES.

96 miles.

The Germantown, Norristown and Reading rail roads, extend from Philadelphia to Reading, 59 miles; from whence to Pottsville, by stage or canal, is about 37 miles. The latter portion of the route, indeed, will soon be occupied by the Reading rail road, which is to connect, at various points, with the Mount Carbon, the Dansville and Pottsville, the Mill Creek and Schuylkill Valley, the Mine

Campbell. The village of Wilkesbarre, on the Susquehannah river, has been built near the place of this massacre. Solomon's creek, a tributary stream, and which unites with the Susquehannah in this valley, contains two very romantic falls, a very short distance from the village.

* For the preceding sketch of the coal region, the editor is mostly indebted to the *Journal of Science and Arts*, an invaluable work, published at New-Haven, Conn., by Professor Silliman.

Hill and Schuylkill Haven, and the Little Schuylkill rail roads—thus uniting with all the rail ways in the Schuylkill coal region. By means of a branch, it also connects with the Columbia rail road, within five or six miles of its termination.

GERMANTOWN, 7 miles from Philadelphia on this route, is distinguished as the spot of a sanguinary contest during the revolution.

NORRISTOWN, 10 miles farther, is handsomely located on the north bank of the Schuylkill. It is the capital of Montgomery county, and contains a number of elegant dwellings. It was formerly the residence of the celebrated Doct. Rittenhouse.

POTTSTOWN, or POTTS GROVE, 19 miles above Norristown, is a pleasant village on the east bank of the river.

READING, 23 miles farther, located on the east side of the river, is the capital of Berk's county. It is a flourishing town, regularly laid out, and is inhabited principally by Germans. Its population is about 7000. Near this place the Union Canal, noticed at page 59, commences.

HAMBURGH is situated on the east side of the river, 23 miles above Reading, near the Blue Ridge. It is a pleasant and thriving village, near which is what is called the *Mountain Dam*, 27 feet high. The passage of the Schuylkill and canal through the Blue Ridge is interesting and romantic. The mountains bordering the ravine are lofty and precipitous, presenting ledges of old and red sand stone, with coarse and fine silicious gray wacke. The turnpike winds on the mountain side at a great elevation

above the stream, giving to the traveller a sublime and varied scenery. The navigation through the pass, or what is called the Schuylkill Water Gap, is effected by stone dams of magnitude and permanent construction; and groops of locks, water falls and broad sheets of water are frequent.

After passing the Water Gap, the next object of attraction is the *Tunnel*, which has been bored through a hill 375 yards for the canal. The village of Orwisburgh is 3 miles farther; from which to

MOUNT CARBON OR POTTSVILLE is 8 miles. This place, centrally located in the coal region, has attained an astonishing growth within a few years. In 1824 it was a wilderness; in 1836, it contained about 600 dwellings and 7000 inhabitants; several churches, a bank, 3 printing offices, and a large number of stores, shops and public houses, some of which are very elegant. The town is laid out in regular squares, and the main street, about a mile in length, presents on each side a compact row of large and substantial buildings. The principal streets are M'Adamized in the centre, with brick side walks, giving a neat and durable appearance to the promenades.

The coal in this region has been described in the preceding pages of this work. Besides the numerous facilities afforded for its transportation by water, several rail roads have been constructed in the vicinity of Mount Carbon. Among these, are the Mount Carbon rail road, from Mount Carbon to Norwegian Valley, 7 miles; the Schuylkill Valley rail road, from Port Carbon to Tuscarora, 10 miles, and branches 15 miles more; the Schuylkill rail road, 13 miles; the Mill Creek rail road, from

Port Carbon to the coal mines near Mill Creek, 7 miles, including branches; the Mine Hill and Schuylkill Haven rail road, from Schuylkill Haven to the coal mines at Mine Hill, including branches, 20 miles; the Pine Grove rail road, 4 miles; the Little Schuylkill rail road, from Port Clinton to Tamaqua, 23 miles; and the Lackawaxen rail road, from Honesdale to Carbondale, 17 miles.

Of the numerous villages which have sprung up in the vicinity of these mines is Port Carbon, a short distance from Pottsville, containing from 250 to 300 buildings.

Pursuing up the route of the Valley rail road, the traveller next comes to Tuscarora, Middleport, Patterson, New Philadelphia, and Tuscarora again. The three former places are at the intersection of the large lateral road which leads up the creek tributary to the river.

Up the Mill Creek rail road, about 2 miles, is St. Clairsville, and at its head New Castle, where the road from Port Carbon intersects the Centre Turnpike. Both these places have extensive water powers, and are admirably located for mills, &c.

At the junction of the West Branch of the Schuylkill with the main river, Schuylkill Haven is a beautifully situated place, which will be a mart for all the immense coal region of the West and west West Branches; this location is destined to be the focus of an extensive business. Minersville is another site on the same branch, nearly west of Pottsville. This, from its situation among extensive colleries, has already become a populous place, as the residence of those engaged in the coal business. Further up on the Broad Mountain, is Carbondale, which also promises to be a place of some importance.

ROUTE TO THE LEHIGH COAL MINES.

From Pottsville, a stage can be taken to Mauch Chunk, at the Lehigh coal mines, a distance of 32 miles in a northeasterly direction. This route is recommended to travellers from the south, designing a general visit to the coal regions. From the north, the most direct route is, to pursue the line of the Morris canal from Newark, New Jersey, to Easton, or the route from New-York to Schooley's Mountain, and from thence to Easton, proceeding up the Lehigh to Mauch Chunk. A very common route from Philadelphia to the Lehigh is by steamboat to Bristol, 20 miles up the Delaware, and from thence by stage through Newton and New Hope to Easton, 50 miles farther. This route is mostly on the bank of the Delaware, and passes through a pleasant section of the country, affording a rich and diversified scenery.

MAUCH CHUNK.

The village of Mauch Chunk is situated on the western bank of the Lehigh, in a deep romantic ravine, between rocky mountains that rise in some parts precipitously to 800 or 1000 feet above the stream. Space was procured for dwellings by breaking down the adjacent rocks, and by filling a part of the ravine of the Mauch Chunk creek. A portion of this stream has been transferred to an elevated rail way, and is used to propel a grist mill. The village contains about 250 dwellings, belonging principally to the Lehigh Company, who have between 800 and 1000 men in their employ. Mauch Chunk

seems by nature designed for a place of business, but as there is not sufficient room, owing to the approach of the mountains to the Lehigh, for a town of much size, the business of the place will most likely be confined principally to the shipment of coal.

The MAUCH CHUNK RAIL ROAD leads from near the coal mines on the mountain down an inclined plane to the Lehigh river. It is 8 miles long, and has been in operation 9 or 10 years. The road generally passes along a narrow shelf, with precipices on its side not unfrequently of from 300 to 600 feet. At the end of the rail road, the cars are let down to the river on an inclined plane of 700 feet, equal to a perpendicular descent of 200.

The same company have also constructed a rail road $5\frac{1}{4}$ miles in extent from Mauch Chunk up the Lehigh to a coal mine.

The LEHIGH CANAL was noticed at page 61. The LEHIGH RIVER is a copious rapid stream, and rises by various mountain branches 40 miles northwest of Mauch Chunk, which unite below Stoddartsville, 25 miles above the former place. The fall of the river between these two places is 845 feet. Eleven miles below Mauch Chunk, it passes through the Kittatinny mountains, and in the intermediate space falls 245 feet. From the Lehigh Water Gap, or passage through the Kittatinny, to its junction with the Delaware at Easton, 35 miles, it falls 205 feet; making the entire fall from Stoddartsville 1210 feet. To overcome the descent from Mauch Chunk to Easton, 21 dams and 52 locks have been found necessary. They are located at the head of the rapids, enabling the navigator to command an artificial freshet, when the stream

from its dispersion would not otherwise admit of the passage of boats. Water from the dam is copiously admitted into a rail way that extends to the foot of the rapid. The gates are attached by hinges to the bottom of the lock, and rise by the force of water admitted from a floom, constructed parallel with the lock, and remain suspended, forming a section of the dam. If the gate of the floom is closed, the water between the gates passes off, and they fall by their own weight and the pressure of the water from the dam.

The **LANDING**, or **Lausanne**, above **Mauch Chunk**, from its location at the head of the navigation, and at the commencement of the road leading to the **Susquehannah**, is a place of deposit for merchandize and produce destined to and from the upper country. Eight miles below **Mauch Chunk** is the pleasant village of

LEIGHTON. The village commands a prospect of the river and canal; the valley in which the town of **Weiss Port** is located; the **Blue Mountain** in the distance, and a nearer view of the **Mahoning mountain** and the **Lehigh hills**. The **Mahoning creek** flows at the foot of the **Mahoning mountain**, and empties into the **Lehigh** within half a mile of the village, where has been discovered a mineral spring, the waters of which have proved highly beneficial in many cases of disease and debility.

The **LEHIGH WATER GAP** is 3 miles farther. The river is here confined within very narrow limits, being bounded on either side with the bold and precipitous **Kittatiny mountains**. The scenery is in a high degree wild, picturesque, and frequently sublime. Below the mountains, the features of nature are less magnificent, but still fol-

low in a romantic succession of strongly contrasted and elegant landscapes.

BETHLEHEM is 11 miles from the Water Gap. It is a settlement of the Moravians, or United Brethren. The situation is healthful and pleasant, and it is a place much resorted to in the summer months. The church belonging to the society is one of the largest in the state, though exhibiting in its structure much plainness. From its steeple a very beautiful, picturesque and extended view can be obtained. In one direction the scene stretches for upwards of 20 miles along the course of the Lehigh and the Water Gap, the wandering explorations of the eye terminating at the Blue Mountain range.

The house where Gen. Lafayette lay during his recovery from the wound he received at the battle of Brandywine, is pointed out here. His nurse on that occasion, who had continued to reside in the place, received a visit from him when he was last in this country.

EASTON is 12 miles from Bethlehem, and is the capital of Northampton county, Penn. It is located on the Delaware river, immediately above the entrance of the Lehigh, in a valley between the Musonetcunck mountains. Several rude and isolated hills stand in the valley, commanding extensive views and giving to the place a picturesque appearance. The town is tastefully laid out, with an open square in the centre, and contains several handsome dwellings. Its public buildings are a college, court house, jail, 4 churches, a bank and an academy. A bridge extending across the Delaware at this place cost \$60,000. There is also a chain bridge across the Lehigh.

The location of Easton is highly favorable for trade. Besides the great advantages here possessed for manufacturing purposes, and the contiguity of the place to the Delaware and Lehigh river, it is the point at which three important canals, the Delaware, the Lehigh and the Morris, concentrate.

The MORRIS CANAL extends from Easton to Newark, New Jersey, a distance of 86 miles, and from thence to Powles' Hook, opposite New-York, 8 miles further, lockage 1600 feet, which is surmounted by inclined planes. From Newark to Paterson, the country through which the canal passes is beautiful. At the latter place a view of the extensive manufactories is had, located on the north. On the south, the canal for some distance is bounded by mountainous rugged cliffs, the rocky excavations through which were attended with great labor and expense. Four miles above Paterson is what is called the Grand Aqueduct across the Passaic river at the Little Falls. Half a mile further is an aqueduct across the Pompton river, a work of considerable magnitude.

From Easton to the Delaware Wind Gap, an important passage through the Blue Mountains, is 12 miles, in a northwardly direction.

From Easton to the Delaware Water Gap, the distance is 23 miles. The route proceeds up the river to Richmond, 14 miles; from thence to Williamsburgh, 4 miles; and from the latter place to the Water Gap, 5 miles. The current of the stream is here contracted at the base of two lofty mountains in opposite directions, between which the passage is extremely narrow. It is supposed that here was formerly a barrier over which the river

flowed in the form of a cataract, which was subsequently worn away, leaving a smooth unruffled current. The scene is wild and highly interesting.

From Easton to Schooley's Mountain and thence to New-York, the whole distance is 71 miles as follows :

	<i>Miles.</i>	<i>Miles.</i>
From Easton to Phil-		Morristown,..... 6
ipsburgh,..... 1		Passaic river,..... 7
Top of Schooley's		Newark,..... 11
Mountain,..... 24		New-York,..... 10
Mendham,..... 12		

SCHOOLEY'S MOUNTAIN, in New-Jersey, is a place of fashionable resort from New-York, in the summer months, owing to its cool, airy and healthful situation, and to the extensive prospect afforded from its top ; on which there is an excellent public house. Within a mile of its summit there are mineral springs, which are usually resorted to by visitants at the mountain house.

NEWARK, N. J., which is located on this route, is noticed in a subsequent page.

Having thus far diverged from the usual route to the north, for the purpose of describing the coal region, and the most interesting natural and artificial objects connected therewith, we return to Philadelphia, to resume the regular excursion.

FROM PHILADELPHIA TO NEW-YORK.

There being two prominent routes, we give a sketch of each for the convenience and choice of travellers.

Route by the Camden and Amboy Rail Road—

85 miles.

The intermediate distances are as follow :

	<i>Miles.</i>	<i>Miles.</i>
<i>By steamboat.</i>		<i>By rail road.</i>
From Philadelphia to		Hightstown,.....
Burlington, N. J.,...	18	Amboy,.....
Bristol, Penn.,.....	1	<i>By steamboat.</i>
Bordentown, N. J.,...	9	New-York,.....
		23

BURLINGTON, the capital of the county of the same name, is 12 miles below Trenton and 18 above Philadelphia. It is delightfully situated, and contains some handsome public and private houses.

BRISTOL is one mile farther, on the opposite side of the Delaware, in Bucks county, Pennsylvania. This place contains several fine residences, and is an attractive and interesting country village. Some of its flower gardens, which are unusually elegant, and located on the margin of the river, add much to the beauty of its appearance.

BORDENTOWN, 9 miles farther, and 6 below Trenton, is noted as the residence of the Count de Surveillers, the ex-king of Spain. His villa commands a fine view of the river. The soil around it is unproductive; but by the aid of culture and art, his residence now exhibits an appearance of taste and munificence worthy the princely fortune and dignity of its proprietor.

At BORDENTOWN the CAMDEN AND AMBOY RAIL ROAD is taken, which extends to South Amboy; from whence a steamboat is again taken, which lands passengers at New-York. Camden, the south-western point at which the road terminates, is a small village on the Delaware, opposite Philadelphia, 27 miles below Bordentown, where the river is about one mile in breadth. In the winter, passengers are generally received and landed at that

point ; but in summer, a steamboat passage between Philadelphia and Bordentown is generally preferred. South Amboy is seated at the head of the Raritan Bay, 61 miles from Camden, as measured by the course of the rail road ; and is about 23 miles from the city of New-York, (by water,) making the whole distance from Camden to New-York 84 miles.

South Amboy, where the road terminates at the eastern end, is one of the finest harbors in the United States accessible at all seasons for the largest vessels from the sea and from New-York ; so that the communication with Philadelphia and foreign countries by this route is seldom interrupted.

From South Amboy a steam boat is taken for New-York. In proceeding up the bay, Staten, Bedlow and Governor's Islands are successively passed—the former containing several beautiful country seats, and the latter being used exclusively as a military post.

FROM PHILADELPHIA TO NEW-YORK,
By way of Trenton, New-Brunswick and Newark—
 87 miles.

The following are the intermediate distances :

	<i>Miles.</i>		<i>Miles.</i>
<i>By rail road.</i>		Elizabethtown,	5
Bristol,	17	Newark,	6
Morrisville,	10	Jersey City,	8
Trenton,	1	<i>By steamboat.</i>	
New-Brunswick,	26	New-York,	1
Rahway,	13		

The PHILADELPHIA AND TRENTON RAIL ROAD is taken at the depot in the city. This road, which is remarkably

level, extends along the verdant banks of the Delaware, and passes through the village of Bristol to Trenton ; from which point there is a branch rail road to Bordentown, uniting with the Camden and Amboy rail road already noticed, and also a continuous line of railway through New-Brunswick, Rahway, Elizabethtown, and Newark to Jersey City opposite New-York.

BRISTOL, 17 miles from Philadelphia, is the first village of importance on this route, and has already been noticed at p. 82.

TRENTON, 11 miles farther, is the capital of New-Jersey, and contains about 7000 inhabitants, a state house, two banks, and six houses of public worship. At this place the steamboat navigation on the Delaware terminates. The river here forms a considerable rapid or fall, near which is the bridge used by the rail road company, about a quarter of a mile long, neatly roofed, and the sides enclosed to secure it from the weather.

It was in this section of New-Jersey, and at the gloomiest period of the contest, that some of the most important scenes of the revolution transpired. It was for a length of time in the possession of the English, and was the theatre of much carnage and bloodshed. The capture of a detachment of English and German troops in December, 1776, at Trenton, was the first signal victory that crowned our arms in the revolutionary contest. The retreat of Washington with his troops from Trenton, considering the circumstances which surrounded him, and the secrecy with which it was accomplished,

may be justly considered as one of the most successful movements of that eventful period.

NEW-BRUNSWICK, 26 miles from Trenton, is an incorporated city. It is handsomely located on the south west side of the Raritan river, and contains a court house, jail, a college, 7 churches, and between 5 and 6000 inhabitants.

The Raritan and Delaware canal commences at this place, and extends through Trenton to Bordentown, uniting the Raritan with the Delaware river. Length 43 miles.

RAHWAY is a small village, 13 miles from New-Brunswick.

ELIZABETHTOWN, 5 miles farther, is pleasantly situated on a creek emptying into Staten Island Sound. A steamboat plies between the Point and New-York.

NEWARK, 6 miles farther, is one of the most elegant cities in the union. It is situated near the west bank of the Passaic river, 3 miles from its mouth, and is laid out in regular streets, the principal being 200 feet wide. The public square, near the centre, is very handsome, and is surrounded by a number of elegant private dwellings. The public buildings in the place are a court house, jail, four banks, an academy, and 22 churches. The population in 1830 was 10,705, and cannot, at the present time, (1840,) be less than 18 or 20,000.

The Morris and Essex rail road, commencing at this place, extends in a westerly direction through the towns of Orange, Springfield and Chatham to Morristown, a distance of 22 miles.

Between five and six miles from Newark, the rail road unites with one leading to Patterson, noticed in a subsequent page. The two, passing through Bergen Hill, a deep and rocky excavation, are used in common for about two and a half miles to the terminating point at

JERSEY CITY; from whence a steamboat crosses the bay, about one mile, to

NEW-YORK.

This city is situated on the point of Manhattan Island, at the confluence of the Hudson and East rivers, in latitude 40. It was founded by the Dutch in 1612, under the name of New-Amsterdam, and was incorporated by the British in 1696. The island on which it stands is 15 miles long, and from 1 to 3 miles broad. The city is situated on the south part of the island, at the junction of the East and Hudson rivers, and extends from the Battery along each, in a northerly direction, about 3 miles. The early settlements were commenced at and near the Battery, from which streets were extended without reference to order or regularity; and this accounts for the seeming want of taste in laying out the streets towards the docks and harbor.

The BATTERY is situated at the southwest point of the city, opposite to Governor's Island. It is handsomely laid out into gravel walks, and tastefully decorated with shrubbery and trees. It is much frequented by the citizens in the warm season, as well for the purpose of partaking of the refreshing sea breeze, as for enjoying the prospect, which, from this place, includes the harbor with its various shipping, Governor's Island, Bedlow's Island,

and Ellis' Island, on each of which are military stations, the shores of New-Jersey and Long Island, with the flourishing city of Brooklyn, and the numerous country seats in its vicinity.

CASTLE GARDEN, connected with the Battery by a bridge, is much frequented during the summer evenings. It has a fine promenade, and is often rendered attractive by a display of fire works from its enclosure, and other amusements.

BROADWAY, the most splendid street in the city, runs through the centre and extends 3 miles in length and is about 80 feet in width. It is the great and fashionable resort for citizens and strangers, and is much crowded during pleasant weather. In this avenue are Grace, Trinity and St. Paul's churches, the Astor House, City Hotel, American Hotel, Mansion House, Atlantic Hotel, Waverly House, Adelphi Hotel, Atheneum Hotel, Carlton House, and a variety of shops with elegant and extensive assortments of merchandize of every description.

Opposite Trinity church, Wall street opens, which contains most of the banks, together with the principal part of the brokers' and insurance offices.

On passing up Broadway still farther, is Courtlandt street, which leads to the Hudson river, where the steamboats start for Albany. At the foot of Courtlandt street, also, is the ferry to Jersey City. A little further up is Fulton street, on the corner of which and Broadway stands St. Paul's church. Fulton street leads to the East river to one of the principal ferries to Brooklyn. At the foot of Barclay street, extending to the Hudson river west of

the Park, are a part of the Albany boats, and also the Hoboken ferry.

Above St. Paul's church is the Park and City Hall, situated in the centre of the city, the former containing about 11 acres, which are ornamented with much taste, and enclosed by a substantial iron railing. It furnishes a cool and fashionable resort for men of business and pleasure, after the fatigue and heat of a summer's day. On the right is the Park Theatre, and on the left Park Place, on the west side of which is Columbia College. The next street above Park Place is Murray, which leads to the Hoboken ferry, and also to the Providence steamboats.

Of the public buildings (besides nearly 30 banks, mostly located in Wall street,) the most prominent and important is the

CITY HALL, the front of which is built of white marble. It is 216 feet long, 105 feet broad, and, including the attic story, 65 feet high. The rooms for holding the different courts of law are fitted up in a rich and expensive style. The room for holding the mayor's court, contains portraits of Washington, of the different governors of the state, and of many of the most celebrated commanders of the army and navy of the United States. The foundation stone of this building was laid in 1803, and the whole finished in 1812, at an expense of \$500,000. It is one of the most elegant edifices in America, and reflects great credit on the inhabitants for their munificence and taste.

The **NEW CITY HALL**, in the rear of the City Hall, is an extensive brick building, formerly the Alms House, which, with the buildings lately composing the Rotunda

and Debtors' Prison, are now occupied for the Post Office and other public offices.

The HALL OF JUSTICE, on Franklin and Leonard streets, is a massive and superb structure of granite, built in the Egyptian style.

The MERCHANTS' EXCHANGE, in Wall-street, which was burnt during the great fire on the night of the 16th December, 1835, was an elegant structure, 114 feet long by 150 feet deep, and was erected at a cost of \$230,000. On its ruins, however, a much more splendid and extensive edifice is constructing, and will soon be finished.

In the same street, on the corner of Nassau, and extending through to Pine-street, a new custom house is in a great state of forwardness, which, when finished, will be one of the most substantial and elegant buildings in the city. It is 177 feet long and 89 feet wide, and is built after the model of the Parthenon at Athens. The fronts present splendid colonnades, with massive columns of the Doric order. The centre of the building is surmounted by a dome about 60 feet in diameter. The entire structure is incombustible.

TRINITY CHURCH, in Broadway, which, from its antique appearance, formerly attracted the attention of strangers, has been recently demolished, for the purpose of erecting on its site a new and costly edifice.

The cemetery in the adjoining grounds is ancient, and is enclosed by a substantial and costly iron railing. No interments have taken place in this cemetery for some years, owing to a law prohibiting sepulture within the populous parts of the city; but it has been ascertained by authentic records kept, that more than one hundred and

sixty thousand bodies have been here deposited, exclusive of the seven years of the revolutionary war, when no records were kept. Among the illustrious dead who repose in this hallowed spot, are the remains of Gen. Hamilton and Capt. Lawrence. The places of their interment are designated by appropriate monuments.

ST. PAUL'S CHAPEL is a superb structure, further up Broadway, near the Park. It contains a portico of the Ionic order, consisting of four pillars supporting a pediment, with a niche in the centre containing a statue of St. Paul. Under the portico is a handsome monument erected by order of Congress to the memory of Gen. Montgomery, who fell at the storming of Quebec, in 1775, and whose remains were brought to New-York and interred beneath the monument in 1819. The spire of the church is 234 feet high; and the whole building is esteemed one of the best specimens of architecture in the city. In the church yard adjoining is an elegant monument erected to the memory of Thomas Addis Emmet, an eminent counsellor at law, and brother of the unfortunate Irish orator, Robert Emmet.

ST. JOHN'S CHAPEL, in Varick street, opposite Hudson Square, is a splendid edifice, and the most expensive church in the city, having cost more than \$200,000. Its spire is 240 feet in height.

ST. PATRICK'S CATHEDRAL, a Roman Catholic church, in Mott street, is one of the largest religious edifices in New-York. It is built of stone, 120 feet long, 80 feet wide, and is a conspicuous object in approaching the city from the east.

There are about 150 other churches in the city, many of which were erected at a very considerable expense, and are ornaments to those sections of the city in which they stand.

COLUMBIA COLLEGE, above the City Hall, was chartered in 1750, under the name of King's College. The edifice and adjoining grounds are extensive, and are advantageously and handsomely located.

The NEW-YORK UNIVERSITY is situated between Washington-place and Waverly-place, and fronts Washington square towards the west. The building is of marble, 180 feet long and 100 feet deep, exhibiting a specimen of the English collegiate style of architecture, and forms a noble ornament to the square and to the part of the city in which it stands.

The AMERICAN ACADEMY OF FINE ARTS, is situated in Barclay street, near Broadway. It exhibits annually in May a fine collection of paintings, sculpture, &c. A part of these were received from Napoleon, whilst First Consul of France.

The NEW-YORK HISTORICAL SOCIETY in Chambers street, corner of Broadway, has a library of 10,000 volumes, and a valuable collection of coins and minerals.

The NEW-YORK SOCIETY LIBRARY, in Nassau street, was commenced in 1740, and at the commencement of the revolution contained 3000 volumes, which were destroyed or taken away by the British troops. It was re-established in 1780, and now consists of about 30,000 volumes, many of which are rare and valuable.

The NEW-YORK ATHENÆUM, corner of Broadway and Chambers street, for the promotion of science and litera-

ture, contains a well selected library and periodical publications.

The LYCEUM OF NATURAL HISTORY, 563 Broadway, possesses a valuable library, and a museum of natural history.

The STUYVESANT INSTITUTE, for the diffusion of knowledge by means of popular lectures, &c. is in a substantial granite building in Broadway, opposite Bond street.

The MERCANTILE LIBRARY ASSOCIATION, in Clinton Hall, has a library of about 10,000 volumes.

The COLLEGE OF PHYSICIANS AND SURGEONS, in a commodious building in Crosby street, is in a flourishing condition. The number of students attending the lectures generally exceeds one hundred.

The PARK THEATRE is a spacious edifice, adjoining the Park. It was originally built in 1798, at an expense of \$179,000, was destroyed by fire in 1820, and rebuilt the following year. It is 80 feet long, 165 deep, and 55 high.

The BOWERY THEATRE (in the Bowery) is one of the finest specimens of Doric architecture in the city. It is 75 feet long, 175 feet deep, and 58 feet high.

The AMERICAN MUSEUM is opposite St. Paul's church in Broadway, and contains an immense collection of natural and artificial curiosities.

PEALE'S MUSEUM AND GALLERY OF THE FINE ARTS is opposite the Park, and contains specimens of natural history, paintings, a superior cosmorama and lecture room.

NIBLO'S GARDEN, corner of Broadway and Prince street, is one of the most fashionable places of resort in the city. It has been laid out with great taste, and is

decorated with shrubbery, flowers, &c. In the saloon, which is airy and elegant, theatrical and musical entertainments are frequently given.

Of the public squares and parks, besides those already noticed, are the **BOWLING GREEN**, located at the southern termination of Broadway; **HUDSON SQUARE**, or St. John's Park, in the northwest part of the city, belonging to Trinity Church; **WASHINGTON SQUARE**, a mile and a half north of the City Hall; **UNION PLACE**, at the junction of Broadway and the Bowery; and **GRAMENCY PARK**, two miles north of the City Hall.

HOTELS.

ASTOR HOUSE, Broadway, near St. Paul's church. This building erected by John Jacob Astor, is composed almost entirely of eastern granite, and presents a most noble and imposing appearance. It contain 390 rooms, and can accommodate from 3 to 400 guests.

The **CITY HOTEL**, a few doors north of Trinity church, Broadway, is an old and highly respectable establishment, containing more than 100 parlors and lodging rooms, besides an assembly room, principally used for concerts.

The **AMERICAN HOTEL** is delightfully situated, fronting the Park in Broadway, and is among the most favored establishments in the city.

The **MANSION HOUSE**, (Bunker's,) 39 Broadway, is a house of fashionable resort, with extensive and neat accommodations.

The **WAVERLY HOUSE**, corner of Broadway and Exchange Place, is a neat and commodious establishment. It receives, as it deserves, an extensive patronage.

The **CARLTON HOUSE**, corner of Broadway and Leonard streets, is also a beautiful establishment, and kept in a superior style.

The **ATLANTIC HOTEL**, 5 Broadway, near the Battery, is a charming location for such as are fond of partial retirement from the bustle incident to a crowded street.

The **U. S. HOTEL**, forming an allinment on three streets, the one part on Water, another on Pearl, and its eastern limit facing on Fulton street, and occupying the entire block, is built of white marble, and is six stories high, exclusive of the basement. It is surmounted by a lofty quadrangular tower, around which there is an extensive and pleasant promenade. Above this there is a spacious rotunda, from the exalted summit of which a view is obtained of nearly the whole city, the East river, Brooklyn, part of Long Island, the entire upper bay and harbor, Staten Island, a very considerable extent of the Hudson river and the Jersey shore.

Besides the above, the following are among the principal public houses in the city :

ADELPHI HOTEL, corner of Beaver street and Broadway ; **NATIONAL HOTEL**, 112 Broadway ; **FRANKLIN HOUSE**, corner of Dey street and Broadway ; **WASHINGTON HOTEL**, corner of Reed street and Broadway ; **CLINTON HOTEL**, Beekman street ; **EXCHANGE HOTEL**, Broad street ; **EASTERN PEARL STREET HOUSE**, corner of Pearl and Ferry streets ; **CONGRESS HALL**, Broadway ; **PACIFIC HOTEL**, 162 Greenwich street ; **GLOBE HOTEL**, Broadway ; **ATHENEUM HOTEL**, corner of Broadway and Leonard streets.

There are also several genteel private boarding houses, especially in Broadway, between the Battery and Trinity Church.

The prices at these houses vary from \$1 to \$2,50 per day, and from \$8 to \$12 per week.

In population, this city is the first in the union. In 1835, it contained 269,873 inhabitants; which is probably now (1840) augmented to 300,000.

PACKETS.—The Liverpool packets sail from New-York and Liverpool on the 1st, 8th, 16th and 24th of each month.

The London packets sail from New-York on the 1st, 10th, and 20th, and from London on the 7th, 17th, and 27th of each month.

The Havre packets sail from New-York on the 8th, 16th and 24th, and from Havre on the 1st, 8th and 16th of each month.

The **STEAM PACKETS** leave New-York and England semi-monthly.

STEAMBOATS.—*For Albany.* The day line leaves from the foot of Barclay-street, at 7 A. M.; the night line from the foot of Courtlandt street, at 5 P. M.

For Philadelphia. The boats for the route via Camden and Amboy rail road, leave from Pier No. 1, North river, a little above the Battery; those for the route via Newark, New-Brunswick, &c. from the foot of Courtlandt street.

For Boston, via Providence, outer passage. The boats leave Pier No. 1, North river, daily (Sundays excepted) at 5 P. M. *For the inland route, via Stonington*

rail road, they leave Pier No. 4, North river, 4th wharf above the Battery, at 6 P. M.

For New-Haven (Conn.) Boats leave daily (Sundays excepted) from the foot of Pike street, at 7 A. M.

For Hartford (Conn.) A boat leaves daily at 5 P. M. from the foot of Fulton street, (East river side.)

For Charleston, S. C. A boat leaves every Saturday at 4 P. M.

PUBLIC COACHES.—Strangers visiting New-York are liable to suffer from exorbitant exactions for coach hire. To guard against this, the corporation have licenced an adequate number of hackmen, who may be found at several convenient stands in the city, each coach being numbered. The following are the prices allowed them by law: For conveying a person any distance, not exceeding a mile 37 1-2 cts.; for more than a mile and less than two, 50 cts.; for every additional mile and returning, 50 cts.; for the use of a coach per day, \$5.

An excursion to the upper parts of the city, and to Greenwich, can be effected at almost any time during the day, in an omnibus, of which there are very great numbers constantly passing through Broadway and Wall street. The usual charge in these carriages, which have their regular routes, is 12 1-2 cents.

EXCURSIONS.

Among the numerous places of fashionable resort in the vicinity of New-York, are Governor's, Bedlow's and Staten Islands, within the harbor; Orange Springs, near Newark, Paterson, the Passaic Falls, Hoboken and Weehawk, Schooley's Mountain, and Long Branch, in New

Jersey, on the west; Manhattan Island, on the north; and the tour of Long Island on the east.

Governor's and *Bedlow's Islands* are usually approached only in row boats, and are less frequented on that account.

Staten Island, is reached in a distance of about 6 miles from the city. It contains several beautiful villages and country seats, and is a place of great resort in the warm season.

In an excursion to *Paterson* and to the *Passaic Falls*, the Paterson rail road, which commences at Jersey City, is taken. The whole length of the road is about 15 miles, in a northwesterly direction from New-York, and affords an easy conveyance to the Passaic Falls and the thriving manufacturing village in their vicinity. The perpendicular pitch is 70 feet into a narrow and rocky chasm, though most of the water has been diverted into a canal in another direction, for hydraulic purposes; still the scenery is wild and imposing, and the falls are among the greatest natural curiosities of this country. The Morris canal, noticed at p. 80, passes near them.

Hoboken and *Weehawk* are on the west side of the Hudson river, opposite the northern parts of New-York, near which is the Hoboken *duelling ground*, which cannot be easily approached, except in a row boat.

Schooley's Mountain, 50 miles west of New-York, was noticed at p. 81.

Long Branch, is 30 miles south of New-York, on the eastern shore of New-Jersey, and on the immediate bank of the Atlantic Ocean, an extensive view of which is here obtained. A bathing establishment is erected, and the

bank, which is elevated to a height of 30 or 40 feet for several miles, affords a beautiful promenade. Sandy Hook and Neversink can be visited on this route, the heights of the latter affording an extensive view of the marine coast.

The HARLAEM RAIL ROAD commences near the City Hall, and extends to Harlaem, 8 miles distant. The tunnel at Yorkville, about 6 miles from the city, through a solid rock of some extent, is an object of curiosity, and will of itself amply compensate a traveller for a trip over the road. In approaching Harlaem, the Asylum for the Insane, on very elevated ground, and the heights of Fort Washington, are readily distinguished.

By extending an excursion still further north, an examination of the *Croton Aqueduct*, designed to supply the city with pure water, may be had at several interesting points. The whole length of this aqueduct, when finished from New-York to the Croton river, will be 45 miles. It is now in a state of great forwardness, and will probably be completed in 1842. Its cost will not be less than 10 or \$12,000,000.

In returning from Harlaem, by taking a private carriage and passing down the East river side, Hurl Gate, the Alms House and House of Refuge may be visited.

Hurl Gate is a narrow and apparently a dangerous strait in the river, 8 miles from the city, between the islands of Manhattan and Parsell on the N. W., and Long Island on the S. E., in which, at low water, there are numerous whirlpools or currents, occasioned by huge masses of rock projecting in various places, giving to the river only a very contracted passage. At high water, these

masses are more or less concealed, and the current is in a degree unruffled. Losses of vessels were formerly experienced here; but none have been known in some years.

BROOKLYN, (on Long Island,) directly opposite New-York, from which it is separated by the East river, is reached by steamboats, which are constantly plying at the ferry between Fulton street in New-York and Fulton street in Brooklyn; at the ferry from Catharine street in New-York to Main street in Brooklyn; at the Jackson street or Navy Yard ferry; and at the south ferry between Whitehall in New-York and Atlantic street in Brooklyn. The growth of Brooklyn (which was chartered as a city in 1834) has been almost unexampled. In 1820, it had a population of only 7000; in 1835 it had increased to 25,000; and it is now (1840) probably not less than 35,000. Besides several public buildings, including a City Hall, the city contains 20 churches, 5 banks, 2 insurance companies, and several literary institutions; among which, the Collegiate Institute for Young Ladies stands pre-eminent. Its contiguity to the metropolis, and the facilities afforded for communicating between the two places, have induced many merchants and men of business to select Brooklyn as a residence in preference to the upper part of New-York. The former also contains several elegant country seats and public gardens. Those on the bank contiguous to the East river, from their elevated situation, overlooking the bay of New-York, and commanding a view of a great part of that city, are peculiarly attractive and romantic. Northeasterly, on a tract of land called the Wallabout,

is a U. S. Navy Yard, where are erected a house for the commandant, several spacious warehouses, and an immense edifice, under which the largest ships of war are built.

Brooklyn is intimately connected with important events of the revolution, and in its vicinity are pointed out some remaining vestiges of fortifications and military works erected during that eventful period. The road to Flatbush (4 miles east) crosses the ground on which the battle of the 27th July, 1776, was fought, which resulted in a severe loss to the Americans and the capture of Generals Sullivan and Sterling. The marshes in which so many lives were lost in retreating from the British army are south of this.

The BROOKLYN, JAMAICA AND LONG ISLAND RAIL ROAD commences at Atlantic street or South Ferry, and passing through Jamaica, a pleasant village, 12 miles from Brooklyn, reaches Hicksville, 15 miles farther. From thence it is designed, ultimately, to extend it to Greensport, on the east end of Long Island, about 70 miles from Hicksville.

From Jamaica to ROCKAWAY, bordering on the Atlantic, is 9 miles. Since the erection of the Marine Pavilion, one of the most elegant public establishments in the union, this has become a place of much resort in the summer months. A fine view of the ocean is here obtained, which, from its unceasing roar and turbulence, is rendered unusually sublime.

FROM NEW-YORK TO ALBANY,

The distance, by water, is 144 miles, as follows :

	<i>Distance from</i>		
	<i>place to</i>	<i>New-York.</i>	<i>Albany.</i>
	<i>place.</i>		
New-York,			144
Wechawken,	6	6	138
Palisadoes, southern termination,	2	8	136
Fort Washington,	4	12	132
Tappan Bay, southern extremity,	12	24	120
Sing Sing,	8	32	112
Haverstraw Bay,	2	34	110
Stony Point,	5	39	105
Verplanck's Point,	1	40	104
Horse Race, (Highlands,)	2	42	102
Anthony's Nose,	3	45	99
West Point,	5	50	94
Pollopel Island,	6	56	88
Newburgh,	4	60	84
Milton,	11	71	73
Poughkeepsie,	4	75	68
Hyde Park,	5	80	63
Rhinebeck,	10	90	53
Redhook, lower landing,	7	97	46
Redhook, upper do.,	3	100	43
Catskill,	11	111	32
Hudson,	5	116	27
Coxsackie,	8	124	19
Kinderhook,	2	126	18
New-Baltimore,	4	130	13
Schodack,	4	134	9
Albany,	10	144	

Boats leave New-York for Albany at 7 o'clock A. M. and at 5 P. M., and the trip is usually performed in about 12 hours—fare \$3, exclusive of meals. A morning boat will prove the most interesting to those who have never performed the route by day-light; as it will afford an opportunity of witnessing the rich scenery and numerous villages and country seats between the two cities.

WEEHAWKEN, about 6 miles from the city, on the west side of the river, is pointed out to the traveller as the ground on which Gen. Hamilton fell in a duel with Col. Burr.

The *Lunatic Asylum* is seen on elevated ground, on the east side of the river, about 7 miles from the city.

The PALISADOES, which first make their appearance on the Hudson, about 8 miles from New-York, on the west side of the river, are a range of rocks from 20 to 550 feet in height, and extend from thence to Tappan, a distance of about 20 miles. In some places they rise almost perpendicularly from the shore, and form, for several miles in extent, a solid wall of rock, diversified only by an occasional fishing hut on the beach at their base, or wood slides down their sides, and sometimes by an interval of a few acres of arable land, affording an opening for a landing place, and a steep road leading to their top. On the opposite side of the river, the land is varied by hill and dale, cultivated fields and woods, with cottages and country seats. The land in this place, however, back from the river, rises in rocky hills, and becomes more precipitous as you advance into Westchester county.

Twelve miles from New-York, the boat passes the site of FORT LEE, on the brow of the Palisadoes, at the height

of 300 feet above the river; nearly opposite to which, on a high hill on the east side of the river, stood **FORT WASHINGTON**. In October, 1776, after the evacuation of New-York by the American troops, followed the battle of White Plains, by which name is known the high ground on the east, between the Hudson river and the Sound above Kingsbridge, whence Washington retreated to Peekskill. Fort Washington was then taken by the Hessians and British, and the garrison, composed of 2600 militia and regular troops, surrendered prisoners of war. The surrender of Fort Lee followed soon after Washington crossed the Hudson.

PHILIPSBURGH, a small but neat village, is seen on the east side of the river, at a distance of 17 miles from New-York.

Seven miles farther, the river expands to a width of from two to five miles, and forms what is called **TAPPAN BAY**. The little village of Tappan,* a place of much note during Andre and Arnold's conspiracy, is situated on its western shore, about 4 miles north of the commencement of the Bay. The spot of Andre's grave is still pointed out near this village, though his remains were conveyed to England a few years since, by order of the British government.

About 2 miles above Tappan village, on the eastern shore, is the village of **TARRYTOWN**, where Andre was captured by Paulding, Van Wart and Williams, the American militia-men. Paulding died some years ago,

* This is the point at which the New-York and Erie rail road commences, and which it is contemplated to extend to Lake Erie, a distance of about 470 miles.

and a monument was erected over his grave by the corporation of New-York. Van Wart died more recently, and a monument to his memory has been erected by the citizens of Westchester county. It stands by the road side, in a retired valley in the town of Greenbush, about three miles east of Tarrytown.

Near the northern extremity of Tappan Bay, about 9 miles from its commencement, on the eastern shore, is the Sing Sing state prison. It comprises 800 dormitories or solitary cells, is 4 stories high, and occupies about 50 by 500 feet of ground. From each end of the main building, which stands parallel with the river, are carried out wings, in a westerly direction, 300 feet in extent, forming a spacious inner yard, open only to the river. The wings, composed of marble, are constructed for workshops, a chapel, kitchen, hospital, &c. The number of convicts in the prison is usually from 800 to 1000.

Sleepy Hollow, the place where Washington Irving locates the scene of his tale bearing that name in the "Sketch Book," is a short distance north of Sing Sing.

HAVERSTRAW BAY commences 34 miles from New-York, and terminates at Stony and Verplanck's Points; being about 6 miles in length, and from 2 to 4 in width. Haverstraw village is on the west side of this bay, 2 miles from its commencement.

The HIGHLANDS, or Fishkill Mountains, which first appear about 40 miles from New-York, will attract notice, not only from their grandeur and sublimity, but also from their association with some of the most important events of the revolution. This chain of mountains is about 16

miles in width, and extends along both sides of the Hudson, to the distance of 20 miles. The height of the principal has been estimated at 1565 feet. According to the theory of the late Doctor Mitchell, this thick and solid barrier seems in ancient days to have impeded the course of the water, and to have raised a lake high enough to cover all the country to Quaker Hill and the Laconick Mountains on the east, and to Shawangunk and the Catskill Mountains on the west; extending to the Little Falls of the Mohawk, and to Hadley Falls on the Hudson—but by some convulsion of nature, the mountain chain has been broken, and the rushing waters found their way to the now New-York bay. At the entrance of the Highlands, on the east side of the river, is the site of an old fort on Verplanck's Point, opposite to which stood the fort of Stony Point, which was taken from Gen. Wayne in 1778, and re-taken by him the same year. Between these points the frigate was stationed which received Gen. Arnold, after his treachery.

CALDWELL'S LANDING, 44 miles north of New-York, is the first landing made by the boats in ascending the river; directly opposite to which is PEEKSKILL, pleasantly situated about half a mile from the river.

A short distance north of Caldwell's, commences what is termed the *Horse Race*. This consists of an angle in the river, which, for a little more than a mile, takes an eastwardly direction, contracted to a very narrow space within bold and rocky mountains; one of which, ANTHONY'S NOSE, is 1228 feet high, and is opposite the mouth of Montgomery creek, overlooking Forts Montgomery and Clinton. It was at this point, between the Nose and

Fort Montgomery, that a chain was stretched across the river by the Americans in 1777, to prevent the ascent of vessels; but it was destroyed, and the two forts, under the command of Gen. Putnam, captured by the British troops under Sir Henry Clinton, when on his way to cooperate with Gen. Burgoyne; the news of whose surrender, however, reached Sir Henry when he had proceeded as far as Kingston, 50 miles higher up, and changed his advance into a retreat. Bloody Pond, so called from its being the place in which the bodies of the slain were thrown after the defences of these forts, is in the rear of Fort Clinton.

WEST POINT, 50 miles from New-York, one of the most impregnable posts during the revolutionary war, is situated on the west side of the Hudson, near the entrance of the Highlands on the north. It formed an important fastness of the American army during the eight years contest with the British nation; and the consequence attached to it, in a military point of view, was evinced by the repeated but unsuccessful efforts of the enemy to obtain it. It was here that Arnold conceived the plan of bartering his country for gold.* This conspiracy, however, which aimed a death blow to liberty in the western hemisphere, resulted only in the universal contempt and ignominy of Arnold, and in the lamented death of the unfortunate Andre. There are here at pre-

* The residence of Gen. Arnold was at the house and farm of Col. Beverly Robinson, opposite West Point, on the east bank of the Hudson. The house is still a conspicuous object, as well as the one in which Arnold fixed his head-quarters.

sent a number of dwelling houses, and a military academy, built on the plain which forms the bank of the river, 188 feet in height, to which a road ascends on the north side of the point. In the back ground, and elevated on a mass of rocks 598 feet in height, is the site of Fort Putnam. Silence and decay now mark the spot of this once formidable fortress. Its mouldering ruins, however, convey a pretty correct idea of the impregnable barrier its ramparts once presented to the enemies of freedom.

The MILITARY ACADEMY here established by congress, was first organized in 1802. Of the number of applicants for admission to this institution, a preference is usually given, first, to the sons of officers of the revolution; and secondly, to the sons of deceased officers of the last war. None are admitted under the age of 14 years, nor above the age of 22. The number of cadets is limited to 250, affording an annual admission of about 60. In addition to the various sciences which are taught here, the cadets are instructed in all the practical minutiae of tactics; comprehending the lowest duties of the private soldier, as well as the highest duties of the officer.

Several of the buildings at West Point are elegant, and among the number may be ranked a spacious and costly hotel, which is a prominent object from the river. Near the north eastern extremity of the parade grounds, at the abrupt bend of the river, stands a monument of white marble, consisting of a base and short column, on the former of which is simply inscribed on one side, "Kosciusko," it having been erected to the memory of that distinguished patriot, who resided here. Another monument stands on the north west corner of the grounds near

the road from the landing to the hotel, upon a small hillock. It is a plain obelisk, about 20 feet high, erected by the late Gen. Brown, to the memory of Col. E. D. Wood, a pupil of the institution, who fell leading a charge at the sortie from Fort Erie, on the 17th September, 1814.

On the bank of the Hudson, at the south eastern extremity of the parade ground, and several yards beneath, is a spot called Kosciusko's garden, or Kosciusko's retreat. It is the place to which the Polish patriot was accustomed to retire to study, and which was cultivated by his own hands. Though now neglected, the marks of cultivation are perceptible in the regularity of the walks and the arrangement of the trees. A more delightful spot for recreation or repose cannot be imagined, nor one more suitable as a retreat from the cares of the great world, or a sanctuary for unfortunate patriotism or persecuted virtue.

POLLOPEL ISLAND is situated at the northern entrance of the Highlands, 6 miles above West Point. It consists of a mass of rock, and rises near the centre of the river between Breakneck Hill on the east and Butter Hill on the west. The altitude of the latter is 1529 feet—that of the former is 1187 feet, and contains the rock called the Upper Anthony's Nose.

NEW-WINDSOR. Passing the Highlands, the prospect changes into a very agreeable contrast. The bay of Newburgh with the village of the same name, New-Windsor, and on the opposite shore the village of Fishkill, with its numerous adjacent manufactories and country seats, together with a view of the Hudson for many miles above, form a prospect which cannot fail to impart much

interest. The village of New-Windsor stands on the east side of the river, 7 miles from West Point. It is calculated for a pleasant place of residence, but in business it must yield to

NEWBURGH. This is an incorporated village, situated on the declivity of a hill on the west side of the Hudson, 10 miles north from West Point, and 84 south from Albany. It contains a population of about 5000 inhabitants. From its situation it commands an extensive intercourse and trade with the country on the west, and by means of the Hudson river, with New-York.

The Hudson and Delaware rail road, which is to extend from this village to a junction with the New-York and Erie rail road at the Delaware river, has been commenced.

Newburgh was for some time the head quarters of the American army during the revolutionary war; and the "stone house" in which Gen. Washington quartered is still standing. On the opposite side of the river from Newburgh is Beacon Hill, one of the highest summits of the Fishkill mountains, where parties of pleasure frequently resort in the summer season, to witness an extent of prospect including a part of the territories of five different states. This hill is 1471 feet in height. Half a mile south is the New Beacon, or Grand Sachem, 1685 feet above the level of the Hudson. They are called Beacon Hills, from the circumstance that beacons were erected on their summits during the revolutionary war. The continuation of this chain of mountains is lost in the Appalachian Range on the north east, and extends south as far as the eye can reach. Diminished in distance, is

seen West Point, environed by mountains, apparently reposing on the surface of the Hudson, and bathing their rocky summits in the clouds.

Eight miles and a half north of Newburgh, in an elevated position on the east side of the river, is the mansion house of the former Gov. George Clinton; two and a half miles from which, on the west side, is the small village of

MILTON. This place is called the halfway place between New-York and Albany, being 72 1/2 miles distant from each.

POUGHKEEPSIE, 15 miles north of Newburgh, is beautifully situated on elevated ground, and is seen for a considerable distance on the river both above and below the town. It has a population of between 9 and 10,000, and is one of the most flourishing villages in the state. It contains a number of beautiful private residences, and several public buildings highly creditable to the taste of the inhabitants. The streets, which are numerous, are well paved, and the side walks ample and neat. Mansion Square and the neighboring hill, whose brow has been crowned with a beautiful temple of learning, afford a landscape of great extent and beauty. On the south they overlook the village and the beautiful district of country extending to the Fishkill range of mountains and the Highlands. On the west and north are seen in the distance the Shawangunk and Catskill mountains, the Hudson river intervening; while on the east the prospect is bounded only by the mountainous regions of western Connecticut and Massachusetts.

Opposite Foughkeepsie is a small village, called **NEW PALTZ**.

HYDE PARK LANDING is 5 miles north, on the east side of the river. Near it are a number of country seats. From thence, 4 miles farther, is a landing place, leading to Staatsburgh, 1 mile distant, in the town of Hyde Park. From thence to Rhinebeck Landing (east side) is 5 miles*—thence to Redhook Lower Landing (same side) is 7 miles—thence to Redhook Upper Landing, (same side) 3 miles—thence 2 miles to the seat of the late Chancellor Livingston—thence 7 miles to the manor house of the late Lord Livingston (same side)—thence 1 mile to Oakhill—thence 1 mile to

CATSKILL. This village takes its name from a large creek which flows through it, and empties into the Hudson at that place. It is situated on the west bank of the river, 32 miles from Albany, and contains a population of about 3000 inhabitants. On Catskill creek are a number of mills and manufactories, and the general appearance of the village is highly flattering, as it respects its future growth and prosperity. The Catskill and Canajoharie rail road, a few miles of which has been finished, com-

* Near this place, on the west side of the river, is **KINGSTON LANDING**, and the commencement of the Delaware and Hudson canal. It extends in a southwesterly direction to the forks of the Dyberry on the Laxawaxen river, Pennsylvania, distant 103 miles, lockage 1438 feet. It was originally intended by the company to have made this canal to Keen's pond, 13 miles from its present termination, but it has been abandoned and a rail road substituted, which extends 3 miles west of Keen's pond to the anthracite coal mines of Pennsylvania.

mences at this place, and is to extend to Canajoharie, on the Mohawk river, distant about 70 miles.

Catskill is in the immediate neighborhood of the *Katsbergs* or *Catskill* mountains, which are seen for many miles along the Hudson, and here assume a truly majestic and sublime appearance. The highest elevation of this range of mountains is in the county of Greene, from 8 to 12 miles distant from the river, including the *Round Top*, 3804 feet, and *High Peak*, 3718 feet in height. The village of Catskill, which was formerly visited principally by men of business, has more recently become the resort of people of fashion and pleasure, who design a tour to the

PINE ORCHARD, a place which, for several years past, has attracted the attention of all classes, and still continues to draw to it numbers of those who are fond of novelty, and especially of the sublime and romantic scenery in which it abounds. Regular stages leave Catskill for the Pine Orchard daily in the warm season. The whole distance is 12 miles, computed as follows: From the village to Lawrence's tavern, 7 miles—from thence to the foot of the mountain, 2 miles—from thence to Pine Orchard, 3 miles. The distance is passed, in going, in about 4 hours—in returning, in about 2 hours. The country through which the road passes has nothing interesting in its appearance until it reaches the mountain, being generally uneven and barren, and diversified with but one or two comparatively small spots of cultivation, upon which the eye can rest with satisfaction. A short time is usually taken up at Lawrence's, for the purpose of refreshment, before encountering the rugged ascent of

the mountains. This part of the road is generally good, but circuitous, and often passes on the brink of some deep ravine, or at the foot of some frowning precipice, inspiring at times an unwelcome degree of terror. The rock upon which the hotel stands, forms a circular platform, of an uneven surface, and includes about six acres. It is elevated above the Hudson upwards of 2200 feet.* The Hotel is 140 feet in length, 24 feet in width, and 4 stories high, having piazzas in front of the whole length, and a wing extending in the rear for lodging rooms. It is well furnished, and possesses every convenience and accommodation requisite to the comfort and good cheer of its numerous guests. The prospect from Pine Orchard embraces a greater extent and more diversity of scenery than is to be found in any other part of the state, or perhaps of the United States. The vast variety of fields, farms, villages, towns and cities between the Green Mountains of Vermont on the north, the Highlands on the south, and the Taghkaick mountains on the east, together with the Hudson river, studded with islands and vessels, some of which may be seen at even the distance of 60 miles, are apparent in a clear atmos-

* Capt. Partridge, who visited the Catskill mountains in 1828, made the following barometrical observations :

Altitude of the Mountain House, at the Pine Orchard, above the surface of the Hudson river at Catskill village, 2212 feet.

Do. of the same above the site of Lawrence's tavern, 7 miles from Catskill, 1882 feet.

Do. of the same above the turnpike gate at the foot of the mountain, 1574 feet.

Do. of the same above Green's bridge, 947 feet.

phere to the naked eye; and when the scene is gradually unfolded, at the opening of the day, it assumes rather the appearance of enchantment than reality. It is not uncommon, at this place, to witness storms of snow and rain in their season, midway the mountain, while all is clear and serene on its summit. About 2 miles from the Hotel are the KAATERSKILL FALLS, which take their name from the stream on which they are situated. This stream is an outlet of two small lakes, half a mile in the rear of the Hotel. Pursuing a westerly course of a mile and a half, the waters fall perpendicularly 175 feet, and after pausing a moment on a projection of the rock, plunge again down a precipice of 85 feet more, making the whole descent of the falls 260 feet. The road to the falls is extremely rough; but this objection will hardly deter the traveller from a visit to a spot so novel and romantic.

ATHENS, (on the west side of the Hudson,) five miles above Catskill, is an incorporated village, and contains about 1500 inhabitants. Its situation on a gentle slope of land rising gradually from the river, gives it a favorable appearance. The vicinity of Athens to Hudson, immediately opposite, seems to forbid that importance in point of trade which its location might otherwise warrant. Athens furnishes a number of beautiful sites on the bank of the river; some of which are already occupied by the elegant mansions of private gentlemen.

The CITY OF HUDSON stands on the east side of the river, 27 miles south of Albany. The plain on which Hudson is situated rises abruptly from the river, by banks

from 50 to 60 feet in height ; and terminates on the east, at the foot of high lands, which overlook the city at an elevation of some hundred feet, and furnish a prospect of the Hudson river and scenery for many miles in extent. The city contains about 6000 inhabitants. Claverack creek on the east, and Kinderhook creek on the north, afford every facility for mills and manufactories, in which Hudson abounds. On the opposite side of the river appear a number of country seats, with the farm houses and cultivation in the neighborhood of Athens and Catskill, bounded by the lofty Katsberghs, rising in the back ground and mingling their rugged summits with the clouds.

The Hudson and Berkshire rail road, extending from Hudson to the village of West Stockbridge, is about 30 miles long. From the latter point a road is to be constructed to Springfield, from whence a rail road extends to Boston, noticed in the "Route from Albany to Boston," post.

COXSACKIE LANDING, where are several houses and stores, is on the west side of the river, 8 miles north of Hudson. From thence to Kinderhook Landing, on the east side, is 2 miles. The village of Kinderhook is 5 miles east. Four miles further north is the village of New-Baltimore, (west side ;) thence to Coeymans, (same side,) 2 miles—thence to Schodack village (same side) 2 miles—thence to Castleton Landing (east side) 2 miles—thence to Albany 8 miles.

ALBANY

Is the capital of the state of New-York, and in point of wealth, population, trade and resources, is the second city in the state, and the sixth or seventh in the union. It is situated on the west side of the Hudson river, and near the head of tide water. It was settled in 1612; and next to Jamestown in Virginia, is the oldest settlement in the United States. In 1614, a small fort and trading house were built by the Dutch on an island half a mile below the site of the present city; and soon afterwards Fort Orange, where the city now stands. The place was first called Aurania; then Beverwyck, till 1625; then Fort Orange till 1647, and Williamstadt till 1664. For a long time after its foundation it was enclosed with palisades or pickets, as a defence against the Indians, who were then numerous and powerful in its vicinity.

Though the first appearance of this city is not prepossessing to a stranger, still the taste which has been displayed in the construction of its public and private buildings—the constant din of commercial business which assails the ear of the traveller—the termination of the Erie canal and the Mohawk and Hudson rail road at this place, and many other attendant circumstances, render Albany an important and interesting spot.

The city is divided into five wards, and contains many superb and elegant buildings. The principal avenues are Market, Pearl, and State streets. The two former run parallel with the river, and the latter is very spacious, extending from the Capitol to the Hudson, nearly east and west. Besides these, there are many other streets,

less considerable in extent, but populous and crowded with shops and stores.

The **CAPITOL**, which contains the legislative halls, the supreme and chancery court rooms of the state, the state library, and other apartments for public business, stands at the head of State street, on an elevation of 130 feet above the level of the river. It is a substantial stone edifice, erected at an expense of \$120,000. It is 115 feet in length, 90 in breadth, and 50 feet high, consisting of two stories and a basement.

The **PUBLIC SQUARE**, fronting the Capitol, is arranged in the style of a park, and is surrounded by a costly iron railing, having several delightful walks and avenues.

North of the capitol stands the **ACADEMY**, one of the most elegantly constructed buildings in the city. It consists of free stone, 3 stories high, and 90 feet of front.

The **CITY HALL**, fronting the foot of Washington street, and near the capitol square, is a costly edifice of white marble, displaying much taste in its structure, and is ornamental to the part of the city in which it stands. The dome is gilded, and is a conspicuous object at some distance from the city.

The new **STATE HALL**, located north of the City Hall, is constructing of white marble, and, when finished, will not be surpassed by any edifice in the city. It will contain the offices of the secretary of state, comptroller, treasurer, surveyor general, attorney general, register in chancery, and clerk of the supreme court.

The **FEMALE ACADEMY**, in North Pearl street, a beautiful and classical edifice, commanding a view of the east-

ern part of the city and opposite shore of the Hudson, under its popular principal, Mr. Cruttenden, receives an extensive patronage.

The BAPTIST CHURCH, on the same side of the street, and but a few doors from the Academy, is also a very elegant structure. The pediments of both buildings projecting at suitable distances from each other, give a very fine appearance to the street, by relieving the monotony of the long line of dwelling-houses in the neighborhood, without materially obstructing the view of the whole.

There are also 20 other houses of public worship, several of which exhibit much taste in their architecture, six banks, and one of the best museums in the country.

The MERCHANT'S EXCHANGE, built of granite, is located on the corner of State and North Market streets.

HOTELS.—The principal hotels in Albany, are the Eagle Tavern, South Market street ; American Hotel, State street ; Congress Hall, Capitol Square ; Mansion House, City Hotel and Temperance House, North Market street. These are all first rate establishments, handsomely furnished and well kept.

On a less expensive scale, are the Fort Orange Hotel, Columbian Hotel, and Montgomery Hall, South Market street ; and the Franklin House and Rail Road Hotel, State street.

During the sessions of the New-York Legislature, Albany is crowded with strangers, and contains much of the legal talent and learning of the state. The city is eligibly situated for trade, being a great thoroughfare for the northern and western sections of the country.

The ALBANY BASIN, where the waters of the Erie canal unite with the Hudson, consists of a part of the river included between the shore and an artificial pier erected 80 feet in width and 4300 feet in length. The pier contains about 8 acres, and is connected with the city by draw bridges. It is a grand and stupendous work, on which spacious and extensive stores have been erected, and where an immense quantity of lumber and other articles of trade are deposited. The basin covers a surface of 32 acres.

EXCURSION TO THE SPRINGS.

There are two distinct routes—one by the way of Schenectady, the other by the way of Troy. We give a sketch of each.

Route by the way of Schenectaday—37 miles.

The intermediate distances are as follow :

	<i>Miles.</i>		<i>Miles.</i>
From Albany to Buel's		Ballston Lake,.....	10
Farm,.....	3	Ballston Spa,.....	5
Schenectady,.....	12	Saratoga Springs,....	7

The route is by the way of the Mohawk and Hudson and the Saratoga and Schenectady rail roads, the line being continuous to Saratoga Springs, and a passage effected in about 3 1/2 hours. The carriages of the Mohawk and Hudson company start several times a day from the depot on the north side of State street, a little below the Capitol Square in Albany, and the trains on the Saratoga and Schenectady road are made to correspond therewith.

The FARM AND NURSERY of the late JESSE BUEL, Esq. under a high state of cultivation, are crossed by the rail road, about three miles from Albany.

At the "head of the plane," within a mile of the western extremity of the rail road, a beautiful view is obtained of the Erie canal, the Mohawk river, and the city of Schenectady. A double stationary engine is placed here, which is used in letting carriages down a declivity of 115 feet, half a mile in extent. From thence the road extends to the city, uniting with the Saratoga and with the Utica rail roads, the latter of which is noticed in the route to Buffalo, post.

SCHENECTADY,

Fifteen miles from Albany, and 22 from Saratoga Springs, is situated on the Mohawk, a broad and beautiful river, which forms its northern boundary. It was burnt by the Indians in 1690, and suffered a considerable conflagration in 1819, since which event the antique appearance of the city has been much improved by the introduction of modern architecture.

UNION COLLEGE is built on an eminence, which overlooks the city and the Mohawk for a number of miles. The college consists at present of two brick edifices, but the plan includes a chapel and other bulidings hereafter to be erected, in the rear, and between those already constructed. At this institution about 100 students are annually graduated. In numbers and respectabilty Union College may be ranked among the most favored seminaries in our country.

The city contains three banks, six churches, a spacious and handsome city hall, and a population of about 6000 inhabitants.

THE SARATOGA AND SCHENECTADY RAIL ROAD, passing through the city, crosses the Mohawk river on a substantial bridge between 8 and 900 feet long, and extends in a northerly direction over a heavy embankment for three fourths of a mile to a deep cut, where the Utica road diverges to the west, and the Saratoga to the northeast. This course is pursued until it enters the valley of the Eelplace creek, when it curves and maintains a northerly course, passing along the elegant and verdant banks of the Ballston Lake, and enters the eastern part of the village of Ballston Spa, on a curvature of considerable extent. From this point the road passes in a northerly direction over the main street, on a bridge about 15 feet high, and by means of a heavy embankment, reaches the high grounds north of the village. From thence a northeasterly course is taken across the Kayaderosseras creek, and continues in nearly a straight line to Saratoga Springs.

BALLSTON LAKE, or Long Lake as it is sometimes called, is 10 miles from Schenectady. A farm house between the lake and road, owned by Mr. Elisha Curtis, was formerly the residence of a man of the name of M'Donald, the guide of Sir William Johnson, on his first visit to the mineral springs at Saratoga, in 1767. Mr. M'D. was a native of Ireland, and on his first arrival in America, settled with his brother, in 1763, on this spot, where he continued to reside until his decease, in 1823. Sir William passed some days at this house at the time of the visit

above mentioned. The lake is a beautiful sheet of water 5 miles long and 1 broad. The scenery around affords a pleasant landscape of cultivation and wood lands, no less inviting to the sportsman than the soft bosom of the lake and its finny inhabitants to the amateurs of the rod.

BALLSTON SPA,

Is 5 miles farther. The village lies in the town of Milton, in the county of Saratoga; and is situated in a low valley, through the centre of which flows a branch of the Kayaderosseras, with whose waters it mingles at the east end of the village. The natural boundaries of Ballston Spa are well defined by steep and lofty hills of sand on the north and west, and by a ridge of land which gradually slopes inward, and encircles the village on the south and east. The broad and ample Kayaderosseras flows on the northeast boundary of the village, and furnishes a favorite resort for the sportsman or for the loiterer along its verdant banks. The village contains 150 houses, and about 1400 inhabitants. Besides the court house for the county, located here, there are 4 churches, a bank, 2 printing offices and a book-store, with which a reading room is connected, for the accommodation of visitants.

Ballston Spa principally derives its celebrity from the mineral springs which flow here and at Saratoga in equal abundance. The spring first discovered in the vicinity stands on the flat in the west part of the village. Under an impression that the stone curb and flagging with which it was formerly surrounded, had an influence, by their weight, in diverting a portion of the fountain from its

natural course, they were removed some years since, so that it is now merely surrounded with an iron railing.

The spring flows now, probably, from the place where it originally issued, some feet below the surrounding surface, which has been elevated by additions of earth, for the purpose of improving the street in which it stands.

Near this spring, in boring a few years since, a mineral fountain called the **NEW WASHINGTON SPRING**, was discovered at a considerable depth beneath the surface. Its qualities are somewhat similar to those of the spring last mentioned.

The **SANS SOUCI SPRING** is situated in the rear of the Sans Souci, and is considered the most prominent fountain in the village. According to an analysis of Doct. Steel, one gallon of the water contains the following ingredients: chloride of sodium, 143 2-3 grs.; bicarbonate of soda 12 1-2 grs.; bicarbonate of magnesia, 39 grs.; carbonate of lime, nearly 6 grs.; hydriodate of soda, 1 1-2 grs.; silex, 1 gr. Near this fountain is a commodious bathing house; to which, not only the waters of this, but of a number of other adjacent springs, are tributary. Between the springs already mentioned, there was discovered in the summer of 1817, a mineral spring, called the **Washington Fountain**. It rose on the margin of the creek in front of the factory building, flowing through a curb 28 feet long, sunk to the depth of 23 feet, and was liberated at the top in the form of a beautiful *jet d'eau*; but the spring disappeared in 1821. An effort to recover it in the summer of 1839, was partially successful; but whether it can ever be restored to original purity and beauty, is very questionable.

Low's SPRING is near the Sans Souci, and is very similar to that fountain in its properties.

The PARK SPRING is in the rear of the Village Hotel, and was obtained by boring to a depth of 270 feet. A copious stream flows therefrom. The water, however, affords much less of the saline substances than either of the other springs.

The principal ingredients of these waters consist of muriate of soda, carbonate of soda, carbonate of lime, carbonate of magnesia, and carbonate of iron; all of which, in a greater or less degree, enter into the composition of the waters, both here and at Saratoga.

The principal boarding houses are the Sans Souci, the Village Hotel and Mansion House.

The SANS SOUCI, with its yards and out-houses, occupies an area of some acres in the east part of the village. The plan of the building, with the extensive improvements around it, do much credit to the taste and liberality of its proprietor. The edifice is constructed of wood, three stories high, 160 feet in length, with two wings extending back 153 feet, and is calculated for the accommodation of 150 boarders. It is surrounded by a beautiful yard, ornamented with a variety of trees and shrubbery, which, with its extensive piazzas and spacious halls, render it a delightful retreat during the oppressive heat of summer.

The VILLAGE HOTEL is in a convenient situation, a few rods west of the Sans Souci. It is kept by the proprietor, Mr. Clark, and is in every respect an agreeable and pleasant boarding place.

The MANSION HOUSE, near the rail road bridge, is also well kept by Mr. Williams, its tenant.

Mails arrive at and depart from Ballston Spa every day. Besides a post office at the village, there is one in the town of Ballston, about three miles distant, to which letters are frequently missent, owing to the neglect of correspondents in making the proper direction.

The reading room and library may be resorted to at all times, and for a moderate compensation. Papers are there furnished from all parts of the Union.

Route from Albany by the way of Troy to Saratoga Springs—37 miles.

The intermediate distances are as follow :

<i>By stage or steamboat.</i>		<i>Miles.</i>
	<i>Miles.</i>	
From Albany to Troy, ..	6	Mechanicsville,
<i>By rail road.</i>		Ballston Spa,
Waterford,	4	Saratoga Springs,

A stage or steamboat can be taken hourly at Albany for Troy. By the former mode of conveyance, the first object which usually attracts the attention of the tourist is the mansion of Gen. STEPHEN VAN RENSSELAER, the patroon, and a son of the late patroon of the manor of Rensselaerwick.* It stands immediately adjoining the northern bounderies of Albany, and is one of the most elegant situations in the United States.

The MACADAMIZED ROAD between Albany and West Troy, commences at this place. It runs parallel with the

* This manor comprises a great portion of the counties of Albany and Rensselaer—the city and several patents excepted.

Erie canal, near its western bank, is between 5 and 6 miles long, of a width sufficient for three carriages to run abreast, and is one of the best roads on the continent. It is the property of an incorporated company, who have expended between \$90,000 and \$100,000 in its construction.

Five miles from Albany, in the village of West Troy, is the UNITED STATES ARSENAL, consisting of handsome brick and stone buildings, beautifully located on the western bank of the Hudson. There are here a large quantity of arms and munitions of war, with workshops for repairing them, manufacturing locks, &c. The muskets, bayonets, swords and pistols are arranged with great taste, and kept in fine order. Among the cannon in the yard are four 12 pounders, one 24, and one howitzer, taken at Saratoga; four 12's and one howitzer, taken at Yorktown; two long antique pieces and one eight inch mortar, taken at Stony Point; two old French 4 pounders and 14 guns, sent by Louis XVI. to the continental congress in the revolution—all of brass, and most of them highly ornamented, with each an individual name and the inscription "ultima ratio regium." There are also three or four howitzers which were cast in New-York and Philadelphia in the revolution, bearing the initials U. C. for United Colonies.

The village of WEST TROY has rapidly increased within a few years. It contains a bank and several manufacturing establishments, and is a place of much activity and enterprize. The river is here crossed in a ferry boat, to

TROY.

The city is bounded on the east by a range of hills rising abruptly from the alluvial plain on which the city is situated, extending to the Hudson river. In point of location and beautiful natural scenery, Troy is exceeded by few, if any, of the towns and villages on the Hudson. The streets, running north and south, converge together at the north end of the city, and are crossed at right angles by those running east and west. The buildings are principally built of brick, and are shaded by rows of trees on each side of the streets, which are preserved remarkably clean by additions of slate and gravel instead of pavements. The city contains 6 banks, 12 churches, a court house, jail and market. The **EPISCOPAL CHURCH** is a superb specimen of Gothic architecture, probably not exceeded in the United States. It has a venerable and imposing appearance, and needs nothing but a quantity of moss and ivy to make it the picture of one of those ancient abbeys so often to be met with in the writings of Sir Walter Scott. The **NEW PRESBYTERIAN CHURCH** also displays great taste and liberality in its construction, and is highly ornamental to that part of the city in which it stands.

The **COURT HOUSE**, built of Sing Sing marble, is a splendid edifice after the Grecian model, perfectly chaste and classic in all its parts.

The **FEMALE SEMINARY**, incorporated by an act of the legislature, is a large three story brick building erected by the city corporation. The institution is under the government of a female principal, assisted by vice princi-

L

pals and several teachers, whose exertions have given it a deserved celebrity over similar institutions in the state.

PUBLIC HOUSES.

The TROY HOUSE, near the termination of the rail road in River street, is a spacious and elegant establishment, with a court yard in the centre, and kept in a style corresponding with that of the most favored establishments in the union.

The MANSION HOUSE, a little farther north, is on a scale equally chaste and spacious, in front of which is a handsome square and a beautiful marble fountain or *jet d'eau*, which diffuses a delightful coolness through the atmosphere, and attracts the observation of every stranger.

The WASHINGTON HALL, NATIONAL HOTEL and AMERICAN HOTEL are also very neat establishments, and well patronized.

The city is abundantly supplied with excellent water from the neighboring hills, on the Philadelphia plan, except, that in that city it is raised by artificial means, and in this by its natural head, being 75 feet above the level of the city. On the corner of each street is a hydrant, and a hose placed on this sends the water up higher and with much greater force than a fire engine. From this source is obtained the supply for several artificial fountains on the public squares and in private gardens.

Troy is proverbial for its enterprise. This, with its local advantages, have given it a growth and prosperity equalled by few and excelled by none of the cities at the north. Its population in 1830 was 11,605 ; in 1835, 16,959 ; and at the present period (1840) cannot be less than 20,000.

North-east of the plain upon which Troy is built, and about a quarter of a mile from the river, *Mount Ida* rises abruptly to the height of three or four hundred feet; from whose summit there is a very extensive prospect of the Hudson river and the adjacent country, embracing Waterford, Lansingburgh, the locks at the junction of the Erie and Champlain canals, nearly the whole of Troy, and a part of Albany.

About a mile above the city, a dam has been thrown across the river, and a lock constructed, affording a sloop navigation to the village of Waterford.

The RENSSELAER AND SARATOGA RAIL ROAD commences in River street near the Troy House, and passes up that street to the northern part of the city, where it crosses the main channel of the Hudson river on a superb covered bridge, 1512 feet long, to Green Island. From thence it proceeds in a northerly direction to Van Schaick's Island, which is connected with Green Island by a bridge 482 feet long over one of the sprouts of the Mohawk river. Another bridge over another sprout is then passed in reaching Hawver Island; and from thence to the village of Waterford a third bridge is crossed in passing over the third or minor sprout. At Waterford the road passes through one of the principal streets, and from thence continues a northerly course through the rich valley of the Hudson, between the river and the Champlain canal, for a distance of 8 miles, to Mechanicsville; when, after crossing the canal, it curves to the north-west, and pursuing the valley of "the creek," so called, passes the Round lake, about 4 miles from Mechanicsville. The Mourning creek is reached in going 6 miles

farther ; from whence the road runs nearly parallel with and in sight of the Saratoga and Schenectady rail road for a distance of two miles, to the village of Ballston Spa ; where the two roads unite, and the carriages of both roads, by an arrangement between the two companies, are taken in the same train to Saratoga Springs.

From Green Island, a bridge extends across the west channel of the Hudson to West Troy.

VAN SCHAICK'S ISLAND is formed by the sprouts of the Mohawk river joining with the Hudson river, 3 miles north of Troy. This spot is noted for being the head quarters of the American army in 1777 ; from whence they marched, in September of the same year, to the decisive victory over Burgoyne, at Bemus' Heights.

LANSINGBURGH, on the eastern bank of the Hudson, directly opposite Van Schaick's Island, is principally built on a single street, running parallel with the river. A high hill rises abruptly behind the village, on which is seen the celebrated diamond rock, which at times emits a brilliant lustre from the reflected rays of the sun. The appearance of Lansingburgh by no means indicates a high state of prosperity, though it contains several very handsome private residences. The village has a bank, six places of public worship, and an academy. Its population is about 3000.

WATERFORD is one mile farther. The village is situated at the junction of the Mohawk with the Hudson, and derives considerable importance from the navigation of small vessels, which, by means of the lock and dam below, at most seasons of the year arrive and depart to and from

its docks. The village contains a population of about 1600 inhabitants. It enjoys many advantages for trade, and its importance is much increased by the Champlain canal, which here communicates with the Hudson river.

A very permanent bridge crosses the Hudson at this place, connecting with a road leading to Lansingburgh.

At Waterford, if leisure will permit, the tourist will find it interesting to stop a day, for the purpose of visiting the COHOES FALLS, and the adjoining factories on the Mohawk river, about a mile from the village. The perpendicular fall is about 40, and including the descent above, about 70 feet. The lofty barrier of rocks which confine the course of the Mohawk—the distant roar of the cataract—the dashing of the waters as they descend in rapids beneath you—and the striking contrast of the torrent with the solitude of the scenery above, contribute to render the whole an unusual scene of sublimity and grandeur. It was in taking a view of these falls, several years since, that the poet Moore composed one of his best fugitive pieces. Indeed, the scenery and every thing connected with this interesting spot, are calculated to afford ample subjects for the poet and painter.

Between this place and Schenectady the canal is carried twice across the Mohawk. The lower aqueduct, as it is called, two and a half miles from the falls, is 1188 feet—the other, 12 miles further, is 750 feet long.

The JUNCTION of the Erie and Champlain canals, about a mile from the falls, should also be visited in the excursion. Here, within the space of three quarters of a mile, are 17 locks; and the number of boats constantly

passing through, present a spectacle of activity and business of a highly novel character.

MECHANICSVILLE, 8 miles from Waterford, (pursuing the route of the rail road,) is a small manufacturing village on the bank of the Hudson. The hydraulic power, however, here derived, is from "the creek," the outlet of the Round lake, mentioned at page 129.

BALLSTON SPA, 12 miles farther, has been already noticed at p. 122.

SARATOGA SPRINGS

Is situated seven miles northeasterly from Ballston Spa. The village is located on an elevated spot of ground, surrounded by a productive level country, and enjoys, if not the advantage of prospect, at least a salubrious air and climate, contributing much to the health and benefit of its numerous visitants. It contains about 200 dwellings, and a population of 2000 inhabitants. The springs, so justly celebrated for their medicinal virtues, are situated on the margin of a vale, bordering the village on the east, and are the continuation of a chain of springs discovering themselves about 12 miles to the south, in the town of Ballston, and extending easterly in the form of a crescent, to the Quaker village, 7 or 8 miles in an easterly direction from Saratoga Springs. The springs in the immediate vicinity of the latter place are 10 or 12 in number, the principal of which are the Congress, the Iodine or Walton, Putnam's Congress, the Monroe, the Hamilton, the Flat Rock, the High Rock, the Columbian and the Washington. A new spring, affording a very copious supply and apparently very saline, was discovered in the

fall of 1839, a short distance south of the Flat Rock; but no analysis had been made at the time of the publication of this volume, to enable us to speak particularly of its properties.

About a mile northeast of the village, there are also a cluster of fountains, called the Ten Springs.

THE CONGRESS SPRING is situated at the south end of the village, and is owned by Doct. John Clarke; to whose liberality the public are much indebted for the improvements that have been made in the grounds adjoining the fountain, for the purity in which its waters are preserved, and for an elegant colonnade erected over the spring, affording a convenient promenade to visitants.

The spring was first discovered in the summer of 1792, issuing from a crevice in the rock, a few feet from its present location. Here it flowed for a number of years, until an attempt to improve the surface around it produced an accidental obstruction of its waters, which afterwards made their appearance at the place where they now flow. It is enclosed by a tube sunk into the earth to the distance of 12 or 14 feet, which secures it from the water of a stream, adjoining which it is situated.

From an analysis made by Doct. Steel, it appears that a gallon of the water contains the following substances: chloride of sodium, 385 grs.; hydriodate of soda, 3 1-2 grs.; bicarbonate of soda, nearly 9 grs.; bicarbonate of magnesia, nearly 96 grs.; carbonate of lime, a little more than 98 grs.; carbonate of iron, upwards of 5 grs.; silex 1 1-2 grs.; carbonic acid gas, 311 cubic inches; atmospheric air, 7 do.

To this spring perhaps more than any other spot on the globe, are seen repairing, in the summer mornings before breakfast, persons of almost every grade and condition, from the most exalted to the most abject: the beautiful and the deformed—the rich and the poor—the devotee of pleasure and the invalid—all congregate here, for purposes as various as are their situations in life. To one fond of witnessing the great diversity in the human character, this place affords an ample field for observation. So well, indeed, has it been improved by the little urchins who dip water at the fountain, that an imposing exterior is sure to procure for its possessor their services, while individuals less richly attired, or whose physiognomy indicate a less liberal disposition, are often compelled to wait till it is more convenient to attend to their wants.

Most persons soon become fond of the water; but the effect on those who taste it for the first time is frequently unpleasant. To such the other fountains are generally more palatable, having a less saline taste than the Congress.

The IODINE or WALTON SPRING, is located a few rods north of the High Rock, and was discovered in the autumn of 1838. It flows copiously through a tube sunk to a depth of 6 or 8 feet—is very pure and pungent—and while it contains most of the properties of the other fountains, in a greater or less degree, is remarkable for its freedom from iron. According to an analysis made by Professor Emmons, one gallon of this water contains, muriat of soda, 137 grs.; carbonate of lime, 26 grs.; carbonate of iron, 1 gr.; carbonate of magnesia, 75 grs.; carbonate of soda, 2 grs.; hydriodate of soda, or iodine, 3 1-2 grs.;

carbonic acid gas, 330 cubic inches; atmospheric air, 4 inches.

The approach to this fountain has been rendered easy; and it is already beginning to be a place of very considerable resort. It bids fair, indeed, to become as efficacious and celebrated as any mineral spring yet discovered.

The **MONROE SPRING**, a few rods north of the Flat Rock, is remarkable for its sparkling and pungent qualities, and is justly ranked among the favored fountains of the village.

Near it is a strong sulphur spring, (recently discovered,) which supplies a commodious bathing establishment on the premises.

PUTNAM'S CONGRESS (deriving its name from the discoverer and owner) is a few rods north of the Hamilton Spring. A mineral fountain flowed from the same locality for several years, without any particular notice, and the present spring has been obtained by sinking a tube to a considerable depth. It is a valuable and popular fountain.

The **HIGH ROCK** is situated on the west side of the valley, skirting the east side of the village, about half a mile north of the Congress. The rock enclosing this spring is in the shape of a cone, 9 feet in diameter at its base, and five feet in height. It seems to have been formed by a concretion of particles thrown up by the water, which formerly flowed over its summit through an aperture of about 12 inches diameter, regularly diverging from the top of the cone to its base. This spring was visited in the year 1767 by Sir William Johnson, but was known long before by the Indians, who were

first led to it either by accident or by the frequent haunts of beasts, attracted thither by the saline properties of the water. A building was erected near the spot previous to the revolutionary war; afterwards abandoned, and again resumed; since which the usefulness of the water has, from time to time, occasioned frequent settlements within its vicinity.

The water now rises within 2 feet of the summit, and a common notion prevails that it has found a passage through a fissure of the rock occasioned by the fall of a tree; since which event it has ceased to flow over its brink. This opinion, however, may be doubted. It is probable that the decay of the rock, which commenced its formation on the natural surface of the earth, may have yielded to the constant motion of the water, and at length opened a passage between its decayed base and the loose earth on which it was formed. This idea is strengthened from the external appearance of the rock at its eastern base, which has already been penetrated by the implements of curiosity a number of inches.

Between the Iodine Spring in the upper village, and the Washington in the south part of the lower village, are situated most of the other mineral springs in which this place abounds. At four of the principal fountains, the Putnam's Congress, Hamilton, Monroe and Washington, large and convenient bathing houses have been erected, which are constantly resorted to for pleasure as well as health, during the warm season.

The mineral waters both at Ballston and Saratoga are supposed to be the product of the same great laboratory, and they all possess nearly the same properties, va-

rying only as to the quantity of the different articles held in solution. They are denominated acidulous saline and acidulous chalybeate. Of the former are the Congress, Iodine, Monroe, Putnam's Congress, the Hamilton, and High Rock, at Saratoga; and of the latter are the Columbian, Flat Rock, and Washington, at Saratoga, and the Old Spring, and Sans Souci, at Ballston. The waters contain muriate of soda, hydriodate of soda, carbonate of soda, carbonate of lime, carbonate of magnesia, oxide of iron, and some of them a minute quantity of silicia and alumina. Large quantities of carbonic acid gas are also contained in the waters, giving to them a sparkling and lively appearance.

The late Doct. Steel, in his geological report of the county of Saratoga, published a few years since, remarks, that "the temperature of the water in all these wells is about the same, ranging from 48 to 52 degrees on *Fahrenheit's* scale; and they suffer no sensible alteration from any variation in the temperature of the atmosphere; neither do the variations of the seasons appear to have much effect on the quantity of water produced.

"The waters are remarkably limpid, and when first dipped sparkle with all the life of good champagne. The saline waters bear bottling very well, particularly the Congress,* immense quantities of which are put up in this way, and transported to various parts of the world; not, however, without a considerable loss of its gaseous property, which renders its taste much more insipid than when drank at the well. The chalybeate water is also

* The water of the Iodine Spring is also equally favorable for bottling.

put up in bottles for transportation, but a very trifling loss of its gas produces an immediate precipitation of its iron ; and hence this water, when it has been bottled for some time, frequently becomes turbid, and finally loses every trace of iron ; this substance fixing itself to the walls of the bottle.

“ The most prominent and perceptible effects of these waters, when taken into the stomach, are *cathartic*, *diuretic* and *tonic*. They are much used in a great variety of complaints ; but the diseases in which they are most efficacious are jaundice and bilious affections generally, dyspepsia, habitual costiveness, hypochondrical complaints, depraved appetite, calculous and enphritic complaints, phagedenic or ill-conditioned ulcers, cutaneous eruptions, chronic rheumatism, some species or states of gout, some species of dropsy, scrofula, paralysis, scorbutic affections and old scorbutic ulcers, amenorrhœa, dysmenorrhœa and clorosis. In phthisis, and indeed all other pulmonary affections arising from primary diseases of the lungs, the waters are manifestly injurious, and evidently tend to increase the violence of the disease.

“ Much interest has been excited on the subject of the source of these singular waters ; but no researches have as yet unfolded the mystery. The large proportion of common salt found among their constituent properties may be accounted for without much difficulty—all the salt springs of Europe, as well as those of America, being found in geological situations exactly corresponding to these ; but the production of the unexampled quantity of carbonic acid gas, the medium through which the other articles are held in solution, is yet, and probably will re-

main a subject of mere speculation. The low and regular temperature of the water seems to forbid the idea that it is the effect of subterranean heat, as many have supposed, and the total absence of any mineral acid, excepting the muriatic, which is combined with soda, does away the possibility of its being the effect of any combination of that kind. Its production is therefore truly unaccountable.*

In addition to the springs already enumerated, a SULPHUR SPRING was discovered a few years since in the vi-

* An analysis of the waters at this place and at Ballston Spa was made and published by Doct. Steel some years since, which received the sanction of the most scientific men in this country and in Europe. Subsequently, and shortly before his death in 1838, he prepared an entire new work, which has since been published, embracing not only an analysis of the springs and directions for their use in the various diseases in which they have proved beneficial, but also a full and interesting history of their discovery, and of the rise and progress of the villages in which they are located. The literary attainments of Doct. S. and his great experience from a long residence at this place, enabled him to render this work far superior to any thing of the kind which has appeared, or which will probably soon appear. It ought also to be remarked, that no invalid should attempt the use of these waters without the direction of a physician well acquainted with their properties. A contrary course, under the too prevalent and erroneous impression that they may be drunk in all complaints, in any quantity, and at all hours of the day, has been attended in many instances with deleterious and sometimes with fatal consequences. There can be no doubt of their great efficacy in most complaints, when properly used; yet ill-timed and too copious draughts not only fail of removing complaints, but frequently engender them.

M

vicinity of the Hamilton Spring, in the rear of the Congress Hall. It rises from a depth of about 20 feet, and affords an ample supply of water for the bathing house with which it is connected.

The boarding establishments of the first class at Saratoga Springs are the Congress Hall and Union Hall at the south end of the village, the Pavilion at the north, and the United States Hotel in a central situation between them. Besides these, there are a number of other boarding houses on a less extensive scale, the most noted of which are the American and the Adelphi in the south part, the Columbian Hotel and Washington Hall in the north part of the village, and the Rail Road House centrally located. Prospect Hall, kept by Mr. Benjamin R. Putnam, is on a beautiful site about one mile north-west of the village, and is a very respectable establishment. Highland Hall, half a mile south of the Congress Spring, is also a pleasant house, and well patronized.

The CONGRESS HALL, kept by MESSRS. Seaman and Munger, is situated within a few rods of the Congress Spring, to which a handsome walk shaded with trees has been constructed for the convenience of guests. The edifice is 200 feet in length, 3 stories high besides an attic, and has two wings extending back, one 60, and the other about 100 feet. In front of the hall, handsomely shaded with shrubbery and trees, is a spacious piazza, 20 feet in width, extending the whole length of the building, with a canopy from the roof, supported by 17 columns, each of which is gracefully entwined with woodbine. There is also a back piazza, which opens upon a beautiful garden annexed to the establishment,

and a small grove of pines, affording both fragrance and shade to its numerous guests. The Congress Hall can accommodate from 250 to 300 visitants, and is justly ranked among the most elegant establishments in the union.

The UNITED STATES HOTEL, kept by Messrs. Thomas and Marvin, with its gardens and out buildings, occupies a space in the centre of the village of about five acres. The main building is composed of brick, 186 feet long, 36 feet wide, and 4 stories high. It has two wings extending westwardly—one 204 feet, and the other 163 feet long. Attached to the establishment are also two cottages, contiguous to one of the wings. A broad piazza stretches across the main building in front, and is connected with piazzas in the rear, so as to form a continuous promenade of more than 700 feet. The interior arrangements are on a proportionate scale—the dining room being 200 feet long, and with the drawing-rooms, public and private parlours, equalling if not surpassing, in extent and elegance, any similar establishment. The ground in the rear is handsomely laid out into walks, and the whole tastefully ornamented with trees and shrubbery. The front is also shaded by a double row of forest trees extending the whole length of the building: The hotel is situated equi-distant from the Congress and Flat Rock springs, commanding a view of the whole village; and from its fourth story a distinct prospect is had of the surrounding country for a number of miles. This establishment can accommodate 400 visitants, and is probably the largest and one of the most expensive of the kind in the United States.

The PAVILION is located in a pleasant part of the village, immediately in front of the Flat Rock spring. The building is constructed of wood, 136 feet long, with a wing extending back from the centre of the main building 80 feet, and another extending along Church street, of 200 feet, affording numerous private parlors, communicating with lodging rooms, for the convenience of families. The main building is two and a half stories high, with the addition of an attic which, with the handsome piazza in front, sustained by delicate colonnades, renders it, in beauty and proportion, one of the first models of architecture in the country. The large rooms of the Pavilion are so constructed, that by means of folding doors the whole of the lower apartments may be thrown into one—an advantage which gives much additional interest to the promenade and cotillion parties, which frequently assemble on this extensive area. Handsome walks, shaded with trees, are attached to the establishment, affording its guests ample space for a quiet and cool retreat. The Pavilion is calculated for the accommodation of about 250 visitors.

The UNION HALL is one of the earliest and most respectable establishments in the vicinity, and is situated directly opposite the Congress Hall. It presents a handsome front, 120 feet long, 3 stories high, with two wings extending west 60 feet, and also an adjoining building, nearly 100 feet long, fitted up with parlors, &c. for private families. The Hall is ornamented in front by 10 columns, which rise to nearly the height of the building, and support the roof of a spacious piazza. A garden in the rear also contributes to the pleasantness of the establish-

ment. It is kept by Messrs. R. & W. Putnam, and ranks in point of elegance and respectability with the most favored public houses in the vicinity.

The AMERICAN HOTEL, a few doors north of the Union Hall, is a spacious brick building, recently erected by its proprietor, Mr. Wilcox, and is fitted up and kept in a style to ensure it a liberal patronage.

The ADELPHI HOTEL, adjoining on the north, is also a large building of brick, 3 stories high, and is well furnished and well kept by its proprietor, Mr. Sadler.

The COLUMBIAN HOTEL stands a few yards south of the Pavilion. Annexed to the establishment is a handsome garden, lying on three sides of the building, which adds much to the beauty and advantage it enjoys in point of natural location.

The WASHINGTON HALL, is beautifully located at the north part of the village, and is patronized by strangers who do not wish to mingle in the pleasures of the larger establishments.

The price of board per week at the respective houses is from 4 to 12 dollars.

The READING ROOMS and LIBRARY are in a neat building three doors north of the U. S. Hotel. Nearly 100 newspapers from various parts of the Union and the Canadas, and about 2000 volumes of well selected books for circulation, embracing the modern publications, are kept in these rooms. A register of the names of visitants at the Springs is also open for inspection at the establishment. The names thus entered frequently number from 10 to 12,000 in the course of the season.

At both the villages of Ballston and Saratoga Springs, there are always sufficient objects of amusement to render the transient residence of their summer guests pleasant and agreeable. Those whose taste is not otherwise gratified can always enjoy a mental recreation at the reading rooms; a ride on the rail road, carriages for which leave both villages several times a day; or a short excursion in the neighborhood, where sufficient beauty and novelty of scenery are always presented to render it interesting. The amusements of the day are usually crowned with a ball or promenade. The respective apartments appropriated for these occasions are calculated to accommodate from 250 to 300 guests; but they often contain a much greater number.

The spacious areas of the cotillion rooms, when enlivened by the associated beauty and gayety resorting to the Springs, present an unusual degree of novelty and fascination.

About two miles east from Saratoga Springs there is a small fish pond, situated on the farm of a Mr. Barheydt. Parties often resort thither, as well to enjoy the amusements of fishing as to partake of a repast on trout, the proprietor reserving to himself the exclusive privilege of serving them up. Still farther east, about 4 miles from the Springs, is situated the

SARATOGA LAKE. This lake is 9 miles long and 3 broad. Sail boats are fitted up at the Lake House, for the accommodation of parties of pleasure, and implements for fishing are always in readiness for those who take pleasure in this fashionable diversion. The western shores of the lake are accessible but in a few places, in

consequence of the adjacent marshes; on the east side the land is more elevated, and presents a fine prospect of farms under good improvement. The Lake is supplied with water from the Kayaderosseras creek, which, taking its rise about 20 miles in a northwest direction, and receiving in its course a number of tributary streams, flows into the lake on the west side. Fish creek forms its outlet, through which the waters of the lake are communicated to the Hudson river, about 8 miles distant in an easterly direction. This creek empties into the Hudson river at Schuylerville, noticed at p. 147.

BEMUS' HEIGHTS, rendered memorable as the spot on which the British army under Gen. Burgoyne was defeated in the revolutionary contest, are about 8 miles in a south-easterly direction from the Lake House. The battle ground is 2 miles west of the Hudson river; and though without much to attract in its location or surrounding scenery, will nevertheless prove interesting from its association with events which greatly contributed to the establishment of American independence.

The two actions which preceded the surrender of the British army were fought on the 19th of September, 1777, and on the 17th of October following. On the morning of the 8th, the American army marched into the British camp, which had been deserted the evening previous. The enemy continued to retreat till they had reached the height beyond the Fish creek, where they encamped on the 10th. Finding his retreat cut off by a party of troops, who had taken possession in his rear, and his advance impeded by superior numbers, General Burgoyne accepted the terms of capitulation, proposed by General Gates, and

surrendered his whole army to the American forces on the 17th October, 1777. The surrender took place at Fort Hardy, where the British stacked their arms, and were permitted to march out with the honors of war.

FREEMAN'S FARM, on which the principal actions were fought, is immediately east of the main road running north and south, a road passing directly across it to the Hudson river, in an eastwardly direction. In a meadow adjoining the first mentioned road, about ten rods south of a blacksmith's shop, and near the fence, is the spot where Gen. Frazer fell.* A large bass wood tree marked the place for a time; but having been cut down, several sprouts which have sprung up from the parent stock, now designate the spot. A few rods directly south of this, on a slight eminence, is shown the place where Col. Cilley sat astride of a brass twelve pounder, exulting in its capture; and about half a mile still farther south is shown the house yet standing, which was used by Gen. Gates as his head quarters.

In proceeding to the river, the hill on which Gen. Frazer is buried is pointed out, about a mile and a half east of the battle ground, and 20 rods north of the road. His remains were deposited, at his request, within a redoubt on the top of this hill. The redoubt, which is of an oblong form, from 100 to 150 feet in diameter, is still perfectly visible; and the spot of Gen. Frazer's interment is near the centre, though no monument of any description

* Gen. Frazer was second in command to Gen. Burgoyne, and died on the 8th October, 1777, from wounds received in battle the day previous.

has ever been erected to mark the place where the remains of this gallant warrior repose.

SMITH'S HOUSE, in which Gen. Frazer died, and which at that time stood near the foot of this hill, has been removed about 80 rods in a northeasterly direction to the turnpike. It is a low old fashioned Dutch building, with the gable end to the river, painted yellow—the sides red, and shingle roof. The entrance is towards the river, under a dilapidated portico—the whole bearing the marks of antiquity. The room in which Gen. Frazer died is directly in front, and has undergone no material change since his death.

Eight miles north of this, on the turnpike, is the village of

SCHUYLER-VILLE, noted as the residence of the late Gen. Schuyler, and still more so as the place where Gen. Burgoyne surrendered to the American army in October, 1777.

The ground on which the surrender took place, was in a vale nearly east, and in plain view of the stage house on the turnpike in the village, and still exhibits the remains of an entrenchment called Fort Hardy. About 40 rods in a southeast direction, at the mouth of Fish creek, is the site of Fort Schuyler. The arms of the British were stacked in the vale in front of Fort Hardy, and from thence they were marched to the high grounds a little west of the village, and admitted to parol as prisoners of war. At the southern extremity of the vale is a basin for the Champlain canal, which passes through this place. About half a mile south of the basin stands a

house located on the spot where once stood the mansion of Gen. Schuyler, which, with other buildings, were burnt by the British army on their retreat from the battle of the 7th October.

The village contains 80 or 90 houses, and an extensive cotton factory and machine shop.

FORT-EDWARD is 12 miles north of Schuyler-Ville. It is not on the usual route of travellers from the Springs to Lake George; but being a short distance only from Sandy Hill, it may be easily visited. The fort, once situated where the village now stands, has long since been demolished; though its former location is easily traced in the mounds of earth which are still visible. About 100 rods north of the village is a dam across the Hudson river, 27 feet high and 900 feet long, supplying with water a feeder to the Champlain canal.

A little north of this, on the west side of the road, the traveller is shown a large pine tree, with a spring near its foot, memorable as the spot where Miss M'CREA was murdered by the Indians during the revolutionary war. She was betrothed to a Mr. Jones, an American refugee, who was in Burgoyne's army. Anxious for a union with his intended bride, he despatched a party of Indians to escort her to the British camp. Against the remonstrance of her friends, she committed herself to the charge of these Indians. She was placed on horseback, and accompanied her guides to the spring in question, where they were met by another party, sent on the same errand. An altercation ensued between them as to the promised reward, and while thus engaged, they were attacked by the whites. At the close of the conflict, the

unhappy young woman was found a short distance from the spring, tomahawked and scalped. There is a tradition that her scalp was divided by the respective parties, and carried to her agonized lover. He is said to have survived the shock but a short time, and to have died of a broken heart. The name of Miss M'Crea is inscribed on a tree, with the date 1777. Her remains were disinterred a few years since, and deposited in the church-yard at Sandy-Hill.

SANDY HILL is two miles from Fort Edward, on the route from Saratoga Springs to Lake George. It is situated on very elevated ground, on the margin of the Hudson river, immediately above Baker's Falls, about 19 miles from the Springs. The streets are laid out in the form of a triangle. In the centre is an open area, surrounded by handsomely constructed stores and dwellings. The village contains about 100 houses and 600 inhabitants. The courts of the county are held alternately here and at Salem.

GLEN'S FALLS, a village more populous, is 3 miles further up the Hudson river, on the direct route to Lake George. At this place are the celebrated falls from which the village takes its name. These are situated about one fourth of a mile south of the village, near a bridge, extending partly over the falls, and from which the best view of them may be had. The falls are formed by the waters of the Hudson, which flow in one sheet over the brink of the precipice, but are immediately divided by the rocks into three channels. The height of the falls is ascertained, by measurement, to be 63 feet ;

though the water flows in an angular descent of 4 or 500 feet. Some rods below the falls is a long cave in the rocks, extending from one channel to the other. On its walls are inscribed a variety of names of former guests, who have thought proper to pay this customary tribute. The rocks, which are at some seasons covered with water, but at others entirely dry, are chequered with small indentations, and in many places considerable chasms are formed, probably by pebbles kept in motion by the falling water. It is very evident that these falls, like those of Niagara, were once a considerable distance lower down the river—the banks below being composed of shelving rocks, from 30 to 70 feet perpendicular height. On the north side of the river is a navigable feeder, communicating with the Champlain canal. It commences nearly two miles above the falls, and, with the exception of about a quarter of a mile, which appears to have been cut out of a shelving rock, runs along a ravine east of Sandy Hill, and intersects the main canal some distance below.*

* JESSUP'S FALLS, which are about 10 miles above Glen's Falls on the Hudson, are worthy the attention of travellers. The whole scenery is highly romantic and picturesque, and the descent of the falls, including the rapids a short distant above, is nearly 100 feet. Five miles further north are the HADLEY FALLS, which are a succession of pitches over a rocky and uneven bed. The whole descent, commencing at the upper fall, is between 80 and 100 feet. Over the lower fall a permanent bridge, about 50 feet from the water, is erected. The river here is contracted to a very narrow space, within lofty rocky embankments, between which the water rushes with great force and wildness into the basin below, uniting with the

There are extensive quarries of black and variegated marble at Glen's Falls, which is here sawed into slabs and transported to New-York for manufacture.

From Glen's Falls to Lake George the distance is 9 miles over an indifferent road, affording little other variety than mountains and forests, with here and there a rustic hamlet. Within three and a half miles of Lake George on the right hand, and a short distance from the road, is pointed out the rock at the foot of which Col. Williams was massacred by the Indians, during the French war. At the distance of half a mile farther, on the same side of the road, is the "*Bloody Pond*," so called from its waters having been crimsoned with the blood of the slain who fell in its vicinity, during a severe engagement in 1755. Three miles farther is situated the village of

CALDWELL, on the south-western margin of the lake. This village contains a number of neat little buildings, and about 400 inhabitants. The Lake George Coffee House is fitted up in good style, and can accommodate

Sacondaga river, a large and rapid stream, which rises about 60 miles at the north-west. Both of these rivers abound with trout and other fish, affording ample employment for those who are fond of angling. The country here is extremely rugged and mountainous, and presents but little appearance of cultivation.

Travellers designing to visit these places, will find it the most convenient to take a carriage at Saratoga Springs, from which to Jessup's Falls is 14 miles, and to Hadley Falls 5 miles further. The route is over a good road, and, including a visit of two or three hours, may be easily performed (going and returning) in a day.

N

from 80 to 100 visitants. There are here, also, a post-office, a church, and a court house. The village is bordered on the east by a range of hills, to the highest of which, called Prospect Hill, a road has been made, and though difficult of ascent, the pedestrian is richly compensated in the diversified and extensive prospect afforded him from its summit.

LAKE GEORGE

Is situated but a short day's ride from the village of Saratoga Springs, (27 miles,) from whence an excursion to the Lake is considered as a matter of course. At the village of Caldwell it is about a mile wide, but it generally varies from three fourths of a mile to four miles. The waters are discharged into Lake Champlain, at Ticonderoga, by an outlet which, in the distance of 2 miles, falls 180 feet.

Lake George is remarkable for the transparency of its waters. They are generally very deep, but at an ordinary depth the clean gravelly bottom is distinctly visible. The great variety of excellent fish which are caught here renders it a favorite resort for those who are fond of angling. The lake is interspersed with a large number of small islands, the principal of which, Diamond Island, once containing a military fortification, and Tea Island, on which is a summer house erected for the amusement of parties of pleasure, are visible from the head of the lake. The whole number of islands is said to equal the number of days in a year.

The scenery on the borders of the lake is generally mountainous. With the exception of some intervals,

chequered with fruitful cultivation, the land recedes from the shores with a gentle acclivity, for a few rods, and then, with a bolder ascent, to an elevation of from 500 to 1500 feet. The best view of the lake and its environs is had from the southern extremity, near the remains of old Fort George,* from whence the prospect embraces the village of Caldwell and the numerous little islands rising from the waters, which are beautifully contrasted with the parallel ridges of craggy mountains, through an extent of nearly 14 miles. Near the southern shore are the ruins of an old fortification, called

FORT WILLIAM HENRY. Vestiges of the walls and out-works are still to be seen. Previous to its construction, the site of the fort was occupied by the English army under the command of Sir William Johnson, who was making preparations for an attack upon Crown Point. Before any movement, however, was made by him, the French army, under the command of Baron Dieskau, marched from Ticonderoga for Fort Edward, but afterwards changing his purpose, he was proceeding to the head of the lake, when he unexpectedly fell in with a party of the English, who had been detached by Sir William for the relief of Fort Edward. A severe battle ensued, in which the English were defeated, and compelled hastily to retire from the field. They were pursued into their intrenchments by the French army, who commenced a furious assault upon the English camp,

* A very good prospect is also obtained from the top of the Lake George House; but one far better from Prospect Hill, previously mentioned.

but were repulsed with great slaughter. The discomfited Baron, on his retreat from this unsuccessful attack, was a third time engaged by a party of English, who had been despatched by the garrison at Fort Edward, to succor Sir William, and totally defeated. These three several engagements took place on the same day, the 6th September, 1755, in the vicinity of Bloody Pond, into which the bodies of the slain were afterwards thrown. In 1757 Fort William Henry contained a garrison of 3000 men, under the command of Col. Munroe. The Marquis de Montcalm, after three attempts to besiege the fort, reinforced his army to about 10,000 men, and summoned Col. Munroe to surrender. This summons being refused, Montcalm, after a furious assault, obliged the English to capitulate. The terms of the capitulation, though honorable to the English, were shamefully violated by the Indians attached to the French army, who massacred the whole garrison, except a small remnant who made their escape to Fort Edward. The fort was razed to the ground by Montcalm, and was never afterwards rebuilt. This spot was the scene of embarkation of Gen. Abercrombie, who, in 1758, descended the lake with an army of 15,000 men, for an attack on Ticonderoga.

About 80 rods farther south, on a commanding eminence, are situated the vestiges of old FORT GEORGE. This fort, though not distinguished by any event of importance, yet, in connection with the history of Lake George, imparts an interest which a stranger will readily embrace in a visit to its mouldering ruins. A part of the walls, which were originally built of stone, are still visible, from 30 to 40 feet in height. It was the depot for