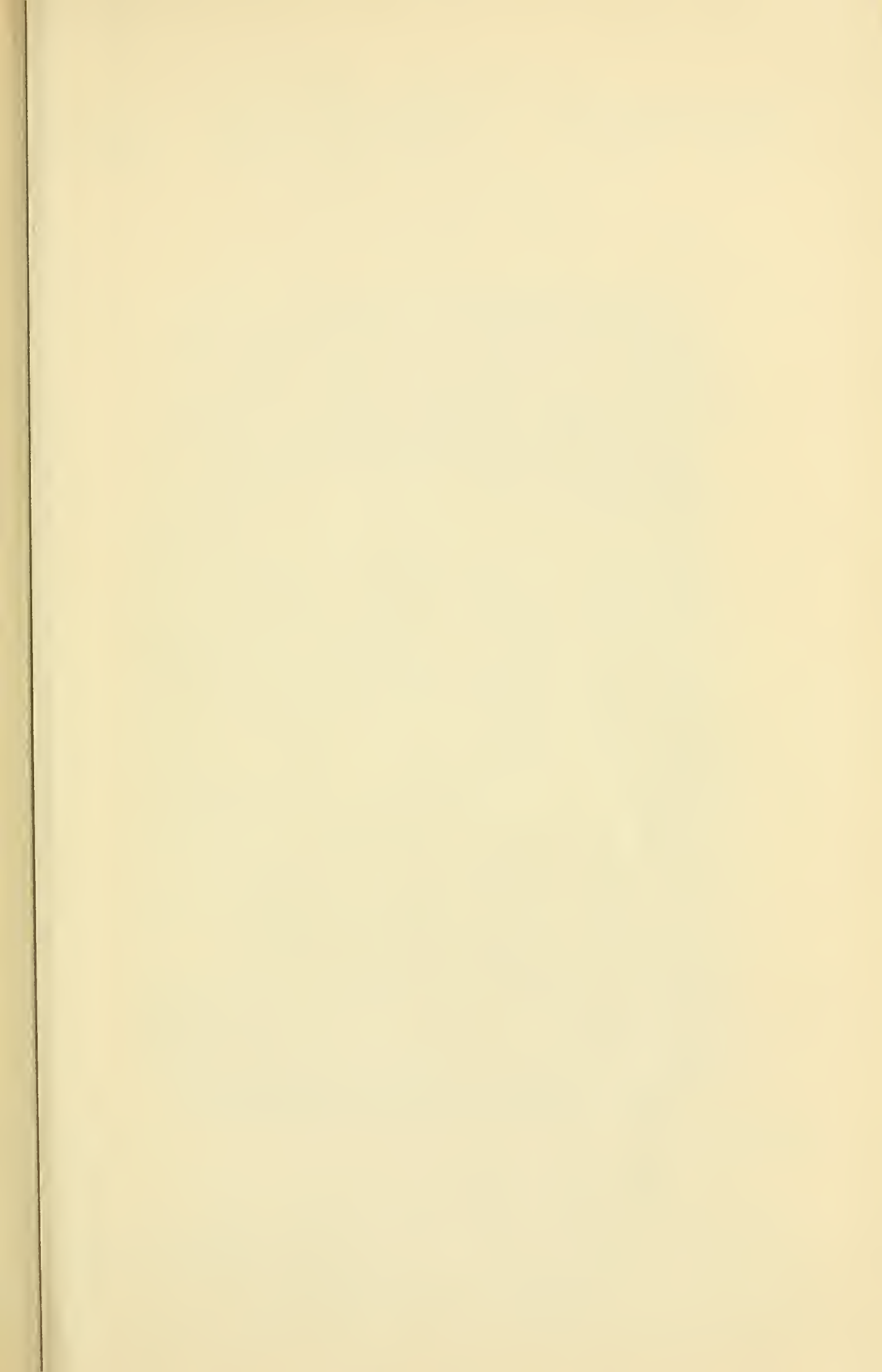




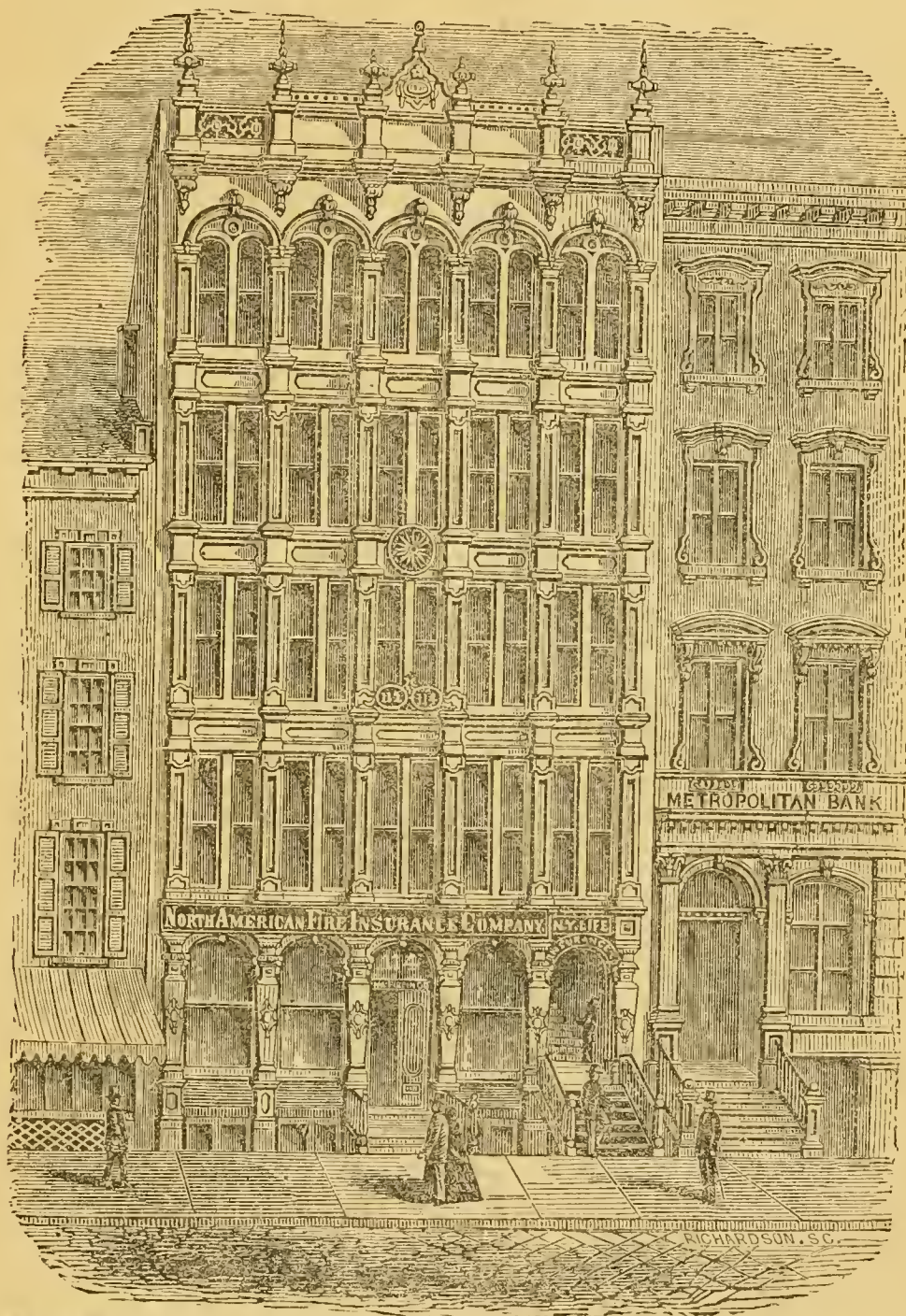
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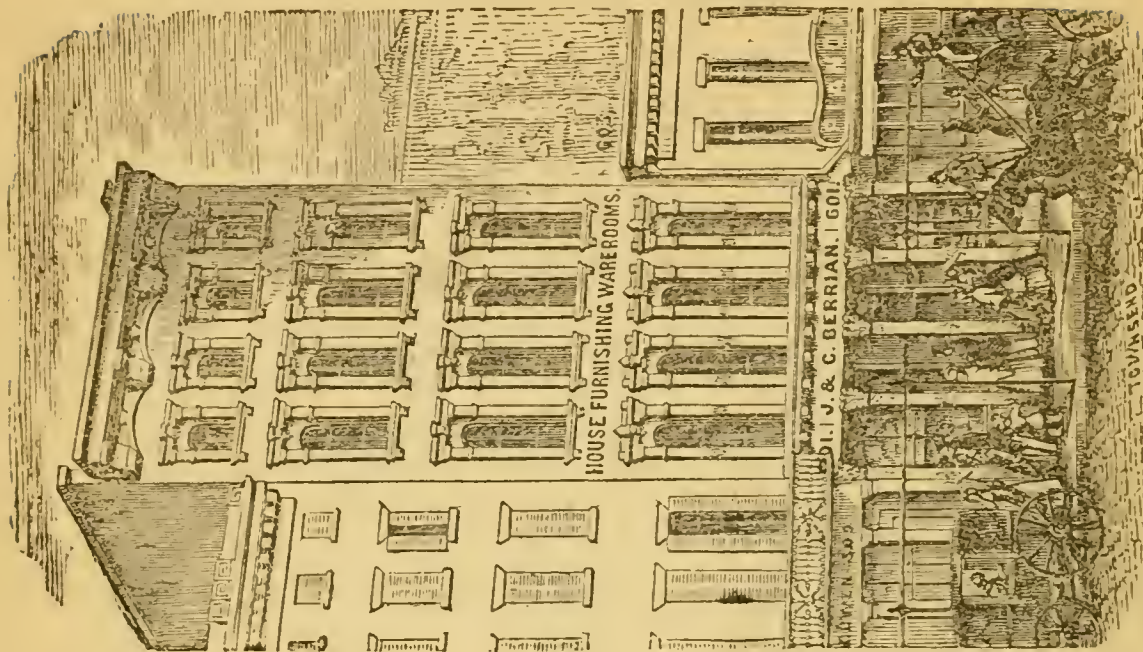
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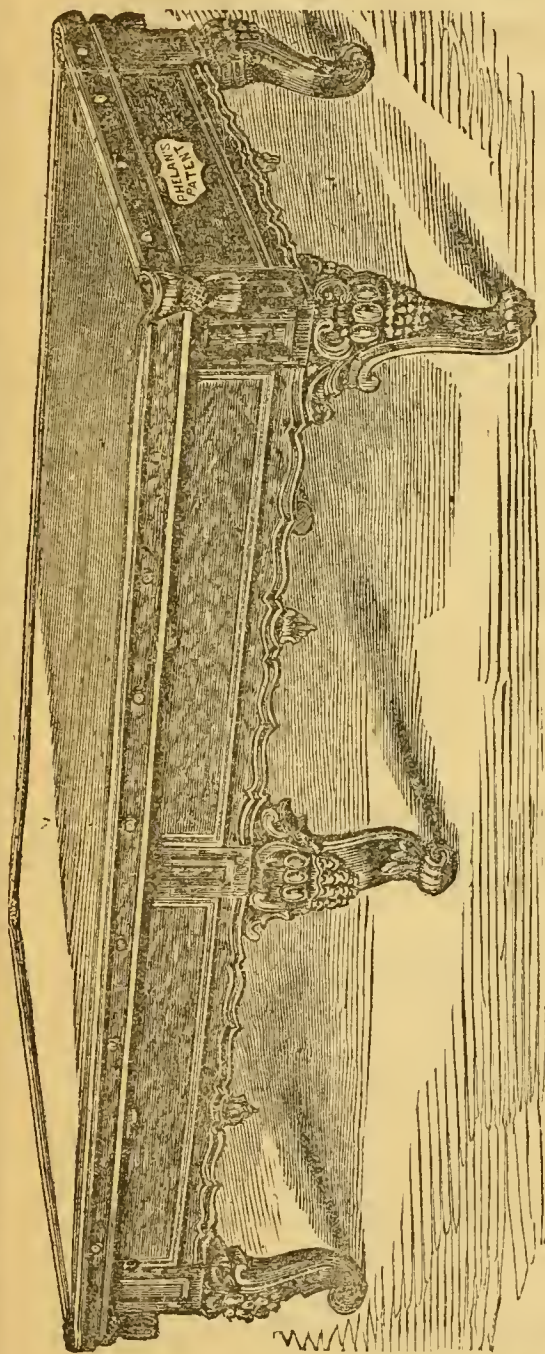
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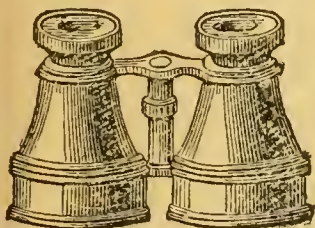
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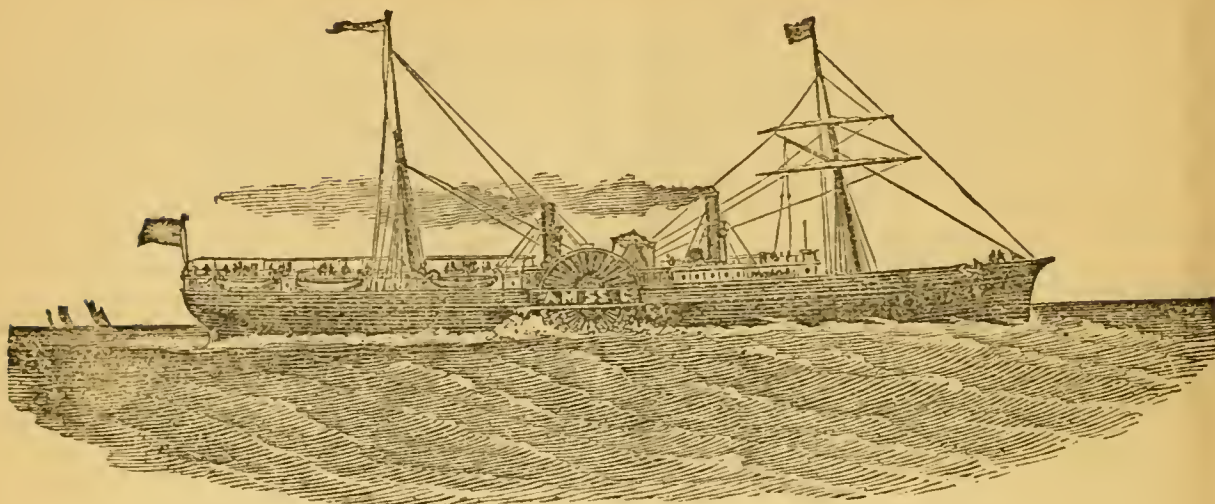
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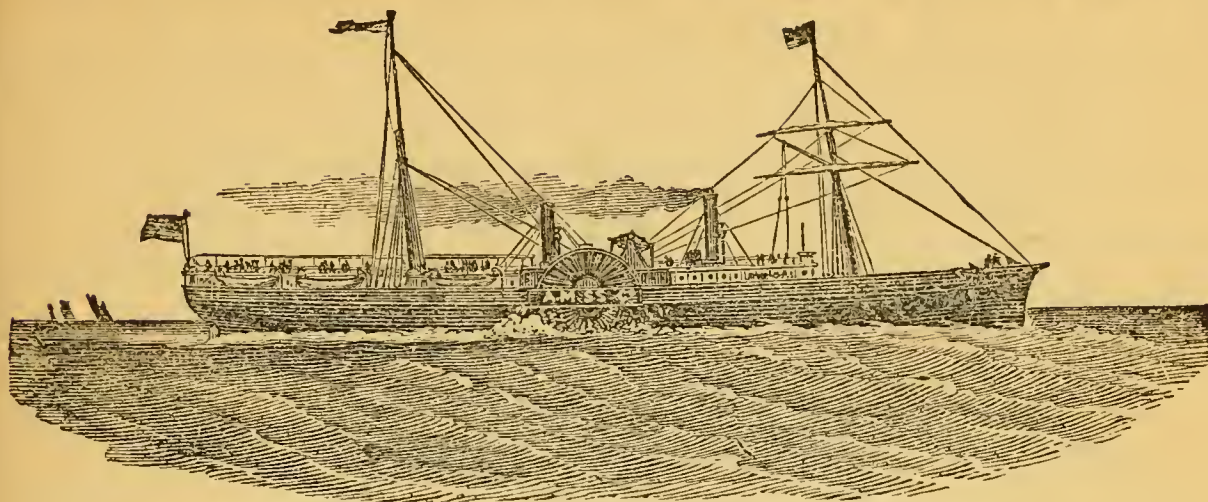
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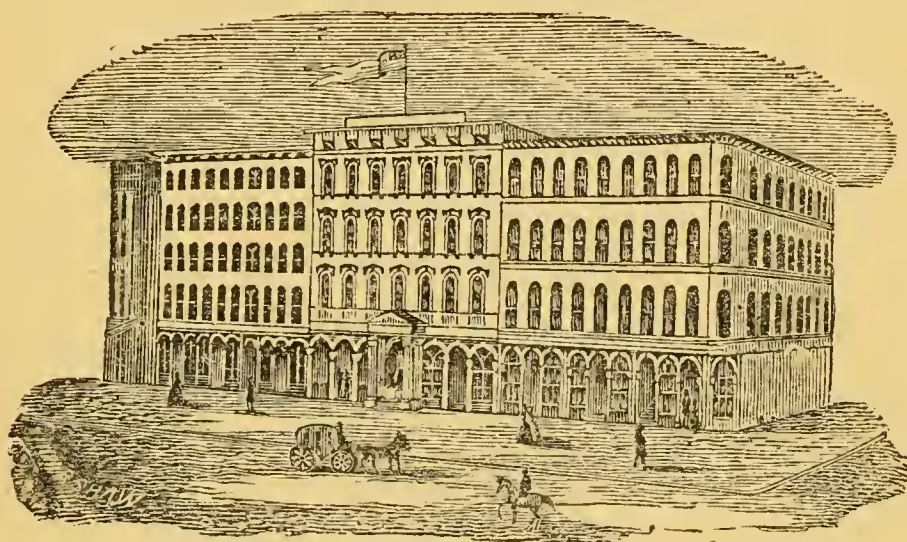
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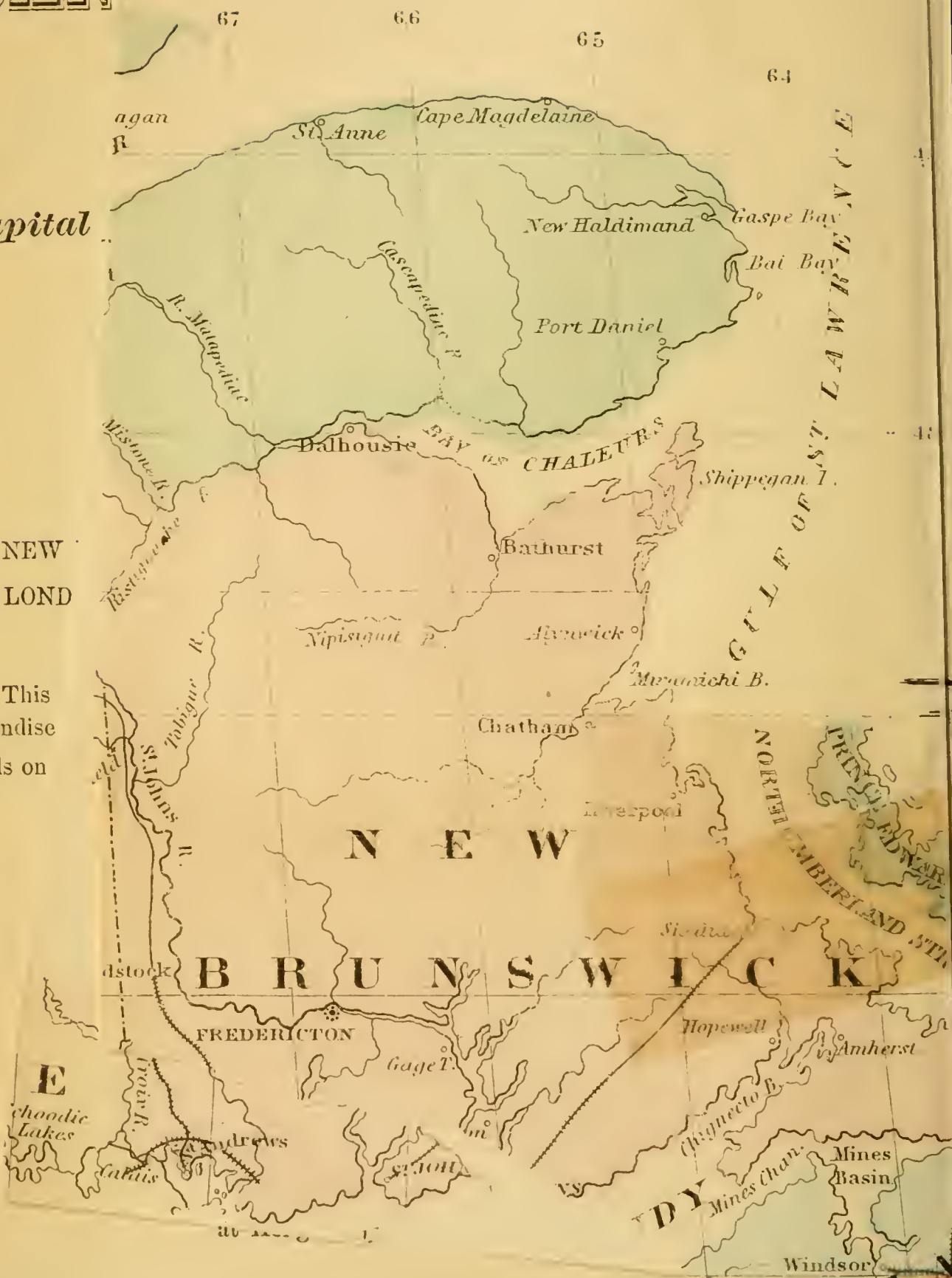
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The next American Edition will be published in May, 1868, and any information in regard to errors and omissions, which those who use this work may *gather* or any facts of interest and value—particularly in respect to new routes and *accommodations*—will be gratefully received and considered. Such communications should be addressed to the Editor, care of the Publishers.

The population of Cities and Towns mentioned in this work are those given in the last National Census—1860—except when otherwise stated.

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P R E F A C E .



To meet the increased and steadily increasing demand for a reliable Tourists' Guide and Hand-Book of Travel in the United States and British Provinces, this work has been specially prepared, and will hereafter be published annually on the 1st of May.

Accuracy, conciseness, and above all a just discrimination of the relative importance of the several objects described, have been the chief aims of the compiler; and it is confidently believed that the following pages embody a larger amount of desirable information for the traveller in this country, than can be found in any other single work extant.

While the original plan of the work has been preserved, numerous important additions have been made, not least of which are the copious, well-engraved maps, routes, and tables of distances. The difficulty attending the compilation of such a work as this is too well known to need more than passing mention here. How far this difficulty has been increased by the numerous changes consequent upon the late war, and the rapid growth of our Western Territories, the intelligent reader can well imagine. While the "Hand-Book" is mainly the result of the editor's own personal observation, he having visited every section of the Union during its preparation, it is also largely made up from the writings and experiences of

others, to whom the author returns his grateful acknowledgments. A list of the authorities quoted from will be found in its appropriate place. An analytical table of contents and a complete alphabetical index are added, which exhibit at a glance the variety and character of the subjects referred to in the work, and greatly facilitate reference thereto.

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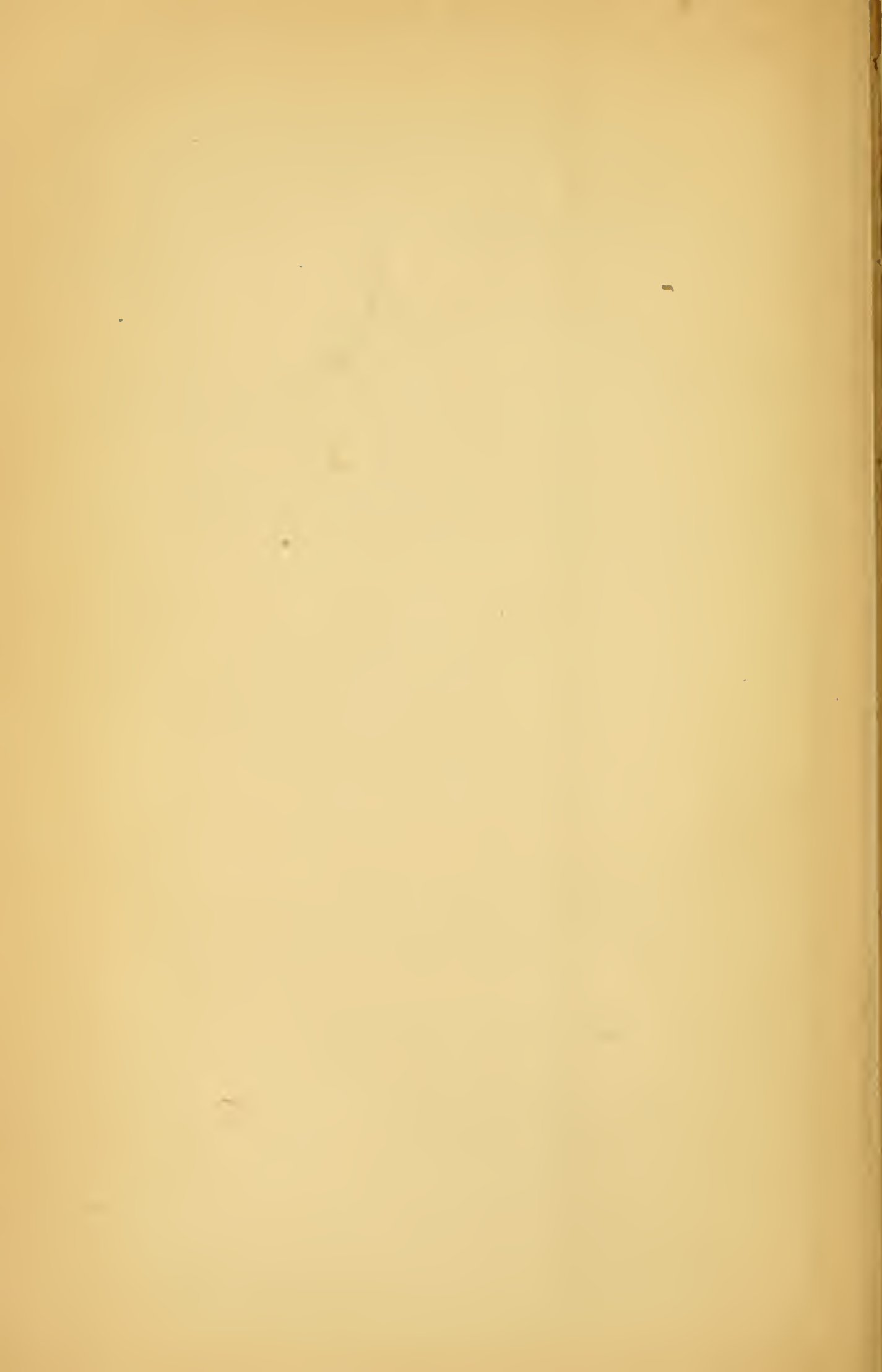
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INTRODUCTION.

THE PLAN OF THE BOOK.

IN preparing the ninth year's issue of "APPLETONS' HAND-BOOK," the editor has thought it best to continue the original plan of the work, and follow the familiar geographical order of the several States, as that best adapted to the special tastes and convenience of travellers wishing to visit the respective points and objects of interest. Thus, in making the "Southern Tour," the traveller starting from New York finds his true "point of departure" at Baltimore, in the chapter on Maryland. Continuing his route thence by steamer or rail, the Guide accompanies him through Virginia and the Carolinas to the Gulf coast, and up the valley of the Lower Mississippi, till he finally reaches Louisville, Cincinnati, or St. Louis, on his return northward. The same with the Eastern, Northern, Pacific, and Canadian tours. Instead of selecting a particular route, and seeing all it offers of attraction, we have, with few exceptions, jumped at once to our especial destination, and then intimated the way by which it is reached. Thus, if the traveller happens to be in New York and desires to go to New Orleans, he will, by turning to New Orleans, in the chapter on Louisiana, find the routes thither. The chief cities are taken as starting-points for all other and lesser places in their neighborhood. Thus Philadelphia is made the point of radiation for Pennsylvania; Charleston and Columbia for South Carolina; Boston for Massachusetts; Nashville for Tennessee; San Francisco for California and the Pacific Coast, and so on. It has not, of course, been possible to mention every village or town in the Union, in the narrow limits of a pocket-volume like this. Sketches of many places which, owing to the difficulty of reaching them, are unavoidably left out, will, it is hoped, appear in future editions of the work.

MONEY.

United States Treasury notes (*greenbacks*) are everywhere current throughout the country. Gold and silver readily pass, but as they command a

premium over paper, and are, moreover, less portable, they are less desirable for the traveller's use. In California gold and silver are in general circulation, and the traveller will find it convenient to use them in place of Treasury notes. The notes of Eastern banks should, on no account, be taken, as they may sometimes subject the holder to annoyance. The safest and most convenient shape in which to put your money for current expenses on long trips is that of letters of credit or circular notes—the former being preferable. These are issued by the leading banking-houses in New York and elsewhere in the United States. The well-known banking firms of Duncan, Sherman & Company, and Brown Brothers & Co., issue such letters, payable in all the principal Southern and Western cities. Their announcements will be found in our advertising columns. A reasonable supply of fractional currency ("stamps") will save the traveller frequent inconvenience in making change at railway stations, omnibus stands, etc.

TRAVELLING EXPENSES.

This is a sufficiently important feature of the trip to merit a separate consideration. The cost of living and travelling throughout the Northern and Southern States, with few exceptions, has materially increased since the war. Six to seven dollars a day will be found a fair estimate. (For hotel expenses, see *Hotels*.)

BAGGAGE.

"As little baggage as possible" is always a good rule, though a liberal supply is permitted on the railways, and almost any quantity on the steamboats. On stage lines the prescribed limit of sixty to eighty pounds cannot be exceeded without extra charge. The "check" system, so universally practised throughout the North, has been pretty generally adopted on the Southern lines of railway. Many of the omnibus lines in the Southern and far Western cities are reaping an ill-gotten harvest by imposing on the ignorance and credulity of strangers in this regard. As a general rule, the traveller will best consult his own convenience and interest by retaining his check until he arrives at his destination, and then proceeding to his hotel in a carriage with his baggage. If you purchase an omnibus ticket you have, in most instances, to pay separately for your baggage, either to the agent in the cars or in settling your bill at the hotel. In travelling by stage, or in making short trips from the centres of travel to the interior, a carpet-bag or small valise will be found the most convenient form of baggage, as in many instances it will be requisite for the traveller to play the part of porter.

HOTELS.

With few exceptions, the hotels of the principal cities South and West will compare favorably with those of the older and more thickly settled sections of the country, and perforce with those of any other part of the world. Barnum's and the Eutaw, in Baltimore; the Metropolitan and Ebbett, in Washington; the Exchange and Ballard's, in Richmond; the Mills House and Charleston Hotel, in Charleston; the Pulaski and the Marshall House in Savannah; the St. Louis and St. Charles, in New Orleans; the Louisville, in Louisville; the Southern and Everett Hotels (the Lindell Hotel rebuilding), in St. Louis; and the Sherman and Tremont Houses, in Chicago, are all strictly first-class establishments. The charges at these houses range from \$3.50 to \$5.00 per day, which includes every thing except private parlors, wines, and extra attendance. Four dollars per day, or \$28.00 a week, will be found a safe average. Other houses of good repute, having the best hotel accommodation the several cities afford, will be found throughout the work. Among the most desirable hotels in New York are the Fifth Avenue Hotel and the Hoffman House, on Madison square, at the intersection of Broadway and Fifth Avenue; the Everett House, occupying a conspicuous and eligible situation at the north end of Union Square, and the Brevoort House on Fifth Avenue, at its intersection with Eighth Street (Clinton Place). The last-named house has one of the most delightful locations in the city, combining the quiet retirement of a private mansion with ready access to Broadway and the leading thoroughfares. This has always been a favorite stopping-place with Europeans visiting the United States. The plan upon which it is kept, and the system adopted by its proprietary, being such as to specially commend it to those accustomed to European habits. From the observatory of the Fifth Avenue Hotel a fine view of the city and the neighboring bay is to be had. The house is fitted with a passenger-elevator, or vertical railway, for the use of guests. Those fond of the quiet and retirement of private life combined with the luxuries of hotel *cuisine*, will find the Everett a desirable stopping-place. The Hoffman House has been recently (1865) opened, and the furniture is new and of the best quality. The Hoffman is conducted on the European plan. The *cuisine* and attendance are excellent. For those who decide to make a stay in Philadelphia, on their way South or West, the Continental is the most desirable hotel. The well-known reputation of this fine house is well sustained by its present management, Messrs. Kingsley & Co. In Boston the Revere and Tremont, American and United States, are the best worthy of patronage. The two former are especially adapted to families. The Lick House, and the Occidental and Cosmopolitan Hotels, in San Francisco, are admirably conducted establishments. Travellers through Canada will find the best accommodation at the

St. Lawrence Hall in Montreal, and at Russell's and the St. Louis in Quebec.

WAITERS OR SERVANTS.

It is *not* the custom in America, as in Europe, to fee waiters at the hotels, though it may very properly be done for especial personal service. It is often done by those who prefer hot dinners to cold when they happen to "come late," or who may have a fancy for some rare dish when it unluckily happens to be "all out." Waiters, especially the "unprofessionals," who largely outnumber the "regular hands," are frequently guilty of impertinences in large popular hotels. A word to the steward or head-waiter, a functionary always at hand in every well-regulated hotel dining-room, will speedily put matters right. On the other hand, let gentlemen remember that it is impossible for a waiter, however proficient, to wait on more than one at a time and do it well. By due attention to these matters, much needless annoyance will be saved.

TICKETS.

Tickets on the railways should be purchased at the railway office before starting, otherwise a small additional charge will be made. If a long journey over various roads is intended, it is cheaper and more convenient to buy a *through ticket* to the end of the route, or for as long a distance as possible. What are called "lay-over" or accommodation tickets, affording opportunities to the traveller to visit points of interest on his line of route, can always be obtained on the leading through-lines. On the steamboats the tickets for passage, for meals, and berths, can be purchased at the passenger's leisure at the "captain's office."

OUTFITS, COSTUMES, Etc.

At the springs and watering-places of the South and West, generally, the same resources of toilet will be found necessary as in the city *salon* or the most fashionable resorts of the North—that is, for the ladies. The gentlemen will best consult their own tastes and circumstances as regards their wardrobe and outfit generally. Let me advise my reader, however, whatever else he may omit to take, not to fail to supply himself with a traveling suit equal to the wear and tear of rough mountain life. If the color be a gray or a brown, so much the better in the dust of railway and stage routes. Get a felt hat—it is not readily crushed on your head in car or carriage, or blown overboard from steamboats. Storm, 178 Broadway, under the Howard Hotel, has a fine assortment. Leave thin boots (this especially to the ladies) at home, and go well and comfortably shod in *stout calfskin*. It is a pity to be kept in-doors by the fear of spoiling one's gaiters or wetting one's feet, when the meadows and hills and brooks are inviting you abroad. In mountain tramps, a generous-sized flask may be slung over the

shoulder with very picturesque effect. If filled with generous "cognac," beware of too picturesque an effect, especially if you be in the company of a certain party.

In the way of clothing, the traveller cannot do better than call on Mr. D. Russell, No. 835 Broadway, corner of Thirteenth Street. All the garments made by this long-established and well-known house are adapted to the wants of gentlemen of taste who appreciate style and quality in clothing.

Brownell (late Brownell & Marvin), at No. 503 Broadway, in the St. Nicholas block, keeps a fine assortment of ready-made clothing and furnishing goods.

A good trunk is an indispensable article of outfit for either lady or gentleman. Messrs. J. T. Smith & Co., at 344 Broadway, have the most extensive assortment in the city, embracing every kind of travelling package from the largest sized "Saratoga," down to the smallest valise, carpet-sack, and haversack. Their goods are of the best quality and make.

Edwin A. Brooks's boot and shoe store is at 575 Broadway, convenient to the principal hotels. His stock of ready-made custom-work is large, and his fits are warranted. By leaving their measure, parties going into the interior can be supplied at any given point.

Mr. Union Adams, at No. 637 Broadway, offers opportunities for making selections in gentlemen's furnishing goods unequalled elsewhere in New York. His stock is large and rich, embracing every thing in that line required by the most fastidious. His assortment of shawls, travelling-bags, *négligé* shirts, scarfs, ties, etc., is especially complete.

Berrian's house-furnishing store, on Broadway, is an excellent place to purchase goods.

Semmons, at 669½ Broadway, under the Southern Hotel, has the best assortment of field, marine, and opera glasses to be found in New York.

To the citizens of New York, not less than to those visiting it during the spring and early summer months, mineral waters and baths have become a necessity. Dr. Hanbury Smith's famous mineral-water establishment, "The Spa," is pleasantly and centrally located at No. 808 Broadway, near its intersection with Eleventh Street. Its health-giving waters, agreeable shade, and proximity to other objects of interest, combine to make it one of the pleasantest lounging-places of the metropolis. Baths are to be had at the Hygienic Institute and Bathing Establishment, No. 15 Laight Street. It is a well-arranged and well-conducted establishment. Messrs. Miller, Wood & Co., proprietors.

INSURANCE.

Having laid in your necessary supplies, it only remains for you to insure yourself against accidents by sea or land, and the editor of the "Hand-

Book " having had recent experience in that line, would advise you not to omit to insure. The Travellers' Insurance Company of Hartford, which embraces several of the most reliable companies in the United States, has its New York office at No. 207 Broadway. Policies are issued good for one year, one month, or one day. Mr. Rodney Dennis is the secretary and Mr. R. M. Johnson the general agent of the company.

STEAMSHIP LINES.

The several lines of passenger steamships running between New York, Baltimore, Savannah, Charleston, New Orleans, and San Francisco, afford, except during inclement weather, the most pleasant means of reaching the Southern and Pacific States. The leading and best-conducted lines of steamers now in operation from New York to our domestic ports are the following :

For Norfolk, City Point, and Richmond.—The steamers of the Old Line (New York and Virginia Company) sail every Wednesday and Saturday at 3 P. M. for Norfolk and all points on the James River. The boats are commodious and well-officered. G. Heineken & Palmore, 115 Broadway, agents. The boats of the Old Dominion Steamship Company leave same days at noon. N. L. McCrady, 187 Greenwich Street, agent.

From Baltimore, the steamers Geo. Leary and Louisiana offer every inducement to travellers.

For Charleston.—The Messrs Leary dispatch one of their fine steamers from Pier No. 14, E. R., every Saturday at 3 o'clock. The Granada and Saragossa have first-class accommodations for cabin passengers.

For Savannah.—Messrs. Garrison & Allen, 5 Bowling Green, and Livingston, Fox & Co., dispatch regular steamers weekly for Savannah, where immediate connection is made with the boats leaving that port for St. Augustine, Pilatka, and other points in Florida. The favorite side-wheel steamships "San Jacinto" and "San Salvador" belong to the former, and the "Hermann Livingston" and "General Barnes" to the latter line. Invalids bound for the Florida water-cures have ample choice between the boats comprising either of these fine lines.

For New Orleans.—Cromwell's line of first-class steamships, one of which leaves Pier No. 9, N. R., every Saturday at 3 P. M., has the confidence of the public. The Coastwise Company also dispatch a steamer every Wednesday from Pier No. 29, foot of Warren Street. Mr. D. N. Carrington, at 177 West Street, is the agent. The steamers of the Atlantic Coast Mail Steamship Company sail for New Orleans, semi-monthly, on the 1st and 15th of each month.

For California.—The best line for San Francisco and all points on the South Pacific and Central American coast is unquestionably that of the Pacific Mail Steamship Company. It is a through line, connecting at

Panama with the company's line of steamers on the Pacific. Three departures each month, viz., on the 1st, 11th, and 21st. The boats of this line are appointed, equipped, and officered equal, and as regards many important details superior, to the best European steamships. The passage to San Francisco is made by the steamers of the Pacific Mail Company in twenty-two days. The general office of the line is over the new banking-house of Messrs. Brown Brothers, 59 & 61 Wall Street. Shipping and ticket office, Pier No. 42, foot of Canal Street.

OBLIGATIONS.

Our obligations are due to the entire United States and Canadian Press for their unceasing endeavors to keep us informed of the rapid changes transpiring in their respective localities, as well as for their numerous contributions to local and state history, descriptive sketches, etc., etc. Below will be found a list of authorities referred to in the work.

We are specially indebted to Mr. C. E. Watkins,* and Messrs. Lawrence and Houseworth, of San Francisco, for their fine pictures of scenery in California and on the Pacific coast; to Mr. Edward Vischer, of San Francisco, for his fine collection of drawings in the same region; to Messrs. Savage and Ottinger, of Great Salt Lake City; to Mr. Eugene Piffet, of New Orleans; Mr. Sancier, of Mobile; Mr. Linn, of Chattanooga, and other photographic artists throughout the Union who have kindly furnished us with views of prominent objects of interest in their several localities. We regret that lack of time and space compel us to exclude their contributions from our pages. It is decided to make future issues of the Hand-book uniform in style and appearance with the present work.

For much valuable information contained in the following pages we are indebted to the recently-published Directories of New York, Philadelphia, Boston, New Orleans, Baltimore, Mobile, Cincinnati, Memphis, Chicago, St. Louis, San Francisco, Albany, Milwaukee, Richmond, Va., St. Paul, Virginia City, Nevada, Portland, Oregon, and Austin, Nevada.

We are also under obligations to Mr. A. Gensoul, of San Francisco, for a set of his recently published maps.

Thankful to one and all for their valuable assistance, we shall endeavor to merit a continuance of their favors.

AUTHORITIES REFERRED TO IN THE WORK.

Arizona and Sonora, by Sylvester Mowry.

Speeches and Letters of Governor Richard C. McCormick.

North Carolina, Historical Sketches of, by John H. Wheeler.

California Guide, etc., by J. M. Hutchings.

* Views of the Yo-Semite Valley by this clever artist can be obtained in New York of the editor.

- Second Ascent of Mount Shasta.—J. McKee.
- Maple Leaves-Legends, Historical and Critical Papers on Canada, by J. M. Le Moine, Quebec.
- The Canadian Hand-Book, by J. Taylor.
- A Run through Canada, by E. Hepple Hall.
- Colorado. Letters on, to the *New York Tribune*, by A. D. Richardson.
- Sketches, by Bayard Taylor.
- Denver, History of.—D. O. Wilhelm.
- Guide to the Connecticut Valley.—H. M. Bent.
- The Great West, Guide and Hand-book to.
- The Mammoth Cave, Guide to.—C. W. Wright.
- Statistical Gazetteer of Maryland.
- Boston, Guide to City and Suburbs.—R. L. Midgley.
- Missouri, Hand-book to.—N. H. Parker.
- Saint Louis, Narrative of Settlement.—A. Chouteau.
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- New York, Sanitary Condition of.—Citizens' Association.
- Manual of Common Council.—D. T. Valentine.
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- Albany, Random Recollections of.—G. A. Worth.
- Hudson River, Guide to.—T. Addison Richards.
- The Catskills, Scenery of.
- Forest Acadia.—T. O. H. P. Burnham.
- Eastman's White Mountain Guide.
- Pacific Coast Directory, 1865-'66.—H. G. Langley.
- Pennsylvania, Valley of Wyoming.
- The Oil Region of, by H. H. Simmons.
- Philadelphia, Strangers' Guide.—Lindsay and Blakiston.
- As It Is, by R. A. Smith.
- Laurel Hill Cemetery, Guide to.—R. A. Smith.
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- Geological Reconnoissance of Tennessee.—Jas. M. Safford.
- Salt Lake, Exploration and Survey of.—Captain H. Stansbury.
- The City of the Saints, by Richard F. Burton.
- The National Almanac, 1865.
- Military and Naval History of the Rebellion.—W. J. Tenney.
- Field-Book of the Revolution,
- Pictorial History of the Civil War, } by B. J. Lossing.
- Biography of Eminent Americans, }
- Panama Railroad Guide, by Dr. F. N. Otis.
- Pacific and Territorial Guide.—S. M. Holdridge.

We regret that the Pacific Coast Directory (1867), just published by Mr. Henry G. Langley, and a valuable historical work on the discovery of gold in California, by Mr. Edward E. Dunbar, President of the Travellers' Club, N. Y., did not reach us in time for our chapter on that region.

APPLETON'S

HAND-BOOK OF AMERICAN TRAVEL.

THE UNITED STATES.

THE territory of the United States, through which we propose to travel in our present volume, occupies an area of 2,936,166 square miles, little less than that of the entire continent of Europe. In form it is nearly a parallelogram, with an average length of 2,400 miles from east to west, and a mean breadth from north to south of 1,300 miles. It lies between $24^{\circ} 20'$, and 49° north latitude, and between $60^{\circ} 50'$ and $124^{\circ} 30'$ west longitude.

EXTENT.—Its extreme length and breadth are, respectively, 2,700 and 1,600 miles, reaching from the Atlantic on the east to the Pacific on the west, and from British America on the north to the Gulf of Mexico and the Mexican Republic on the south. The entire frontier line slightly exceeds 10,000 miles in length.

DIVISIONS.—Its present division is into thirty-six States and nine Territories, independent of the District of Columbia. The States have been popularly grouped according to their geographical position into the following divisions or sections, viz.: The Eastern or New England group, embracing Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut; the Middle group, New York, New Jersey, Pennsylvania, Delaware, and Maryland; the Southern States: Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, and Arkansas; and the Western States, comprising Tennessee, Kentucky, Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, California, Oregon, Minnesota, Kansas, and Nebraska.

All the Territories, viz., Utah, Colorado, Idaho, Montana, Dakota, Arizona, Washington, New Mexico, and Indian Territory, are included in

THE UNITED STATES.

this division of the country. The District of Columbia is a small territory set apart as the seat of the National Government. The following table shows the census of the respective States and divisions by the last United States census (1860):

The District of Columbia (D. C.) 75,076

THE EASTERN, OR NEW ENGLAND STATES.

Connecticut (Conn.)..... 460,151	New Hampshire (N. H.)... 326,072
Rhode Island (R. I.)..... 174,621	Vermont (Vt.)..... 315,116
Massachusetts (Mass.)..... 1,231,065	Maine (Me.)... 628,276

Total..... 3,135,301

THE MIDDLE STATES.

New York (N. Y.)..... 3,887,542	Delaware (Del.)..... 112,218
New Jersey (N. J.)..... 672,031	Maryland (Md.)..... 487,034
Pennsylvania (Pa.)..... 2,906,370	

Total..... 8,265,195

THE SOUTHERN STATES.

Virginia (Va.)..... 1,596,083	Alabama (Ala.)..... 964,296
North Carolina (N. C.)... 992,667	Louisiana (La.)..... 709,433
South Carolina (S. C.).... 703,812	Texas (Tex.)..... 601,030
Georgia (Ga.)..... 1,057,327	Mississippi (Miss.)..... 791,395
Florida (Fla.)..... 140,439	Arkansas (Ark.)..... 435,427

Total 7,991,909

THE WESTERN STATES.

Tennessee (Tenn.)..... 1,109,847	Iowa (Io.)..... 674,948
Kentucky (Ky.)..... 1,155,713	Missouri (Mo.)..... 1,183,317
Ohio (O.)..... 2,339,599	Oregon (Or.)..... 52,464
Indiana (Ia.)..... 1,350,479	California (Cal.)..... 380,015
Minnesota (Minn.)..... 172,022	Kansas (Kan.)..... 107,110
Illinois (Ill.)..... 1,711,753	Nebraska (Neb.)..... 28,842
Michigan (Mich.)..... 749,112	Nevada 6,857
Wisconsin (Wis.)..... 775,873	

Total 11,797,951

TERRITORIES.

New Mexico..... 93,541	Dakotah..... 4,839
Washington..... 11,578	Idaho (1865), estimated.... 25,000
Utah..... 40,295	Arizona (1865), estimated... 15,000
Colorado..... 34,197	Indian Ter. (1865), estimated 4,000
Montana (1865), estimated 25,000	

Total..... 253,450

Grand total..... 31,518,882

THE UNITED STATES.

Of the free population in 1860, 23,353,386 were born in the United States, and 4,186,175 in foreign countries. In addition to the above, it is estimated that nearly half a million of Indians or aborigines exist within the present territory of the United States. The number of these is, however, rapidly diminishing.

The population of the country is largely and steadily augmented by emigration. From 1847 to 1860, 2,598,214 emigrants arrived, and since the close of the late war the number of arrivals has averaged two hundred and fifty thousand a year. They come mainly from Germany and the British isles.

GOVERNMENT.—The government of the United States is a confederation of the several States delegating a portion of their power to a central government, whose laws are always paramount to State authority. The governing power is divided into legislative, judicial, and executive. The Executive power is vested in a President and Vice-President, elected by the people, who hold their term of office for four years. The legislative power is exercised by a Congress composed of two branches, a Senate and House of Representatives; the former representing the several States in their sovereign capacity, and the House of Representatives the people. The members of the National Legislature are respectively known as Senators, members of Congress, and delegates or Territorial members. The Congress is held annually at Washington. The judiciary consists of a supreme court, nine circuit, and forty-seven district-courts. The supreme court is presided over by a chief and eight associate justices, who hold their appointments during life or good behavior.

HISTORY, ETC.—The earliest settlements within the present territory of the United States were made in Florida, about 1565; but as this State was not acquired till 1819, it is usual to date the commencement of the settlement of the colonies which formed the foundation of the present Union, from the settlement of Jamestown, Virginia, in 1607. New York was settled by the Dutch, in 1614; Massachusetts, at Plymouth, in 1620; and New Hampshire and Maine in 1623. Washington, D. C., is the capital of the United States, and New York its chief commercial city. Next to the latter the most important cities are Philadelphia, Baltimore, Boston, Brooklyn, New Orleans, Cincinnati, St. Louis, Chicago, San Francisco, Buffalo, Pittsburg, Newark, Louisville, Albany, and Providence.

The military history of the nation is properly divided into four periods or epochs, known respectively as the War of the Revolution, the War of 1812, the War with Mexico, and the Rebellion. The first and most eventful of these closed with the surrender of Cornwallis at Yorktown, October 19, 1781. The war of 1812 is conspicuous for the battles of Lundy's Lane and

THE UNITED STATES.

New Orleans, the former of which was fought July 25, 1814, and the latter January 8, 1815. The war with Mexico commenced May 8, 1846, and virtually closed with the occupation of the city of Mexico (September 20, 1847) by the United States forces under General Scott. The late Rebellion commenced with the attack on Fort Sumter, in the harbor of Charleston, South Carolina (April 11, 1861), and closed with the occupation of Richmond and the surrender of Generals Lee and Johnston, April, 1865.

The leading military movements which have at different times been carried on within the territory of the United States will be found briefly recorded in the chapters descriptive of the localities in which they occurred, as will also the leading subjects of interest throughout the country.

NEW YORK.

THE first State in the Union in population, in wealth, and in commercial importance, exceeded by none in the fertility of its soil and the healthfulness of its climate, unsurpassed in the variety and beauty of its natural scenery, and in its historical associations, New York is appropriately called the Empire State.

Its length from east to west is 335 miles, and its breadth about 300 miles, embracing an area of about 30,000,000 acres.

The earliest settlements within the State were made by the Dutch, at Fort Orange (Albany), and at New Amsterdam, now New York City. This was in 1614, five years after the voyage of Hendrick Hudson up the waters of that river which now bears his name.

In 1664 the colony fell into the possession of the English, was recaptured by the Dutch in 1673, and finally came again under British rule in 1674, and so continued until the period of the Revolution. Many stirring events transpired within this territory during the wars between France and England, in 1690, 1702, and 1744, and through all the years of the War of Independence. These events the traveller will find duly chronicled as he reaches the various locations where they transpired, in the course of our proposed travels.

Every variety of surface and every character of physical aspect are found within the great area of New York; vast fertile plains and grand mountain ranges, meadows of richest verdure, and wild forest tracts, lakes innumerable and of infinite variety in size and beauty, waterfalls unequalled on the continent for extent and grandeur, and rivers matchless in picturesque charms. We need not now recount these wonders, as our rambles

will afford us, by and by, abundant opportunity to see them all in turn and time—the peaks and gorges of the Adirondacks and the Catskills, the floods of Niagara, and the ravines of Trenton, the pure placid waters of Lake George, the mountain shores of Champlain, the deer-filled wildernesses and the highland passes of the Hudson, and all the intricate reticulation of cities, towns, villages, villas, and watering-places.

The principal cities of the State are the metropolis, New York, Brooklyn, Buffalo, Albany, Troy, Rochester, Syracuse, Oswego, Hudson, etc.

Though originally settled by the Dutch, and in the social features of many portions of its extended territory still partaking largely of the characteristic traits of that people, the constant and increasing infusion of New England and of foreign population has contributed to give to New York a more thoroughly cosmopolitan character than is enjoyed by any other State or people of the Union.

The internal improvements of the State are vast and important. Among the most prominent public works are the Erie Canal, 364 miles long, completed in 1825, at a cost of \$7,000,000. This work, with its numerous branches and feeders, embracing a system of artificial communication of nearly 1,000 miles, constitutes by far the most important line of public works on the continent. But New York has natural advantages greater far than canal or railway alone can bestow. She has 365 miles of lake coast, 206 miles of interior lake, and 245 miles of river navigation. The foreign imports of the State for 1862-'63, amounted to \$196,000,000, and the exports for the same year to \$247,500,000.

DIVISIONS.—The State is divided into 60 counties, and contains a population of nearly 4,500,000, of whom upward of one-half were born in the State. Albany, pleasantly situated at the head of steamboat navigation on the Hudson River, 150 miles north of New York City, is the capital.

RAILWAYS.—The railway system of the State embraces nearly 3,000 miles of road, the construction and equipment of which cost upward of \$133,000,000. The following list embraces the most important and most frequently travelled lines:

(See also Routes, Skeleton tours, etc.)

The *New York and Erie Railway*, 460 miles through the State, from the city of New York to Dunkirk, or 422 to Buffalo (Branch), on Lake Erie.

The *Hudson River Railway*, New York City, 144 miles to Albany, or 152 to Troy, along the banks of the Hudson River.

The *Harlem Railway*, from New York, 154 miles to Albany.

The *New York Central Railway*, from Albany, 298 miles to Buffalo; or to Niagara Falls, 327 miles.

Rensselaer and Saratoga Railway, from Troy to Saratoga Springs, 32 miles; to Whitehall, 73 miles.

Montreal and New York, and *Plattsburg and Montreal Railways*, 62 miles from Plattsburg, on Lake Champlain; to Montreal, Canada.

Ogdensburg and Lake Champlain Railway, from Ogdensburg, 118 miles to Rouse's Point.

Black River and Utica Railway, from Utica (New York Central Railway), 35 miles to Boonville.

Rome, Watertown, and Ogdensburg Railway, from Rome (New York Central Railway), 142 miles to Ogdensburg.

Newburgh branch of New York and Erie Railway, from Newburgh, on the Hudson, to Chester.

Oswego and Syracuse Railway, from Syracuse, (New York Central Railway), 35 miles to Oswego, Lake Ontario.

Syracuse, Binghamton, and New York Railway, from Syracuse, 80 miles to Binghamton.

Elmira, Canandaigua, and Niagara Falls Railway, from Elmira 168 miles

(Erie Railway), to Suspension Bridge, Niagara.

Buffalo, Corning, and New York Railway, from Corning (Erie Railway), 100 miles to Batavia, or 94 miles to Rochester (New York Central Railway).

Williamsport and Elmira Railway, from Elmira (Erie Railway), 78 miles south to Williamsport, Pa.

Corning, Blossburg, and Tioga Railway, 41 miles from Corning (Erie Railway), to Blossburg, Pa.

Lake Shore Railway, from Buffalo, via Dunkirk, by the shore of Lake Erie, 183 miles, to Cleveland, Ohio, and the West.

Hudson and Boston Railway, from Hudson, on the Hudson River, eastward to West Stockbridge, Mass., 34 miles, where it connects with the Housatonic Railway.

Western (Mass.) Railway, from Albany, 49 miles to Pittsfield.

New York and New Haven Railway, from New York 76 miles to New Haven, Conn., thence to Boston, etc.

Long Island Railway, 99 miles from New York (James Slip or 34th Street Ferry); through the entire length of Long Island, to Greenport.

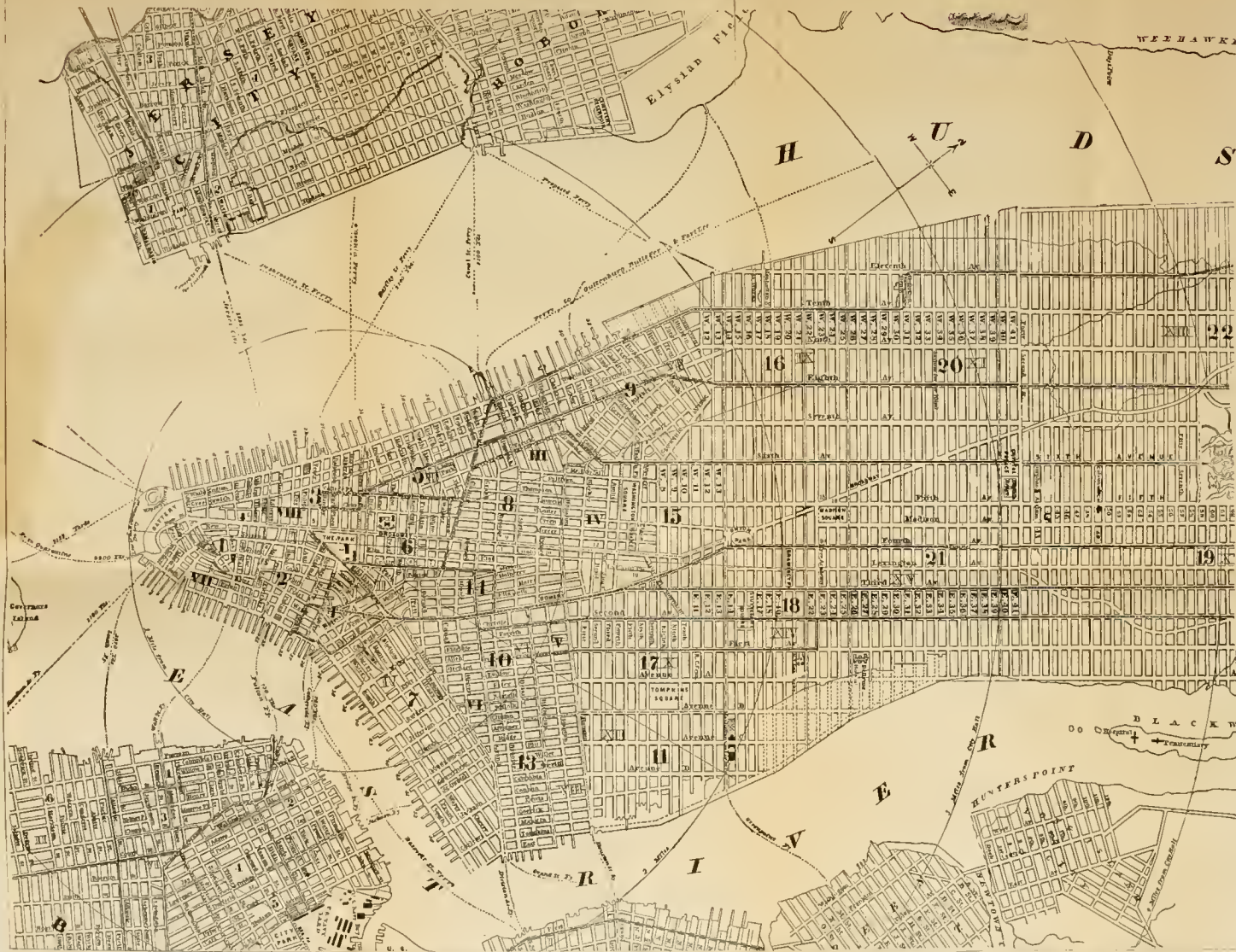
Staten Island Railway, from Pier 1, E. R., 11 miles to Tottenville.

For other railways terminating in New York City, see railways in New Jersey, etc.

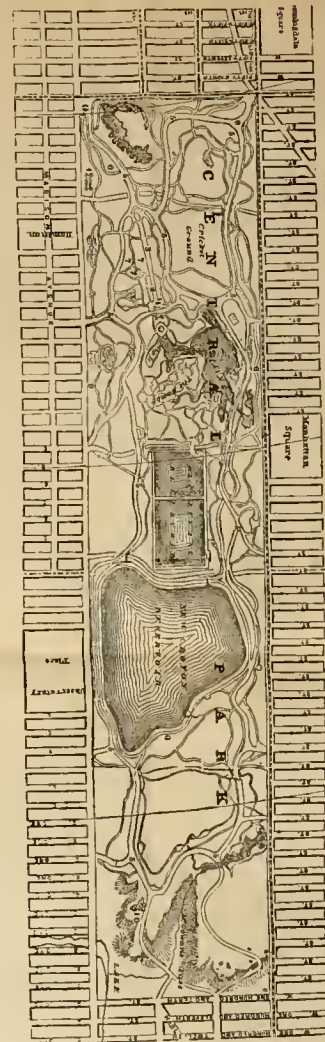
NEW YORK CITY.

The metropolis of the State of New York, and the chief city of the United States, is situated on the Island of Manhattan, at the junction of the Hudson and East Rivers, 20 miles from the Atlantic Ocean. The limits of the City are coextensive with those of the county, embracing the entire island, which is $13\frac{1}{2}$ miles in length, and $2\frac{1}{4}$ miles at its greatest breadth. Including the suburban cities of Brooklyn, Jersey City, and Hoboken, which properly belong to New York, it is by far the most populous and important city of the American Continent. The City Hall is in latitude $40^{\circ} 42' 43''$ N., and $74^{\circ} 0' 3''$ W. longitude. The most busy and densely inhabited portions of the city proper occupy an area embracing nearly four square miles at the southern extremity of the

MAP OF NEW YORK CITY.



MAP OF THE CENTRAL PARK



Island of Manhattan. With a population exceeding 1,000,000, and increasing at the rate of 50 per cent. every 10 years, New York is already third in size among the cities of Christendom, and bids fair at no very distant day to rival all except London itself. It is divided into twenty-two wards, and is governed by a mayor and common council. The mayor is elected by popular vote, and holds office two years. The common council is composed of two boards, seventeen aldermen, elected for a term of two years, constituting one board, and twenty-five councilmen, chosen annually, forming the other.

The early history of the city of New York is involved in no inconsiderable degree of uncertainty. The Norse or Northmen, as is affirmed by Scandinavian records, visited these shores, which were then known as part of the ancient Vineland, as early as 1514. The generally acknowledged commencement of European civilization in this part of the newly discovered continent, however, commenced with the arrival, in the Bay of New York, of Hendrick Hudson, an Englishman in the service of the Dutch East India Company, who arrived at the site of the present city, September 3, 1609. He afterwards sailed up the river which now bears his name in a vessel called the *Half Moon*. In 1614 an expedition under Captains Black and Christianse, arrived, and commenced the settlement of the future city. At the close of that year the future metropolis of New York consisted of a small fort, on the site of the present Bowling Green, and four houses, and was known as "*Nieuw Amsterdam*." As late as 1648 it contained but 1,000 inhabitants. In 1664 it was surrendered to the British, and, passing into the hands of the Duke of York, was thenceforward known as New York. In 1677 it contained 384 houses. In 1700 the population had increased to about 6,000. Eleven years subsequently, a market for slaves was opened in Wall Street; and in 1725 a weekly paper, the *New York Gazette*, made its first appearance. On June 28, 1776, the British army and fleet entered the bay of New York, and effected a landing on Staten Island. Crossing the Narrows,

they encountered the American forces near Brooklyn (August 22d), and fought the battle of Long Island. For eight years succeeding this battle, New York remained the headquarters of the British troops, during which time many buildings were either destroyed or despoiled. The British forces evacuated the city November 25, 1783, which has since been known as Evacuation Day, and is annually celebrated. Within ten years after the War of Independence, New York had doubled its population. In 1807 the first steamboat to navigate the Hudson was built. The completion of the great Erie Canal followed in 1825, and the Croton Aqueduct in 1842, since which time the progress of the city, in spite of fire and pestilence which has often visited it, has been rapid and permanent. The city contains 18 main streets or avenues, and upward of 1,000 streets, courts, and lanes. Broadway, the Bowery, and Canal Street, are its leading thoroughfares. The first of these, for the costly magnificence of its buildings, and the varied display of merchandise, is perhaps without an equal in the world. The leading hotels, theatres, and retail stores, are located in Broadway. Fifth Avenue, the favorite resort of fashion, runs parallel with Broadway, a little west of that street. It is upward of three miles in length, and contains some of the finest private residences to be found in the city. Madison Avenue, Fourteenth and Twenty-third Streets, and many of the squares, also have fine private residences. For a more extended description of these fine streets the reader is referred to Walks, Promenades, etcetera.

HOTELS, ETC.—The first consideration of the stranger or traveller, arriving in New York, is to procure comfortable quarters. In this matter he will have all needed facility. No city in the world surpasses New York, either in the splendor or extent of its hotel accommodation, while in the number and excellence of its lodging and boarding houses, and restaurants, it is far in advance of any other city on the American continent. As the *HAND-BOOK* is designed for popular use, the editor will endeavor to meet the tastes and wishes of all, by treating of

each of these descriptions of accommodation briefly, under separate heads.

Of hotels, there are upward of 140 in the city proper. The *Fifth Avenue Hotel* is unsurpassed for the extent of its accommodation, and the excellence and good taste with which it is furnished. It has many conveniences and advantages over other strictly first-class hotels. Its location, at the intersection of Fifth Avenue and Broadway, facing Madison Square, is one of the best the city affords, commanding easy access by means of numerous lines of street railways, with the down-town business quarters, and a pleasant strolling-ground or ramble for ladies and children. It is built of marble, and is six stories high. This otherwise objectionable feature is made subservient to a mechanical contrivance, known as a vertical railway, by means of which guests can reach their rooms or any part of the house with ease and despatch. It has accommodation for 1,100 guests. Darling, Griswold and Co., are the proprietors. The *Hoffman House*, at the corner of Fifth Avenue and Twenty-fifth Street, also directly facing Madison Square, and immediately north of the Fifth Avenue, is an admirably conducted house. It is conducted on the European plan, and has a well-ordered restaurant attached. The rooms are commodious and newly furnished, and the *cuisine* excellent. It is under the management of Messrs. Mitchell & Read. The *New York Hotel*, on Broadway, at its intersection with Waverley Place, is a well-kept house, much patronized by Southern and Cuban travellers. H. Cranston, proprietor. The *Southern Hotel* (late Lafarge) is on the same side of Broadway, opposite Bond Street. The *Astor*, opposite the City Hall, is one of the oldest and most popular houses in New York. It is under the able management of the Messrs. Stetson. It is constructed wholly of Quincy granite, and contains 326 chambers. Its noble façade of over 200 feet on Broadway, renders it one of the most prominent objects in that quarter of the city. The *Metropolitan* and the *St. Nicholas*, on Broadway, above Canal Street, are both excellent houses. In the busy trade season, merchants from the interior States, and indeed from all parts of the

world, are to be found here, the register of either house frequently showing as many as three hundred arrivals a day. The *Everett House*, facing Union Square, has one of the most delightful locations in the city; it is especially a desirable house for families; the *cuisine* and attendance are such as to recommend it to those capable of appreciating the comforts of home life. The *Brevoort House*, in Fifth Avenue, corner of Eighth Street (Clinton Place), and the *Clarendon*, in Fourth Avenue, at the corner of Seventeenth Street, are both good houses, and are much frequented by English travellers. The *St. Denis*, corner of Broadway and Eleventh Street, and the *St. Germain*, on Twenty-second Street, at the intersection of Broadway and Fifth Avenue, are both desirable houses, with good restaurants attached. The *Gramercy Park House* has a retired and beautiful location in one of the most pleasant neighborhoods for a family hotel, between Twentieth and Twenty-first Streets. The *Albemarle* is a quiet and well-conducted house, in Twenty-fourth Street, in the immediate neighborhood of Madison Square, the Fifth Avenue, and all the leading up-town hotels.

RESTAURANTS.—The restaurants of New York rank next to the hotels in importance, and are much more numerous. For gentlemen travelling alone these establishments offer many inducements, not least among which are the greater attention extended to them by their keepers. Nothing is more common than for New Yorkers, including ladies and persons of distinction, to dine or sup at a restaurant. Restaurants are of two kinds: the first and most popular, where meals are served *à la carte*; the other at a fixed sum per meal. *Delmonico's*, in Fifth Avenue, occupying the entire square between Fourteenth and Fifteenth Streets, is the largest establishment of the kind in this or perhaps any other city; another establishment, on the corner of Broadway and Chambers Street, kept by the same firm, serves excellent dinners. The *Maison Dorée*, facing Union Square, in Fourteenth Street, west of Broadway, is famous for its suppers. The wines served at these houses may be relied on. *Salles de Société*, or private rooms, furnished. *Tay-*

lor's (International), at 365 Broadway, corner Franklin Street, which was opened in 1853, and continued the most famous resort of the kind up to the rebellion, has lately been closed as a restaurant. *Maillard's*, 621 Broadway, north of Houston, is an excellent restaurant and confectionery, much frequented by ladies, as is also *Mendes*. The ice cream and other summer delicacies served at Maillard's have no superior in the city. Among the down-town restaurants *Delmonico's* and *Berry's*, in Broad Street, are the most largely patronized. They are in the immediate neighborhood of the Stock Exchange and Wall Street. Dining-rooms and lunch-counters are attached to each. *Sutherland's*, on Cedar Street, between Broadway and Nassau, is also an excellent lunch-house.

Cafés.—These are few, and comparatively speaking poorly patronized by Americans. The French and Spanish population go to a café to take a *demitasse* of coffee and a *petit verre de liqueur*, instead of sitting over their wine at a hotel or restaurant. The *Café du Commerce*, in Broadway, north of Canal St., is among the best of its class.

LODGING AND BOARDING HOUSES.—These abound in every quarter of the city, and embrace every kind and quality of accommodation, from the luxuriously furnished parlor suite on Murray Hill or Madison Square, to the third floor back room or hall chamber in the down-town quarter. Boarding-house fare and accommodation are poor at the best; and strangers visiting New York have generally learned to avoid them. Furnished apartments in private houses (*maisons meublées*), from a complete range or suite adapted for housekeeping, to a single chamber, can be had in almost every locality in New York, at prices ranging from \$20 to \$100 per month. It is not however, customary, nor is it advantageous, to take apartments for a stay of a few days. Lodgings may be hired by the night, week, or month. Except for the latter period, which may be made a matter of special agreement, payment is always expected *in advance*. The Daily "Herald" furnishes the most complete list of "rooms, etc., to let." A distinguishing social feature of New York, among other cities of America, is its clubs.

CLUBS.—These answer to the *cercles* of Paris, and are twenty in number. The best are the *Union*, on Fifth Avenue, corner Twenty-first Street; the *New York*, No. 1 East Fifteenth Street; *Manhattan*, 96 Fifth Avenue; the *Century*, 42 East Fifteenth Street; the *Athenæum*, 23 Union Place; the *American Jockey Club*; the *Travellers'*, 222 Fifth Avenue; the *City*, 31 Union Place; and the *Union League*, 26 East Seventeenth Street. The Union Club House is the finest structure of its kind in the city. It is of brown-stone, and cost \$300,000 to build. There are also several yacht, chess, cricket, and skating clubs and club-houses. The grounds and house of the St. George's Cricket Club are at Hoboken, near the Elysian Fields.

The SALOONS of New York form a distinctive feature of metropolitan life; many of these establishments, in their extent and the brilliancy of their interior fittings, being scarcely excelled by the famous *cafés* of the French metropolis. The most admired and frequented are those of the *Metropolitan*, *St. Nicholas*, and *Fifth Avenue Hotels*, and the *Rotunda* of the *Astor House*. The bars of the three first-named afford fine specimens of a kind of adornment much in vogue in the metropolis. The *Oyster Saloons* are numerous, and generally well conducted. The daily consumption of oysters in New York has been valued at \$25,000. Upward of 1,500 boats are constantly engaged in the trade. *Willard's* and the *Oyster Bay*, on Broadway, are famous resorts for the lovers of this delicious dish.

TERMS, PRICES, &c.—Charges at the leading hotels are \$5 per day, which includes every thing except wine and extra attendance. At many of the smaller houses, moderate-sized rooms and board can be had at prices ranging from \$3 to \$4 per day, but they are not always desirable on that account. As a general rule, the stranger would do well to patronize only those hotels mentioned in this guide. The prices of furnished apartments in choice localities range from \$8 to \$15 per week. When board is included, \$6 to \$10 per week more is charged. Prices at restaurants are wholly regulated by bill of fare, except "ordinaries" are served, in which case 75 cents

to \$1 for dinner will be found the average charge. We would caution the stranger in New York against too great haste in selecting rooms or board. Be not deceived by appearances. While there is no lack of respectable boarding and lodging houses in the city, there is a still larger number of establishments, known as boarding-houses, which the stranger will do well to avoid.

CONVEYANCES.—The most popular conveyance in New York is undoubtedly the street car, stage, or omnibus. Their cheapness and despatch equally commend them to general use. Of the former there are thirteen distinct lines, and twenty-nine of the latter, which extend to every part of the city. A uniform charge of six cents is made for each passenger on the cars, and ten cents on the stages. (See CITY DIRECTORY.)

CARRIAGES, HACKNEY COACHES, ETC.—These can be hired by the hour, day, or trip. A city ordinance requires each driver to keep his schedule of prices posted up inside his conveyance, but this very wise measure is not always carried out. They will, however, generally be found at the leading hotels. In no case should an overcharge be submitted to. If travellers and strangers would but insist on their rights in this matter, they would be more generally respected. Carriage and hack drivers, as a general rule, if left to decide for themselves between a license to do right and the liberty to do wrong, will not be slow to adopt the latter alternative. Separate charges are made for one-horse and two-horse carriages. The former are known as cabriolets or cabs. Hansoms or London Safetys have been recently introduced, but it will be long before they become popular. When conveyances are engaged by the hour, the driver should be notified on entering; otherwise he can demand the price of "a course" for each stoppage.

FERRIES.—There are twenty-six lines of ferries running between the several ferry landings in New York and Brooklyn, Greenpoint, Hoboken, Hunter's Point, Jersey City, Mott Haven, Pavonia, Staten Island, Weehawken, and Fort Lee.

NORTH RIVER.

New Jersey Central Railroad.—From Liberty Street to Communipaw, N. J.

Jersey City Ferry.—From Cortlandt Street to Montgomery Street, Jersey City, three cents.

Staten Island Ferry.—(North Shore).—From pier 19, twelve cents.

Hoboken Ferry.—From foot of Barclay Street to Hoboken, three cents.

Pavonia Ferry.—From foot of Chambers Street to Jersey City (Erie Railway), three cents.

Jersey City Ferry.—From foot of Desbrosses Street to Montgomery Street, Jersey City (N. J. R. R.)

Christopher Street Ferry.—From Christopher Street to Hoboken, N. J., three cents.

Weehawken Ferry.—From Forty-second Street to Weehawken, N. J., five cents.

Eighty-fifth Street Ferry.—From Eighty-fifth Street to Bull's Ferry.

EAST RIVER.

Staten Island Ferry.—From the Battery to Staten Island, connecting with Staten Island Railroad, ten cents.

Hamilton Avenue Ferry.—From Whitehall Street to Atlantic Dock, Brooklyn, two cents.

South Ferry.—From foot of Whitehall Street to Atlantic Street, Brooklyn, two cents.

Wall Street Ferry.—From foot of Wall Street to Montague Street, Brooklyn, two cents.

Fulton Ferry.—From Fulton Street, New York, to Fulton Street, Brooklyn, two cents.

Roosevelt Street Ferry.—From Roosevelt Street to South Seventh Street, Brooklyn, E. D. (Williamsburgh), three cents.

Hunter's Point Ferry.—From James Slip to Hunter's Point, L. I., connecting with Long Island Railroad, eight cents.

Bridge Street Ferry.—From foot of James Street to Bridge Street, Brooklyn, two cents.

Catharine Street Ferry.—From Catharine Street to Main Street, Brooklyn, two cents.

Jackson Street Ferry.—From Jackson Street to Hudson Avenue, Brooklyn, three cents.

Division Avenue Ferry.—From Grand Street to South Seventh Street, Brooklyn, E. D. (Williamsburgh), three cents.

Grand Street Ferry.—From Grand Street, New York, to Grand Street, Brooklyn, E. D., (Williamsburgh), also to South Seventh Street, three cents.

Houston Street Ferry.—From Houston Street to Grand Street, Brooklyn, E. D. (Williamsburgh), three cents.

Greenpoint Ferry.—From Tenth Street to Greenpoint, L. I., four cents.

Twenty-third Street Ferry.—From Twenty-third Street to Greenpoint, four cents.

Thirty-fourth Street Ferry.—From Thirty-fourth Street to Hunter's Point, four cents.

Hellgate Ferry.—From Eighty-sixth Street to Astoria, L. I., four cents.

As many visitors to New York desire to see the city without the expenditure of time necessary to visit the different objects of interest, we have thought it best to mention in the Hand-book a few of the best points for observation. For those in the south or down-town quarter, the steeple of Trinity Church on Broadway, head of Wall Street, will be found the most convenient. A view from this magnificent elevation will afford the visitor the best idea of the general extent and topography of the city. Ascent is by winding stairs, with frequent landing-places for rest. Admission at all hours of the day except during divine service. The janitor is entitled to a fee of twenty-five cents for each person. From the roof of the Fifth Avenue Hotel, on Madison Square, a fine though less extended view of the city and suburbs is had. By applying at the office of the hotel, permission will be granted to make the ascent in the passenger elevator, or vertical railway, used by the guests of the house, a privilege not to be lightly esteemed in warm weather, or indeed in any weather.

PLACES OF AMUSEMENT, ETC.—The *Academy of Music* (Opera House), completely destroyed by fire, May 21, 1866, occupied an area of 24,000 square feet, and had sittings for 4,500 persons. The cost of ground and build-

ing exceeded \$300,000. It occupied a central and advantageous locality at the intersection of East Fourteenth Street and Irving Place, but from its immense size and the unfortunate auspices under which it was conducted it was pecuniarily unsuccessful. It is now in process of reconstruction. The *French Opera House* is on West Fourteenth Street, near Sixth Avenue.

Among the Dramatic institutions of the city, the best conducted and best worthy of patronage are *Niblo's*, under the Metropolitan Hotel, Broadway; *Winter Garden*—immediately adjoining the Southern (late La Farge) Hotel, 641 Broadway; and *Wallack's Theatre*, at the corner of Broadway and Thirteenth Street. At *Wallack's*, the old-school comedies are rendered in a style unequalled by any other theatre in the country. The *Olympic Theatre* is in Broadway, between Bleecker and Houston Streets. *Broadway Theatre* (formerly Wallack's), at 485 Broadway, near corner of Broome Street; *Wood's Theatre* on Broadway, facing the St. Nicholas Hotel, are smaller temples of the Drama. The *New Bowery Theatre* is in the Bowery, near Canal Street; it has sittings for upward of 3,000 people. The *Old Bowery Theatre*, also near Canal Street, occupies a site upon which three theatres have been successively burnt and rebuilt. The performances here are spectacular and highly sensational. The *Stadt Theatre* (German Opera) is also in the Bowery, nearly opposite the old Bowery theatre. *Barnum's Museum*, once one of the recognized "sights" and still the only first-class exhibition of its kind in the metropolis, is now located in the old Chinese Assembly Rooms, Nos. 537-541, Broadway, above Spring, having been moved thither immediately after the fire of July 13, 1865, which destroyed the old Museum building, corner of Broadway and Ann; a theatre and zoological collection form attractive and permanent features of this establishment. The *New York Circus*, East Fourteenth Street, opposite Irving Place. The hour of commencement at the most of these establishments is 8 o'clock; seats at the opera and at the leading theatres can be engaged at the principal hotels.

BATHS, ETC.—Besides the private baths

with one or more of which the leading hotels and first-class boarding-houses are fitted, there is little to tempt the stranger in New York to enjoy that greatest of all luxuries—a bath. There are no swimming baths worthy the name, except such as Nature has lavishly provided on the bay and neighboring shores. For those fond of the Turkish and Russian vapor baths, the establishment known as the *Turkish Bath Establishment*, No. 13 Laight Street, near Canal, and those conducted by Dr. Guttman, at 25 East Fourth Street, will be found the best. The former establishment, under the proprietorship of Drs. Miller and Wood, is admirably arranged and conducted. It is pleasantly and centrally located near St. John's Park, easily reached from Broadway and Canal Streets. Hours: gentlemen, 6 to 8 A. M. and 1 to 9 P. M.; ladies, 10 to 12 A. M.

TELEGRAPHS.—The principal Telegraph Companies whose head offices are located in New York, are the *American*, 145 Broadway, with branch offices at all the principal railway depots, hotels, etc.; the *United States*, 117 Broadway; and the *Western Union*, 145 Broadway.

PARKS, SQUARES, ETC.—New York has fourteen public grounds known as parks or squares. Of these by far the largest and most frequented is the *Central Park*. This noble pleasance is situated on the eastern slope of an elevated ridge, extending along the western side of the island, in the upper part of the city, between the Fifth and the Eighth Avenues, east and west, and Fifty-ninth and One Hundred and Tenth Streets, south and north. It embraces an area of 843 acres, extending two and a half miles in length by half a mile in breadth. (See accompanying Map.)

The ordinance creating the Commissioners of the CENTRAL PARK was passed May 19, 1856, and the surveys were begun early in June following. The Park, as will be seen by reference to the accompanying chart plan, is divided cross-wise into three sections of unequal extent, known as the LOWER, CENTRAL, and UPPER PARKS.

The *Lower Park* contains an area of 336 acres, and extends from Fifty-ninth to Seventy-ninth Streets. This was the

first improved portion of the grounds, and may very properly be regarded as the park proper.

The Old and New Reservoirs occupy a considerable portion of the central division of the grounds. Above the reservoirs, reaching to One Hundred and Tenth Street, is the section popularly known as the *Upper Park*. This, though little improved, has greater natural attractions than any other portion of the park, and will, in the course of a few years, be the most frequented. The whole cost of the park, including the purchase of the grounds, thus far, has been upward of nine and a half millions of dollars. The attendance has been large, and is steadily increasing. In 1862 upward of four millions of people visited it; in 1863, four and a half millions; and in 1864, nearly six millions. The number of carriages which entered the gates during the last year were 1,148,161.

The best point at which to enter the park on foot is at Sixth Avenue and Fifty-ninth Street. The chief carriage entrance is at Fifth Avenue and Fifty-ninth Street; but the stranger visiting *Central Park* will have no difficulty in reaching the park from almost any direction. Gateways for the four entrances on Fifty-ninth Street are about to be erected, from designs by Hunt. The park is open every day in the year—during the winter and spring months from 6 to 9 o'clock, and in the skating season till midnight. During July, August, and September, from 5 A. M. to 11 P. M.

The Old and New Reservoirs constitute prominent features of the Park. The former is 1,826 feet in length and 835 feet wide, and has a capacity of 150,000,000 gallons. The latter, constructed at the time of the Park, is a gigantic work, and considered in connection with the Croton Aqueduct and the admirable water system of New York, is worthy the attention of every stranger. The area of this vast basin is 106 acres, and its capacity over 1,000,000,000 gallons. The nearest approach is by the gates at Ninetieth and Ninety-sixth streets, on the Fifth Avenue. The summit of the reservoir walls serve as a pleasant promenade, and command a fine view. The gate-houses are massive structures of stone. The *Lakes* are among

the most attractive features of the Park; they are five in number, and embrace an area of 43½ acres. The largest is a beautiful sheet of water, lying between Seventy-second and Seventy-ninth Streets. Pleasure-boats are kept for hire. Some fine specimens of native and imported swans are to be seen on the lake. In the skating season it is resorted to by thousands of both sexes. The *Marble Arch* is a fine structure near the lower end of the Park, and not far from the Mall. The *Mall*, a quarter of a mile in length, and covered with a beautiful growth of grass, furnishes a delightful promenade. At the upper extremity of the Mall is the *Music Pavilion*. On band days (Wednesdays and Saturdays 3.30 to 5 o'clock P. M.) the attendance in this part of the grounds is unusually large and brilliant. West of the Mall and between it and the *Drive* stand the oak and elm planted by the Prince of Wales in 1860.

Descending from the *Terrace* which forms the upper part of the *Mall*, and the plateau which it traverses, the visitor is conducted by a flight of stairs to the *Lake*. The *Ramble*, covering an area of 36 acres of sloping hills, extends from the Old Reservoir to Central Lake. It abounds in pleasant shady walks, and is much frequented by Park visitors. The *Stone Arch*, on the western slope of the *Ramble*, is much admired. The *Cave* and the *Tunnel* are also objects of interest.

The *Museum* is contained in a castellated structure formerly occupied as a State arsenal, near Fifth Avenue and Sixty-fourth Street. The art collection is small, but of much promise. Here, during the winter months, are housed the few animals which it is intended will form the nucleus of a future *Zoological Garden*. The *Green*, *Play-ground*, *Dovecot*, and the *Knoll*, are all frequented spots in the Park. The elevation of the last-named point is 137 feet above tide-water in the river. It is said to be the highest ground in the Park, and commands a fine view of it. The *Refectory*, in the Lower Park, near the Mall, is a pleasant place to sojourn awhile after a stroll or drive through the Park. If the keepers would improve their *cuisine* and keep better fare, they would render it still more pleasant. The *Boulevard Drive*, when finish-

ed, will be one of the great features of Central Park. It will extend northward from the Park five miles to King's Bridge, on Spuyten Duyvel Creek. To those visiting the Park during the winter months, the road traversing the western side of the Middle Park, between Seventy-second and One Hundred and Second Streets, known as the *Winter Drive*, will be found very attractive. *McGowan's Pass*, the *Bluff*, the *Arboretum*, and *Nursery*, are all reached at the upper or northern extremity of the ground. The grounds, as at present laid out, embrace 10 miles of carriage road, 6 miles of finished bridle road, and upward of 30 miles of gravel walk.

The *Battery*, which contains 10 acres, is situated at the extreme south end of the city, at the commencement of Broadway, and is planted with trees and laid out in gravel walks. From this place is a delightful view of the harbor and its islands, of the numerous vessels arriving and departing, of the adjacent shores of New Jersey, and of Staten and Long Islands. *Castle Garden*, on the Battery, was at one time a popular public hall. Here Jenny Lind first sang in America. Here, too, the fairs of the American Institute were once held. It is now used for the purposes of the Board of Emigration.

The *Bowling Green*, so called from its use prior to the Revolution, is situated near the Battery, and at the commencement of Broadway. It is of an oval form, and surrounded by an iron railing. It is the oldest public ground in the city, having served as the Dutch parade-ground and market-place. It was enclosed in 1732.

The *Park* is a triangular enclosure in the lower part of the city. It has an area of 10 acres, and contains the City Hall and other buildings.

St. John's Park (Hudson Square) is a small but beautiful enclosure of four acres in Hudson Street, belonging to the vestry of Trinity Church. St. John's Church, a Chapel of Trinity, is on the east side of the square.

Washington Square (Parade-Ground) is a pleasant up-town park, a little west of Broadway, with the elegant private residences of Waverley Place and Fourth

Street on the north and south sides, and upon the east the grand marble edifice of the New York University and Dr. Hutton's beautiful Gothic church. A fountain occupies the centre of these grounds, which embrace about nine acres.

Union Park, a most charming bit of wood and lawn, is in Union Square, at the intersection of Fourth Avenue and Broadway, extending from Fourteenth to Seventeenth Streets. On the southeast corner of Union Square is the *Union Place Hotel* and the fine bronze equestrian statue of Washington, by Henry K. Brown. On the upper side is the Everett House, and, near by, the Clarendon Hotel. Upon the west is Dr. Cheever's "Church of the Puritans," the Spingler Hotel, and the Athenæum and City Club Houses.

Gramercy Park, a little to the northeast of Union Square, is a charming ground, belonging to the owners of the elegant private homes around it. Lexington Avenue and Irving Place are in the immediate vicinity.

Stuyvesant Square is divided in the centre by the passage of the Second Avenue. It extends from Fifteenth to Seventeenth Streets. The Church of Saint George's (Rev. Dr. Tyng) is upon the west side of this park. The enclosure consists of three acres, and was presented by the late P. G. Stuyvesant to the church.

Tompkins Square is between Avenues A and B, and Seventh and Tenth Streets; it contains between 10 and 11 acres.

Madison Square is six acres in extent, just above the intersection of Broadway and Fifth Avenue at Twenty-third Street. The Fifth Avenue Hotel, Hoffman House, and many other fine hotels and private residences, face this square, which is much resorted to. On the west side, at the junction of Broadway and Twenty-fifth Street, stands a monument to General Worth.

Hamilton Square, embracing 15 acres, is still higher up town, between Sixty-sixth and Sixty-ninth Streets, and Third and Fourth Avenues.

Besides those enumerated are *Bloomington Square*, *Observatory Place*, and *Mount Morris*. *Manhattan Square* is a fine enclosure of 19 acres, adjoining

Central Park on the west. It has been incorporated with that ground.

PUBLIC BUILDINGS.—The *City Hall* is an imposing edifice; the south front, 216 feet in length, is built of marble, and the rear, or north side, of Nyack freestone. It was constructed between the years 1803 and 1812, the foundation having been laid September 25, 1803. It occupies the centre of the Park, the site of the first Poor-House erected in New York, in the lower part of the city, and is surrounded by other city offices. The architects were Macomb & Mangin. In this building are twenty-eight offices and other public apartments, the principal of which is the *Governor's Room*, appropriated to the use of that functionary on his visiting the city, and occasionally to that of other distinguished individuals. The walls of this room are embellished with a fine collection of portraits of men celebrated in the civil, military, or naval history of the country, embracing 17 of the governors, 26 mayors, Presidents Washington, Monroe, Taylor, and Fillmore. In the *Common Council Room* is the identical chair occupied by Washington when President of the first American Congress, which assembled in this city.

The *County Court House* occupies a conspicuous locale on the City Park, facing Chambers Street, and contiguous to the City Hall. The building, which was commenced September 16, 1861, is wholly of white marble, in the Italian style of architecture. It is rectangular in form, 250 feet long, 150 feet wide, and three stories high. The entire street frontage is 1,040 feet. The main building will be surmounted by a dome 128 feet high. The total height of the structure from street to top of dome will be 210 feet. Upward of \$2,250,000 have already been expended in the purchase of the ground and the erection of the edifice, and \$1,000,000 more will be required to finish it. The *Custom House* (formerly the Merchants' Exchange) is on Wall Street, corner of William. It is built of Quincy granite, and is fire-proof, no wood having been used in its construction, except for the doors and window-frames. It is erected on the site occupied by the Exchange building destroyed by the great fire of 1835. The present one, however,

covers the entire block, and is 200 feet long by 171 to 144 wide, and 124 to the top of the dome. Its portico, resting on 18 massive Ionic columns, has a fine effect. The entire cost of the building, including the ground, was over \$1,800,000.

The *U. S. Treasury* (once the Custom House) is on Wall and Nassau Streets, the site occupied by Old Federal Hall. It is built of white marble, in the Doric order, similar in model to the Parthenon at Athens. It is 200 feet long, 90 wide, and 80 high. The great hall for the transaction of business is a circular room, 60 feet in diameter, surmounted by a dome, supported by 16 Corinthian columns 30 feet high, and having a skylight, through which the hall is lighted. The cost of the building, including the ground, was \$1,195,000.

The *Post-Office* is in Nassau Street, between Cedar and Liberty Streets. The building is noteworthy only as a relic of the past, having been formerly used as a church by one of the old Dutch congregations, and known as the "Middle Dutch Church." In the old wooden steeple of this building Franklin practised his experiments in electricity. It sustained great injuries during the British occupation of the city, but was fitted for public worship in 1790. It was first used as U. S. Post-Office, February 17, 1844. A site for a new Post-Office building has just been selected at the south end of the Park.

The *Hall of Justice*, or "*Tombs*," is located in Centre Street, between Leonard and Franklin Streets. It is a substantial looking building, in the Egyptian style of architecture, 253 feet long and 200 wide, constructed of a light-colored granite. The city prison has 150 cells. The court of sessions, police, and other courts, are held here. Admission granted on application to the keeper.

The *Old City Armory or Arsenal* is at the junction of Elm and White Streets. It is of blue-stone, in the Gothic style. The new arsenal is at the corner of Thirty-fifth Street and Seventh Avenue.

LITERARY AND SCIENTIFIC INSTITUTIONS, ETC., ETC.—The educational system of the city is under the control of a Board of Education (office, 140 Grand Street, cor. Elm), composed of 21 Commissioners of Common Schools, elected for terms

of three years. There are 257 schools in the city, 89 of which are primary, and 15 for colored children. The aggregate attendance (1865) was 189,814.

Columbia College, on 50th Street near Fifth Avenue, is an ancient establishment, having been chartered by George II. in 1754, under the title of King's College. Until within a few years back it occupied a site in Park Place. The green lawns adjoining its old site have long since been built over. The college has a president and 12 professors, a library of 20,000 volumes, and a museum.

The *New York University* occupies a grand Gothic edifice of white marble, upon the east side of Washington Square, Wooster Street, corner Waverley Place. This structure is a fine example of pointed architecture, not unlike that of King's College, Cambridge, England. The chapel—in the central building—is, with its noble window, 50 feet high and 24 feet wide, one of the most beautiful rooms in the country. The whole edifice is 200 feet in length and 100 feet deep. It was founded in 1831. A valuable library and philosophical apparatus is attached to the University.

The *Cooper Institute (Union)* occupies a magnificent brown-stone edifice opposite the Bible House on Astor Place, at the point where the union of the Third and Fourth avenues forms the Bowery. Its main front, 143 feet long, is on Eighth Street. It was founded by the generous munificence of Peter Cooper, an eminent merchant of New York. The building cost about \$600,000. It is devoted to the free education of the *people* in the practical arts and sciences. It was publicly opened in November, 1859, with over 2,000 students. It contains a free reading-room and library. One of its departments is a School of Design for women. The basement is devoted to the purposes of a lecture-room. The *Free Academy (New York College)*, at the intersection of Lexington Avenue and Twenty-third Street, is an imposing and highly ornamental structure, erected in 1848. This is a public collegiate academy of the highest rank. Its students are chosen from the pupils of the public schools only. It will accommodate 1,000 pupils. The cost of the building, grounds, and furni-

ture was \$152,000. *Lycæum of Natural History*, 561 Broadway. The *General Theological Seminary* of the Protestant Episcopal Church is pleasantly situated on West Twentieth Street, between Ninth and Tenth Avenues. The *Union Theological Seminary*, founded in 1836, is at 9 University Place, just above the New York University. The *New York Historical Society*, established in 1809, occupies an edifice of yellow sandstone on Second Avenue, corner of Eleventh Street. Its library and art collection are large and valuable. The *American Geographical and Statistical Society* has rooms in Clinton Hall, Astor Place. The *New York Law Institute* is in the City Hall. *College of St. Francis Xavier*, on Fifteenth Street between Fifth and Sixth Avenues, was founded in 1850. It has a library of 15,000 volumes.

LIBRARIES.—New York possesses upward of twenty public libraries. The first, or "Public Library," was commenced in 1700. (See SOCIETY LIBRARY.) The following are those best worth visiting:

The *Astor Library*, on Lafayette Place near Astor Place, was founded by John Jacob Astor, who endowed it with the sum of \$400,000. The building, erected in 1853, 65 feet by 120, was enlarged in 1857 by the addition of another building corresponding in size to the original. It is of brick, ornamented with brown-stone in the Romanesque style, and cost \$70,000. The Library Hall is 50 feet high, and approached by a flight of 38 marble steps. The collection of books numbers 135,000, and constitutes one of the largest and most valuable public libraries on the continent. Open daily (except Sundays and holidays), from 9 to 5 o'clock.

The *Mercantile Library*, Clinton Hall, Eighth Street near Broadway, and in the immediate vicinity of the Cooper Institute, the Astor Library, and Bible House. It was founded in 1820, and was first opened at 49 Fulton Street, February, 1821. The collection then numbered 700 volumes, which was increased in 1826 to 3,000. The first catalogue was printed in 1821. The library was moved to its present quarters June 8, 1854. Its collection now numbers 86,000 volumes, in every department of

letters. It has 12,000 members. It has also a lecture and reading room, and cabinets of minerals. The winter course of lectures before the Mercantile Library Association are among the greatest attractions of the season. Reading-room open from 8 A. M. to 10 P. M.

New York Society Library, No. 67 University Place, contains the oldest and one of the most valuable collections of books in the city. The "Public Library," commenced 1700, during the provincial governorship of the Earl of Bellamont, formed the nucleus of the present library. In 1729 it was largely increased by a bequest from Dr. Millington, of Newington, England. In 1754, and for some time after, it was known as the "City Library." The title of New York Society Library was given to it (1772) under charter from King George III. It suffered severely during the Revolution—so severely, that at the publication of the first printed catalogue (1793) it contained but 5,000 volumes, at which time it occupied a room in the City Hall. In 1795 it was removed to a building, then new, but since removed, facing the Middle Dutch Church (now occupied as the Post-Office) in Nassau Street, where it remained till 1836, when it was again moved to the rooms of the Mechanics' Society, in Chambers Street. In 1825 the library numbered 16,000 vols. In 1838 the New York Athenæum was merged in the Society Library, and the whole was removed (1840) to a building just erected, at a cost of \$74,000, at the corner of Broadway and Leonard Street. It 1853 the Broadway property was sold, and the library moved to the Bible House, where it remained until 1856, when it was again removed to its present building. The library now contains nearly 55,000 vols. It has commodious reading-rooms. Strangers introduced by members have the privileges of the library and reading-rooms for one month. Open from 8 A. M. to 6 P. M.; reading room till 10 P. M.

New York Historical Library, Second Avenue corner East Eleventh Street, has 30,000 volumes, and a collection of antiquities, coins, medals, etc. Open from 9 A. M. to 6 P. M. during the summer months, and 9 A. M. to 9 P. M. during the winter. *Apprentices' Library*, in the Mechanics' Hall,

472 Broadway, near Grand Street, has 18,000 volumes. Open from 9 A. M. to 9 P. M. The *American Institute Library*, incorporated 1829, occupies rooms 21 to 23, on the first floor of the Cooper Institute. The collection numbers 10,000 volumes. The annual exhibitions of mechanic art and industry, of this Society, make a feature in the autumn entertainments of the metropolis. Open daily, 9 A. M. to 9 P. M. *City Library*, room 12 City Hall, has 5,000 volumes. Open daily from 10 A. M. to 4 P. M. *Law Institute Library*, 41 Chambers Street, open daily. *Young Men's Christian Association*, 161 5th Avenue and 76 Varick Street. Open daily from 8 A. M. to 10 P. M. The *General Theological Seminary* has a library of 18,000 volumes. The *Union Theological Seminary Library*, 9 University Place, numbers 26,000 volumes.

ART SOCIETIES AND GALLERIES.—The *National Academy of Design*—the chief art institution of America—was founded in 1826, since which time it has steadily advanced in influence and usefulness. It occupies a prominent *locale* at the corner of Fourth Avenue and Twenty-third Street, fronting on the latter. The front is constructed of Westchester County marble, banded with *greywacke*; is in the Gothic style of architecture of the thirteenth century, and presents a unique and pleasing appearance. The main gates and external ornamental iron-work are generally admired. No paint is used on the woodwork of the building. The grand stairway leading to the art galleries is of solid oak, trimmed with walnut. Besides the central hall, picture galleries, and sculpture-room, which are in the third story, it contains lecture, reading, library, and council-rooms. It was erected in 1863, under the superintendence of P. B. Wright, architect, and cost \$150,000. It numbers among its academicians and associates nearly all of the eminent artists of the city and vicinity. Annual exhibitions of the Academy are held in April, May, June, and July, closing on the 4th of that month. Admission, twenty-five cents. The stranger in New York should not omit attending these exhibitions.

The *Artists' Fund Society*, founded in 1859, makes an annual exhibition and

sale of works of art, in the months of November and December, in the Academy building.

ART STUDIOS.—At No. 51 Tenth Street, near the Sixth Avenue, there is a spacious quadrangular edifice, called the *Artists' Studio Building*, occupied entirely by artists. A fine gallery, for the uses of the fraternity, fills the court. *Dodworth's*, 212 Fifth Avenue, Madison Square, is another famous resort of the knights of the easel, and so too is the University in Washington Park.

Free Galleries for the exhibition and sale of works of Art, are at Schaus', No. 749 Broadway; Goupil's, Broadway and Ninth Street; Williams', 353 Broadway; Snedecor's, 768 Broadway. Bendann's photographic art gallery is on Fifth Avenue, corner of Seventeenth Street.

MONUMENTS, FOUNTAINS, ETC.—Of these, which form one of the most interesting and characteristic features of most of the great cities of Europe, New York has scarcely one worthy the name. The equestrian statue of Washington in Union Square, near the intersection of Fourteenth Street with Broadway, is a fine work, much admired for its proportions and execution. The *Worth Monument* is on Madison Square, in the vicinity of the Hoffman House and Fifth Avenue Hotel. The *Martyrs' Monument* is in Trinity churchyard. The fountains in the Central Park are the largest and most admired.

CHARITABLE INSTITUTIONS.—Among the most noteworthy charities of the metropolis are the following, viz.: The *New York Hospital*, 319 Broadway, between Duane and Worth Streets. It was founded in 1771 by the Earl of Dunmore, then governor of the colony. The approach from Broadway, facing Pearl Street, is by an avenue ninety feet wide, through a pretty lawn. The main building is of gray stone, 124 feet long by 50 feet deep. Connected with this hospital was formerly a Marine department, rebuilt in 1834, and considered one of the best arranged institutions of its kind in the country. This building is now occupied by the University Medical School. On the walls of the Governor's room in the main building immediately facing the entrance are portraits in oil of the sev-

eral governors and leading medical men connected with the hospital.

The *City Penitentiary*, the *Lunatic Asylum*, the *Alms House, Hospital, and Work House*, on Blackwell's Island, in the East River, are worth the special attention of the stranger. This island, as also Ward's and Randall's Islands, may be reached by steamboat from foot of Grand Street, East River, at 12 M. daily; or by the Harlem cars to Sixty-first Street. The *Work House* is one of the most complete edifices of its kind in the country. It is 325 feet in length, has accommodation for 600 inmates, and cost \$100,000. Also, *Ward's and Randall's Islands*, near by, are occupied by public charitable institutions. The elegant and massive structures which cover this famous group of islands make a striking feature in the landscape in sailing up the East River to the suburban villages on Long Island, en route for Newport or Boston. In the several institutions on Blackwell's, Ward's, and Randall's Islands, from five to six thousand persons are usually maintained. The House of Refuge, on Randall's Island, should be visited. It is one of the most extensive establishments of the kind in the world. The boys' department is 600 feet in length, and the girls' 250 feet. Permits granted every week-day.

The *Institution for the Blind* occupies a large and imposing Gothic edifice of granite, on Ninth Avenue, between Thirty-third and Thirty-fourth Streets. It is 175 feet long, and three stories high. Visitors received on Wednesdays from 9 A. M. to 5 P. M.

The *Deaf and Dumb Asylum* occupies a conspicuous locale at Fanwood, West One Hundred and Sixty-second Street, near Bloomingdale Road (Washington Heights). It is reached by the cars of the Harlem Railroad. Incorporated 1817, opened in the N. Y. Institution (old Alms House), in the Park, 1818, moved to new building Fifth Street, 1828. The principal building, 110 by 60 feet, and five stories high, has accommodation for between 200 and 300 pupils. Admission daily from 12 to 4 o'clock, P. M.

The *New York Juvenile Asylum*, One Hundred and Seventy-fifth Street, near Tenth Avenue and High Bridge, is a noble

charity. The office of the Superintendent is at the House of Reception, 71 West Thirteenth Street.

The *Bloomingdale Asylum for the Insane (Lunatic Asylum)*, and the *New York Orphan Asylum*, are in the upper part of the island, on the line of one of the pleasantest drives about New York. The former of these charities is a branch of the New York Hospital, already mentioned. It occupies a most attractive and commanding site on West One Hundred and Seventeenth Street, near Tenth Avenue. The principal building is 211 feet in length, and four stories high. The Orphan Asylum, on Bloomingdale Road, near Seventy-fourth Street, is 120 feet long by 60, and has nine acres of ground attached, commanding a fine view of the river on either side. It was incorporated in 1807; the present edifice was completed in 1840.

Bellevue Hospital, at the foot of East Twenty-seventh Street, is a noble charity finished in 1812. The admissions during the year 1864 numbered nearly 8,000. The city Alms House which preceded Bellevue Hospital, erected 1695, stood on the north side of the Park, facing Church Street.

St. Luke's Hospital is at the corner of Fifth Avenue and Fifty-fourth Street.

The *Home of Industry*, 155 and 159 Worth Street, near Centre and Pearl Streets, popularly known as the Five Points House of Industry, from its location at the intersection of five streets or lanes, stands near the spot once occupied by the "Old Brewery," supposed to have been built near the corner of Broadway and Duane Street, prior to the Revolution. The locality has long been identified as the abode of squalid poverty and crime in New York, and the "Home" is interesting to humanitarians as a proof of what can be done for this unfortunate class of population. It was founded in 1848, cost \$80,500, and contains over 300 inmates. The expenses of the Home are defrayed by the labor of its inmates.

DISPENSARIES.—Closely connected with the foregoing charities are the Dispensaries, which number eleven. The following are the most prominent:

Northern, founded 1829, corner of Waverly Place and Christopher Street.

Northwestern, No. 511 Eighth Avenue.

New York, Centre, corner White Street. This is the oldest institution of its kind in the city. Established 1795.

Demilt, No. 401 Second Avenue, was incorporated March, 1851.

Eastern, founded June 16, 1834, No. 57 Essex Street, corner Grand.

Northeastern, incorporated February 18, 1861, southeast corner Lexington Avenue and Fifty-first Street.

MEDICAL INSTITUTIONS.—The medical institutions of New York number fifteen, including five colleges and two academies, all of which are centrally located and open to the public without fee. One of the most noteworthy—

The *University Medical College*, was destroyed by fire, May 21, 1866, together with its valuable library and anatomical collection, and has not yet been rebuilt. It is temporarily located in the north building of the New York Hospital, corner of Broadway and Worth Streets.

College of Physicians and Surgeons, northeast corner Fourth Avenue and Twenty-third Street, founded in 1807, has a library and anatomical museum.

New York Medical College, 90 East Thirteenth Street, was chartered in 1850, and is devoted to the instruction of young practitioners. It has an anatomical museum, laboratory, etc. The *College of Pharmacy* is located in the same building.

Bellevue Hospital Medical College is in East Twenty-sixth Street, near First Avenue.

Homœopathic Medical College, 116 East Twenty-eighth Street.

The *New York Academy of Medicine* meets the first Wednesday of each month at the University building.

THEOLOGICAL INSTITUTIONS AND CHURCHES.—New York contains 312 church edifices, many of them noteworthy for their extent and beauty of design, but few possessing much historical interest. All the old church buildings have been long since pulled down to make room for the demands of commerce and trade.

Trinity Church, facing Wall Street, on Broadway, will first attract the stranger's attention. An entire forenoon might be profitably spent in and around Trinity. It was founded in 1696, enlarged in 1737,

its dimensions then being 148 by 72, with a steeple 178 feet high. The present edifice is the third built on the spot, the first having been destroyed in the great fire of September 21, 1776. It was commenced in 1839, and completed in 1846, from designs by Upjohn. Its dimensions are 192 feet by 80 feet, and 60 feet high. The steeple is 284 feet high, and has a fine chime of bells and clock. From this steeple the finest panoramic view of the city, suburban towns, and bay is obtained. An elaborate silver service, presented to the corporation of Trinity by Queen Anne of England, is among the objects worthy of notice. In the graveyard adjoining the church are the tombs of Alexander Hamilton and of Commodore Lawrence, who was killed in the action between the Chesapeake and Shannon, June 1, 1813. The monument to the Sugar-House martyrs, adjoining Trinity Buildings, is worthy of notice. No interments have been made in Trinity yard since 1822. This graveyard formed part of the "church farm" originally set apart by the Dutch West India Company "for the use of their officers and the fort garrison." It was afterward known as the "King's Farm," and was granted to the corporation of Trinity (1705) by Lord Cornbury, then British governor. Its fee has served to make Trinity Church the richest ecclesiastical corporation in the United States, and is now the source of an immense yearly revenue.

Grace Church, on Broadway, near Tenth Street, from its striking situation and architectural display, usually divides with Trinity the first attention of the visitor. Externally it is, perhaps, the most ornate specimen of ecclesiastical architecture in the city. It was built by Renwick (1845), and cost \$145,000. The effect of the stained-glass windows, of which there are forty, viewed from the inside in a bright sunlight, is very fine.

St. Paul's Church, the third Episcopal church erected in the city (1766), stands on Broadway, immediately below the Astor House, and facing the "Herald" building, which now occupies the corner of Ann Street and Broadway, recently the site of Barnum's Museum. It is 151 feet long, 73 feet wide, and has a steeple

of 203 feet. On a white marble slab, in the front of the church, is an inscription to the memory of General Montgomery, who fell at Quebec, December 31, 1775, and whose remains were removed hither July 8, 1813. Over this slab is a monument erected to his memory by order of Congress, January 23, 1776. South of the church, facing Broadway, is a monument to Emmet the Irish patriot, who died in New York, 1827.

St. Patrick's Cathedral, now in course of construction on Fifth Avenue and Fiftieth Street, is worthy a visit from those interested in church architecture. When finished, it will be the largest and one of the most costly church edifices in the United States. Service was performed until recently in the Cathedral erected in 1815 at the corner of Prince and Mott Streets.

St. George's Church occupies a conspicuous site on Stuyvesant Square, in East Sixteenth Street. It is one of the most spacious and imposing church edifices of the city. It is in the Byzantine style, 170 feet long and 94 feet wide. It was erected in 1849, and cost \$250,000; the ground being donated by the late Peter G. Stuyvesant. It was burned November 14, 1865, the whole interior portion of the building being completely destroyed. Damage estimated at \$200,000. It has been fully restored, and is again open for public worship.

Trinity Chapel, on Twenty-fifth Street, west of Broadway, is an elegant edifice, erected by the corporation of Trinity Church at a cost of \$260,000. It is 180 feet long, and richly ornamented. Many novel features in church architecture and appointment are noticeable.

Besides these, the following will repay a visit if the stranger have time: *St. John's* (Episcopal), in St. John's Park; *Church of the Puritans*, Union Square; *St. Paul's* (Methodist), Fourth Avenue and East Twenty-second Street; *Dutch Reformed* (Dr. Hutton), Washington Square; *St. Mark's* (Episcopal), Dr. Vinton, Stuyvesant Street, near Second Avenue; *First Baptist*, corner of Broome and Elizabeth Streets; *Amity Street* (Baptist), Dr. Williams, 161 Fifth Avenue; *Madison Avenue* (Baptist), Henry G. Weston; Sixteenth Street, *Baptist*, 257 West Six-

teenth Street, near Eighth Avenue, Rev. W. S. Mikels; *Church of the Divine Unity* (Universalist); *Church of all Souls* (Unitarian), Dr. Bellows, Fourth Avenue, corner of Twentieth Street; *Church of the Holy Communion* (Episcopal), Dr. Muhlenburg, Sixth Avenue and Twentieth Street; *Fifth Avenue Presbyterian Church*, Dr. N. L. Rice, corner of Nineteenth Street; *French Church*, *Église du St. Esprit* (Protestant Episcopal), Dr. Verren, Twenty-second Street, between Fifth and Sixth Avenues; *Church of the Annunciation* (Episcopal), Dr. Seabury, 110 West Fourteenth Street, between Sixth and Seventh Avenues; *Church of the Ascension* (Episcopal), J. C. Smith, Fifth Avenue, corner of Tenth Street; *Shaarai Tephila* (Gates of Prayer), Hebrew, 1306 Broadway.

The *Bible House* is a conspicuous edifice occupying the space bounded by Third and Fourth Avenues, and Eighth and Ninth Streets. It has a street frontage of 700 feet, and is six stories high. The principal entrance, on Fourth Avenue, has four columns, surmounted by a cornice. It is built of brick, and cost \$300,000. It is the property of the American Bible Society, and here all the operations of that important organization are carried on. Upward of 500 operatives are employed.

CEMETERIES.—The public burying-grounds in the city and suburbs of New York number thirteen. Of these the cemeteries of *Greenwood*, *Woodlawn*, and *Cypress Hills*, are best worth the stranger's attention. (See GREENWOOD.)

MARKETS.—The market-places of New York have little to commend them either to stranger or citizen. They are generally dirty and ill kept, affording a marked contrast to similar structures in Philadelphia, New Orleans, and other cities. The first market-house of which we have any authentic record was built in 1738, and stood in the centre of Broadway, opposite Liberty, then Crown Street. It was 156 feet long and 23 feet 3½ inches in width. It stood thirty-three years, and being indicted as a public nuisance, was demolished in 1771. The second market building, erected at the southeast corner of Broadway and Maiden Lane (*Maagde Paatje* of the Dutch), was de-

stroyed by the great fire in 1776. The markets now held are eleven in number, and are under the charge of an officer known as the Superintendent of Markets.

Fulton Market is the most frequented and best known. It is on Front Street, facing the East River, and bounded by Beekman and Fulton Streets. It was erected in 1821, and cost \$220,000, a large sum in those days. At certain hours of the day this market presents a characteristic phase of New York life.

Washington Market, at the foot of Vesey and Washington Streets, nearly parallel with Fulton Market, on the opposite or west side of the city, is another of the old city markets.

Centre Market, extending through Centre Street from Grand to Broome Streets, is a more recent and better planned structure than those mentioned. It is a substantial brick building of two stories, the upper floors being used as armories and drill-rooms by various military companies.

Jefferson Market, at the intersection of Sixth Avenue and Greenwich Avenue, and

Tompkins Market, on Third Avenue, south of the Cooper Institute, are smaller but more recent structures.

BANKS, ETC.—There are 93 banks in New York, divided as follows: National Banks, 58; State Banks, 12; and Savings Banks, 23. Of bankers, private banking houses, and money brokers, there are upward of 300. Many of the banks are conspicuous for their architectural effect, elegance rather than solidity being sought for in their construction. The best specimens of banking-house architecture will be found in Wall Street, though in the constant up-town movement going on, many will be found in Broadway, Nassau Street, and the Bowery.

The *American Exchange Bank* is a fine building of Caen stone, at the corner of Broadway and Liberty Street. The *Bank of the Republic* is an imposing edifice of brown-stone at the corner of Wall and Broadway. It cost \$175,000. The *Metropolitan*, also of brown-stone, is at the intersection of Pine Street with Broadway. In Wall Street, the *Bank of New York*, corner of William Street, and *Bank of America*, No. 46, are prominent structures. On the site of the *Bank of New*

York once stood a statue of William Pitt. The *Bank of Commerce*, in Nassau Street, facing the Post-Office building, is one of the most substantial banking houses in the city.

Among the private banking houses those of Messrs. Brown Brothers, No. 59 Wall Street, and those of Messrs. Duncan, Sherman & Co., and Jay Cooke & Co., in Nassau Street, between Pine and Wall Streets, are the most noteworthy. The bank *Clearing House* is at 48 Wall Street, and the *Gold Exchange* at 14 Broad. The new marble building lately erected on Broad Street, south of Wall Street, adjoining the Gold Exchange, and known as the *New York Stock Exchange*, presents a characteristic feature of metropolitan life. In the upper part of this building are located the Brokers Board and Petroleum Board Rooms, etc.

NEWSPAPER OFFICES, ETC.—The leading daily newspapers of New York are published and issued from establishments which have no rivals for extent or completeness of detail on this continent, or, indeed, in the world. The office of *The Times*, in Printing House Square, occupies the site of Dr. Spring's old Brick Church, at the end of Park Row, corner of Nassau Street, and facing the City Hall. It was first occupied May 1, 1858. It is a fine structure, of Nova Scotia stone, five stories high, and entirely fire-proof. The vaults underneath this building, where the daily and weekly issues of the *Times* are printed, are well worthy a visit.

The *Herald* establishment now occupies the magnificent new marble building just erected on the site of Barnum's Museum, destroyed by fire July 13, 1865. This site, now one of the most valuable in the city, formed, less than one hundred years ago, part of "Shoemakers' Pasture," for many years known, far and wide, as "Spring Garden." Mr. Elkin's public house, known in ante-revolutionary times as "Hampden Hall," and used as headquarters by "the Sons of Liberty," stood on the precise spot where the Museum afterward flourished.

The *Tribune*, *World*, *Mercury*, *Round Table*, *Nation*, *News*, *Express*, and other daily and weekly papers are in the immediate vicinity of these offices. Strangers who would carry away with them a cor-

rect impression of the commercial, political, and social influences of New York, as a measure of the national progress and growth, should not fail to visit one or more of these establishments.

LANDMARKS OF THE PAST.

Among the few historical localities and objects of interest which the rapid growth of New York, and the constant change incident to war, increase in population and trade, have left for the contemplation of the citizen and stranger, the following will be found best worthy attention.

Broadway, as the representative street and leading thoroughfare of the past, as well as of the present city, furnishes the best field for observation, and the Battery the best point from which to start on our antiquarian tour.

Bowling Green in the times of the Dutch was the court end of the town; that part of Broadway then called the "Heere Straas" in contradistinction to the Heere Wegh, which was the name of the highway beyond the walls, was already a popular part of New Amsterdam, and no doubt presented the most pleasing features of the town. On the opposite or east side the street for a short distance, measured by its present length, seems to have been inhabited by the humbler and poorest classes, being mainly composed of hovels and small shanties. In front (south) of the Green, was the Parade, which also served as the market-place. The Bowling Green was first enclosed in 1732. The row of six buildings facing the Green on the south, and extending from State to Whitehall Streets, cover the site of the old Dutch and English forts. The old Government House, which served as the Custom House subsequent to 1790, stood here until 1815, when it was taken down to make room for the present buildings, which at that date were considered the finest private residences in the city. The Kennedy House, No. 1 Broadway, named after the Hon. Archibald Kennedy, then collector of the port, afterward Earl of Caselis of the Scotch peerage, who built it in 1760, is one of the most interesting relics now left standing. It occupies the site of the "Kocks Tavern," built by Peter Kocks, an officer in the Dutch service and an active leader in the Indian

war of 1643. In colonial times it was the heart of the highest fashion in the colony, having been successively the residence and headquarters of Lords Cornwallis and Howe, Gen. (Sir Henry) Clinton, and Gen. Washington. Arnold occupied No. 5 Broadway, the site now (1866) occupied by Messrs. Livingston and others for offices, and in Clinton's headquarters his treasonable projects were concerted. Fulton died in a room in the present Washington Hotel, then No. 1 Market-field Street. It was then (1815) used as a boarding-house, and was kept by a Mrs. Avery. Talleyrand passed some time under this roof, and it has been successively occupied by Prime, the banker, Mayor Mickle, and other eminent citizens. Since 1849, it has been occupied as a hotel, first by Jonas Bartlett, and subsequently, in 1862, by Mr. E. Merrill, who is the present lessee.

The freight-shed just north of the Kennedy House stands on the spot occupied during colonial times by the "Burns Coffee-House," and upon or near the site of the Dutch Tavern of Burgomaster Martin Crigier. Subsequently (1763) it was known as the "King's Arms." In 1765 Gen. Gage held his headquarters here. During the British possession of the city the traitor Arnold lodged here. It served in turn as boarding-house, tavern, and beer garden, being last known as the Atlantic Garden, when it was numbered 11 Broadway. Previous to the present century, Chancellor Livingston resided at No. 5 in this block.

On the southerly corner of Morris Street stood the residence or parsonage of the Dominic Megapolensis. This afterward became the property of Balthasar Bayard, kinsman of Governor Stuyvesant, who erected a brewery on the premises, near the river shore, the access to which was by a lane on the present line of Morris Street. North of and adjoining Morris Street was the old Dutch burial-ground, the first established on the island. It extended along Broadway between 100 and 200 feet. Above Morris Street, little is known of the appearance of Broadway during the colonial times, the fire of 1776 having swept every vestige of a landmark away. Oyster Pasty Alley—now Exchange Place—west of Broadway, was

originally an obscure path leading to a small redoubt connected with the city fortifications. The Congress Hall, or Town Hall, which also included the Law Courts and Prison, stood at the corner of Wall and Nassau Streets, the site of the present United States Treasury. Here Washington was inaugurated the first President, April, 1789. Washington's farewell interview with his officers took place at France's Tavern, corner of Pearl and Broad Streets, long since removed.

Where the Mechanics' Bank now stands, south side of Wall Street, between Broad and William Streets, Hamilton wrote "The Federalist." Tammany Hall, in Nassau Street, opposite the City Hall, and near the present Tribune office, covers the spot where Leisler and Milbourne were killed, May 16, 1661. It formed the boundary of what was then known as Beekman's Swamp.

The Old Dutch Church in Nassau Street, is an object of much interest. Until within a few years past adjoining the old church in Liberty Street, stood the Sugar-House Prison. It was founded in 1689, and occupied for the purpose of sugar refining till 1777, when Lord Howe used it as a place of confinement for American prisoners. Wallabout Bay, Long Island, now within the corporate limits of Brooklyn, was used for a similar purpose about the same time, but we must not travel so far now.

Washington Irving's birthplace stood in William Street, between John and Fulton Streets. The site is now covered by wholesale stores, but can be readily found by the enterprising or curious. The gentle, genial author of the "Sketch-Book" has found a more fitting resting-place hard by his own Sleepy Hollow. South of St. Mark's Church, between Second and Third Avenues, stood Governor Stuyvesant's house, on what was then his "Bowerie Farm." It was pulled down—when is not accurately known. The Stuyvesant pear-tree still stands on the corner of Third Avenue and Thirteenth Street, surrounded by an iron railing. It was imported from Holland in 1647, and planted in what was then the governor's garden. It is 220 years old. A slab bearing an appropriate inscription surmounts a vault in the east wall of St.

Mark's Church, in which are preserved all that remains, except the memory of his good deeds, of the old governor.

The old Walton House, No. 326 Pearl Street, erected by Walton, in 1754; Washington City Mansion, at the northern angle of Franklin Square, corner of Dover and Pearl Streets, and the Richmond Hill House, a wooden building, of great celebrity, which stood at the intersection of Varick and Charlton Streets, have long since passed away. Cobbett's seed-store was at No. 62 Fulton Street, and Grant Thorburn's—in its time, one of the most notable objects in the city—stood on Liberty, between Broadway and Nassau, in a building previously occupied by the Society of Friends as a meeting-house.

In Beekman St., near Nassau, stood the brick meeting-house in which Whitefield preached. It was built in 1764, on what was then open fields. At the present rate of metropolitan growth Manhattan Island will soon not have an open field left.

FIRST-CLASS BUSINESS HOUSES.—New York, particularly its leading business thoroughfares, Broadway, Canal Street, and the Bowery, are famous for the fine stores they contain. The following will best repay a visit:

Banking Houses.—Duncan, Sherman & Co., corner Pine and Nassau, and Brown Brothers, in Wall Street. Travellers desiring letters of credit, foreign or domestic exchange, will find these desirable houses to deal with.

Newspapers.—The magnificent printing establishments of the *New York Herald*, the *Times*, and the *Tribune*, are well worth seeing.

Publishing Houses.—Those of the Messrs. Appleton, 443 and 445 Broadway, and the extensive establishment of the Harpers in Franklin Square, will each well reward a visit.

Jewellers, etc.—The establishments of Tiffany & Co., 550 Broadway, and of Ball, Black & Co., corner of Broadway and Prince Street, are the finest and most extensive of their kind in the country.

Dry Goods.—The great dry goods palaces of A. T. Stewart & Co., Broadway, of Lord & Taylor, 461 Broadway, and

259 Grand Street; and of H. B. Claflin & Co., 140 Church Street, should not be omitted by those who would judge of the city's trade.

Piano-fortes.—Steinway & Sons, 71 E. Fourteenth Street.

Rubber fabrics.—The N. Y. Belting and Packing Co., 37 and 38 Park Row.

Fire Insurance.—The Home Insurance Company, 135 Broadway, and the North American, 114 Broadway, are among the oldest and most reliable companies in New York.

Clothing.—L. T. Brownell, 503 Broadway, has one of the choicest stocks of ready-made clothing in the city. Mr. D. Russell, at 835 Broadway, corner of Thirteenth Street, has the latest fashions for gentlemen's custom-work.

Gentlemen's Furnishing, etc.—Mr. Union Adams, at 637 Broadway, keeps the largest and best-selected stock in the city. His goods are fashionable, and of the best quality.

Landscape and Marine Glasses for travellers.—The best assortment of a first-rate quality are to be found at Semmons, 669½ Broadway, under the Southern (late Lafarge) Hotel.

Furniture and Housekeeping Articles.—H. H. Casey (late J. & C. Berrian), 601 Broadway.

Art Materials and Picture Galleries.—Bendann Bros. (photographers), Fifth Avenue, corner Seventeenth Street; Goupil & Co. (M. Knoedler, successor), Broadway and Ninth Street; Schaus, 749 Broadway.

Billiard Tables.—Phelan & Collender, 63–69 Crosby Street.

Mineral Waters.—Nothing more grateful during the summer months than mineral waters, carefully prepared and judiciously used. *Delatour's*, in Wall Street below Broad, and *Hanbury Smith's* establishment, "the Spa," in Broadway, above Grace Church, are among the largest and best establishments of the kind in the city.

Among the most prominent and noteworthy objects on Broadway are the extensive clothing and furnishing houses of Messrs. Brooks Brothers, and Devlin & Co., and the extensive China-ware establishment of Messrs. Haughwout, at the N. E. corner of Broome Street.

The private residences on Fifth Avenue, Fourteenth Street, Madison Square, and Madison and Lexington Avenues, should be seen by the stranger in New York. If time permit, a walk or ride through one or more of these fine promenades affords a pleasing and appropriate contrast to the visitor's Broadway experience.

BROOKLYN.

Hotels.—The *Pierrepoint House* is a spacious, well-kept house on the Heights; the *Mansion House*, in Hicks Street.

Brooklyn, situated immediately opposite New York, and accessible at all times by ferry, merits the attention of the traveller, both on account of its historical associations, the many fine buildings which it possesses, and its commercial importance. By reason of its proximity to New York, and the intimate relations as regards population and trade existing between it and the metropolis, it is popularly regarded as forming a part of the whole. It is the seat of justice of Kings County, N. Y., and is situated at the west end of Long Island. It is divided from New York by a strait called the East River, which is crossed by numerous lines of ferries affording constant communication between the two cities. Brooklyn, supposed to be derived from the Dutch *Breucklen* (broken-land), was first settled in 1625, near Wallabout Bay. This locality became possessed of a melancholy interest, during the war of the Revolution, as the place where were stationed the English prison-ships, in which many thousands of Americans perished from close confinement and ill treatment. The battle of Long Island was fought near Brooklyn, August 22, 1776. The first deed for land within the limits of the city was granted 1639. It was incorporated as a township April, 1806, and as a city April, 1834. Brooklyn, Williamsburgh, and Bushwick were incorporated in one government in January, 1855, since which time, owing to its increased facilities for trade and manufactures, and the large number from New York seeking residence there, it has rapidly increased in size and importance. The population, which in 1850 was less

than 100,000, had in the succeeding decade increased to 266,661, and is now estimated at 350,000. The city extends from Newtown Creek, including Greenpoint, to the boundary below Greenwood Cemetery, a distance of $7\frac{1}{2}$ miles, and nearly 10 miles following the low-water line. Brooklyn proper is designated as the Western District (W. D.), and Williamsburgh, Greenpoint, and Bushwick as the Eastern District (E. D.). South Brooklyn and East New York are outlying portions of the city, rapidly becoming populous. The city is in many parts elegantly built, and the bold position on the Heights, looking directly down upon the river and bay, forms a charming site for a summer abode. Some of the avenues are wide, delightfully shaded, and lined with cottage residences. It is divided into 20 wards, and governed by a mayor and board of aldermen.

Among the principal objects of interest in and around Brooklyn are Greenwood Cemetery, Washington and Prospect Parks, the Navy Yard and Wallabout Bay, the Atlantic Docks, City Hall and Court-House, Plymouth Church, and several other of the church edifices, with which the city abounds.

PLACES OF AMUSEMENT, ETC.—The *Academy of Music* is in Montague Street, nearly opposite the Post-Office. It cost \$125,000, and has sittings for nearly 3,000 persons.

Park Theatre, on Fulton Street, opposite City Hall.

Hooley's Opera House, Court Street, corner of Remsen Street (negro minstrelsy, etc.).

Trenor's Washington Hall, corner South Seventh and Fourth Streets.

The *Brooklyn Athenæum*, corner of Atlantic and Clinton Streets, in South Brooklyn, is a fine edifice of brick, with brown-stone facings. It has an admirable library (Mercantile), reading-rooms, and a spacious lecture or concert hall.

The *Lyceum*, containing the city library and a good lecture-room, is at the corner of Washington and Concord Streets.

The *Brooklyn Conservatory of Music*, 130 Clinton Street, and the *Collegiate and Polytechnic Institute*, in Livingston Street, are among the foremost educational institutions of the city.

PARKS, ETC.—These, together with the well-shaded avenues and streets in the southwest quarter, form an attractive feature of the city. The following are the most noteworthy and popular resorts:

Washington Park (Fort Greene) occupies an elevated plateau northeast of the City Hall. During the war of the Revolution it was the site of extensive fortifications, of which the ruins of Fort Greene are now all that remain. It is pleasantly shaded, and commands an extensive view.

Prospect Park is the name very appropriately given to a new public ground laid out with great liberality and taste in the southwest portion of the city. But little has yet been done, beyond laying off the site, but the work is in active progress, and it bids fair at no very distant day to rival the famous *Central* of New York. *Leffert's Park*, between Greenpoint and De Kalb Avenues, is a smaller, though much frequented ground. South Brooklyn has numerous beautiful drives and walks. Clinton Avenue and the upper part of Pacific and Bergen Streets contain some of the finest private residences. Visitors with sufficient time at their disposal will find a pleasant trip to the city (Nassau) Water Works, facing Prospect Park, near the main entrance.

CEMETERIES.—*Greenwood Cemetery* is in the south part of Brooklyn, at Gowanus, about three miles from Fulton ferry landing. Access is had by the cars, which pass the cemetery gates every fifteen minutes throughout the day. Free entrance is allowed to persons on foot during week-days, but on the Sabbath none but the proprietors of lots and their families, and persons with them, are admitted; others than proprietors can obtain a permit for carriages on week-days. Office, 30 Broadway, New York. This cemetery was incorporated in 1838, and contains 242 acres of ground, about one-half of which is covered with wood of a natural growth. It originally contained 172 acres, but recently 70 more have been added by purchase, and brought within the enclosure. These grounds have a varied surface of hills, valleys, and plains. The elevations afford extensive views; that from *Ocean Hill*, near the western line, presents wide range of the ocean, with a port

of Long Island. *Battle Hill*, in the northwest, commands an extensive view of the cities of Brooklyn and New York, the Hudson River, the noble bay, and of New Jersey and Staten Island. From the other elevated grounds in the Cemetery there are also fine prospects.

Greenwood is traversed by winding avenues and paths, twenty miles in extent, which afford visitors with sufficient time at their disposal an opportunity of seeing every part of this extensive cemetery. Several of the monuments, original in their design, are very beautiful, and cannot fail to attract the notice of strangers. Those to the memory of Miss Canda, of the Indian Princess Dohumme, and the "mad poet," McDonald Clark, near the Sylvan Water, are admirable; as also are the memorials to the Pilots and to the Firemen. The proceeds arising from the sale of lots are devoted to the preservation, improvement, and embellishment of the cemetery. Visitors, by keeping the main avenue, called *The Tour*, as indicated by *guide-boards*, will obtain the best general view of the cemetery, and will be able to regain the entrance without difficulty. Unless this caution be observed, they may find themselves at a loss to discover their way out. To the east of Greenwood, distant about four miles, are the cemeteries of the *Evergreens* and *Cypress Hills*.

PUBLIC BUILDINGS.—The *United States Navy Yard* should next be visited. It occupies nearly forty acres of ground upon the south side of Wallabout Bay, in the northeast quarter of the city. The property at this yard is valued at \$25,000,000. The *United States Naval Lyceum*, in the Navy Yard, is a literary institution, formed in 1833 by officers of the navy connected with the port. It contains a fine collection of curiosities, and mineralogical and geological cabinets. A *Dry Dock* has been constructed here, at a cost of about \$1,000,000. On the opposite side of the Wallabout, half a mile east of the Navy Yard, is the *Marine Hospital*, a fine building, erected on a commanding situation, and surrounded by upward of thirty acres of well-cultivated ground.

At the Wallabout were stationed the Jersey and other prison-ships of the

English during the Revolutionary War, in which it is said 11,500 American prisoners perished from bad air and ill-treatment. In 1808 the bones of the sufferers, which had been washed out from the bank where they had been slightly buried, were collected, and deposited in 13 coffins, inscribed with the names of the 13 original States, and placed in a vault beneath a wooden building erected for the purpose in Hudson Avenue, opposite to Front Street, near the Navy Yard.

The *Atlantic Dock*, about a mile below the South Ferry, Brooklyn, is a very extensive work, and worthy the attention of strangers. The best approach from New York is by the Hamilton Avenue Ferry. The company was incorporated in May, 1840, with a capital of \$1,000,000. The basin within the piers contains 42½ acres, with sufficient depth of water for the largest ships. The piers are of solid granite. Many of the warehouses and buildings in this neighborhood are of enormous size and capacity.

The *City Hall*, at the junction of Court and Fulton Streets, is one mile distant from the ferry. It is a handsome building in the Doric style, and is built of white marble from the Westchester quarries. Its length is 162 feet, and its height to the top of the cupola is 353 feet. Cost, \$200,000.

The *County Court House*, fronting on Fulton Street, in the immediate vicinity of the City Hall, is an imposing edifice, though seen to poor advantage. It is 140 feet wide, and extends 315 feet back to Livingston Street. It is in the Corinthian style of architecture, and cost \$543,000.

Kings County Jail is in Raymond Street. It is a heavy-looking, castellated Gothic edifice of red sandstone. The *State Arsenal* and *City Hospital* are also in the vicinity.

The *Post-Office* is in Montague Street, opposite the City Hall.

CHURCHES.—Brooklyn has been called the "City of Churches." In the number and elegance of its church edifices it surpasses any other city in the Union. There are 124 churches in the western and upward of 50 in the eastern (Williamsburgh) district of the city. Among the most costly and imposing are the

Church of the Holy Trinity, corner Montague and Clinton Streets (Episcopal). The *Church of the Pilgrims*, Congregational (Rev. R. S. Storrs), corner Henry and Remsen Streets, in the early Norman style, was erected in 1845. The *Church of the Saviour*, Pierrepont Street, corner of Monroe Place (Unitarian). *Plymouth Church* (Rev. Henry Ward Beecher) is in Orange, between Hicks and Henry Streets. A splendid organ, the second largest in the United States, was added in 1866. It contains 3,442 pipes, and cost \$25,000. This church has sittings for 2,500 persons. Owing to the size of the congregation and the preacher's popularity, it is difficult for strangers to obtain a seat. *Lafayette Avenue Church*, corner Oxford Street (Presbyterian), Rev. Dr. Theodore L. Cuyler; *Grace Church*, Brooklyn Heights (Epis.), Rev. E. A. Hoffman; *Grace Church*, Conselyea Street, E. D., Rev. Alvah Guion; *Christ Church*, Clinton Street, Dr. Canfield; *First Reformed Dutch Church*, Joralemon Street, Rev. Dr. Willets; *First Presbyterian Church*, Henry, near Clark Street, Rev. C. S. Robinson; *Dutch Reformed Church*, on the Heights, Pierrepont Street, Rev. James Eells, D. D.; *St. Ann's Church*, Washington, corner Sands Street, Rev. William H. Mills; *Second Presbyterian Church* (O. S.), Clinton, near Fulton Street, Rev. Nat. West.

CHARITABLE INSTITUTIONS.—The *Long Island College Hospital* is a noble charity, liberally endowed, and occupying a spacious edifice located on Henry, near Pacific Street. The *Graham Institute*, for the relief of respectable indigent females, occupies a prominent and spacious edifice on Washington Avenue, near De Kalb Avenue. The *City Hospital*, organized 1845, is in Raymond Street.

NEWSPAPER OFFICES.—The *Brooklyn Eagle* is issued from No. 30 Fulton Street. The *Brooklyn Union* office is on Front, near Fulton Street. These papers and the *Times*, on South Seventh Street (E. D.), are all issued in the evening. *Der Freischütz*, a new weekly, is published in Scholes Street (E. D.).

FERRIES.—From Fulton St., N. Y., to Fulton St., Brooklyn, every five minutes.

Wall Street Ferry.—Wall Street, N. Y., to Montague Street, Brooklyn.

South Ferry.—From Whitehall Street, N. Y., to Atlantic Street, Brooklyn.

Hamilton Ferry.—Whitehall Street, N. Y., to Hamilton Avenue and Atlantic Docks, Brooklyn.

Catharine Ferry.—Catharine Street, N. Y., to Main Street, Brooklyn.

Jackson Ferry.—From Jackson Street, N. Y., to Bridge Street, Brooklyn.

To Brooklyn, E. D. (Williamsburgh), from Peck Slip, Roosevelt Street, Grand Street, and Houston Street, N. Y., every ten minutes.

Division Avenue.—From Grand Street, N. Y., to South Seventh Street, Brooklyn.

STREET RAILWAYS. — From Fulton Ferry: *Fulton Avenue* and *Atlantic Avenue* lines, to Bedford and East New York; *Fulton Avenue*, to Prospect Park and Flatbush; *Court Street* and *Fifth Avenue* lines, to Greenwood; *Myrtle Avenue*, to Williamsburgh and Greenpoint; *Flushing Avenue*, to the Navy Yard and Greenpoint; *De Kalb Avenue*, to Williamsburgh; *Smith Street*, etc., to Coney Island. From S. Seventh St., E. D.: *Broadway*, to East New York. Trains on the Brooklyn Central Railway leave South Ferry seven times daily for Jamaica, 11 miles, where connection is made with the Long Island Railway for Greenport, &c.

WALKS, ETC.—For one week, embracing objects best worth visiting in New York and Brooklyn. (For more detailed mention of these several objects, see INDEX.)

First day.—Central Park and Reservoirs, extending the trip *via* Bloomingdale Road, to the north end of the island, visiting the Orphan Asylum, Lunatic Asylum, High Bridge, and the Croton Aqueduct. *Second day*, Washington's Headquarters, Kennedy House, the Custom-House and Treasury in Wall Street, and Trinity Church: the view from the tower will appropriately close this day's journey. If time permit, the City Hall and new Court House may be visited. *Third day*, Greenwood Cemetery, Fort Greene, and if not too late, the Navy Yard, Brooklyn. *Fourth day*, the Astor Library, Cooper Union, Academy of Design, and neighboring parks, Madison and Gramercy; at night the Academy of Music, or one of the numerous theatres. *Fifth day*, if in summer, a sail down the Bay, visiting Staten Island, Fort Hamilton,

Fort Lafayette, and if facilities offer, Blackwell's and Ward's Islands, Penitentiary buildings in the East River, will most agreeably occupy a whole day. *Sixth day*, a walk or drive through Broadway, visiting the leading art-galleries and stores, Fifth Avenue and the Union Club, the University, etc.

The *Croton Aqueduct*, by means of which the city is supplied with water constitutes its greatest public work. The water is brought from Croton River, a distance of 40 miles. The original cost of this magnificent work was over \$13,000,000. The Receiving Reservoirs in the Central Park, and the great Distributing Reservoir in Fifth Avenue, between Fortieth and Forty-second Streets, are well worth a visit. (See CENTRAL PARK.)

High Bridge is a noble work, constructed for the passage of the Croton Aqueduct over the Harlem River, from Westchester County to the island of New York. The High Bridge may be pleasantly reached by the Third Avenue cars or the Harlem Railway (Fourth Avenue) to Harlem, and thence up the Harlem River a mile or two in excursion steamboats.

The *New Arsenal*, which takes the place of the old edifice now within the Central Park grounds, is on the Seventh Avenue. It may be reached by the Sixth Avenue or the Broadway Railroads.

HARLEM, a part of New York, is situated upon the Harlem River, at the northern end of the island, seven miles from the City Hall. It was founded by the Dutch, in 1658. Constant communication with the city by the Harlem and Third Avenue Railroads. *Bloomingdale* and *Manhattanville* are at the north end of the Island of New York. "The Grange," the last residence of the lamented Hamilton, was located at Bloomingdale. Bloomingdale Road is a popular and pleasant drive. "Elm Park," once the mansion of the Apthorp family, and the *Lunatic Asylum*, are reached by this road. Manhattanville contains two flourishing Catholic institutions, *the Convent of the Sacred Heart* and the *Manhattan College*. *Claremont*, just south of Manhattanville, is a famous resort for frequenters of the Bloomingdale Road. It was once the residence of Viscount Courtney, afterward

Earl of Devon, and later of Joseph Bonaparte. *Trinity Cemetery*, near by, contains the remains of Audubon the naturalist.

Hoboken and **Weehawken**, charming rural resorts in summer time, are across the Hudson River, on the New Jersey shore. Here are delightful walks for miles along the margin of the river, and on high ground, overlooking the bay and city. The *Elysian Fields*, a beautifully wooded resort, much frequented by sporting and picnic parties, are reached by street car or foot-path, half a mile from the ferry landing. At Weehawken occurred the duel between General Hamilton and Colonel Burr, in which the former was killed, July 11, 1804. The ground is about three-quarters of a mile below the Forty-second Street Ferry. *North Union Hill* and *New Durham* are scattered villages on the top of the Palisades, connected with Hoboken by stage. At *Seacaucus*, four miles west of Hoboken, on the Paterson, N. J., plank road, are the race-course of the Hudson County Association, and the training-stables of Colonel McDaniels.

Staten Island.—The trip to Staten Island affords one of the many pleasant excursions daily made during the summer months in the vicinity of New York. Nothing can be more enjoyable than a sail down the bay to any of the villages and landings of Staten Island; and nothing more agreeable than the sight of its many suburban villas, or of the superb views over land and sea which its high grounds command. *Brighton* is a particularly beautiful little village, with good hotels and boarding-houses. Near it is the *Sailors' Snug Harbor*, an ancient foundation for dilapidated mariners. Two miles east of Brighton is the *Marine Hospital* and the village of *Tompkinsville*. The trip to Staten Island occupies about half an hour. Ferry from Pier 1, E. R. (Whitehall Street), five times daily, connecting at Vanderbilt's Landing with trains on Staten Island Railroad, for Garrettsons, Richmond, Tottenville, and way stations. Through distance to Tottenville 11 miles.

Fort Hamilton, eight miles down the bay, commands, in connection with Forts Lafayette, Tompkins, and Richmond, op-

posite, the passage seaward of the Narrows. It is a summer residence and resort for sea bathing. Boats to Coney Island land passengers.

Governor's Island, on which are Forts *Columbus* and *Castle William*, and *Bedloe* and *Ellis's* ("Gibbet") *Islands*, are also seen on the passage down the bay.

Coney Island, belonging to the town of *Gravesend*, is five miles long, and one road, and is situated about 12 miles from New York. It has a fine beach fronting the ocean, and is much frequented by New Yorkers. On the north side of the island are two hotels, the "Pavilion" and the "Tivoli," where excellent clam-bakes and chowders are served. There are other hotels and boarding-houses up the beach. Steamer *Naushon*, from foot of Christopher and Morris streets, or steam cars from Brooklyn via *Greenwood* and *New Utrecht*. A pleasant day's excursion may be made from New York by the ferry to Brooklyn, spending the forenoon at *Greenwood*, thence to *Coney Island*, returning to the city by the *Naushon*, which leaves the island on her last trip at 6.15 o'clock.

Astoria, a suburban village on Long Island, six miles up the East River, near the famous whirlpool of *Hell Gate*, a place of beautiful villas. Steamboat, foot of *Multon Street*, East River.

The *New York Bay Cemetery*, on the Jersey shore, is reached after a pleasant sail down the harbor. It is one of the most beautiful rural spots in the vicinage of New York.

(For other places and points of interest and resort in the vicinity of New York, see LONG ISLAND, NEW JERSEY, etc.)

ROUTE I.

LONG ISLAND.

Long Island, part of the State of New York, is 115 miles in length, and at some points 20 miles in breadth; bounded by the Atlantic on the south, and by Long Island Sound on the north. The upper part of the island is agreeably diversified with hills, though the surface is for the most part strikingly level. The coast is charmingly indented with bays; and deli-

cious fresh-water ponds, fed by springs, are everywhere found on terraces of varying elevation. These little lakes, and the varied coast views, give Long Island picturesque features, which, if not grand, are certainly of most attractive and winning character, heightened by the rural beauty of the numerous quiet little towns and charming summer villas. Along the lower shore of the island, which is a network of shallow, land-locked waters, extending 70 miles, fine shooting and fishing is to be had. Hotel and boarding-house accommodation is abundant. The *Long Island Railway* affords the readiest and most expeditious means of visiting the numerous points on the island. (See *Map*.)

Stations.—Hunter's Point, Jamaica, Brushville, Hyde Park, Hempstead Branch, Hempstead, Westbury, Hickville, Syosset, Jerusalem, Farmingdale, Deer Park, Thompson, North Islip, Lakeland, Waverley, Medford, Taphank, Manor, River Head, Jamesport, Mattituck, Cutchogue, Hermitage, Southold, and Greenport, 99 miles. Passengers leave by James Slip Ferry, or foot of Thirty-fourth Street, East River, New York, for Hunter's Point depot.

Flatbush, about five miles from Brooklyn, has a flourishing educational institution and several churches; near this village the American army was defeated in 1776. *Flatlands* and *Gravesend*, ten miles, are small but handsome places. The shores of the latter place abound with clams, oysters, and fowl, and are much resorted to.

Battle of Long Island (August, 1776). The thoughts of the tourist on the quiet pastoral plains of Long Island will revert with interest to that eventful night when the British troops, under Sir Henry Clinton, Lord Cornwallis, and General Howe, made their silent, unsuspected march from Flatlands, through the swamps and passes to Bedford Hills, stealing upon the rear and almost surrounding the patriot lines—"that able and fatal scheme, which cost the Americans the deadly battle of Long Island, with the loss of nearly 2,000 out of the 5,000 men engaged." The surprise of the attack, the obstinacy of the conflict, the bold retreat, and the loss of the city of New York, to which it led, make this battle

one of the most romantic episodes in the history of the Revolution.

Jamaica, 12 miles distant, is an interesting old rural town, situated on Jamaica Bay. The name is derived from the Yameca tribe of Indians which located at Beaver Pond. It was settled (1656) by Daniel Denton and others. It contains six churches, and a few fine residences, among which is that of ex-Governor King. The *Union Race-course* is in this township.

Brushville (Queens), on the Long Island Railway, two miles east of Jamaica, is an attractive resort during the summer.

Hyde Park, formerly the seat of the Hon. George Duncan Ludlow, is about half a mile north of the road, beyond Queens. Here (1818) William Cobbett composed his English Grammar.

Rockaway Beach, a once celebrated and still pleasant watering-place, on the Atlantic coast, is in a southeast direction from New York. The *Sca-side House*, upon the beach, a short distance from the ocean, affords good accommodations for visitors. There are several other hotels here, also several private boarding-houses. The best route to Rockaway is by the Long Island Railway to Jamaica, twelve miles, thence by stage eight miles, over an excellent road to the beach. During the summer season a steamboat plies between New York and Rockaway. The *South Side Railway* will soon be in operation between Jamaica and Rockaway. *Rock Hall*, built by Dr. Martin, is a fine old mansion, and contains some valuable pictures. In the burial-ground of the Methodist church at Rockaway, built 1790, is the grave and monument of the victims of the wreck of the *Bristol* and *Mexico*, which were lost November 21, 1836, and Jan. 2, 1837.

Cedarmere, the home of W. Cullen Bryant, is near the pretty village of Roslyn (Hempstead Harbor), at the head of Hempstead Bay, about two hours' journey from New York; route by steamboat to Glen Cove, and thence by stage, or by the Long Island Railway, 20 miles to Hempstead Branch (Mineola), and thence by stage. Near Mineola are the Queen's County Agricultural Fair grounds and buildings. Cedarmere is a spot of great though quiet, picturesque beauty, over-

looking Hempstead Bay, and the Connecticut shore across the Sound. Many of the charming terraced spring-water lakes, of which we have spoken already as among the pleasant and unique features of the Long Island landscape, are found within the domain of Cedarmere, and in the neighborhood of Roslyn. Within a pleasant stroll of Mr. Bryant's residence is Hempstead Hill, said to be the highest land on Long Island. This fine eminence overlooks the Sound and inlets on the one hand, and the ocean beach on the other; at its base the village of Roslyn is nestled among green trees and placid lakelets. Roslyn is also the residence of Joseph W. Moulton, author of a "History of New York."

Hempstead Village, in the township of North Hempstead, 21 miles east of Brooklyn, is an interesting place. It was originally bought by the Dutch in 1640, who gave the place its name Hemsteede (homestead), since corrupted to Hempstead. It was afterward (1684) settled by New Englanders who came hither by way of Stamford. It contains three churches, several good schools, two hotels, and a population of nearly 2,000. The park is prettily laid out. The Rev. Richard Denton, and his son, Daniel Denton, the historian, were among the first settlers of Hempstead. The old Presbyterian burial-ground contains some quaint headstones. *Hempstead Plains* is an open space of 12,000 acres, embracing the Newmarket Race-course, where the annual "Huckleberry Frolic" takes place. In 1784 the town of North Hempstead was separated from Hempstead by act of the Legislature, and has since been a separate town. Among the distinguished men born in the town of North Hempstead were Dr. Samuel L. Mitchell, unequalled in his day as a naturalist, and the late Valentine Mott, M. D., who had not his equal as a surgeon. *Success Pond*, famous for its perch fisheries, and *Lakeville*, a little village which has sprung up on its marge, are both in the town of North Hempstead. The village of *Manhasset*, near Success, contains a few ancient structures, among which are the Friends' Meeting-House, built in 1810, Christ Church, and the Dutch Reformed Church.

Islip, a village of Suffolk County, is pleasantly situated on Great South Bay, and is a favorite resort during the summer months. Distant from New York 45 miles. The *Pavilion* is the leading hotel.

Flushing, 10 miles from the metropolis, on an arm of the Sound called Flushing Bay, affords a pleasant excursion. The *Linnean Botanic Garden* is here. Boat at Fulton Street twice daily. Also by rail from Hunter's Point, Thirty-fourth Street Ferry.

Glen Cove, and other pleasant points on the island, are reached daily by boat from New York. The steamer *Arrow Smith* leaves Peck Slip, Pier 24 East River, every morning at 9.15, for Glen Cove, Roslyn, and way landings.

TO ALBANY AND TROY.

It is fortunate for the gratification and the cultivation of the public taste, for the sublime and beautiful in natural scenery, when our great highways of travel chance to lead through such wondrous landscape as does our present journey up the Hudson River, from New York to Albany. Even to the wearied or the hurried traveller this voyage is ever one of pleasure, in its unique and constantly varying attractions, its thousand associations, legendary, historical, poetical, and social.

The Hudson received its name in honor of Hendrick Hudson, a Dutch navigator, who discovered it, and ascended its waters for the first time in his vessel, the "Half Moon," in 1609. It is also known as the North River, which name was given to it by the original Dutch colonists, to distinguish it from the South (Zuyd), as they called the neighboring floods of the Delaware. Its source is in the mountain region of the Adirondacks, in Essex County, east of Long Lake, in the upper portion of New York, whence it flows in two small streams—the one from Hamilton and the other from Essex County. These waters, after a journey of 40 miles, unite in Warren County. Its head-waters are nearly 4,000 feet above the sea level. The course of the Hudson varies from south

by east for some distance, but at length drops into a straight line, and continues thus nearly southward, until it falls into the Bay of New York. Its entire extent is about 325 miles; its navigable length, from the sea to Albany, is nearly half that distance. Its breadth, near the head of steamboat navigation, varies from 300 to 900 yards; and at the Tappan Bay, 20 miles above the City of New York, it widens to the extent of four and a half miles. Ships of the first class can navigate the river as far as Hudson, 117 miles, and small sailing craft may reach the head of tide-water (166 miles) at Troy. To the Hudson belongs the honor, not only of possessing the finest river steamboats in the world, but of *having borne upon its waters the first steamboat that ever floated*, when Robert Fulton ascended the river in the "Clermont," in 1807, exactly two centuries after the first voyage of Hendrick Hudson in the "Half Moon."

The visitor or tourist up the Hudson has every possible facility for seeing its various points to advantage; he can proceed either by steamer or by railway, morning, noon, or night. The former is much the more desirable during the summer months. The boats of the day line, *Daniel Drew* and *C. Vibbard*, start from piers foot of Desbrosses and Thirty-fourth Streets, at 7.45 and 8 A. M.; and those of the night (People's line), *St. John* and *Dean Richmond*, from foot of Canal Street, N. R., at 6 P. M. No Sunday boat on either line.

RAILWAY ROUTE.

The journey by the Hudson River Railway, 144 miles, to Albany, though less popular with pleasure travellers during the heats of summer than the steamboat route, is nevertheless a most interesting one. The road lies on the eastern bank of the river, kissing its waters continually, and ever and anon crossing wide bays and the mouths of tributary streams. Incredible difficulties have been surmounted in its mountain, rock, and water passage, and all so successfully and so thoroughly, that it is one of the securest routes on the continent. Opened 43 miles to Pecks-

kill, September 29, 1849, and opened through, October 8, 1851. It has eight tunnels, with an aggregate length of 3,595 feet. The total amount expended in building and equipping the line was \$12,700,000. With its immense business, its history is happily free from any considerable record of collision or accident. This is owing as much to the vigilant management and the admirable police as to the substantial character of the road itself. The flag-men are so stationed along the entire line, at intervals of a mile, and at curves and acclivities, as to secure unbroken signal communication from one end to the other. Five through trains daily from Chambers and Thirtieth Street depots, four of which are express. Time, five hours.

STATIONS.—Manhattan, 8 miles; Fort Washington, 10; Yonkers, 17; Dobb's Ferry, 22 (ferry to Piermont, Erie Railway); Tarrytown, 27; Sing Sing, 32; Peekskill, 43; Garrison's, 51 (steam ferry to West Point and Cozzens's Hotel); Cold Spring, 54; Fishkill, 60 (will be the junction of Providence, Hartford, and Fishkill Railroad, steam ferry to Newburg, terminus of Newburg branch of Erie Railway); New Hamburg, 66; Poughkeepsie, 75 (half-way and refreshment station); Hyde Park, 80; Staatsburg, 85; Rhinebeck, 90; Barrytown, 96; Tivoli, 100; Germantown, 105; Oakhull, 110 (ferry to Catskill village, route to Catskill Mountains); Hudson, 115 (Junction of the Hudson and Boston Railway); Stockport, 120; Coxsackie, 125; Stuyvesant, 126; Schodack, 133; Castleton, 136; East Albany, 144; Troy, 150 miles.

(For description of places and scenes, see steamboat route following.)

ROUTE II.

BY STEAMERS ON THE HUDSON RIVER.

If the traveller accompany us up the Hudson, he will take passage in one of the splendid steamers already mentioned which leave New York every morning and night,

The size and beauty of the boats, and the convenience, comfort, and luxury of their appointments, will be matter for

pleasant wonder and thought, even to those most accustomed to them, whenever a moment can be stolen from the endless attractions on the way.

We start as the morning sun is falling upon the thousand sail which fill the grand bay of New York; but scarcely have our eyes taken in half the beauties of this superb panorama—the roofs and spires and domes of the great metropolis on one side, Jersey City upon the opposite shore, the fortresses of Governor's Island, of Bedloe and Ellis's Islands, and of Fort Hamilton; the shores of Long Island, and the villa banks of Staten Island beyond, with the far-off perspective of the hill-bound "Narrows"—before we must turn our backs upon it all, to gaze upon the yet more charming scenes which are presented to us as our steamer ploughs the channel northward.

Passing in full view of the pleasant villages of Hoboken and Weehawken, elsewhere described, on the opposite shore, we shortly reach *the Palisades*. These grand precipices, rising in many places to the height of 500 feet, follow, in unbroken line, as far as the great bay of the river, called the Tappan Zee, a distance of 20 miles. They do not wholly terminate, however, until we reach Haverstraw, a distance 36 miles from New York. The rock is trap, columnar in formation, somewhat after the fashion of the famous Giant's Causeway in Ireland and of Fingal's Cave in Scotland. They lend great beauty to the picture as we start upon our journey, and to all the pictures of the river, of which they form a part. *Guttenberg*, opposite Seventieth Street, is a recent German settlement, overlooking the river, famous for its extensive brewery.

Bull's Ferry, opposite Ninetieth Street, New York, now lies upon our left. It is a favorite summer resort and residence of the people of New York. In the hot months, the ferry-boats, continually plying thither, at a fare of only 12½ cents, are thronged with passengers.

Bloomington, a suburban village, six miles from the City Hall, lies on the right. The *Orphan Asylum* here, with its fine lawns sloping down to the river edge, forms a conspicuous feature of the landscape.

Fort Lee, ten miles up the river, and opposite One Hundred and Sixtieth Street, New York, now calls us back again to the western shore. It crowns the lofty brow of the Palisades, 300 feet above the river. Some interesting memories of the days of the American Revolution are awakened here. The anxious thoughts of Washington and his generals turned to this point in that eventful period. A fortification here stood upon the heights, which was called Mount Constitution, and here it was attempted, by the express command of Congress, to obstruct the navigation of the river by every art and at whatever expense, "as well to prevent the egress of the enemy's frigates, lately gone up, as to hinder them from receiving succors." A large force of Americans, in retreating from Fort Lee, were overpowered, and either slain or taken prisoners by a greatly superior body of Hessian troops.

Fort Washington, another spot of deep historical interest, stands on a steep projecting cliff, between One Hundred and Eighty-first and One Hundred and Eighty-fifth Streets, New York, nearly opposite Fort Lee. Like that locality, it reminds us of the most trying hours of the trying times in American story. It fell into the hands of the enemy, November 16, 1776, and the garrison of 3,000 men became prisoners of war. Two days after, Lord Cornwallis, with 6,000 men, crossed the river, at Dobb's Ferry, and attacked Fort Lee. The garrison there, then commanded by General Greene, made a hasty retreat to the encampment of the main army, under Washington, five miles back, at Hackensack. All the baggage and stores fell into the hands of the enemy. The fort was a strong earthwork, of irregular form, covering several acres. Some 20 pieces of ordnance, besides small-arms, bristled upon its walls, though its strength lay chiefly in its position. The very spot where the old fort once stood, as well as all the region round, is now covered by the peaceful and fragrant lawns and gardens of elegant villa residences. Just below the high grounds once occupied by Fort Washington (*Washington Heights*), and close by the river, is the promontory of Jeffrey's Hook. A redoubt was construct-

ed here as a covering to the *chevaux-de-frise* in the channel. The banks of this work are still plainly to be seen. Above Fort Washington, on the same side of the river, was Fort Tryon. The site now lies between One Hundred and Ninety-fifth and One Hundred and Ninety-eighth Streets, New York. Not far beyond is the northern boundary of Manhattan Island—the little waters, famous in history and story as Spuyten Duyvel (Spite the Devil) Creek. *King's Bridge*, built in 1693, by Frederick Phillips, marks the meeting of the waters which flow from the East into the North River, and form the Island of Manhattan. Hard by (Two Hundred and Seventeenth Street), was a redoubt of two guns, called Cock Hill Fort; and upon Tetard's Hill, across the creek, was Fort Independence, a square redoubt with bastions.

Upon the heights on each side of King's Bridge a bloody fight took place between the British and American forces, January, 1777. The heights command an extended and picturesque view.

There was still another military work here, strengthened by the British in 1781, and named Fort Prince. The upper end of the island of New York, where we have lingered so long, is rich in scenes and memories of interest; and the beautiful landscape is yet embellished by abundant traces of its early history.

Yonkers—(*Hotel, Getty House*), 17 miles up the river, is an ancient settlement at the mouth of the Neperan, or Saw-Mill River. Since the opening of the Hudson River Railway, it has become a fashionable suburban town of New York, as the short distance thence permits pleasant, speedy, and cheap transport by land or water. Yonkers was the home of the once famous family of the Phillipses, of which was Mary Phillips, the first love of General Washington. The *Manor-House*, a spacious edifice of stone, built in 1682, is still to be seen. The present front was added in 1745. It is now occupied by its present owner, Mr. Woodworth. East of the Phillips manor-house is *Locust Hill*, where the American troops were encamped in 1781. Near the village is the spot where Colonel Gist was attacked (1778) by a combined force under Tarleton and

others. In 1777 a naval action occurred in front of Yonkers, between the American gunboats and the British frigates *Ross* and *Phoenix*. Mr. Frederic Cozens, the author, resides at Yonkers. The "Castle" of Mr. Edwin Forrest, known as *Fonthill*, is two and a half miles north of Spuyten Duyvel Creek, and just below Yonkers. It is now, together with a large and more imposing edifice, owned and occupied by the Roman Catholic convent and academy of Mount St. Vincent.

Hastings, three miles north of Yonkers, is a thriving little village; the vicinity contains many beautiful residences. The Palisades here recede from view on the opposite shore. Hastings has large marble and stone yards.

Dobb's Ferry, two miles yet beyond, and still upon the eastern bank of the river, is an ancient settlement, with a new leaven of metropolitan life, like all the places within an hour or two's journey from New York. The village has a pleasant air, lying along the river slope, at the mouth of the Wisquaqua Creek. Its name is that of an old family which once possessed the region and established a ferry. Remains of military works still exist at Dobb's Ferry. *Zion Church* is an old and interesting edifice.

Irvington & "Sunnyside." Irvington, four miles above, on the right bank, was once called Dearman, and it was expected to grow into a large town, as an outlet of the great Erie Railway, which touches the river opposite at Piermont; but the Erie travel was afterward led to the metropolis through another terminus at Jersey City, and so Irvington is little more than a railway station to this day.

Dearman was rechristened Irvington, in honor of the late Washington Irving, whose unique little cottage of *Sunnyside* is close by, upon the margin of the river, hidden from the eye of the traveller only by the dense growth of the surrounding trees and shrubbery. It is a pretty stone cottage, the eastern side embowered in ivy, the earlier slips of which were presented to Irving by Sir Walter Scott, at Abbotsford, and were planted by Irving himself. *Piermont*, on the op-

posite (western) shore, is the freight terminus of the Erie Railway. The river is here three miles wide, and forms what is known as the Tappan Zee. The pier projects into the river a distance of one mile, and marks the northern boundary of New Jersey. The view of the river at this point presents a fine picture.

Cedar Hill Cottage, the residence of Mr. Lewis Gaylord Clark, crowns an eminence near Piermont. The house was originally built by one Woolfert Acker, an original New Yorker, who inscribed over his door his Dutch motto, "Just in Rust." It was thence called "Woolfert's Rust," since corrupted into "Woolfert's Roost." Between Irvington and Dobb's Ferry is *Nevis*, once the homestead of Col. James Hamilton. It contains many reminiscences of Hamilton, among which is Washington's last portrait, by Stuart. The residences of Mr. Williams, Mr. Jaffray, and Mr. Cottinet, in this neighborhood, are much admired.

Three miles out of Piermont is the old town of *Tappan*, interesting as having been one of the chief of Washington's headquarters during the Revolution, and as the spot also where Major André was imprisoned and executed. The home of the Commander-in-Chief and the jail of the ill-fated officer are still in good preservation, though the latter house has been somewhat modified in its interior arrangements of late years, to suit its present occupancy as a tavern, under the style and title of the "'Seventy-six Stone-House." The old Dutch church in which André was tried, stood near by, but it was torn down in 1836, and a new structure reared upon its site. The spot where the execution took place (October 2, 1780) is within a short walk of the *Old Stone-House* in which the prisoner was confined.

Nyack, once famous for its quarries of red sandstone, is on the west side of the river, above Piermont. *Oak Hill Cemetery* is a pretty spot, in view from the river.

Tarrytown, 26 miles from New York, is a prosperous little town on the eastern bank of the Hudson, connected with Nyack by ferry. It has many attractions, historical, pictorial, and social; elegant villas, chiefly occupied

by New York gentlemen, having gathered thickly around it, as about all this part of the river's marge, within the past few years. A short distance up Mill River is the quiet little valley of *Sleepy Hollow*, the scene of some of Irving's happiest fancies. *Carl's Mill* and the bridge over the brook are still standing. The principal objects of interest in the village are those connected with Irving's life and memory, the *Old Dutch Church*, and near by *St. Mark's*, better known as the *Memorial Church*, the cornerstone of which was laid July 4, 1866. It stands on Broadway, where Ichabod Crane, the village schoolmaster, encountered the "headless horseman," and but a few yards from the spot where André was captured. It is in contemplation to place a marble statue of Irving in the vestibule of the church.

During the Revolution, Tarrytown witnessed many stormy fights between those lawless and marauding bands of both British and Americans, known as "Skinners" and "Cowboys." It was upon a spot, now in the heart of Tarrytown, that Major André was arrested, while returning to the British lines, after a visit to General Arnold. A simple monument—an obelisk of granite—now marks the spot, his remains having been removed to Westminster Abbey in 1821. At *Greensburg*, three miles east of Tarrytown, is a monument to Isaac Van Wart, one of the captors, who died in 1828.

Sing Sing, 33 miles.—**HOTELS**, *American House*.—*Sing Sing* is on the right bank, and in its acclivitous topography, upon a slope of 200 feet, it makes a fine appearance from the water. The greatest breadth of the Hudson, nearly four miles, is at this point. Many fine country seats crown the heights of this pleasant village. It is distinguished for its educational establishments; for its vicinage to the mouth of the Croton River, from whence the city of New York derives its abundant supply of water; and for being the seat of the State Prison (Mount Pleasant). The name is derived from an Indian word, meaning "Strong Place." A fire occurred Sept. 7, 1866.

The Croton enters the Hudson two miles above the village, where its artificial passage to the metropolis is begun.

The *great aqueduct* at this point is especially interesting, being carried over the Sing Sing Hill by an arch of stone masonry 88 feet between the abutments, and 100 feet above the water. It was commenced in 1835, and the entire work completed in 1842, at a cost of \$14,000,000. (See HARLEM RAILWAY.)

The *State Prison*, which no visitor should fail to see, is located on the banks of the Hudson, nearly three-quarters of a mile south of the village. The buildings are large structures, erected by the convicts themselves, with material from the marble and limestone quarries which abound here, and which many of them are continually employed in working. The prisons form three sides of a square. The main edifice is 484 feet long, 44 feet wide, and five stories high, with cells for 1,000 occupants, 869 of which were filled in 1852. In 1861 over 1,300 were confined here. The female prisoners are lodged in a fine edifice, some 30 or 40 rods east of the male department. The prisoners are guarded by sentinels, instead of being inclosed by walls. The whole area covered by the establishment is about 130 acres. The railway passes through and beneath the prisons, but from the river they are seen to advantage.

Croton (Teller's) Point, a prominent headland dividing Haverstraw Bay from the Tappan Zee, four miles above Sing Sing, is noteworthy for its famous lake which supplies the metropolis with water. The dam is 250 feet long, 40 feet high, and 70 feet thick at the base. The capacity of the lake is 500,000,000 gallons, and it discharges 40,000,000 to 60,000,000 daily.

Verdrieteges' Hook, opposite Sing Sing, is a commanding height, with such a deceptive appearance, viewed from the river above and below, of a grand headland, that it has been christened *Point-no-Point*. Upon this mountain summit lies *Rockland Lake*. It is about four miles in circumference, and forms the source of the Hackensack River, which flows parallel with the Hudson. Though not more than a mile from the Hudson, it is yet 200 feet above it. The ice from this lake is highly esteemed in New York, whither it is annually shipped.

Haverstraw, 36 miles, is also on the west side, one mile from the river. It is a pleasant and prosperous place, with attractive scenery.

Verplanck's Point, on the east side, is the spot at which Hendrick Hudson's ship, the *Half Moon*, first came to anchor after leaving the mouth of the river. Three miles above is *Stony Point*, the site of a fort during the Revolution. This fort was stormed and carried by General Wayne, July 16, 1779. The present lighthouse and bell-tower mark the site of the magazine of the old fort, and being objects of much interest, are always pointed out. Half way between the Point and Haverstraw may still be seen the house where Arnold and André met and consulted. It is of stone, with a piazza in front, and stands on the hill-side beyond the flats. The creek which winds through the marsh, south of Verplanck's Point, as afterward the peninsula itself, was called *Meahagh* by the Indians. Stephen Van Cortland purchased it of them in 1683, and it passed from his possession into that of his son, whose only daughter and heiress married Philip Verplanck, from whom its present name. Topographically, Verplanck's Point may be described as a peninsula, gradually rising from a gentle surface, until it terminates in the river in a bold bluff of from 40 to 50 feet elevation. A small fortification, called *Fort Fayette*, once existed at the western extremity of Verplanck's Point, many remains of which are yet distinctly visible. This fort, and that of *Stony Point* opposite, were taken by the English under Sir Henry Clinton, June 1, 1779.

Peekskill, 42 miles, is one of the most interesting places on the Hudson. It is near the mouth of the Peekskill or Annsville Creek, which enters the Hudson a short distance above. The town was settled by John Peek, in 1764, an early Dutch navigator of the Hudson, who, as popular tradition runs, mistaking this creek for a continuation of the main stream, ran his boat ashore, and commenced the future town. Population 3,000. In the Cortlandville Cemetery two miles north of the village, is a marble monument to John Paulding.

Pursuing our voyage up river, we now enter Haverstraw Bay, the second of the

great extensions of the Hudson, and the commencement of the magnificent scenery of the Highlands. On our left rises the rugged front of the *Dunderberg Mountain*, at whose base the little hamlet and landing of *Caldwell* are nestled; on the right, the village of Peekskill ascends from the shore to the lofty hill summit, and before us is the narrow passage of the river, around the point of the Dunderberg, the grand base of *Anthony's Nose*, and other mountain cliffs and precipices. From *Gallows Hill* or *Treason Hill* (so called in remembrance of the execution there of the spy Palmer, in the days of the Revolution) northward, a grand panorama is exhibited. Here, to the west, overlooking the village, the river, and its mountain shores; there, southward, hill and valley, as far as the high grounds of Tarrytown below; and above, the Canopus Valley, in the shadow of the Highland precipices. The division of the American army under Putnam, in 1777, was encamped upon Gallows Hill. Beneath this lofty ground, and upon the banks of Canopus Creek, is *Continental Village*, destroyed by General Tryon (October 9, 1777), together with the barracks, public stores, and many cattle.

The *Van Cortland House*, in the vicinity, is an object of interest, as the ancient seat of an ancient family, and as the temporary residence of Washington. Near by is a venerable church, erected in 1767, within whose graveyard there is a monument to the memory of John Paulding, one of the captors of Major André. A pleasant ride from Peekskill is to *Lake Mahopac*, a fashionable summer resort for the pleasure-seekers of New York. (See INDEX.)

Caldwell's Landing, at the foot of Dunderberg Mountain, three miles above Stony Point, was long a calling-place for the river steamers. The passengers for Peekskill, opposite, were then always landed at Caldwell. This spot is memorable for the search so seriously and actively made for the treasure which the famous pirate Captain Kidd was supposed to have secreted at the bottom of the river here. Remains of the apparatus used for this purpose are still seen, in bold, black relief, at the Dunderberg Point, as the boat rounds it, toward the

Horse-Race. This Quixotic exploration has at least proved to a certainty that much valuable treasure *now* lies buried here, however uncertain the matter was before! At Peekskill the river makes a sudden turn to the west, which is called the *race*. From this point to Newburg the scenery is very fine.

The Highlands.—This grand mountain-group, through which the Hudson now makes its way, extends from northeast to southwest, over an area of about 16 by 25 miles. The landscape which these noble heights and their picturesque and changeful forms present is of unrivalled magnificence and beauty, whether seen from their rugged summits or from the river gorges.

Thus says Theodore Fay of these scenes :

“By wooded bluff we steal, by leaning lawn,
By palace, village, cot, a sweet surprise
At every turn the vision breaks upon,
Till to our wondering and uplifted eyes
The Highland rocks and hills in solemn
grandeur rise.

“Nor clouds in heaven, nor billows in the deep
More graceful shapes did ever heave or roll;
Nor came such pictures to a painter's sleep,
Nor beamed such vision on a poet's soul!
The pent-up flood, impatient of control,
In ages past here broke its granite bound,
Then to the sea in broad meanders stole,
While ponderous ruin strewed the broken
ground,
And these gigantic hills for ever closed
around.”

Anthony's Nose is a rocky promontory on our right, which rises to the height of 1,128 feet, the base of which has been tunnelled by the railway a length of 200 feet. Two miles above is *Sugar Loaf Mountain*, with an elevation of 865 feet. Near by, and reaching far out into the river, is a sandy bluff, on which *Fort Independence* once stood. Further on is *Beverly Island*, and in the extreme distance *Bear Mountain*. Forts *Clinton* and *Montgomery*, taken by the British troops, after traversing the Dunderberg mountain, are in this vicinity; and so, too, a little lake called *Skinnipink* or *Bloody Pond*, where a disastrous skirmish occurred on the eve of the capture of the forts, and the consequent opening to the enemy of the passage to the Highlands. On this (the west) side of the river, the *Buttermilk Falls* are seen descending

over inclined ledges, a distance of 100 feet.

In the heart of the Highland pass, and just below West Point, on the west bank, is *Cozzens'*, a spacious and elegant summer hotel, which comes most charmingly into the pictures of the vicinity. It is accessible, as is West Point, at the same time, from the railway on the opposite side of the river, by a steam ferry from *Garrison's Station* (51 miles from New York) between Peekskill below and Cold Spring above. The concourse of sail sometimes windlocked in the angles of this mountain-pass present a novel sight.

Constitution Island, with the rocky plateau of West Point, now bars our view of the upper portion of the Highland passage. Rounding it, we come into that wonderful reach of the river, flanked on the west by *Cro'nest* and *Butter Hill*, or *Storm King*, and on the east, by the jagged acclivities of *Breakneck* and *Bull Hill*, with the pretty village of Cold Spring beneath. *Constitution Island*, called, prior to the Revolution, *Marteleur's Rock*, was fortified, together with West Point, in 1775-'76. The remains of the magazines and other portions of the fort are still standing.

West Point.—HOTELS, *The West Point* (Roe's), on the terrace, and *Cozzens'* below.

West Point (51 miles), as well on account of its famous military school and historical associations, as for its varied and unique scenic attractions, is one of the most charming places on the Hudson. The hotels, though well kept, are not large, and those intending to make a stay there, *en route* to or from New York, would do well to order rooms in advance. *Cozzens'* was first opened in 1849, since which time the late Lieutenant-General Scott was accustomed to make it his summer headquarters. The best months in which to visit West Point are July and August—not only for viewing the river scenery, which is extremely luxuriant at that season, but on account of the military exercises, better known as “exhibitions,” in which all the cadets join.

The United States Military Academy, established in 1802, will first attract the visitor's attention. The buildings embrace the barracks, with accommodation

for 250 cadets; a large stone building for military exercises, a laboratory, observatory, chapel, hospital, mess-room, and officers' quarters. The academy is of stone, 275 feet long by 75 feet wide, and three stories high. The land belonging to the academy or post, 250 acres in extent, was ceded by New York to the General Government in 1826. Among the objects of interest to be seen in and around the academy buildings are some revolutionary relics and cannon captured in the Mexican war, and a brass mortar taken from the British at Stony Point. *The chapel* is an interesting edifice, rendered still more so by the associations connecting it with the recent demise and obsequies of Lieutenant-General Scott, who died at West Point, May 29, 1866. The *Parade-Ground*, on hand afternoons, affords a characteristic and striking phase of West Point life.

Kosciusko's Garden and Monument are on the river bank near the parade-ground. The walk thither, overhung with trees and shrubbery, is known as *Flirtation Walk*. The monument is of white marble. It was erected by the corps of cadets in 1828, and cost \$5,000. Near Kosciusko's garden is a fine spring, said to have been discovered by Kosciusko himself, with seats for visitors. The remains of Forts Clinton, Putnam, Webb, and Wyllys, are sometimes visited. From the ruins of Putnam, on Mount Independence, 600 feet above the river, a view is obtained which will well repay the labor of reaching it. The visitor will delight his eye at all points, whether he gaze upon the superb panorama of the river as he sits upon the piazza of the hotel upon the plateau, or as he looks upon the scene from the yet loftier eminence above, crowned by the ruins of ancient fortresses; or strolls amidst the interlacing walks, with new vistas of beauty and fresh memories of a gallant gone-by at every turn and step. A mile north of West Point is the celebrated foundry of R. P. Parrott, the inventor of the Parrott gun.

The Robinson or Beverly House, occupied by Arnold at the time of his meditated treason, and whence he made his escape to a British vessel, the "Vulture," lying near by in the river, is on the opposite (east) bank, at the foot

of Sugar-Loaf Mountain, a pleasant drive of four or five miles south from Cold Spring. It has been since known as *Ardenia Cold Spring*, and is two miles north of Garrison's Station, on the Hudson River Railway. It has large founderies and machine-shops.

Cro'nest casts its broad shadow upon us as we continue our voyage up from West Point. This is one of the highest mountains found in the Highland group. Its height is 1,428 feet.

The poet Morris has happily sung the beauties of these bold cliffs:

"Where Hudson's waves o'er silvery sands
Wind through the hills afar,
And Cro'nest like a monarch stands,
Crowned with a single star."

Cro'nest is the scene of Rodman Drake's poem of "The Culprit Fay."

This picturesque height, viewed from the deck of the steamer on a clear summer's night, will vividly recall to the traveller's mind those lines of the poet:

"'Tis the middle watch of a summer's night,—
The earth is dark, but the heavens are bright;
Naught is seen in the vault on high.
But the moon, and the stars, and the cloud-
less sky,
And the flood which rolls its milky hue,—
A river of light on the welkin blue.
The moon looks down on old Crow Nest,
She mellows the shade on his shaggy breast,
And seems his huge gray form to throw
In a silver cone on the wave below;
His sides are broken by spots of shade,
By the walnut-boughs and the cedar made,
And through their clustering branches dark
Glimmers and dies the firefly's spark,
Like starry twinkles that momentarily break
Through the rifts of the gathering tempest
rack."

Butter Hill ("Boterberg") is the next mountain crest, and the last of the Highland range upon the west. It is 1,529 feet high.

Between Cro'nest and Butter Hill, and in the laps of both, is a lovely valley, replete with forest and brook beauties, called *Tempe*.

Cold Spring and "Undercliff."—Cold Spring is one of the most picturesque of the villages of the Hudson, whether seen from the water or from the hills behind, or in detail amidst its little streets and villa homes. It is built upon a steep ascent, and behind it is the mas-

sive granite crown of Bull Hill. This noble mountain overshadows the beautiful terrace upon which the late lamented poet Morris lived in the rural seclusion of "*Undercliff*" for many years. It is scarcely possible to find a spot of sweeter natural attractions than the site of *Undercliff*, looking over the pretty village to the castellated hills of West Point, across the blue Hudson to old Cro'nest, or northward beyond the Newburg Bay, to the far away ranges of the Kaatskill.

Beyond Cold Spring, and still on the east bank of the river, the Highland range is continued in the jagged precipices of the Breakneck and Beacon Hills, in height, respectively, 1,187 and 1,685 feet. These mountains are among the most commanding features of the river scenery.

Cornwall Landing is a rugged and picturesque little place, on the west bank. Back from the landing is the pleasant village of *Canterbury*.

"**Idlewild**," Mr. Willis's romantic home, occupies a lofty plateau above, and north of the village. It is easily reached by either the Newburg or Cornwall road.

New Windsor, between "Idlewild" and Newburg, and once the rival of the latter, is a straggling hamlet of Revolutionary memory. Washington established his headquarters at New Windsor, June 23, 1779, and again in 1780. His residence, a plain Dutch house, has long since passed away, as has also the famous "Temple of Virtue." At *Moodna*, two miles back of the landing, is a large paper-mill. *Plum Point*, on the west side, has some residences.

Between New Windsor and Newburg is *Cedar Lawn*, the homestead of the Rev. J. T. Headley.

Newburg, with a population of near 15,000, and its social and topographical attractions, is one of the largest and most delightful towns on the Hudson. Rising, as it does, rather precipitously from the water to an elevation of 300 feet, it presents a very imposing front to the voyager. The higher grounds are occupied by beautiful residences and villas. The place was originally settled by emigrant Palatines in 1798. It has immediate railway communication west-

ward up the Quassic Creek, *via* Chester (20 miles), by the Newburg branch of the Erie Railway. It is a place of considerable trade, and has some extensive manufactories. The home of the lamented landscape gardener and horticultural writer, Downing, was here. Newburg was the theatre of many interesting events in the war of the Revolution. *Washington's Headquarters*, an old gray stone mansion, built by Mr. Hasbrouck, in 1750, stand a short distance south of the village. It was here the Revolutionary army was finally disbanded at the close of the war, June 23, 1783. Apart from the historical interest connected with the site, it commands a fine view of the great pass of the Highlands. It is owned by the State. The principal hotels are the *Powellton* and *Orange*. The *Wharton House* was used during the Revolution as a barracks. Many of the scenes in Cooper's novel of "The Spy" are laid in Newburg.

Fishkill Landing, 60 miles from New York, and opposite Newburg ferry, like that village and all the region round, abounds in natural beauties and elegant residences. It is a small place, with a population of 1,800. It lies in the lap of a lovely, fertile plain, which reaches back from the landing to the base of a bold mountain range. A portion of the Continental army was encamped here. The village of *Fishkill* is situated on a creek of the same name, five miles east of the river.

Two miles northeast of Fishkill Landing is the *Verplanck House*, interesting as having once been the headquarters of Baron Steuben, and the place in which the famous *Society of the Cincinnati* was organized in 1783. *Matteawan*, a manufacturing point, is about a mile from the landing.

Low Point, three miles above Fishkill Landing, is a small river hamlet.

New Hamburg comes next, near the mouth of Wappinger's Creek, and a little north is the village of *Marlborough*, with *Barneгат*, famous for its lime-kilns, two miles yet beyond.

Poughkeepsie, 75 miles, is one of the largest towns between New York and Albany. Its population is 17,000. It contains about 20 churches, four banks,

and three or four newspapers. It has a variety of manufactories; and the rich agricultural region behind it makes it the depot of a busy trade. *College Hill*, the site of the collegiate institution, half a mile northeast, is a commanding elevation, overlooking the river and the region around.

Poughkeepsie was founded by the Dutch in 1705. It is symmetrically built upon an elevated plain half a mile east of the river. It has no historical associations of especial interest. Professor Morse, the inventor of the electric telegraph, and Benson J. Lossing, author of the "Field Book of the Revolution," reside here. The *Gregory House* and the *Exchange* are the leading hotels.

New Paltz Landing, on the opposite side of the river, is reached by ferry.

Hyde Park, 80 miles above New York, is a quiet little village on the east side of the river, in the midst of a country of great fertility, and thronged with wealthy homesteads and sumptuous villas. It is named after Sir Edmund Hyde, Lord Cornbury, one of the early provincial governors. *Placentia*, once the home of Paulding, is near by, and commands a magnificent view of the river windings far above, even to the peaks of the distant Kaatskills. *Staatsburg* is upon the railway, five miles above.

Rondout, near the mouth of Rondout Creek, is the terminus of the Delaware and Hudson Canal, and connects with Rhinebeck by ferry. It has extensive manufactories of cement, and a population of 7,500, chiefly Germans and Irish.

Kingston, two miles above Rondout, is a thriving and pleasant place. It was settled by the Dutch (1663), about the time of the settlement of Albany and New York. It was burnt by the British (1777). The first Constitution of New York was framed and adopted in a house still standing here. It was the birth-place of Vanderlyn the painter. He died here in 1853.

Rhinebeck Landing, 90 miles from New York, is on the railway opposite Kingston, and is connected with that village by a ferry. The river presents some attractive views at this point. The village of *Rhinebeck* is two miles back from the landing. It was founded by William

Beekman in 1647. The *Beekman House* is one of the best specimens of an old Dutch homestead to be found in the valley of the Hudson. The *Exchange Hotel* has accommodation for visitors.

Saugerties and *Tivoli*, the one on the west and the other on the east bank of the river, next attract our attention. Saugerties is a picturesque and prosperous manufacturing village, at the *déboché* of the beautiful waters of Esopus Creek. *Rokeby*, the estate of Wm. B. Astor, Esq., is a short distance south of Barrytown. Between Barrytown and Tivoli are *Annandale* and *Montgomery Place*, the seats of John Bard and Edward Livingston.

Passing *Malden*, on the left and *German town* on the right bank, we reach Oakhill Station, the point of departure on the Hudson River Railway for Kaatskill. Opposite Malden stands *Clermont*, the seat of the late Chancellor Livingston.

Kaatskill, or *Catskill*, lies at the mouth of the Kaatskill Creek, on the west bank of the Hudson. The site of the town is somewhat elevated, and commands extensive views of the river and distant hills. The banks of the creek abound in varied and attractive scenery, and are annually the resort of city artists, bent on obtaining fresh studies. Here the lamented Cole painted his "Course of Empire" and "Voyage of Life." Here, too, Charles Moore resides; and Thomas Nast, the spirited artist of "Harper's Weekly," and others, have also taken up a temporary residence in the village. The *Hudson River House*, by J. T. Huntley, affords excellent accommodation for those visiting Kaatskill village. The *Catskill House*, opposite the stage-office, is also a well-kept house.

THE KAATSKILL MOUNTAINS.

To reach the Kaatskills from New York we will follow our previous routes up the Hudson to the village of Kaatskill (111 miles), or the railway to Oakhill Station opposite, crossing thence to Kaatskill by ferry. Time from New York to the Mountain House eight to nine hours. Immediate connection between the landing and the

mountains by Beach's stage line. Fare, \$1. The *Kaatskills* are a part of the great Appalachian chain, which extends through the eastern portion of the Union from Canada to the Gulf of Mexico. Their chief ranges follow the course of the Hudson River for 20 to 30 miles, lying west of it, and separated by a valley stretch of 10 to 12 miles. These peaks lend to the landscape of that part of the Hudson from which they are visible its greatest charm. *The Mountain House* is reached by a pleasant stage-coach ride, which usually occupies three hours. *Bloom's Half-way House* affords refreshment for stage passengers. Two miles from the summit the coach stops at Sleepy Hollow, a spot usually conceded to be the site of Rip Van Winkle's famous nap. Here a house of refreshment has recently been built; it is known as the "Rip Van Winkle House," and is kept by Mr. Ira Saxe. *The Mountain House* is an excellent one, combining all the comforts and many of the luxuries of more pretentious establishments. Its original cost was \$20,000, and it has been repeatedly enlarged and improved. Charles L. Beach is the proprietor. The last three miles of the journey to the hotel is up the side of the mountain, made easy by a good winding way. *Moses Rock*.—The path leading to this retired spot is passed on the left of the road, a short distance south of the hotel. A most superb view is had from the piazza of the Hudson River and valley, and of the mountain ranges of New England in the distance. Sunrise on the Catskills, as seen from the *Mountain House*, has been thus poetically described by an old Knickerbocker contributor :

"Then rouse ye up its kind approach to greet,
With sunrise on the mountain-tops, and stay,
To mark how all that's glorious, fair, and sweet,
Comes forth revealed by the bright god of day;
And as upon the magic scene you gaze,
It seems His own creation strikes you with amaze.

As we from this proud height the earth behold,
Ushered into his presence; and the flash
Of his first beams, reveals an outline bold,
The distant hills imprinted at one dash,
In dark relief upon the glowing sky,
To fade there through each shade o' blue
till evening die.

In favorable weather the cities of Albany and Troy can be seen with the aid of a good glass.

North Mountain furnishes a pleasant ramble for the visitor at the Mountain House; the best view is obtained from Table Rock, three-quarters of a mile north of the hotel. *South Mountain* is another favorite ramble, commanding a view of the Kaaterskill Pass. The *Two Lakes*, north and south, are reached in a short stroll from the hotel, being on the direct road to the falls. They afford good fishing.

The *Kaaterskill* or *High Falls* are two miles west of the Mountain House, easily reached by stage, or boat on the lake. The *Laurel House* commands an excellent view of the falls, and of *Round Top* and *High Peak*, in the immediate neighborhood. The descent of the first cascade is 180 feet, and of the second 80 feet; below these is another fall of 40 feet, making the total descent 300 feet. The Kaaterskill has a devious and rapid course of eight miles to the Kaatskill, near the village. To see the falls to the best advantage, the visitor should descend the winding stairs leading from the platform of the hotel, and spend an hour or two in exploring the gorge and glen below. Refreshments, if desired, can be supplied from the dizzy height by means of basket and rope. Mr. Scutt, the proprietor of the falls, resides at the Laurel House, and personally provides for the wants of visitors. Guides to the falls and to the neighboring Cloves are furnished at the Laurel House; a charge of 25 cents is made to each passenger for showing the falls. Livery can also be obtained at reasonable prices.

Fenimore Cooper, in his story of "The Pioneer," thus describes these cascades: "The water comes croaking and winding among the rocks, first, so slow that a trout might swim in it, then starting and running like any creature that wanted to make a fair spring, till it gets to where the mountain divides like the cleft foot of a deer, leaving a deep hollow for the brook to tumble into. The first pitch is nigh 200 feet, and the water looks like flakes of snow before it touches the bottom, and then

gathers itself together again for a new start; and may be flutters over 50 feet of flat rock before it falls for another 100 feet, when it jumps from shelf to shelf, first running this way and that way, striving to get out of the hollow, till it finally gets to the plain." This branch of the Kaaterskill comes from the waters of the two lakes on the plateau above; and, as the supply has to be economized in order that the cascades may look their best when they have company, the stream is dammed, and the flood is let on at proper times only. We have now peeped at all the usual "sights" of the region; but there are other chapters of beauty, perhaps, yet more inviting. Let the tourist, if he be adventurous and is a true lover of Nature, follow the brook down from the base of the cataracts we have just described, into the principal clove; then let him ascend the main stream for a mile over huge boulders, through rank woods, and many by-cascades, which, if smaller, are still more picturesque than those "nominated in the bond;" or, let him descend the creek two miles, sometimes by the edge of the bed of the waters, and when that is impracticable, by the turnpike road, which traverses the great clove or pass. At every turn and step there will be a new picture—sometimes a unique rapid or fall, sometimes a soaring mountain cliff, sometimes a rude bridge across the foaming torrent, sometimes a little hut or cottage, and, at last, as he comes out toward the valley on the east, the humble village of Palenville. This portion of the Kaatskills is that most preferred by artists for study, and the inns at Palenville are often occupied by them, though they offer but little inducement to the ease and comfort loving tourist to tarry.

Another nice excursion from the Mountain House is a ride along the ridge five or six miles, to the entrance of the Stony Clove (Bear's Gap), and thence through the wilderness of this fine pass. The *Mountain Home*, at Tamersville, by Gray and Mulford, is a desirable stopping-place for visitors to this region.

High Peak, the most elevated of the Kaatskill summits, towering 4,000 feet high, should certainly be climbed, in order to see the region fairly. It is six miles

west of the Mountain House, is a long and toilsome journey for many, but it well repays for the labor of reaching it. The Mountain House, seen from High Peak, looks like a pigmy in the vale.

Plauterkill Clove is another grand pass on the hills, five miles below the Kaaterskill passage. A mountain torrent, full of beauties in glen, and rock, and cascade, winds through it. The tourist here will recall Bryant's lines:

"Midst greens and shades the Katterskill leaps
From cliffs where the wood-flower clings;
All summer he moistens his verdant steeps
With the light spray of the mountain springs;
And he shakes the woods on the mountain side,
When they drip with the rains of the autumn
tide.

"But when, in the forest bare and old,
The blast of December calls,
He builds in the starlight, clear and cold,
A palace of ice where his torrent falls,
With turret, and arch, and fretwork fair,
And pillars clear as the summer air."

Mr. T. Addison Richards, the artist, thus writes of the winter aspect of these falls: "The cataracts of the Catskills in winter, when the spray is frozen into a myriad fantastic forms, all glowing like the prism, as the clear cold sunlight reveals these mystical wonders, is a sight so grand and novel as to well repay the exposure and fatigue of a visit thither through bleak January's snows and ice."

To visit the Kaatskills comfortably, three days will suffice for the journey thence by rail from New York, for the stay and the return to the city. Not less than four, however, ought to be thus invested, if one would make sure of a satisfactory dividend; and if a week is at command, so much the happier he who commands it.

Hudson.—HOTELS, the *Hudson House*, *North House*.—Passing *Mount Merino*, about four miles above Kaatskill, the city of Hudson, 115 miles from New York, is next reached. It was settled in 1784, by Quakers from New England. The main street (Warren), which runs through the heart of the city from east to west, terminates at the river extremity in a pleasant little park called *Promenade Hill*, on a bold promontory, rising abruptly 60 feet above the water; while the other terminus climbs to the foot of *Prospect Hill*, an elevation of 200 feet.

From these heights the views of the Kaatskills, on the opposite side of the Hudson River, and of the river and city of Hudson, are incomparably fine. It is at the head of sloop navigation on the river. It contains a fine court-house of marble, several elegant church edifices, and a Female Seminary, which occupies the former Lunatic Asylum. It is the terminus of the Hudson and Boston Railway. Population, 12,000.

New Lebanon Springs have fine medicinal properties, and are much resorted to during the summer months. The route thither from Hudson is by the Hudson and Boston Railroad to Canaan, and thence by stage. The manufacture of thermometers and barometers is extensively carried on here. *Columbia Hall* is the best hotel. The *Shaker Village*, with its unique features of social life, is worth visiting. The settlement is two miles from the Springs, and is situated in a charming valley, richly skirted by woods. The *Herbery* for the vegetable curing process, in which the Shakers are so proficient, and many of the farms, are well worth the attention of strangers. (See *LEBANON SPRINGS*.)

Columbia Springs, five miles from Hudson, is a summer resort of great value to invalids, and of interest to all. The *Claverack Falls*, some eight miles off, should not be overlooked by the visitor.

Athens, is a little village with a population of 2,000, directly opposite Hudson, and connected with it by a steam ferry.

Stockport and *Coxsackie* are bustling and thriving little places immediately beyond Athens.

Kinderhook Landing.—The village of Kinderhook, about five miles east of the landing, on the east side of the river, is the birthplace of Martin Van Buren, the eighth President of the United States. His estate of "Lindenwald," where he spent the last years of his life, is situated two miles south of the village. *New Baltimore* and *Coeymans*, are now passed on the left, and *Schodack* and *Castleton* on the right. Two miles below Albany, at a place called *Renwood*, is an immense stone dike, built by the government in 1832, at the cost of a quarter million dollars.

Albany.—HOTELS, the *Delavan House*, *Stanwix Hall*.

Albany was founded by the Dutch, first as a trading-post, on Castle Island, directly below the site of the present city, in 1614. Fort Orange was built where the town now stands, in 1623; and, next to Jamestown in Virginia, was the earliest European settlement in the original thirteen States. The town was known as *Beaver Wyck*, and as *Williamstadt*, before it received its present name in honor of James, duke of York and Albany, afterward James the Second, at the period when it fell into British possession, 1664. It was chartered in 1686, and made State capital in 1798. It is divided into 10 wards, and had a population in 1865 of about 75,000. It has a large commerce from its position at the head of sloop navigation and tide-water upon the Hudson, as the *entrepot* of the great Erie Canal from the west, and the Champlain Canal from the north, and as the centre to which many routes and lines of travel converge. The boats of the canal are received in a grand basin constructed in the river, with the help of a pier 80 feet wide and 4,300 feet long.

Albany, seen from some points on the river, makes a very fine appearance, the ground rising westward from the low flats on the shore to an elevation of some 220 feet. State Street ascends in a steep grade from the water to the height crowned by the State capitol. The water-works, built 1852 and '53, at a cost of one million dollars, are worth seeing.

Among the public buildings are the *Capitol*, the *State House*, the *City Hall*, the *Hospital*, the *Penitentiary* (a model prison), the *Alms-House*, and more than 50 church edifices. Of the latter, the cathedral (*Immaculate Conception*), on Eagle Street, and the *Church of St. Joseph*, on Ten Broeck Street, corner of Second, are the most prominent structures. The cathedral has sittings for 4,000 and a powerful organ. The stained windows, by Gibson, of New York, are among the finest specimens of art in the country. The *Capitol* occupies the west side of the public square, the *State House* and *City Hall* the east. The latter, com-

pleted December, 1832, is built of marble, surmounted by a dome, from which a fine view is obtained. The *State Library*, adjoining the Capitol, has upward of 60,000 volumes. The *Dudley Observatory*, founded by the munificence of Mrs. Blandina Dudley, was erected at a cost of \$25,000, and has been further endowed to the amount of \$100,000. It stands on Observatory Hill, near the northern limits. The *State Arsenal*, on Eagle Street, is a large gloomy structure, in the castellated style. The *University of Albany* was incorporated in 1852. The Law Department is now one of the best in the Union. The *Medical College*, which was founded in 1839, is a prosperous establishment, with an extensive Museum. The *State Normal School* was organized successfully in 1844, for "the education and practice of teachers of common schools in the science of education and the art of teaching." The *Albany Institute*, organized, 1791, for scientific advancement, has a library of 9,000 volumes. Admission through a member. The *Young Men's Association*, 38 State Street, has a collection of 12,000 volumes; the *Apprentices' Library*, 5,000. The edifice on State Street where are deposited the public collections in Natural History, and in Geology and in Agriculture, is most interesting. The *Orphan Asylum* and other benevolent establishments of this city, are well worth the consideration of the tourist. The distinguished sculptor, E. C. Palmer, resides here. His studio, No. 5 Fayette Place, is frequently visited by strangers. Portions of the *Van Rensselaer Mansion*, built in 1765, and the *Schuyler House*, built on the site of the original house in which Peter Schuyler, the first mayor of the city, lived, are still standing.

Greenbush, the former terminus of the Hudson River Railway, is immediately opposite. It is now connected with Albany by bridge. It is incorporated, and includes *Bath* and *East Albany*. Population, 4,000.

Trains leave Albany for New York, by the Hudson River and Harlem Railways, almost hourly; for the west by the Central, and for Boston by the Western (Mass.) Railway, several times each day. For Saratoga and the north, one express

through train leaves early in the morning. Day boats down the Hudson at 7½ A. M., and night boats at 8 P. M. To Kaatskill, steamers daily.

Troy.—HOTELS, *American Hotel*, *Mansion House*, *Troy House*. Troy is a large and beautiful city of 60,000 inhabitants, including suburban settlements. It stands upon both banks of the Hudson, at the mouth of the Poestenkill Creek, 151 miles from New York, and six from Albany. It is built upon an alluvial plain, overlooked on the east side by the classic heights of *Mount Ida*, and on the north by the barren cliffs of *Mount Olympus*, 200 feet high. These elevated points command superb views of the city and its charming vicinage, and of the great waters of the Hudson. Troy lies along the river for the length of three miles, and extends back a mile from east to west. It boasts many fine churches and public buildings, and several handsome private mansions and cottages: among the former the Episcopal churches of *St. Paul* and *St. John* are best worthy notice. The *Female Seminary*, established in 1821, and the *Rensselaer Polytechnic Institute*, are flourishing institutions. It has extensive manufactures, and enjoys a large and growing trade by river and rail. Four main lines of railway meet at this point, viz.: the Hudson River, the Troy and Boston, the Schenectady and Troy, and the Saratoga and Rensselaer roads, which are united in one depot by means of the Union (city) Railroad. Cars leave Troy for Greenbush (six miles) every hour. Stages to Albany, Cohoes, Lansingburg, and various neighboring points.

West Troy, a suburb of Troy, on the other side of the river, is a rapidly growing place. The inhabitants are employed principally in manufactures. A fine macadamized road leads from West Troy to Albany, a distance of six miles. Horse cars to Albany every fifteen minutes. The *Watervliet (U. S.) Arsenal*, in West Troy, has a large and constant supply of small-arms, and various munitions of war. This is one of the most important of the national depots, and is worthy the attention of the traveller. It was built in 1814, and occupies 100 acres of ground. *Green Island Village*, near

West Troy, has an extensive car and coach factory. *Oakwood* and *Mount Ida Cemeteries* are worth visiting. The former is in Lansingburg, and occupies a beautiful site overlooking the city.

This route may very profitably be, and generally is, extended to Saratoga and Lakes Champlain and George, and even to Montreal; but these and other points *en route* thither, will be found in their appropriate places, on reference to the Index.

ROUTE III.

NEW YORK TO ALBANY.

(Via N. Y. & Harlem Railroad.)

THIS route extends from the heart of the city of New York to the State capital, skirting in its course the eastern portions of all those counties lying upon the Hudson and traversed by the river railway. The distance between the termini is 154 miles, four miles longer than that of the Hudson River. The stations and towns upon the Harlem road are, for the most part, inconsiderable places, many of them having grown up with the road. The country passed through is varied and picturesque in surface, and much of it is rich agricultural land. It does not compare with the river route in scenic attractions.

STATIONS.—Twenty-sixth Street Station; Forty-second Street, 3½ miles; Harlem, 7; Mott Haven, 8; Melrose, 9; Morrisania, 10; Tremont, 11; Fordham, 12; Williams Bridge, 14 (Junction of the New York and New Haven Road); Bronxville, 18; Tuckahoe, 19; Scarsdale, 22; Hart's Corners, 24; White Plains, 26; Kensico, 29; Unionville, 31; Pleasantville, 34; Chapequa, 36; Mount Kisco, 40; Bedford, 42; Katonah, 45; Golden Bridge, 47; Purdy's, 49; Croton Falls, 51; Brewster's, 55; Dykman's, 58; Townner's, 61; Paterson's, 63; Pawling's, 67; South Dover, 73; Dover Furnace, 76; Dover Plains, 80; Wassaic, 84; Amenia, 88; Sharon Station, 91; Millerton, 96; Mount Riga, 99; Boston Corners, 103; Copake, 108; Hillsdale, 112; Bains, 115; Martindale, 118; Philmont, 122; Ghent, 128; Chatham Four Corners, 131 (Junc-

tion with railway route from Albany and from Hudson for Boston); East Albany, 154 miles, connects with Troy and Greenbush Railroad.

On leaving the city streets, the road passes under a considerable extent of tunnelling and continued bridging across thoroughfares, and reaches the extremity of the island and city of New York at Harlem, where it crosses the Harlem River into Westchester County.

White Plains, 26 miles, is interesting as the scene of important events in the Revolution. An eventful battle was fought here, October 28, 1776. A residence of Washington (in which are some attractive relics) is yet standing in the vicinage.

Croton Falls, 51 miles, upon the river which supplies the great Croton Aqueduct to the city of New York, are worth seeing. Passengers for *Lake Mahopac*, five miles distant, take stage here.

Lake Mahopac.—HOTELS, *Gregory's*, *Baldwin's*, and *Thompson's*. This pleasant summer resort lies in the western part of the town of Carmel, Putnam County. The lake is nine miles in circumference, and is about 1,800 feet above the sea. It is one of the principal sources of supply to the Croton. Though the landscape has no very bold features, and but little to detain the artist, yet its quiet waters, its pretty wooded islands, the romantic resorts in its vicinage, the throngs of pleasure-seeking strangers, the boating and fishing, and other rural sports, make it a most agreeable spot for either a brief visit or a long residence. There are many attractive localities of hill and water scenery around Mahopac. The pleasant hotels are well filled during the season by boarders or by passing guests. It is a nice retreat to those whose business in the great city below forbids their wandering far away.

Dover Plains, 20 miles east of Poughkeepsie, and 80 from New York, is surrounded by much pleasing landscape. (For Albany and Troy, and routes thence by Hudson River and railways, see INDEX.) A pleasant short tour may be made by taking this route to Troy or Albany, and returning by the Hudson River, visiting the Kaatskills and West Point on the way back. From Albany

the most pleasant and popular route is that to Saratoga and neighboring springs and the lakes, which we shall next give.

ROUTE IV.

ALBANY TO SARATOGA AND LAKE GEORGE.

Via Rensselaer and Saratoga (Consolidated) Railway.

STATIONS.—Troy Union Depot; Green Island, 1 mile; Waterford, 4; Albany Junction, 6; Mechanicsville, 12; Ballston, 25; Saratoga, 32; Gansevoort, 48; Moreau, 49; Fort Edward, 52; Dunham's Basin, 57; Smith's Basin, 61; Fort Anne, 65; Comstock's Landing, 71; Junction, 73; Lake Champlain Junction, 77; Fairhaven, 79; Hydeville, 81; Castleton, 84; West Rutland, 91; Rutland, 95.

Ballston Spa is upon the Kayaderoseros Creek, a small stream which flows through the village, 25 miles from Troy and 7 miles from Saratoga Springs. Its mineral waters, which were discovered in 1769, are celebrated for their medicinal qualities, although not so popular as they were formerly, those of Saratoga being now generally preferred. A flourishing seminary has been established near the centre of the village on the site of the former *Sans Souci Hotel*. The village has railway connection with Schenectady, distant 15 miles. *Long Lake*, a famous fishing resort, is five miles distant.

Saratoga Springs.—HOTELS: the most desirable hotels remaining at Saratoga are the *Union Hall* and the *Clarendon*. The *United States* and *Congress Hall* were destroyed by fire, the former in 1865, the latter in 1866. Besides these houses, there are many of less fashion and price, besides numerous private boarding-houses, where one may live quietly at a moderate cost. The hotels which we have named have accommodation for 1,500 to 2,000 guests. Attached to the *Union* is an opera-house, capable of seating 1,500 persons, billiard-rooms, baths, etc. Fine bands of music discomse on the broad, shady piazzas, and in the ball-rooms at the dinner and evening hours. The *Clarendon* is an elegant, spacious house, lately erected on the brow of the

hill overlooking Congress and Columbia Springs.

ROUTE.—From Boston, by the Western Railway, 200 miles to Albany; or, from New York, by the Hudson River line or steamboats, 144 miles to Albany, or 150 miles to Troy. From either place, by the Rensselaer and Saratoga Railway, through Ballston Springs.

The short ride from Troy to the Springs is a most agreeable one. The route crosses and follows the Hudson and the Mohawk Rivers, to Waterford at the meeting of these waters, four miles above Troy, and near the Cohoes Falls, a much admired and frequented resort upon the Mohawk, thence continuing upon the west bank of the Hudson, eight miles farther to Mechanicsville. It afterward crosses the canal, passes Round Lake, and enters Ballston Springs.

During the summer, a car on the Hudson River Railway express trains from New York passes through to the Springs without change. Passengers *via* Albany for the Springs change cars at Albany.

Saratoga has been for many years, and still is, and probably always will be, the most famous place of summer resort in the United States, frequented by Americans from all sections, and by foreign tourists from all parts of Europe. During the height of the season the arrivals frequently outnumber a thousand in a single day. There is nothing remarkable about the topography or scenery of Saratoga; on the contrary, the spot would be uninteresting enough but for the virtues of its waters and the dissipations of its brilliant society. The village streets, however, are gratefully shaded by fine trees, and a little respite from the gay whirl may be got on the walks and lawns of the pretty rural cemetery close by. The springs from which the fame of Saratoga is derived, however much fashion may have since nursed it, are all in or very near the village. There are many different waters in present use, but the most sought after of all are those of the Congress Spring, of which Dr. Chilton gives the following analysis: One gallon of 261 cubic inches: chloride of sodium, 363.829 grains; carbonate of soda, 7.200; carbonate of lime, 86.143; carbonate of magnesia, 78.621; carbonate of iron,

41; sulphate of soda, .651; iodine of sodium and bromide of potassium, 5.920; silica, .472; alumina, .321: total, 543.998 grains. Carbonic acid, 284.65; atmospheric air, 5.41; making 290.06 inches of gaseous contents. This spring was discovered in 1792, though it was long before known to and esteemed by the Indians.

After the Congress waters, which are bottled and sent all over the world, as everybody knows, the springs most in favor and use at Saratoga are the Empire, the Columbian, the High Rock, the Adeline, the Pavilion, and Putnam's. The Excelsior, Star, and Saratoga A Springs are also becoming popular. The *Empire Spring*, the most northerly one in the village, has grown greatly in repute of late years. So far its landscape surroundings have received but poor attention. The *High Rock Spring*, not far from the Empire, is much esteemed both for its medicinal virtues and for the curious character of the rock from which it issues, and after which it is named. It was first known by the discovery of Sir William Johnson, in 1767. This singular rock has been formed by the accumulated deposits of the mineral substances (magnesia, lime, and iron) held in solution by the carbonic acid gas of the springs. The circumference of the rock, at the surface of the ground, is 24 feet 4 inches, its height $3\frac{1}{2}$ feet, with an aperture of nearly one foot diameter. The centennial anniversary of its discovery was celebrated August 23, 1866. The *Seltzer Spring* is newly opened. In the immediate vicinity of the springs is pointed out the spot upon which the battles of Saratoga and Stillwater were fought in 1777.

The Alpha and the Omega of the daily Saratoga programme, is to drink and to dance—the one in the earliest possible morning, and the other at the latest conceivable night. Among the out-door diversions is a jaunt to *Saratoga Lake*, an attractive resort, six miles distant. The drive thither has recently been improved. The lake is nine miles in length and very nearly three in width. The marshes around prevent access, except here and there. *Moons* and *Abell's Lake Houses* are well-kept houses, with conveniences for boating, fishing, etc. *Snake Hill* is the name given to an eminence upon the eastern

side of the lake. The *Indian camp*, *Circular Railway*, and *Archery Ground* are immediately south of Congress Spring, and the "Victoria Walk." The peculiarity of "the Camp" is that the Indians are almost all white, and of marked Milesian features. The village has two newspaper offices, several churches, and a resident population of 8,000, which is increased to nearly 30,000 during the months of July and August.

A visit to Lake George, 28 miles distant, affords a pleasing variation in Saratoga life. The route lies northward, *via* Gansevoort to Moreau Station, 17 miles, and thence by stages, 11 miles, over a plank road, to Caldwell, at the south end or head of the lake.

Glenn's Falls, on the upper Hudson, are passed on the way, nine miles from the lake. The wild and rugged landscape is in striking contrast with the general air of the country below—there, quiet pastoral lands; here, rugged rock and rushing cataract. This is a spot trebly interesting, from its natural, its poetical, and its historical character. The passage of the river is through a rude ravine, in a mad descent of 75 feet over a rocky precipice of 900 feet in length. Within the roar of these rapids were laid some of the scenes in Cooper's story of the "Last of the Mohicans." They are gently associated with our romantic memories of Uncas and Hawk's Eye, David Duncan Haywood and his sweet wards, Alice and Cora Monroe.

When within four miles of the lake, we pass a dark glen, in which lie hidden the storied waters of *Bloody Pond*, and close by is the historic old boulder, remembered as *William's Rock*. Near this last-mentioned spot, Colonel Williams was killed in an engagement with the French and Indians, September 8, 1775. The slain in this unfortunate battle were cast into the waters near by, since called *Bloody Pond*. It is now quiet enough, under its surface of slime and dank lilies. The village built up round these falls was almost wholly destroyed by fire in May, 1860. The inhabitants number near 5,000, and are principally engaged in manufacturing pursuits. Marble of fine quality is quarried here.

Our road from the falls descends to the

lake shore, the gleaming floods and the blue cliffs of Horicon closing in the distance. The first broad view of the beautiful lake, seen suddenly as our way brings us to the brink of the highlands, above which we have thus far travelled, is of surpassing beauty, only exceeded by the thousand-and-one marvels of delight which we afterward enjoy in all the long traverse of its famous waters.

Lake George.—HOTELS, the *Fort William Henry Hotel* and the *Lake House*, at the south end of the lake (Caldwell). About a mile southeast from the site of Fort William Henry are the ruins of *Fort George*, passed on the road from Glenn's Falls. These localities are seen from the piazza of the Lake House, which commands also a fine view of the French Mountain and Rattlesnake Hill, and of the islands and hills down the lake.

The passage of Lake George, 36 miles, to the landing near the village of Ticonderoga, and four miles from the venerable ruins of Fort Ticonderoga, on Lake Champlain, is made by the steamer *Hia-watha*, the trip down to the fort and back occupying the day very delightfully. Leaving Caldwell after breakfast, we proceed on our voyage down the lake. After passing the fine residence of Mr. Cramer, the first spot of especial interest which we pass is *Diamond Island*, in front of Danham Bay. Here, in 1777, was a military depot of Burgoyne's army, and the scene of a skirmish between the garrison and a detachment of American troops.

North of Diamond Isle lies *Long Island*, in front of Long Point, which extends into the lake from the east. *Harris's Bay* lies between the north side of this point and the mountains. In this bay Montcalm moored his boats and landed in 1757. *Doom*, or *Twelve-Mile Island*, is passed in the centre of the lake, some 12 miles north of Caldwell. Putnam's men took shelter here while he went to apprise General Webb of the movements of the enemy, at the mouth of the Northwest Bay. This bay lies in one of the most beautiful parts of Lake George, just beyond Bolton Landing, where there is an inviting place to sojourn, called the "Mohican House." The best fishing-grounds of Lake George are in that part

of the waters which we have already passed, in the vicinity of Bolton Landing, Shelving Rock, and thence to Caldwell, though fine trout and bass are freely caught from one end of the lake to the other. The bay extends up on the west of the *Tongue Mountain* some five miles. On the east side of the bay, the Tongue Mountain comes in literally like a tongue of the lake, into the centre of which it seems to protrude, with the bay on one side and the main passage of the waters on the other. On the right or east shore, in the neighborhood, and just as we reach the Tongue and enter the "Narrows," is the bold semicircular palisades called *Shelving Rock*. Passing this picturesque feature of the landscape, and, afterward, the point of the Tongue Mountain, we enter the NARROWS at the base of the boldest and loftiest shores of Horicon. The chief peak of the hills here is that of *Black Mountain*, with an altitude of 2,200 feet. The islands, so called, of this lovely lake number more than 300.

Sabbath-Day Point.—Emerging from the Narrows, on the north, we approach a long projecting strip of fertile land, called Sabbath-Day Point—so named by General Abercrombie, from his having embarked his army on the spot on Sunday morning, after a halt for the preceding night. The spot is remembered also as the scene of a fight, in 1756, between the colonists and a party of French and Indians. The former, sorely pressed, and unable to escape across the lake, made a bold defence and defeated the enemy, killing very many of their men. In 1776 Sabbath-Day Point was again the scene of a battle between some American militia and a party of Indians and Tories, when the latter were repulsed, and some 40 of their number were killed and wounded. This part of Horicon is even more charming in its pictures, both up and down the lake, than it is in its numerous historical reminiscences. On a calm sunny day the romantic passage of the Narrows, as seen to the southward, is wonderfully fine; while, in the opposite direction, the broad bay, entered as the boat passes Sabbath-Day Point, and the summer landing and hotel at "Garfield's," soon to be abruptly closed on the north by the huge precipices of Anthony's Nose on the

right and Roger's Slide on the left. This pass is not unlike that of the Highlands of the Hudson as approached from the south.

Roger's Slide is a rugged promontory, about 400 feet high, with a steep face of bare rock, down which the Indians, to their great bewilderment, supposed the bold ranger, Major Rogers, to have passed, when they pursued him to the brink of the precipice.

Two miles beyond is *Prisoner's Island*, where, during the French War, those taken captive by the English were confined; and directly west is *Lord Howe's Point*, where the English army, under Lord Howe, consisting of 16,000 men, landed previous to the attack on Ticonderoga. We now approach the termination of our excursion on this beautiful lake, and in a mile reach the steamboat landing near the village of *Ticonderoga*, whence stages run a distance of three miles, over a rough and romantic road, to *Fort Ticonderoga*—following the wild course of the passage by which Horicon reaches the waters of Lake Champlain—a passage full of bold rapids and striking cascades.

Fort Ticonderoga, of which the ruins only are visible, was erected by the French in 1756, and called by them "Carrillon." It was originally a place of much strength; its natural advantages were very great, being surrounded on three sides by water, and having half its fourth covered by a swamp, and the only point by which it could be approached, by a breastwork. It was afterward, however, easily reduced, by an expedition adopted by General Burgoyne—that of placing a piece of artillery on the pinnacle of *Mount Defiance*, on the south side of the Lake George outlet, and 750 feet above the lake, and entirely commanding the fort, from which shot was thrown into the midst of the American works. Fort Ticonderoga was one of the first strongholds taken from the English in 1775, at the commencement of the Revolutionary War. Colonel Ethan Allen, of Vermont, at the head of the Green Mountain Boys, surprised the unsuspecting garrison, penetrated to the very bedside of the commandant, and waking him, demanded the surrender of the fort.

"In whose name, and to whom?" exclaimed the surprised officer. "In the name of the great Jehovah, and the Continental Congress!" thundered the intrepid Allen, and the fort was immediately surrendered.

After exploring the picturesque ruins of the ancient fort, and dining at the hotel, which stands upon the margin of a beautiful lawn, sloping to the Champlain shore, the tourist may return to the landing on Lake George, and thence to Caldwell again, in time for tea; or he may take the Champlain boat from Whitehall, *en route* for Canada.

For the sake of preserving our continuity of travel, a consideration in tourist and pleasure travel, we resume our programme at *Moreau Station*, on the Saratoga and Whitehall Railway, to which point we have already followed it in our visit to Lake George.

To Whitehall the country is exceedingly attractive, much of the way, in its quiet, sunny valley beauty, watered by pleasant streams, and environed in the distance by picturesque hills. The Champlain Canal is a continual object of interest by the way; and there are also, as in all the long journey before us, everywhere spots of deep historic charm, if we could tarry to read their stories—of the memorable incidents which they witnessed, both in French and Indian and afterward in the Revolutionary War. In the valley regions of the Hudson, which lie between Albany and Lake Champlain, are many scenes famous for the struggles between the colonists and Great Britain—the battle-grounds of Bemis Heights and Stillwater (villages of the upper Hudson), and of Saratoga, which ended in the defeat of Burgoyne and his army.

Three miles north of Moreau Station we pass *Fort Edward*, the scene of the murder of Jane McCrea by the Indians; and twelve miles further on *Fort Anne*, a pleasant village of Washington County, on the canal. Remains of the fortification from which the place is named, and which was erected during the French War of 1756, are still to be seen.

Whitehall.

Whitehall, 77 miles north of Albany, was a point of much consideration during the French and Indian War, and through

the Revolution. In former times it was called Skenesborough. It is at the south end or head of Lake Champlain, within a rude, rocky ravine, at the foot of Skene's Mountain. The Champlain Canal to Troy terminates here. Pawlet River and Wood Creek, which enter the lake here, furnish abundant water-power; population, 4,500. There is nothing in the vicinage to delay the traveller. From Whitehall we can either continue our journey down Lake Champlain, 156 miles, to St. John, or proceed by railway through Vermont, *via* Castleton, Rutland, Burlington, etc., to Rouse's Point, and thence to Montreal. The boat or lake route is preferable, as affording greater variety and more attractive scenery.

LAKE CHAMPLAIN.

Lake Champlain, one of the most important and attractive features of the northern tour, lies between New York and Vermont, in latitude between $43^{\circ} 30'$ and $45^{\circ} 6'$ north. It varies in breadth from half a mile to 10 miles, and in depth from 50 to 280 feet. Its principal tributaries are the Saranac, Au Sable, and Winooski, and its principal outlet the Sorel or Richelieu River, through which it discharges into the St. Lawrence, 50 miles below Montreal. The name is derived from that of Samuel de Champlain, who discovered it in 1609. Navigation open from May to November. One of the U. S. mail steamers leaves Whitehall on the arrival of trains from Albany, etc. The narrowness of the lower part of Lake Champlain gives it much more the air of a river than a lake. For 20 miles the average breadth does not exceed half a mile; and at one point it is not more than 40 rods across. However, it grows wide enough as we pass Ticonderoga, where passengers by the Lake George *détour* are picked up, and in the vicinity of Burlington there are too many broad miles between the shores for picturesque. Whether broad or narrow, the voyage, in large and admirable boats, over its mountain-environed waters, is always a pleasure to be greatly enjoyed and happily remembered. On the east rise the bare peaks of the Green Hills of Vermont, the bold Camel's

Hump leading all along the line; and on the west are the still more varied summits and ridges of the Adirondack Mountains in New York.

Mount Independence lies in Vermont, opposite Ticonderoga, about a mile distant. The remains of military works are still visible here. *Mount Hope*, an elevation about a mile north of Ticonderoga, was occupied by General Burgoyne previous to the recapture of Ticonderoga, which took place in 1777, nearly two years after its surrender to the gallant Allen. St. Clair, the American commander, being forced to evacuate, it again fell into the possession of the British, and was held during the war. Not far above and upon the opposite shore, is the village of *Crown Point*, and just beyond the picturesque and well-preserved ruins of the fortifications of the same name. Opposite is *Chimney Point*, and just above, on the left, at the mouth of *Bulwaggy Bay*, is *Fort Henry*.

Burlington.—HOTELS, *American*, the *Lake House*.

Burlington, Vermont, the largest and most beautiful town on the lake, or indeed in the State, is upon the eastern or Vermont shore, about midway between Whitehall and St. Johns, distant 80 miles from Whitehall. It was settled in 1783, and contains nearly 10,000 inhabitants. Rising gradually to an elevation of several hundred feet from the water, the town presents an imposing aspect. It is the seat of the *University of Vermont*, founded 1791, and is a place of much commercial importance, connected by railway with all parts of the country. Across the lake is *Port Kent*, from which vicinity, whether on land or on water, the landscape in every direction is striking and beautiful. *Mount Mansfield* is reached by stage. (See chapter on VERMONT.) A pleasant *détour* may be made from Burlington by the Vermont Central Railway to the White Mountains. The better plan, however, is to proceed up the lake to St. Johns, and thence by Waterloo and Lake Memphremagog, 63 miles. The remarkable *Walled Banks of the Au Sable* are a mile or two west of Port Kent, on the way to the manufacturing village of Keeseville. (See ADIRONDACKS.) The *Au Sable House* is an excellent sum-

mer hotel. *The Falls of the Au Sable*, though but little known as yet, will one day be esteemed among the chief natural wonders of the country.

Plattsburg.—HOTELS, "*Four-quel's*." Twenty-four miles above Burlington, and on the opposite shore, is the pleasant village of Plattsburg, where the Saranac River comes in from its lake-dotted home, at the edge of the great wilderness of northern New York, 30 miles westward. Plattsburg is connected with Montreal by the P. & M. Railway. *Cumberland Bay*, into which the Saranac enters, was the scene of the victory of McDonough and Macomb over the British naval and land forces, under Commodore Downie and Sir George Provost, familiarly known as the *Battle of Lake Champlain*. Here the American commodore awaited the arrival of the British fleet, which passed Cumberland Head about eight o'clock in the morning of September 11, 1814. The first gun from the fleet was the signal for commencing the attack on land. Sir George Provost, with about 14,000 men, furiously assaulted the defences of the town, whilst the battle raged between the fleets, in full view of the armies. General Macomb, with about 3,000 men, mostly undisciplined, foiled the repeated assaults of the enemy, until the capture of the British fleet, after an action of about two hours, obliged him to retire, with the loss of 2,500 men, and a large portion of his baggage and ammunition.

Twenty-five miles farther we reach *Rouse's Point*, on the west side of the lake. This is our last landing before we enter Canada. It is the terminus of the Lake Champlain Railway to Ogdensburg, 118 miles. Railways from the Eastern States through Vermont come in here, and are prolonged by the Montreal and Champlain road to Montreal. If the traveller toward Canada prefers to continue his journey otherwise than *via* Plattsburg, or *Rouse's Point*, he may go on by steamboat to the head of navigation in these waters to St. Johns, and thence by Lachine to Montreal.

(See CANADA, for the tour of the St. Lawrence and Lake Ontario from Quebec *via* Montreal to Niagara.)

ROUTE V.

NEW YORK TO ELMIRA, GENESEE,
AND DUNKIRK.

(Via New York and Erie Railroad.)

THIS great route claims especial admiration for the grandeur of the enterprise which conceived and executed it, for the vast contributions it has made to the facilities of travel, and for the multiplied and varied landscape beauties which it has made so readily and pleasantly accessible. Its entire length, from New York to Dunkirk on Lake Erie, is 460 miles (including the Piermont and the Newburg branches, it is 497 miles), in which it traverses the southern portion of the Empire State in its entire extent from east to west, passing through countless towns and villages, over many rivers, now through rugged mountain-passes, and anon amidst broad and fertile valleys and plains. In addition, it has many branches, connecting its stations with other routes in all directions, and opening up new stores of pictorial pleasure.

The road was first commenced in 1836. The first portion (46 miles, from Piermont to Goshen) was put in operation September 23, 1841, and on May 15, 1851, the entire line to Lake Erie was opened amid great rejoicings and festivities, in which the President of the United States and other distinguished guests of the company assisted. Daily trains leave for the West on this route, from the foot of Duane Street, morning, noon, and night.

STATIONS.—Boiling Spring, 9 miles; Passaic Bridge, 11; Huyler's, 12; Paterson, 16; Ridgewood, 22; Hohokus, 23; Allendale, 25; Ramsey's, 27; Suffern's, 31; Ramapo, 33; Sloatsburg, 35; Southfields, 41; Greenwood, 44; *Turner's*, 47; Oxford, 52; Chester (Greycourt), 55; Goshen, 59; Hampton, 63; Middletown, 66; Otisville, 75; *Port Jervis*, 88; *Lackawaxen*, 110; Mast Hope, 116; *Narrowsburg*, 122; Cohecton, 130; Hawkins, 142; Lordville, 153; Stockport, 159; Hancock, 163 (junction of Delaware, Lackawanna, and Western R. R.); Deposit, 176; *Susquehanna*, 192; Great Bend, 200; Kirkwood, 206; *Binghamton*, 214 (junction of Syracuse and Bing-

hamton R. R.); Hooper, 220; Owego, 236; Tioga, 242; Barton, 248; Waverley, 255; Chemung, 260; Wellsburg, 266; Elmira, 273 (junction of Williamsport and Elmira R. R.); Big Flats, 283; Corning, 291 (junction of Buffalo Division); Painted Post, 292; Addison, 301; Rathboneville, 306; Adrian, 322; Hornellsville, 331; Alfred, 340; Andover, 349; Genesee, 358; Philipsville 365; Belvidere, 369; Ilinsdale, 389; *Olean*, 398; Great Valley, 411; Salamanca, 415 (junction of Atlantic and Great Western R. R.); Cattaraugus, 428; Dayton, 437; Perrysburg, 440; Forestville, 451; *Dunkirk*, 460.

The first 31 miles of the Erie route lie through the State of New Jersey, from Jersey City, opposite New York, to "Suffern's," and consists of parts of three different railways, though used of late years for all the general passenger travel of the Erie road, and with its own broad track and cars. The original line of the road is from Suffern's eastward, 18 miles, to Piermont, and thence 24 miles down the Hudson River. This route is now employed only for freight and for local travel. It leads through a rude but not uninteresting country, with here and there a fine landscape or an agreeable village. Passing then through the New Jersey towns (see chapter on NEW JERSEY), we begin our mention of places and scenes of interest on the Erie route at Suffern's Station, where the original Piermont and the present Jersey City lines meet. The *Ramapo Valley* commences at this point, and in its wild mountain-passes we find the first scenes of especial remark in our journey. Fine hill farms surround us here, and on all our way through the region of the Ramapo for 18 miles, by *Sloatsburg*, *Southfields*, *Greenwood*, and *Turner's*, to *Monroe*. The chief attraction of the Ramapo Gap is the *Torn Mountain*, seen on the right, near the entrance of the valley, and about the Ramapo Station. This is historical ground, sacred with memories of the movements of the Revolutionary army, when it was driven back into New Jersey from the Hudson. Washington often ascended to the summit of the Torn Mountain, to overlook the movements of the British. On one such occasion, anecdote

says, that he lost his watch in a crevice of a rock, of which credulity afterward heard the ticking in the percolations of unseen waters. Very near the railway at Suffern's the *débris* of old intrenchments are still visible; and marks of the camp-fires of our French allies of the period may be traced in the woods opposite. Near by is an old farm-house, once occupied by the commander-in-chief. The Ramapo is a great iron ore and iron manufacturing region; and it was here that the chain which was stretched across the Hudson to check the advance of the English ships, was forged, at the spot once called the Augusta Iron Works, and now a poetical ruin by a charming cascade with overhanging bluff, seen close by the road, on the right, after passing Sloatsburg. The *Ramapo Brook* winds attractively through the valley, and beautiful lakelets are found upon the hill-tops. There are two such elevated ponds near Sloatsburg. At Sloatsburg passengers for the summer resort of Greenwood Lake, 12 miles distant, take stage. (See GREENWOOD LAKE). From *Monroe* onward through *Oxford*, *Chester*, *Goshen*, *Hampton*, *Middletown*, *Howell's*, and *Otisville*, to *Port Jervis* (or Delaware), we are in the great dairy region of Orange County, New York, which sends a train of cars laden with milk daily to the New York market. A very charming view is seen south from the station at Oxford, led by the cone of the Sugar Loaf, the chief hill feature of the vicinage. At Chester, now called *Greycourt*, the branch road from Newburg, on the Hudson River, to Warwick, 29 miles, intersects the main line. From this point, as well as from Sloatsburg, passengers for Greenwood Lake (eight miles) take stage. Middletown is a flourishing town in Orange County. It has an academy and extensive iron-works. At Howell's, 70 miles from New York, the country gives promise of the picturesque displays to be seen all through the way onward to Port Jervis. Approaching Otisville, the eye is attracted by the bold flanks of the *Shawangunk Mountain*, the passage of which great barrier (once deemed almost insurmountable) is a miracle of engineering skill. A mile beyond Otisville, after traversing an ascending grade of 40 feet

to the mile, the road runs through a rock cutting 50 feet deep and 2,500 feet long. This passed, the summit of the ascent is reached, and thence we go down the mountain side many sloping miles to the valley beneath. The scenery along the mountain slope is grand and picturesque, and the effect is not lessened by the bold features of the landscape all around—the rugged front of the Shawangunk, stepping, like a colossal ghost, into the scene for one instant, and the eye anon resting upon a vast reach of untamed wilderness. In the descent of the mountain the embankment is securely supported by a wall 30 feet in height and 1,000 feet long. Onward the way increases in interest, until it opens upon a glimpse, away over the valley of the mountain spur, called the *Cuddeback*; and, at its base, the glittering water seen now for the first time, of the Delaware and Hudson Canal, whose *débouché* we have looked upon at Kingston, in our voyage up the Hudson River. Eight miles beyond Otisville we are imprisoned in a deep cutting for nearly a mile, which prepares us for the brilliant surprise which awaits us. The dark passage made, and yet another bold dash through rocky cliffs, and there lies suddenly spread before us, upon our right, the rich and lovely valley and waters of the Neversink. Beyond sweeps a chain of blue hills, and at their feet, terraced high, gleam the roofs and spires of the village of *Port Jervis*; while onward, to the south, our eye first beholds the floods of the Delaware, which is to be so great a source of delight in our journey hence, for nearly 90 long miles, to Deposit.

Port Jervis, formerly Delaware, as the station was called, is the terminus of the eastern division, one of four great sub-sections into which the road is divided. It is the point at which the tourist who can spend several days in viewing the route, should make his first night's halt. The vicinage is replete with pictorial delights, and with ways and means for rural sports and pleasures. Charms of climate and of scenery, with the additional considerations of a pretty village and a most excellent hotel (the Delaware House), have made Port Jervis a place of great and continuous summer

resort and tarry. The *Falls of the Saw-kill*, six miles distant, are reached by stage. This stream, after flowing sluggishly for some miles through level table land, is here precipitated over two perpendicular ledges of slate-rock—the first of about 20 feet, and the second about 60 feet—into a wild gorge. The brook still continues, dashing and foaming on for a quarter of a mile, over smaller precipices, and through chasms scarcely wide enough for the visitor to pass. The beetling cliffs that form the sides of the gorge are surmounted and shaded by cedars and hemlocks, that lend a peculiarly sombre air to the scenery. The sojourner here should not omit a tramp to the top of *Point Peter*, which overlooks the village.

At Port Jervis commences the second division of the road which carries us onward, 104 miles farther, to *Susquehanna*. The canal keeps us company, nearer or more remote, for some miles, and by and by we cross the Delaware on a fine bridge of 800 feet, built at a cost of \$75,000. The river, from this point, is seen, both above and below, to great advantage. Here we leave Orange County and New York for a little incursion into the Keystone State, for which privilege the railway company pays Pennsylvania \$10,000 per year. The canal, and its pictures and incidents, are still the most agreeable features of our way, though at Point Eddy we open into one of the wide basins so striking in the scenery of the Delaware.

Near *Shohola*, 106 miles from New York, we are among some of the greatest engineering successes of the Erie route, and some of its chief pictorial charms. Here the road lies on the mountain side, several feet above the river, along a mighty gallery, supported by grand natural abutments of jagged rock. It is a pleasant scene to watch the flight of the train upon the crest of this rocky and secure precipice; and the impressiveness of the sight is deepened by its contrast with the peaceful repose of the smiling meadow slopes on the opposite side of the river below. Upon three miles along this Shohola section of the road no less than \$300,000 were expended.

At *Lackawaxen* there is a charming

picture of the village, and of the Delaware bridged by the railway and by the grand aqueduct for the passage of the canal, supported by an iron-wire suspension bridge. We pass on now by Mast Hope to Narrowsburg.

Narrowsburg (122 miles from New York, and 337 from Dunkirk) has a good hotel. Beyond Narrowsburg, for some miles, the traveller may turn to his newspaper or book for occupation awhile, so little of interest does the scene without present, with the exception now and then of a pleasant bit of pastoral region. Some compensation may be found in recalling the stirring incidents of Cooper's novel of "The Last of the Mohicans," of which this ground was the theatre.

At *Callicoon*, a brook full of wild and beautiful passages and of bright trout, enters the Delaware.

Hancock is one of the most important places of this division of our route, and in every way a pleasant spot for sojourn. At *Deposit*, 13 miles beyond Hancock, we bid good-by to the Delaware, which we have followed so long; refresh ourselves at the excellent *café*, and prepare for the ascent of a heavy grade over the high mountain ridge which separates it from the lovely waters of the Susquehanna. As the train descends into the valley there seems no promise of the wonders which are awaiting us, but they come suddenly, and before we are aware we are traversing the famous *Cascade Bridge*, a solitary arch, 250 feet wide, sprung over a dark ravine of 184 feet in depth. No adequate idea of the bold spirit and beauty of the scene can be had from the cars; indeed, in the rapid transit it is often passed before the traveller is aware of its approach. It should be viewed leisurely from the bottom of the deep glen, and from all sides, to be realized aright. To see it thus, a half day's halt should be made at the Great Bend station.

The Cascade Bridge crossed, the view opens almost immediately at the right—deep down upon the winding Susquehanna, reaching afar off amid a valley and hill picture of delicious quality, a fitting prelude to the sweet river scenes we are henceforth to delight in. This first grateful glimpse of the brave Susquehanna is justly esteemed as one of the finest points

on the varied scenery of the Erie Railroad route. It may be looked at more leisurely and more lovingly by him who tarries to explore the Cascade Bridge hard by, and the valley of the Starrucca, with its grand viaduct, which we are now rapidly approaching. The *Starrucca Viaduct* is one of the greatest engineering achievements of the entire route. It is 1,200 feet in length, and 110 feet high, and has 18 grand arches, each 50 feet span. The cost was \$320,000. From the vicinity of *Susquehanna*, the next station, the viaduct itself makes a most effective feature in the valley views. A little beyond the viaduct, and just before we reach the Susquehanna station, we cross a fine trestle bridge, 450 feet long, over the *Cannevacta Creek*, at Lanesborough. We are now fairly upon the Susquehanna, not in the distance, but near its very marge, and, anon, we reach the end of the second grand division of our route, and enter the depot of Susquehanna. *Susquehanna*, 193 miles from New York, is an important railroad station and manufacturing point. Just beyond the Susquehanna depot we cross to the right bank of the river, and, after two more miles' ride, yet amidst mountain ridges, we reach *Great Bend*, 200 miles from New York, and 259 from Dunkirk. The village of this name lies close by, at the base of a bold, cone-shaped hill. The Delaware, Lackawanna, and Western Railroad, joins the Erie road at this point. Leaving Great Bend, we enter upon the more cultivated landscape of which we lately spoke, and approach villages and towns of great extent and elegance. Near *Kirkwood*, the next station, six miles from Great Bend, there stands an old wooden tenement, which may attract the traveller's notice as the birthplace of the Mormon prophet, Joe Smith.

Binghamton.—HOTELS, *American House, Lewis House.*

Binghamton, 215 miles from New York, is, with its population of ten or eleven thousand people, one of the most important places on the Erie route, and indeed in Southern New York. It is a beautiful town, situated upon a wide plain, in an angle made by the meeting of the Susquehanna and the Chenango Rivers. Binghamton was settled in 1787

by Mr. Bingham, an English gentleman, whose daughters married the brothers Henry and Alexander Baring, the famous London bankers. One of those gentlemen was afterward created Lord Ashburton. It was incorporated in 1818. The Chenango Canal, extending along the Chenango River, connects Binghamton with Utica, 95 miles distant; and it is also the southern terminus of the Syracuse and Binghamton Railroad, 80 miles long.

Owego.—HOTELS, the *Ah-wa-ga House*.

Owego (237 miles), is another large and handsome town, almost rivalling Binghamton in beauty and importance. It was settled in 1791, and incorporated in 1827. Owego is surrounded by a landscape not of bold but of very beautiful features. Many noble panoramas are to be seen from the hill-tops around, overlooking the village and the great valley. The Owego Creek, which enters the Susquehanna here, is a charming stream. Just before its meeting with the greater waters, it passes through the meadow and at the base of the hill-slopes of "Glenmary," once the home of N. P. Willis, and now one of the Meccas of the vicinage, to which all visitors are won by the charms and spells the fancy of the poet has cast about it. It was here that Mr. Willis wrote his famous "Letters from under a Bridge." Population, 6,000. The Cayuga division of the *Delaware, Lackawanna, and Western Railroad*, diverges here, some 30 miles, to Ithaca, on Cayuga Lake.

Elmira.—HOTELS, *Brainard House*.

Passing the half dozen intermediate stations, we reach Elmira, 273 miles from New York, and 36 from Owego. This beautiful town is a peer of Binghamton and Owego, with the same charming valley nest and the same environing hill-ridges. It was settled in 1788, and has a town population of 14,000. The Newton Creek and the Chemung River, near the junction of whose waters Elmira is built, lend a picturesque beauty to the vicinage. The *Elmira, Canandaigua, and Niagara Falls Railway* diverges here, and connects the town with the Canada lines. This road affords one of the pleasantest summer routes from New York to the

falls of Niagara. The Williamsport and Elmira road connects with lines leading to Philadelphia. The Chemung Canal also connects Elmira with *Seneca Lake*, 20 miles distant. Five miles beyond Elmira our route lies over the Chemung River.

Corning (290 miles), is an important point on the Chemung River. The feeder of the Chemung Canal extends hither from Elmira. It is the depot of the *Corning and Blossburg Railroad*, which connects it with the coal beds of Pennsylvania. Incorporated, 1848. Present population, 7,500. At Corning terminates also the Buffalo branch road to Rochester (90 miles) and Buffalo, *via* Avon Springs, 142 miles.

Hornellsville (332 miles). Here we enter upon the fourth and last division of the Erie route; it is yet 128 miles to Dunkirk. The country through the rest of our way is comparatively new, and no important towns have yet grown up within it. Pictorially, this division is the least attractive of the whole route, though beautiful scenes occur at intervals all along. Beyond Hornellsville we enter the valley of the Canisteo River. *Almond* and *Alfred* lie upon the banks of this charming stream.

Reaching *Tip Top Summit* (the highest grade of the Erie road, being 1,700 feet above tide-water), we commence the descent into the *valley of the Genesee*. The country has but few marks of human habitation to cheer its lonely and wild aspect, and for many miles onward our way continues through a desolate forest tract, alternated only by the stations and little villages of the road. Beyond *Cuba Summit* there are many brooks and glens of rugged beauty. Passing *Olean*, on the Alleghany River, we come into the lands of the Indian Reservation, where we follow the wild banks of the Alleghany, between lofty hills as wild and desolate as itself.

Salamanca, 415 miles from New York, is important as the junction of the *Erie and Atlantic and Great Western Railways*, which unitedly form the great thoroughfare of travel between New York and Cincinnati and the Great West. At *Cattaraugus*, 428 miles from New York, and 31 from Dunkirk, we traverse a deep valley, where the eye is relieved for a lit-

tle while with scenes of gentler aspect than the unbroken forest we have long traversed, and are to traverse still. Three miles beyond *Perrysburg* we catch glimpses of the great Erie waters, toward which we are now rapidly speeding. Yet a few miles and we are out of the dreary woods, crossing again through the more habitable lands which lie upon the lakes.

Dunkirk.—HOTELS, the *Eastern*.

Reaching Dunkirk, on Lake Erie, the western terminus of the Erie road, the tourist may pursue his journey westward by any one of the numerous routes by land or by water. We have reached our destination within the State (New York), and refer our travelling friends to the Index for further information as to their route.

ROUTE VI.

TO BUFFALO AND NIAGARA FALLS.

(Via New York Central Railway and Branches.)

STATIONS.—Albany; Schenectady, 17 miles; Hoffman's, 26; Tribes Hill, 39; Fonda, 44; Palatine Bridge, 55; St. Johnsville, 64; Little Falls, 74; Herkimer, 81 (see RICHFIELD SPRINGS); Utica, 95; Rome, 110; Oneida, 122; Canastota, 128; Chittenango, 134; Syracuse, 148 (branch—lower line—to Rochester via Auburn and Canandaigua); Warner's, 157; Port Byron, 173; Savannah, 180; Lyons, 193; Newark, 199; Palmyra, 206; Fairport, 219; Rochester, 229 (branch to Niagara Falls, via Lockport); Bergen, 246; Batavia, 261; Corfu, 273; Buffalo, 298 (branch to Niagara Falls, via Tonawanda). (For route to Albany, see Routes II. and III.)

This great route traverses from east to west the entire length of the Empire State. It has two termini at the eastern end, one at Albany and the other at Troy, which meet, after 17 miles, at Schenectady. It then continues in one line to Syracuse, 148 miles from Albany, when it is again a double route for the remainder of the way; the lower line, via Auburn and Canandaigua, being looped up to the other at Rochester, about midway between Syracuse and Buffalo. The upper

route is the more direct, and the one which we shall now follow. The great Erie Canal traverses the State of New York from Albany to Buffalo, nearly on the same line with the Central Railroad.

Schenectady.—HOTELS, *Carley* (late *Eagle*), *Givern's Hotel*. At Schenectady the railways from Albany and Troy meet, and the Saratoga route diverges. Schenectady is upon the right bank of the Mohawk River. It is one of the oldest towns in the State, and is distinguished as the seat of *Union College*, founded in 1795. The council-grounds of the Mohawks once formed the site of the present town. A trading-post was established by the Dutch as early as 1620. In the winter of 1690 a party of 200 Frenchmen and Canadians, and 50 Indians, fell at midnight upon Schenectady, killed and made captive its people, and burned the village to ashes. 69 persons were then massacred, and 27 were made prisoners. The church and 63 houses were destroyed. It was afterward taken in the French war of 1748, when about 70 people were put to death. Population upward of 10,000.

Leaving Schenectady the road crosses the Mohawk River and the Erie Canal, upon a bridge nearly 1,000 feet in length.

Palatine Bridge (55 miles); passengers for Sharon Springs take stage 10 miles. (See SHARON SPRINGS.)

At **Fort Plain** (68 miles), passengers for Otsego Lake, Cooperstown, and Cherry Valley, proceed by stage.

Little Falls is remarkable for a bold passage of the Mohawk River and Erie Canal through a wild and most picturesque defile. The scenery, embracing the river, rapids, and cascades, the locks and windings of the canal, the bridges, and the glimpses far away of the valley of the Mohawk, are especially beautiful.

Utica.—HOTELS, *Baggs's*, at the depot, and the *National*. Utica is a large, flourishing, and handsome town on the south side of the Mohawk River. The Erie Canal and the Central Railway pass through the centre of the city. It contains several handsome buildings, among which are the *City Hall* and *State Lunatic Asylum*. It is built upon the site of old Fort Schuyler, and has now a population of 25,000.

Syracuse.—HOTELS, the *Globe*, the *Syracuse*, the *Onondaga*. At Syracuse, 148 miles from Albany, the Central road connects by rail with Binghamton on the Erie route, and with Oswego, 35 miles northward. It is pleasantly situated on the south end of Onondaga Lake. The most extensive salt manufactories in the United States are found here. It is famous, too, as the meeting-place of State, political, and other conventions. Incorporated as a village in 1825, and as a city in 1848. It has a population of 35,000.

Auburn, the capital of Cayuga County, is delightfully situated near Owasco Lake, a beautiful sheet of water 12 miles in length, which finds its outlet through the town. It is well laid out, and the streets are pleasantly shaded. The *State Prison* is a massive stone structure. The *Theological Seminary* and *Academy* are prominent institutions. The former, founded in 1821, has a fine library. Genesee Street is the principal business thoroughfare. Auburn has long been the residence of Mr. Seward, present Secretary of State.

Skencateles, six miles distant, is a manufacturing point of some importance. It lies at the foot of *Skencateles Lake*, a charming water, 16 miles long, with picturesque shores, and good supplies of trout and other fish. A steamboat plies on the lake during the summer.

Cayuga is a pleasant village upon the eastern shore of Cayuga Lake. *Ithaca* is 38 miles off, at the other extremity of the lake. These fine waters are traversed daily by steamboat, connecting Cayuga with Ithaca. Railway to Owego, on the New York and Erie route.

Seneca Falls, 42 miles west of Syracuse, is pleasantly situated at the outlet of Seneca Lake, which is one of the largest and most beautiful of the lakes of Western New York. It is 40 miles long, and from two to four wide. It is very deep, and never freezes over. Steamboats run between Jefferson, at the south end of the lake, and *Geneva*, at the north end.

Geneva is a flourishing city of nearly 7,000 people. It is on the Central Railway, midway between Syracuse and Rochester. It is the seat of the *Hobart Free College* (founded under the direction

of the Episcopalians in 1823); also of the *Medical Institute* of Geneva College, and the *Geneva Union School*.

Canandaigua is a beautiful town, at the north end of Canandaigua Lake, 29 miles east of Rochester. The railroad from Elmira, on the New York and Erie route to Niagara Falls, passes through Canandaigua. Incorporated in 1815, it now contains 6,000 people. The lake is about 15 miles in length, and is well stocked with fish.

Rochester. HOTELS: the *Osburn* (new), the *Brackett*, and the *Congress Hotels*, are among the many excellent houses here.

Rochester is the largest and most important city upon our present route between Albany and Buffalo, its population being 65,000. It was settled in 1812, and named after Col. Nathaniel Rochester. It is the seat of the *Rochester University*, founded by the Baptists in 1850. There is also here a Baptist *Theological Seminary*, founded in 1850. The *Rochester Athenæum* has a library of 14,000 volumes. Among its picturesque attractions, are the *Falls of Genesee*, upon both sides of which river the city is built. The *Mount Hope Cemetery*, in the vicinity, is also a spot of much natural beauty. *St. Mary's Hospital* is an imposing edifice of cut stone, with accommodation for 1,000 patients. The cut-stone aqueduct by which the Erie Canal is carried across the Genesee River is worthy of notice. Rochester is connected by railway with the New York and Erie route at Corning, and with Niagara Falls direct, by the Rochester, Lockport, and Niagara Falls division of the New York Central road (see p. 58), and by steamboats, with all ports on Lake Ontario.

The *Genesee Falls* are seen to the best advantage from the east side of the stream. The railroad cars pass about 100 rods south of the most southerly fall on the Genesee River, so that passengers in crossing lose the view. To see the scene properly, the visitor will cross the bridge over the Genesee above the mill, and place himself immediately in front of the fall. This railway bridge is 800 feet long and 234 feet high. Some distance beyond, a stairway conducts to the bottom of the ravine, whence you may pass in a

boat, or pick your way along beneath the spray of the tumbling floods. The walls of this gorge are of slate-stone; they rise to a height of more than 300 feet, and in the many and sudden turnings of the way, offer a grateful succession of noble pictures. These falls have three perpendicular pitches and two rapids; the first great cataract is 80 rods below the aqueduct, the stream plunging perpendicularly 96 feet. The ledge here recedes up the river from the centre to the sides, breaking the water into three distinct sheets. From *Table Rock*, in the centre of these falls, Sam Patch made his last and fatal leap. The river below the first cataract is broad and deep, with occasional rapids to the second fall, where it again descends perpendicularly 20 feet. Thence the river pursues its course, which is noisy, swift, and rapid, to the third and last fall, over which it pours its flood down a perpendicular descent of 105 feet. Below this fall are numerous rapids, which continue to Carthage, the end of navigation on the Genesee River from Lake Ontario. The Post-Office at the village of Genesee Falls is called *Portageville*. *Portage Station* is on the Buffalo branch of the New York and Erie Railroad, 30 miles from Hornellsville.

Buffalo.—HOTELS, the *Mansion*, *Tiff's*, and the *American*.

This important commercial and manufacturing city has grown so great and so fast, that although it was laid out as late as 1801, and in 1813 had only 200 houses, its population now numbers 145,000. It was incorporated in 1832, and in 1852 the charter was amended so as to include Black Rock. The city has a water-front of five miles in extent, and is divided into 13 wards. The city is generally well built, its streets being broad and straight, and intersecting each other at right angles. Main, Delaware, and Niagara Streets, are the principal thoroughfares. The public squares are five in number, and are respectively named *Niagara*, *Lafayette Place*, *Washington*, *Franklin*, *Delaware*, and *Terrace Parks*. Among the principal public buildings are the *City Hall*, *Penitentiary*, U. S. *Custom-House* and *Post-Office*, *Court-House*, *Jail*, *State Arsenal*, and *Market-Houses*. Among the prominent literary, education-

al, and charitable institutions of Buffalo, are the *Buffalo University*, and *Medical School*, chartered in 1846; the *Young Men's Association*, with a library of 13,000 volumes; the *Buffalo Female Academy*, on Delaware Street; the Buffalo and St. Vincent's *Orphan Asylum*; the *City and Marine Hospitals*, the latter founded in 1833; the *Hospital of the Sisters of Charity*, etc. The city has extensive manufactures of iron, being second only to Pittsburg in that important branch of industry.

The commerce of Buffalo with the West, by means of the great lakes, is large and growing. She has 30 grain warehouses, with a capacity of 6,000,000 bushels of grain.

Buffalo has immediate connection with Niagara Falls (22 miles), five times daily, *via* Black Rock and Tonawanda; but as the route from Rochester, *via* Lockport, is 14 miles shorter, and is generally preferred by travellers from New York and Albany, we will glance at that before visiting the Falls.

ROCHESTER, LOCKPORT, AND NIAGARA FALLS

Division of N. Y. Central R. R.

STATIONS.—Rochester; Spencerport, 10; Brockport, 17; Albion, 31; Medina, 40; Middleport, 45; Lockport, 56; Lockport Junction, 59; Suspension Bridge, 75; Niagara Falls, 77.

Brockport, Monroe County, on the Erie Canal, 17 miles west of Rochester, is famous for its pump manufactures.

Albion, the seat of justice of Orleans County, is a place of considerable trade, with a population of 2,000.

Lockport, 21 miles east of Niagara Falls, is a thriving town in the midst of a rich agricultural region. It is famous for its limestone quarries and its manufacture of flour. Its population is 15,000, and increasing. The roar of the great cataract can be heard here in favorable conditions of the atmosphere.

Niagara Falls.—HOTELS, upon the American side of the river, the *Cataract House* and the *International Hotel* are most excellent homes for the tourist.

On the Canada side, the *Clifton* is an excellent house.

ROUTES: From New York, *via* Hudson River or Hudson River Railroad, to Albany, 144 miles; from Albany to Buffalo, *via* N. Y. Central R. R., 298 miles; from Buffalo, by Buffalo, Niagara Falls, and Lewiston R. R., 22 miles. Total, 464 miles. Same to Rochester, 373 miles; and thence by Rochester, Lockport, and Niagara R. R., 77 miles. Total, 450 miles. From New York, *via* New York and Erie R. R., to Buffalo, 422 miles; Buffalo (as above), by Buffalo, Niagara Falls, and Lewiston R. R. (to Niagara), 22 miles. Total, 444 miles. From *New York*, by New York and Erie R. R. to Elmira, 274 miles; from Elmira to Niagara, by Elmira, Canandaigua, and Niagara Falls R. R., 166 miles. Total, 440 miles. From *New York* to Albany, by Hudson River, 144 miles; thence to Troy, six miles. Railway from Troy to Whitehall, 65 miles; from Whitehall by steamer on Lake Champlain, to St. Johns, 150 miles; St. Johns to La Prairie Railroad, 15 miles; La Prairie, by steamboat on the St. Lawrence to Montreal, nine miles; from Montreal (Grand Trunk Railroad and other lines to Niagara), railroad and steamboat, 436 miles. Total, 727 miles.

The falls are situated on the river of the same name, a strait connecting the floods of Lakes Erie and Ontario, and dividing a portion of the State of New York on the west from the Province of Canada. The cataracts thus lie within the territory both of Great Britain and the United States. They are some 20 miles below the entrance of the river, at the northeast extremity of Lake Erie, and about 14 miles above its junction with Lake Ontario.

The *River Niagara* (signifying in the Iroquois language "Thunder of Waters") takes its rise in the western extremity of Lake Erie, and after flowing 33½ miles enters Lake Ontario, which is 334 feet below Lake Erie. The waters for which the Niagara is the outlet, cover an area of 150,000 square miles—floods so grand and inexhaustible as to be utterly unconscious of the loss of the *hundred millions of tons* which they pour every hour, through succeeding centuries, over these stupendous precipices.

The Approach.—The best approach to the Falls is that most usually taken, viz., by the American shore. "The descent of about 200 feet, by the staircase, brings the traveller directly under the shoulder and edge of the American Fall, the most imposing scene, for a single object, that he probably has ever witnessed. The long column of sparkling water seems, as he stands near it, to descend to an immeasurable depth, and the bright sea-green curve above has the appearance of being set into the sky. The tremendous power of the Fall, as well as the height, realizes his utmost expectations. He descends to the water's edge and embarks in a ferry-boat, which tosses like an egg-shell on the heaving and convulsed water, and in a minute or two he finds himself in the face of the vast line of the Falls, and sees with surprise that he has expended his fullest admiration and astonishment upon a mere thread of Niagara—the thousandth part of its wondrous volume and grandeur. From the point where he crosses to Table Rock, the line of the Falls measures three-quarters of a mile in length; and it is this immense extent which, more than any other feature, takes the traveller by surprise. The current at the ferry sets very strongly down, and the athletic men who are employed here keep the boat up against it with difficulty. Arrived near the opposite landing, however, there is a slight counter-current, and the large rocks near the shore serve as a breakwater, behind which the boat runs smoothly to her moorings." The passage is now safely and pleasantly made by the steamer "Maid of the Mist."

It is from the American side of the river that access is had to the hundred points of interest and surprise in the famous Goat Island vicinage, with its connecting bridges, its views of the Rapids, of the Cave of the Winds, of the scene of Sam Patch's great leap, and of its bold overtopping tower; and in other neighborhoods of the Whirlpool, of the Chasm Tower, and the Devil's Hole.

A totally different and not less wonderful gallery of natural master-pieces is opened upon the Canada shore—the terrible marvels of the Table Rock above, and of Termination Rock behind the mighty Horse-Shoe Fall; the noble pano-

rama from the piazzas of the Clifton House, the Burning Spring, the historical village of Chippewa, and the battle-field of Lundy's Lane, Bender's Cave, etc.

Goat Island. (American side.)—Leaving the Cataract House, take the first left-hand street, two minutes' walk to the bridge, which leads to the toll-gate on Bath Island. This bridge is itself an object of wonder, in its apparently rash and dangerous position. It is, however, perfectly safe, and is crossed hourly by heavy-laden carriages.

The *Rapids*, as seen on the way to Goat Island, are impressive. The river descends 51 feet in a distance of three-quarters of a mile by this inextricable turmoil of waters. It is one of the most striking features of the Niagara scenery. Standing on the bridge, and gazing thence up the angry torrent, the leaping crests seem like "a battle-charge of tempestuous waves animated and infuriated against the sky. Nearer the plunge of the Fall, the Rapids become still more agitated, and it is impossible for the spectator to rid himself of the idea that they are conscious of the abyss to which they are hurrying, and struggle back in the very extremity of horror. This propensity to invest Niagara with a soul and human feelings is a common effect upon the minds of visitors, in every part of its wonderful phenomena. The torture of the Rapids, the clinging curves with which they embrace the small rocky islands that live amid the surge; the sudden calmness at the brow of the cataract, and the infernal writhe and whiteness with which they reappear, powerless, from the depths of the abyss—all seem, to the excited imagination of the gazer, like the natural effects of impending ruin—desperate resolution and fearful agony on the minds and frames of mortals."

Chapin's Island is upon the right of the bridge, within a short distance of the American Fall. It is named in memory of a workman whose life was imperilled by falling into the stream, as he was laboring upon the bridge. Mr. Robinson went gallantly and successfully to his relief in a skiff.

The *Toll Gate* is upon Bath Island, where baths, warm and otherwise, are accessible at all times to visitors. A fee

of 25 cents paid here, gives you the freedom of Goat Island, during all your stay, be it for the year or less. Near this point are Ship and Big Islands. There is here a very extensive paper-mill. Crossing another small bridge, we stand upon *Iris Island*. (See PROSPECT TOWER.) The only place of habitation here is a house at which the traveller can supply himself with refreshments of all inviting kinds, and store his trunks with every variety of samples of Indian ingenuity and labor. The place is called the *Indian Emporium*. Three routes over the island diverge at this point. The principal path followed by most visitors is that to the right, which keeps the best of the sights, as Wisdom always does, until the last; affording less striking views of the Falls than do the other routes at first, but far surpassing them both in its grand *finale*. This way conducts to the foot of the island, while the left-hand path seeks the head, and the middle winds across. Taking the right-hand path, then, from the Toll Gate, we come, first, to the centre Fall, called *The Cave of the Winds* (see TERMINATION ROCK), mid-distant nearly between the American and the Horse-Shoe Falls. This wonderful scene is best and most securely enjoyed from the spacious flat rock beneath. The cave is 100 feet high, and of the same extent in width. You can pass safely into the recess behind the water, to a platform beyond. Magical rainbow-pictures are formed at this spot; sometimes bows of entire circles, and two or three at once, are seen. At the foot of Goat Island the *Three Profiles* form an object of curious interest. These profiles, seemingly some two feet long, are to be seen, one directly above the other, as you look across the first sheet of water, directly under the lowest point of rock. They are sometimes called the *Three Sisters*.

Luna Island is reached by a foot bridge, from the right of Goat Island. It has an area of some three-quarters of an acre. The effective rainbow forms, seen at this point, have given it the name it bears. A child of eight years once fell into the torrent at this point, and was lost, together with a gallant lad who jumped in to rescue her. *Biddle's Stairs*, on the west side of the island, was named after

Nicholas Biddle, of United States Bank fame, by whose order they were built. "Make us something," he is reported to have said to the workmen, "by which we may descend and see what is below." At the base of these spiral stairs, which are secured to the rocks by strong iron fastenings, there are two diverging paths. The *up* river way, toward the Horse-Shoe Fall, is difficult, and much obstructed by fallen rocks; but down the current a noble view is gained of the centre Fall or Cave of the Winds. *Sam Patch's Leap*.—It was upon the west side of Goat Island, near Biddle's Stairs, that the renowned jumper, Sam Patch, made two successful leaps into the waters below, saying, as he went off, to the throng of spectators, that "one thing might be done as well as another!" The fellow made one jump too much, within the same year (1829), over the Genesee Falls, at Rochester.

Reascending the Biddle Stairs, we come, after a few rods' travel, to a resting-place at a little house, and thence we go down the bank, and crossing a bridge, reach *Prospect (Terrapin) Tower*. This precarious placed edifice, which seems to have "rushed in, as fools do, where angels fear to tread," is on Iris Island, very near the edge of the precipice, above which it rises some 45 feet in the air. From the top, which is surrounded by an iron railing, a magnificent scene is presented—a panorama of the Niagara wonders—the like of which can be seen from no other point. Here a *register for visitors* is kept.

The Horse-Shoe Fall—always marvellous from whatever position it is viewed—forms the connecting link between the scenes of the American and Canadian sides of the river. This mighty cataract is 144 rods across, and it is said by Prof. Lyell that fifteen hundred millions of cubic feet of water pass over its ledges every hour. One of the condemned lake ships (the *Detroit*) was sent over this fall in 1829, and, though she drew 18 feet of water, she did not touch the rocks in passing over the brink of the precipice, showing a solid body of water, at least some 20 feet deep, to be *above* the ledge. We shall return to the Horse-Shoe Fall from the Canada side.

Gull Island, just above, is an unapproachable spot, upon which it is not likely or possible that man has ever yet stood. There are three other small isles seen from here, called the *Three Sisters*. Near the Three Sisters, on Goat Island, is the spot remembered as the resort of an eccentric character, and called, after him, the *Bathing-Place of Francis Abbott the Hermit*. At the head of Goat Island is *Navy Island*, near the Canada shore. It was the scene of incidents in the Canadian rebellion of 1837-'38, known as the McKenzie War. *Chippewa*, which held at that period some 5,000 British troops, is upon the Canadian shore, nearly opposite. It was near *Fort Schlosser*, hard by, that, about this period, the American steamboat *Caroline*, was set on fire, and sent over the falls, by the order of Col. McNabb, a British officer. Some fragments of the wreck lodged on Gull Island, where they remained until the following spring.

Grand Island, which contains 11,000 acres, was the spot on which Major M. M. Noah hoped to assemble all the Hebrew populations of the world. Near the ferry there was once an observatory or pagoda, 100 feet high, from which a grand view of the region was gained. This spot is called *Point View*.

The Whirlpool.—Three miles below the Falls (American side) is the Whirlpool, resembling in its appearance the celebrated Maelstrom on the coast of Norway. It is occasioned by the river making nearly a right angle, while it is here narrower than at any other place, not being more than 30 rods wide, and the current running with such velocity as to rise up in the middle 10 feet above the sides. This has been ascertained by measurement. There is a path leading down the bank to the Whirlpool on both sides, and, though somewhat difficult to descend and ascend, it is accomplished almost every day.

The *Devil's Hole* is a mile below the Whirlpool. It embraces about two acres, cut out laterally and perpendicularly in the rock by the side of the river, and is 150 feet deep. An angle of this hole or gulf comes within a few feet of the stage-road, affording travellers an opportunity, without alighting, of looking into the

yawning abyss. But they should alight, and pass to the farther side of the flat projecting rock, where they will feel themselves richly repaid for their trouble. Into the Devil's Hole falls a stream known by the unpoetical name of the *Bloody Run*.

Chasm Tower, three and a half miles below the Falls, is 75 feet high, and commands fine views (seen, if you please, in all hues, through a specular medium) of all the country round. A fee is required. The *Suspension Bridge* spans the river two miles below the Falls. Its total length, from centre to centre of the towers, is 800 feet; its height above the water, 258 feet. The first bridge, which was built by Mr. Charles Ellett, was a very light and fairy-like affair, in comparison with the present substantial structure. The bridge, as it now stands, was constructed under the direction of Mr. John A. Roebling, at a cost of \$500,000. The same able architect and engineer is now engaged on the suspension bridge across the Ohio, at Cincinnati. The towers are 66 feet high, 15 feet square at the base, and 8 feet at the top. The bridge is supported by four cables, each being nine and a half inches in diameter, and composed of 8,000 wires. It was first crossed by the locomotive March 8, 1855. Twenty-eight feet below the floor of the railway tracks a carriage and footway is suspended. This bridge is used at present by the New York Central, the Erie, and the Great Western (Canada) roads. Having examined the bridge, we will now cross it to the opposite shore. Taking a carriage at our hotel, on the American side, we may "do" the Canadian shore very comfortably between breakfast and dinner, if we have no more time to spare. The regular price of carriage hire at the livery stables is one dollar per hour. Make your contract when you engage, as overcharges are fashionable. On the plank road, going and returning, the toll is five cents; at the bridge, for each foot passenger, going and returning the same day, 25 cents, or 12½ each way. If the passenger does not return, the bridge toll is still 25 cents. For each carriage (two horses), going and returning, 50 cents for each passenger, and 50 cents besides for the carriage.

A plank road leads from the opposite terminus of the bridge to the Clifton House. At the bridge is shown a basket in which Mr. Ellett, his wife, and other ladies and gentlemen, crossed over the river on a single wire, about one inch in diameter. A perilous journey across such a gorge and at an elevation in the air of 280 feet! Two or three persons thus crossed at a time, the basket being let down on an inclined plane to the centre of the towers (this was during the building of the first suspension bridge), and then drawn up by the help of a windlass to the opposite side. The usual time in crossing was from three to four minutes. By the means of this basket the lives of four men were once saved, when the planks of the foot bridge were blown off in a violent storm, and they were suspended over the river by only two strands of wire, which oscillated, with immense rapidity, 60 or 70 feet. The basket was sent to their relief, at a moment when the hurricane grew less fearful, and they descended into it by means of a ladder, one at a trip only, until all were released from their terrible position. The exploits of Blondin and Leslie, with which our readers are all doubtless familiar, have since thrown these ventures far in the shade.

Bender's Cave is midway between the Suspension Bridge and the Clifton House. It is a recess six feet high and twenty in length, made by a decomposition of the limestone.

The *Clifton House* is an old and very favorite resort here, famed for its home luxuries and for its noble position, overlooking the river and Falls. It was the residence of Mdlle. Jenny Lind during her visit to Niagara. It stands nearly opposite the centre of the irregular crescent formed by the Falls; but it is so far back from the line of the arc, that the height and grandeur of the two cataracts, to an eye unacquainted with the scene, are respectively diminished. After once making the tour of the points of view, however, the distance and elevation of the hotel are allowed for by the eye, and the situation seems most advantageous.

Table Rock exists now only in name, and the sort of posthumous interest which attaches to the spot where it stood.

The grand overhanging platform called Table Rock, and the fearful abysmal scene at the very base of the mighty Horse-Shoe Fall, once constituted one of the cardinal wonders of Niagara. This famous rock fell in 1862, but the vicinity is still a place much resorted to by visitors at the Falls. If one would listen to the terrible noise of the great cataract, let him come here, where the sound of its hoarse utterance drowns all lesser sounds, and his own speech is inaudible to himself.

Termination Rock occupies a recess behind the centre of the Horse-Shoe Fall, reached by the descent of a spiral stairway from Table Rock, the traverse for a short distance of the rude marge of the river, and then of a narrow path over a frightful ledge and through the blinding spray, behind the mighty Fall. Before descending visitors should make a complete change of toilet for a rough costume more suitable for the stormy and rather damp journey before them. When fully equipped, their ludicrous appearance excites for a while a mirthful feeling, in singular contrast with the solemn sentiment of all the scene around them. This strange expedition, often made even by ladies, has been thus described: "The guide went before, and we followed close under the cliff. A cold, clammy wind blew strong in our faces from the moment we left the shelter of the staircase, and a few steps brought us into a pelting fine rain, that penetrated every opening of our dresses and made our foothold very slippery and difficult. We were not yet near the sheet of water we were to walk through; but one or two of the party gave out and returned, declaring it was impossible to breathe; and the rest, imitating the guide, bent nearly double to keep the beating spray from their nostrils, and pushed on, with enough to do to keep sight of his heels. We arrived near the difficult point of our progress; and in the midst of a confusion of blinding gusts, half deafened, and more than half drowned, the guide stopped to give us a hold of his skirts and a little counsel. All that could be heard amid the thunder of the cataract beside us was an injunction to push on when it got to the worst, as it was shorter to get

beyond the sheet than to go back; and with this pleasant statement of our dilemma, we faced about with the longest breath we could draw, and encountered the enemy. It may be supposed that every person who has been dragged through the column of water which obstructs the entrance to the cavern behind this cataract, has a very tolerable idea of the pains of drowning. What is wanting in the density of the element is more than made up by the force of the contending winds, which rush into the mouth, eyes, and nostrils, as if flying from a water-fiend. The 'courage of worse behind' alone persuades the gasping sufferer to take one desperate step more."

The *Museum*, near Table Rock, contains more than 10,000 specimens of minerals, birds, fishes, and animals, many of which were collected in the neighborhood of the Falls. Admittance—which includes the use of the dress and admission to the Cave of the Winds, 50 cents. The *Burning Spring* is near the water, two miles above the Falls. The carbonated sulphuretted hydrogen gas here gives out a brilliant flame when lighted. The height of the American Fall is 164 feet, that of the Canadian or Horse-shoe 150 feet. The former is 900 feet across, the latter 1,900. The roar of the waters has been heard at Toronto, 44 miles away, and yet in some states of wind and atmosphere it is scarcely perceptible in the immediate neighborhood. Niagara presents a new and most unique aspect in winter, when huge icicles hang from the precipices, and immense frozen piles of a thousand fantastic shapes glitter in the bright sunlight. Father Hennepin, a Jesuit missionary, was the first European who ever saw Niagara. His visit was in 1678.

In the vicinity of Niagara is *Lewiston*, seven miles distant, at the head of navigation on Lake Ontario—and directly opposite Lewiston is Queenstown. *Queenstown* is well worthy a visit from the sojourner at the Falls, and affords a most delightful drive. It is historically as well as pictorially interesting. Here General Brock and his aide-de-camp McDonnell fell, October 11, 1812. *Brock's Monument*, which crowns the

heights above the village, is 185 feet high, surmounted by a dome of nine feet, which is reached by a spiral flight of 250 steps from the base inside. The remains of Brock and his comrade lie in stone sarcophagi beneath, having been removed thither from Fort George. This is the second monument erected on the spot, the first having been destroyed by Lett, in 1840.

ROUTE VII.

THE ADIRONDACK MOUNTAINS, SARANAC LAKES, ETC.

(For routes, see p. 66.)

THE upper part of the State of New York, lying west and south of Lake Champlain and the St. Lawrence River, respectively, is still a wild primitive forest region, of the highest interest to the tourist for its wonderful natural beauties, and for the ample facilities it offers for the pleasures of the rod and the rifle. Fine mountain-peaks stud the whole region, and charming lakes and lakelets are so abundant that travel here is made by water instead of by land—traversing the ponds in row-boats or canoes, which are carried by easy portage from one lovely brook or lake to another. Deer fill the woods, and trout are found in the transparent floods everywhere. This wilderness land is visited at various points under distinctive names, as the hunting-grounds of the Saranacs, of the Chateaugay woods, of the Adirondacks, and of Lake Pleasant, etc. We shall speak of these several divisions, briefly, in order.

The Saranac Lakes.—These wonderful links of the great chain of mountain waters in upper New York are about a dozen in number, large and small. They lie principally in Franklin County, and may be most readily reached by stage from Westport or from Keeseville, about midway on the western shore of Lake Champlain—taking stage or private conveyance thence (30 miles) to the banks of the Lower Saranac—which is the outer edge of civilization in this direction. From *Port Kent*, on Lake Champlain, to the foot of the Lower Saranac, is an easy

day's journey. There is a little village and an inn or two at this point, and here guides and boats, with all proper camp equipage for forest life, may be procured. *Baker's*, two miles from the Lower Saranac, and *Martin's*, are pleasant stopping places. For this route the tourist must engage a boatman, who, for a compensation of two or three dollars per day—the price will be no more if he should have extra passengers—will provide a boat, with tent and kitchen apparatus, dogs, rifles, etc. The tourist will supply, before starting, such stores as coffee, tea, biscuit, etc., and the sport by the way, conducted by himself or by his guide, will keep him furnished with trout and venison. If camp life should not please him, he may, with some little inconvenience, so measure and direct his movements as to sleep in some one or other of the shanties of the hunters, or of the lumbermen found here and there on the way. The tent in the forest, however, is preferable.

Returning from *St. Regis*, and back via the Upper to the Middle Saranac, we continue our journey, by portage, to the *Stony Creek* ponds—thence three miles by *Stony Creek* to the *Racquette River*—a rapid stream, with wonderful forest vegetation upon its banks. This water followed for some 20 miles brings us to *Tupper's Lake*—the finest part of the Saranac region. *Tupper's Lake* is the largest of this chain, being seven miles long, and from one to two miles broad. The shores and headlands and islands are especially picturesque and bold, and at this point the deer is much more easily found than elsewhere in the neighborhood. Below *Tupper's Lake*—the waters commingling—is *Loughneah*, another charming pond. The chain continues on yet for miles, but the Saranac trip, proper, ends here. This mountain voyage and the return to Lake Champlain might be made in a week, but two or three, or even more, should be given to it. It is seldom that ladies make the excursion, but they might do so with great delight. The boatmen and hunters of the region are fine, hearty, intelligent and obliging fellows. That wonderful ravine, the "Walled Banks of the Au Sable," (see INDEX) should be seen by

the Saranac tourist on his way from Lake Champlain to Keeseville. Hammond, in his excellent work, "Hills, Lakes, and Forest Streams," gives an excellent route from Dannemora, in Clinton County, *via* Chazy Lake, Bradley's Pond, the Upper Chateaugay, Ragged Lake, Indian and Meacham Lakes, Big Clear Pond, St. Regis Lake to the Upper Saranac.

Leaving the Lower Saranac, we will pass pleasantly along some half-dozen miles—then make a short portage, the guide carrying the huge boat by a yoke on the back, to the Middle Saranac—there we may go on to the upper lake of the same name, and thence by a long portage of three miles to Lake St. Regis. These are all large and beautiful waters, full of picturesque islands, and hemmed in upon all sides by fine mountain ranges. Trout may be taken readily at the inlets of all the brooks, and deer may be found in the forests almost at will.

The Adirondack Mountains.—The Adirondack region embraces the eastern portion of the plateau which forms the Wilderness of Northern New York. It may be reached by private conveyance over a rude mountain-road from Schroon Lake, above Lake George, or more conveniently from Crown Point village, just beyond the ruins of Fort Ticonderoga, on Lake Champlain. The distance thence is some 30 miles, and requires a day to travel. The tourist in this region will move about by land more than by water, as among the Saranacs; for, although the lakes are numerous enough, it is among and upon the hills that the chief attractions are to be found. The accommodations, though still rude enough, are much better than in former years. Stopping at this point, as headquarters, he may make a pleasant journey down *Lake Sandford* near by, on one side, and upon *Lake Henderson* on the other hand. In one water he ought to troll for pickerel, and in the other cast his fly for trout; and upon both enjoy the noble glimpses of the famous mountain-peaks of the Adirondack group, the cliffs of the *Great Indian Pass*, of *Mount Colden*, *McIntyre*, *Echo Mountain*, and other bold scenes. It will be a day's jaunt for him afterward to explore the wild gorge of the *Indian Pass*, five miles

distant; another day's work to visit the dark and weird waters of *Avalanche Lake*; and yet another to reach the *Preston Ponds*, five miles in a different direction. He will find, indeed, occupation enough for many days, in exploring these and many other points, which we cannot now catalogue. In any event he must have two days to do the tramp, *par excellence*, of the Adirondacks, to visit the summit of Tahawus, or Mount Marcy, the monarch of the region. Tahawus is 12 miles away, and the ascent is extremely toilsome. The Adirondacks (named after the Indian nation which once inhabited these fastnesses) lie chiefly in the county of Essex, though they extend outside the limits of that county. *Mount Marcy*, or Tahawus, "the Cloud Splitter," is 5,467 feet high. *Mount McIntyre* has an elevation almost as great. The *Dial Mountain*, *McMartin*, and *Colden* are also very lofty peaks, impressively seen from the distance, and inexhaustible in the attractions which their ravines and waterfalls present. *Blue Mountain*, *Dix's Peak*, *Nippletop*, *Cove Hill*, *Moor Mountain*, *White Face*, and other grand peaks belong to the neighboring range called the Keene Mountains. White Face is the most northern, and, except Mount Marcy, the loftiest of the wilderness crests.

Lake Pleasant.—To reach Lake Pleasant and the adjoining waters of Round, Piseco, and Louis Lake—a favorite and enchanting summer resort and sporting-ground—take the Central Railway from Albany, 33 miles to Amsterdam, thence by stage or carriage to *Holmes's Hotel*, on Lake Pleasant. The ride from Amsterdam is about 30 miles. The stage stops over night at a village, *en route*. Mr. Holmes's house is an excellent place, with no absurd luxuries, but with every comfort for which the true sportsman can wish. It is a delightful summer home for the student, and may be visited very satisfactorily by ladies. The wild lands and waters here are a part of the lake region of Northern New York, of which we have already seen something on the Saranacs, and among the Adirondacks. The Saranac region is connected with Lake Pleasant by intermediate waters and portages. The deer and other game are abundant here in the forests, and

fine trout may be taken in all the brooks and lakes. Lake Pleasant and its picturesque surroundings lie in Hamilton County.

The Northern Wilderness of New York is similar in its attractions to the wilderness in the upper part of the State of Maine. The following synopsis of routes to the different parts of the Wilderness, gleaned mainly from Alfred B. Street's excellent work, "Woods and Waters," will be found useful to the traveller in that region:

Some of the Principal Routes into the Northern Wilderness from Eastern, Southern, and Western New York.

I.—INTO THE CHATEAUGAY WOODS.

1st. From Plattsburg to Dannemora State Prison, and Chazy Lake, 25 or 30 miles.

2d. From Rouse's Point to Chateaugay Four Corners and Chateaugay Lakes.

II.—INTO THE SARANAC REGION.

3d. By steamboat to Port Kent (or steamboat or railroad to Burlington, opposite), on Lake Champlain. Thence by post-coach to Keeseville (Essex County), four miles. From Keeseville, 16 miles, to *Baker's* Saranac Lake House, two miles short of the Lower Saranac Lake; or to *Martin's*, on the banks of the Lower Saranac; or to *Bartlett's*, between Round Lake and Upper Saranac Lake, 13 miles from Martin's. The Keeseville road is a good travelling road, planked from Keeseville to Franklin Falls, 30 miles from Keeseville.

At the village of Au Sable Forks, 12 miles from Keeseville, the visitor can turn off into a road through the village of Jay, intersecting the Elizabethtown road, about 12 miles from Baker's. This road leads through the famous *White Face* or Wilmington notch.

4th. By steamboat to Westport, on Lake Champlain. Thence to Elizabethtown, and thence to Baker's or Bartlett's, or to Martin's. This route is about the

same distance as the Keeseville route, but the road is by no means so good.

III.—INTO THE ADIRONDACK, RACKET AND HUDSON RIVER REGIONS.

5th. From Crown Point, on Lake Champlain, to *Root's*, about 20 miles. From *Root's* to the Adirondack Lower Works, 20 miles; thence to Long Lake, 20 miles. A stage runs from *Root's* to Long Lake usually once a week during the summer. From the Lower Works to Adirondack village or Upper Works, by water (through Lake Sandford), 10 or 12 miles; by road, same. From the Upper Works to Mount Tahawus (Mount Marey), four miles, and three miles to top. From the Upper Works to the famous *Indian Pass* (the most majestic natural wonder, next to Niagara, in the State), four miles. From the Indian Pass to *Scott's*, on the Elizabethtown road (through the woods, with scarcely a path), seven miles; thence to Baker's (over a road), 14 miles.

6th. From Glenn's Falls to *Root's*, over a good road, 30 miles, viz.: From Glenn's Falls to Lake George, nine miles; thence to Warrensburg, six miles; thence to Chester, eight or ten miles; thence to Pottersville, six or eight miles; thence to *Root's*, and thence to Long Lake, or the Lower or the Upper Works; or from Pottersville to the Boras River, 15 miles.

7th. From Carthage, in Jefferson County (by way of the Beach Road), to Long Lake, 40 or 50 miles; thence to Pendleton, 10 miles; thence to Hudson River Bridge, about five miles; thence to the Lower Works, about five miles. Can drive the whole distance from Carthage to the Lower Works.

8th. From Fort Edward to Glenn's Falls and Lake George; thence to Johnsbury; thence to North Creek; thence to Eagle Lake or Tallow Lake (the middle of the three Blue Mountain Lakes). From North Creek to Eagle Lake, 20 miles.

9th. By road from Saratoga Springs to Lakes Pleasant and Pisco.

IV.—INTO THE JOHN BROWN TRACT REGION.

10th. From Utica by railroad to Booneville; thence to Lyonsdale and Port Ley-

ten, seven miles by stage-road; thence to Deacon Abby's Place, $5\frac{1}{2}$ miles, over a good road; thence to Arnold's (over rather a poor road, although passable by wagon), 11 miles.

11th. From Utica by railroad to Booneville; thence to Booth's mills, 11 miles, over a good wagon-road; thence to Arnold's by pack-horses (sent by Arnold to Booth's mills), $14\frac{1}{2}$ miles, over a rather rough road.

12th. From Utica by railroad to Alder Creek; thence by road to the Reservoir Lakes.

13th. From the village of Prospect (Oneida County, reached by railroad), through Herkimer County, to Morehouse, in Hamilton County.

14th. From Ogdensburg to Potsdam, on the Racket River, by *Ogdensburg and Lake Champlain Railroad*; thence to Colton by stage, 10 miles; thence to the foot of the Little Bog at McEwen's, on the Racket River, 12 miles, by private conveyance, over a good road; thence by boat $1\frac{1}{2}$ miles, to Bog Falls; thence a short portage on east side of river; thence to Harris's place, $4\frac{1}{2}$ miles, opposite the mouth of the Jordan River; thence $3\frac{1}{2}$ miles by wagon-road to John Ferry's; thence three miles farther on, same road, to foot of Moose-Head Still Water; thence through the latter, six miles; thence nine miles to Racket Pond; and thence five miles to Big Tupper's Lake.

ROUTE VIII.

NEW YORK TO TRENTON FALLS, via
UTICA, ETC.

Trenton Falls is the place, above all others, where it is a luxury to stay—which one oftenest revisits, which one most commends to strangers to be sure to see. "In the long corridor of travel between New York and Niagara, Trenton," says Mr. Willis, "is a sort of alcove aside—a side-scene out of earshot of the crowd—a recess in a window, whither you draw a friend by the button for the sake of chit-chat at ease." Trenton Falls is rather a misnomer, for the wonder of nature which bears the name is a tremendous torrent, whose bed, for several miles, is sunk fathoms deep into the earth

—a roaring and dashing stream, so far below the surface of the forest, in which it is lost, that you would think, as you come suddenly upon the edge of this long precipice, that it was a river in some inner world (coiled within ours, as we in the outer circle of the firmament), and laid open by some Titanic throe that had cracked clear asunder the crust of this "shallow earth." The idea is rather assisted if you happen to see below you, on its abysmal shore, a party of adventurous travellers; for at that vast depth, and in contrast with the gigantic trees and rocks, the same number of well-shaped pismires, dressed in the last fashion, and philandering upon your parlor floor, would be about of their apparent size and distinctness.

Trenton Falls are upon the West Canada Creek, a branch of the Mohawk, 17 miles from Utica (see UTICA). The descent of the stream, 312 feet in a distance of two miles, is by a series of half a dozen cataracts, of wonderful variety and beauty. Every facility of path and stairway and guide, for the tour of the Trenton ravine, has been provided by Mr. Moore, who has for many years resided on the spot, and has been always its Prospero, and its favorite host. A walk of a few rods through the woods brings the visitor to the brink of the precipice, descended by secure stairways for some hundred feet. The landing is a broad pavement, level with the water's edge, often, in times of freshet, the bed of foaming floods. Here is commanded a fine view of the outlet of the chasm, 45 rods below, and also of the first cascade, 37 rods up the stream. The parapet of the First Fall, visible from the foot of the stairs, is, in dry times, a naked perpendicular rock, 33 feet high, apparently extending quite across the chasm, the water retiring to the left, and being hid from the eye by intervening prominences. But in freshets, or after rain, it foams over, from one side of the gorge to the other, in a broad amber sheet. A pathway to this fall has been blasted at a considerable cost, under an overhanging rock and around an extensive projection, directly beneath which rages and roars a most violent rapid. The passage, though at first of dangerous aspect, is made secure by chains well riveted to the rock wall.

Passing to the left, yet a few rods above, we come to *Sherman's Fall*, 35 feet high, so named in memory of the Rev. Mr. Sherman, whose account of the spot we are now closely following. He was one of the earliest pioneers of the Trenton beauties, and it was by him that the first house, called the "Rural Resort," for the accommodation of visitors, was built. The fall has formed an immense excavation, having thrown out thousands of tons from the parapet rock, visible at the stairs, and is annually forcing off slabs at the west corner, against which it incessantly forces a section of its powerful sheet. A naked mass of rock, extending up 150 feet, juts frowningly forward, which is ascended by natural steps to a point from which the visitor looks securely down upon the rushing waters.

Leaving this rocky shelf, and passing a wild rapid, we come suddenly in sight of the *High Falls*, 40 rods beyond. This cascade has a perpendicular descent of 109 feet, while the cliffs on either side rise some 80 feet yet higher. The whole body of water makes its way at this point—divided by intervening ledges into separate cataracts, which fall first about 40 feet, then reuniting on a flat below, and veering suddenly around an inclination of rocky steps, they plunge into the dark caldron beneath. The *Rural Retreat*, 20 feet above the summit of the High Falls, is readily reached by a flight of stairs.

The opening of the chasm now becomes considerably enlarged, and a new variety of scene occurs. *Mill-Dam Fall*, 14 feet high, lies some distance beyond, reaching across the whole breadth of the chasm.

Ascending this fall, the visitor comes to a still larger platform level rock, 15 rods wide at low water, and 90 in length, lined on each side by cedars. At the extremity of this locality, which is known as the *Alhambra*, a bare rock 50 feet in height reaches gradually forward from the mid-distance; and, from its shelving top, there descends a perpetual rill, which forms a natural shower-bath. A wild cataract fills the picture on the left. Here the wide opening suddenly contracts, and a narrow aperture only remains, with vistas of winding mountain, cliff, and crag. Near by is a dark basin, where the waters

rest from the turmoil of the wild cascade above. In this vicinage is an amphitheatre of seemingly impossible access, replete with ever-new surprises and delights. Yet beyond is the *Rocky Heart*, the point at which the traverse of the ravine usually ends, though despite the difficulties and dangers of the way, even ladies frequently penetrate beyond as far as the falls at *Doon's Bridge*, the terminus of the gorge.

The scene at Trenton varies much, according as drought or freshet dries or fills the stream, and passages are easy enough at one time, which are utterly impracticable at others. It is difficult to say when the glen is the most beautiful, whether with much or with little water.

Lebanon Springs and Shaker Village.—HOTELS, *Columbia Hall*.

ROUTE.—Same as Route I. (See HUDSON.)

There are ample accommodations for the traveller at this favorite watering-place, in a well-appointed hotel, a water-cure establishment, etc., pleasantly perched on a hill-slope, overlooking a beautiful valley. There are pleasant drives all around, over good roads, to happy villages, smiling lakelets, and inviting spots of many characters. Trout, too, may be taken in the neighborhood. The waters of the Spring flow from a cavity 10 feet in diameter, and in sufficient volume to work a mill. Its temperature is 72°. It is soft, and pleasantly suited for bathing uses, is quite tasteless and inodorous. For cutaneous affections, rheumatism, nervous debility, liver complaint, etc., it is an admirable remedial agent.

The village of New Lebanon, or the celebrated Shaker settlement, is two miles from the Springs, and is a point of great interest to the visitors there, especially on Sunday, when their singular forms of worship may be witnessed. (See HUDSON.)

Sharon Springs.—HOTELS.—The *Pavilion* is a large and well-appointed establishment. The *Eldridge* is also a good house.

ROUTE.—From Albany, by the *Central Railroad*, as far as Palatine Bridge, 55 miles; thence by stage, 10 miles, over a

plank road. The waters are pure and clear, and although they flow for one-fourth of a mile from their source with other current, they yet preserve their own distinct character. The fall here is of sufficient force and volume to turn a mill. It tumbles over a ledge of perpendicular rocks, with a descent of some 65 feet. The magnesia and the sulphur springs much resemble the White Sulphur of Virginia.

Cherry Valley is in the vicinity of *Sharon Springs*, accessible also from *Palatin Bridge*, and from *Canajoharie*, on the *Erie Canal*, from which it lies about 26 miles in a southwest direction.

Otsego Lake and *Cooperstown*, famous as the home of the late Fenimore Cooper, the novelist, are near by.

Columbia Springs.—(For route, see HUDSON.)

The Columbia Springs have of late years grown into popular favor. They are easily accessible, lying only five miles from the City of Hudson. They are within the town of Stockport, Columbia County, New York. The site and grounds are highly varied and picturesque, jump-

ing delightfully from hill to dale, from forest glen to grassy lawn. In the immediate neighborhood, moreover, there flows a pleasant lake, offering all the country charms of boating and fishing. The hotel here, under the management of Mr. C. B. Nash, is large and well appointed.

Avon Springs.—The village of Avon is 20 miles distant from Rochester, on the Genesee River. A railway connects it with Geneseo, Cuylerville, and Mount Morris. The springs contain sulphur and salt, and are efficacious in cases of rheumatism and indigestion. Good hotel accommodation.

Richfield Springs.—HOTEL, *Spring House*.

Richfield Springs are in the town of Richfield, Otsego County, southeast of Utica, near the head of Canaderaga, one of the numerous lakes of this part of New York. *Otsego Lake* is six miles distant; and another six miles will take the traveller to Cooperstown. *Cherry Valley*, *Springfield*, and other villages are near by.

Route from New York and Albany, *via Central Railway* to Herkimer, 81 miles, and thence by stage.

CONNECTICUT.

THE scenery of Connecticut is delightfully varied by the passage of the Connecticut, the Housatonic, and other picturesque rivers; and of several low hill ranges. Spurs of the Green Mountains rise here and there, in isolated groups or points through the western portions of the State. The Talcot, or Greenwood's, Range extends from the northern boundary almost to New Haven. Between this chain and that in the extreme west, lies another ridge, with yet two others on the eastward—the Middletown Mountains, and the line across the Connecticut, which is a continuation, most probably, of the White Hills of New Hampshire. Lying between these mountain ranges are valleys of great luxuriance and beauty. The valley of the Connecticut, now traversed by rail through a greater part of its length, affords some of the most picturesque scenery in New England. The lakes among the mountains of the northwestern corner of the State are extremely attractive. The Long Island Sound, which waters the entire coast of Connecticut, is 140 miles long and 24 wide, and affords some fine scenery. (See LONG ISLAND.) If we except a small trading-house built by the Dutch at Hartford, in 1631, the first colony planted in Connecticut was the settlement of some of the Massachusetts emigrants at Windsor. Soon afterward Hartford fell into the possession of the English colonists. Wethersfield was next occupied, in 1636, and New Haven in 1638. The State had its share of Indian troubles in its earlier history, and of endurance, later, in the days of the Revolution. Hartford and New Haven are the capitals, and chief cities of the State. Norwalk, Bridgeport, and New London have each a popula-

tion of about 12,000. The population of the State (1860) was 460,146.

ROUTES.—There are five routes by steamboat and railway from New York through portions of Connecticut to Boston, affording daily communication throughout the year. (See BOSTON and NEW YORK.)

ROUTE I.

NEW YORK TO NEW HAVEN, HARTFORD, SPRINGFIELD, ETC.

(Via New York and New Haven, and New Haven, Hartford, and Springfield Railways.)

STATIONS.—Twenty-seventh Street and Fourth Avenue; Forty-second Street; Harlem, 6 miles; Williams Bridge, 12; Mount Vernon, 17; New Rochelle, 18; Mamaroneck, 22; Rye, 25; Port Chester, 27; Greenwich, 31; Stamford, 37; Norwalk, 45; Westport, Southport, 52; Fairfield, Bridgeport, 59; Stratford, 62; Naugatuck Railroad Junction, Milford, West Haven, New Haven, 76; Meriden, 94; Hartford, 112; Springfield, 138.

Over this fine road from New York to Springfield there is laid a double track, and express trains stop only at the principal stations, running through to Springfield, without change, in five hours. (For description of points on this line between New York and Williams Bridge, see NEW YORK AND VICINITY, AND NEW YORK AND HARLEM RAILWAY.)

New Rochelle, in Westchester County, N. Y., is pleasantly situated on the Long Island Sound. It was settled by Huguenots from Rochelle, in France. It was the residence of Thomas Paine, who died here, June 8, 1809. A monu-

ment to his memory still stands near where he was first buried.

Port Chester, situated on Byram River, in the township of Rye, Westchester County, is the last point passed on this line before entering Connecticut.

Greenwich, three miles beyond Port Chester, commands a fine view of the Sound and Long Island. It has two large churches, and several handsome residences. Greenwich is famous as the scene of "Putnam's breakneck ride" down the rocks. The spot known as "Put's Hill" can be seen from the train to the east of the depot.

Stamford (37 miles), in Fairfield County, at the mouth of Mill River, has of late years been much resorted to by visitors during the summer months. It has four pleasant parks and numerous churches, eight church edifices, and a population of 4,000.

Norwalk.—HOTEL, *Alliss House*.

Norwalk (45 miles) is a pleasant village, upon Norwalk River. It was burnt by the British, July 11, 1779. The *Norwalk and Danbury Railroad*, 24 miles, comes in at this point. The quiet rural beauties of Norwalk, and its proximity to New York, make it one of the most desirable as well as available summer resorts of Connecticut. The oyster business is extensively carried on here, as is also the manufacture of hats. North of the *Southport Station* is the *Pequot Swamp*, where that once powerful tribe of Indians made their last stand (1637) against Connecticut and Massachusetts troops. *Fairfield*, farther on our journey, was burnt (July 7, 1779) by Governor Tryon, who sailed the previous day from New Haven.

Bridgeport.—HOTEL, the *Stanley House*.

Bridgeport, 59 miles from New York, is the southern terminus of the Housatonic Railway. This route lies through the most picturesque portions of Connecticut and Massachusetts—the western or mountain regions. (See HOUSATONIC VALLEY.) The Naugatuck Railway extends hence, *via* Waterbury (62 miles), to Winsted. Steamers ply between New York and Bridgeport. The town is upon an arm of the Long Island Sound, at the mouth of the Pequannock River. A terrace height of 50 feet, occupied by beau-

tiful private mansions and cottages, commands a charming view of the town and the Sound. *Washington* and *Seaside Parks* are fine public grounds. The town is celebrated for its manufactures of sewing-machines and fire-arms. Among the most extensive establishments are those of the Wheeler & Wilson and Howe Sewing-Machine Companies, and the New Haven Arms Company. In Bridgeport was born the famous dwarf, Charles S. Stratton, *alias* "Tom Thumb." *Lindencroft*, the homestead of P. T. Barnum, the famous showman, is a short distance west of the town. Population, 18,000.

Milford, eight miles north of Bridgeport, presents a picturesque appearance. The streets are lined with stately elms. In the cemetery near the railway east of the depot is a monument 30 feet high, erected over the remains of the American soldiers brought here from New York, January, 1777.

West and *East Rocks* are seen on approaching New Haven from Bridgeport. On the summit of West Rock is the *Judges' Cave*, where Goffe and Whalley, two of the judges who condemned King Charles I., concealed themselves. From the summit of *East Rock*, 400 feet high, a wide view of New Haven and the neighboring Sound is had.

New Haven.—HOTELS: the *New Haven*, on Chapel Street, overlooking the Park, and the *Tontine*, corner of Church and Court Streets, are both good houses.

New Haven, 76 miles from New York, is one of the most beautiful and interesting places in New England. It is known as the "Elm City," from the extraordinary number of beautiful trees of this species by which the streets are so gratefully shaded and so charmingly embellished. It is beautifully situated on an extensive plain at the head of the bay or harbor, which extends from the Sound a distance of four miles. North of the city are highlands overlooking it and the Sound, prominent among which are East and West Rocks. It was settled (1638) by an English Company from London, and was originally laid out in a plot half a mile square. There are upward of 30 church edifices in the city, and the population exceeds 40,000, and is rapidly increasing. The chief objects of interest—

and these no visitor should fail to see—are *Yale College buildings*, and the *Public Square*, or “Green,” as it is familiarly called. The square is easily reached by Chapel Street, one of the main thoroughfares of the city. It contains 16 acres, and is a most attractive spot. The view in *Temple Street*, which extends across the square north and south, is especially striking. West of Temple Street are *Trinity, North, and Centre Churches*, and still farther west, the *State House*. The basement of the latter building is of marble from the Sing Sing quarries, New York. New Haven divides the honors of the capital with Hartford, the sessions of the State Legislature being held alternately at either place. The *College buildings*, fourteen in number, fronting the square on the west, will next attract attention. This famous college, founded in 1700, and removed to New Haven in 1716, is named after citizen Elihu Yale, afterward governor of Fort George, in the East Indies. The *Fine-Art Building*, recently constructed by Augustus R. Street, and by him presented to the city, should be visited. It is built of brown stone, and cost \$150,000. The *Trumbull Gallery* contains the original pictures by Colonel John Trumbull, of which copies are in the rotunda of the Capitol at Washington. *Alumni Hall*, built of Portland freestone, is also a fine edifice.

The *City Hall*, fronting the east side of the square on Church Street, is an imposing Gothic edifice, of Portland and Nova Scotia stone. It was completed in 1862, from designs by Austin, at a cost of \$100,000. The tower, 84 feet high, is surmounted by a spire of 66 feet, in which is an alarm-bell and an observatory. In the *Grove Street Cemetery* are the graves of Roger Sherman, Noah Webster, Pierrepont Edwards, James Hillhouse, Timothy Pitkin, and Eli Whitney. *Long Wharf*, which extends into the harbor nearly 4,000 feet, is said to be the longest wharf in the country.

The vicinity of New Haven abounds in attractive drives and rides. *Savin Rock*, four miles southwest, is reached by rail to West Haven depot, and thence by stage, or by stage direct from New Haven. The beach affords good bathing. The *Rock House* has ample accommodation for

visitors. The *Bradford Point House*, seven miles east of the city, is also a pleasant resort. Steamboats daily between New Haven and New York.

Wallingford, 12 miles north of New Haven, is a place of extensive manufactures. A short distance beyond this station is “Mount Tom,” upon the slope of which is seen the establishment of the *Wallingford Society*. The domain embraces 230 acres, of which 30 are laid out in orchards and vineyards. The *Hanging Hills*, said to be the most elevated points in the State, will attract the tourist’s notice as he nears Meriden.

Meriden, 18 miles from New Haven, is an important manufacturing place, with a population of 10,000. It is divided into Meriden and West Meriden. The works of the Meriden Britannia Manufacturing Company, near the railway station, are 466 feet in length and three stories high, and give employment to 400 operatives. The *Town Hall* and *State Reform School* are among the most prominent buildings. *Mount Lamentation* is seen to the eastward, on leaving the station.

New Britain is reached by a branch road 2½ miles northwest from Berlin Junction. It is widely known for its manufactures of locks, etc. It has one of the largest fountains in the United States.

Middletown, a summer resort on the Connecticut River, is famous for its quarries. It is 10 miles southeast by rail from Berlin, and 15 miles from Hartford. The *McDonough* is the leading hotel.

Hartford.—HOTELS, the *Allyn House* and *United States*.

Hartford, a semi-capital of Connecticut, is 36 miles from New Haven, 112 from New York, and 124 from Boston. It is upon the right bank of the Connecticut River, navigable to this point by sloops and small steamboats, 50 miles up from Long Island Sound. The first settlement here was made by the Dutch (1633), at the junction of Park River with the Connecticut. The place still goes by the name of “Dutch Point.” The first English settlement was made in 1635. *Main Street*, two miles long, is a handsome promenade. Among the prominent literary and educational institutions of Hartford are *Trinity College*, the *Wads-*

worth *Athenæum*, erected by private subscription at a cost of \$52,000, and the *Connecticut Historical Society*. The *Watkinson Library*, in the *Athenæum Building*, contains some rare books. The *statuary room* and *picture gallery* in this building are worth visiting (fee). The historical rooms are open daily (free). Among its chief benevolent establishments, for which Hartford is alike conspicuous, are the *American Asylum for the Deaf and Dumb*, incorporated 1816, and the *Retreat for the Insane*, opened in 1824. The *Hartford Hospital*, dedicated in 1859, is a handsome building of Portland stone, and cost \$48,000. That old historic relic, the *Charter Oak*, held in so much reverence, stood in Hartford until 1856, when it was prostrated by a violent storm. A marble slab in Charter Oak Place marks the spot where it stood. *Coll's Fire-Arms Manufactory* is worthy a visit. It is in the southeast quarter of the city. It encloses 23 acres of land, and gives employment to 800 hands. The residence of the late Mrs. L. H. Sigourney, the poetess, stands on Asylum Street, near the railway depot. Mrs. Stowe is also a resident of Hartford. Population, 35,000.

The vicinity of Hartford, like that of its sister city, New Haven, abounds in picturesque drives and walks. *Tumble-Down Brook*, eight miles west, on the Albany road, *Talcott Mountain*, *Welthersfield*, and *Prospect Hill* are among the most frequented.

Leaving Hartford and passing Windsor and Windsor Locks, 12 miles beyond the first-named city, we shortly reach the great iron truss bridge over the Connecticut River at *Warehouse Point*. It is 1,525 feet long and cost \$265,000. The iron was supplied, and the frame of the bridge put together in England. Its erection was commenced June, 1865, and completed February, 1866. It has 17 spans, the largest of which is 177½ feet. The manufacturing towns of *Enfield* and *Thompsonville*, the former famous for its powder, the latter for its carpets, are soon reached, and then Longmeadow. (For continuation of the route northward, see BOSTON AND WORCESTER ROUTE FROM BOSTON.)

ROUTE II.

BRIDGEPORT TO PITTSFIELD.

(Via Housatonic Railway.)

THE valley of the Housatonic, traversed by the Housatonic River and Railroad, extends for about 100 miles northward from Long Island Sound, through the extreme west of Connecticut and Massachusetts, including the famous county of Berkshire in the latter State. The whole region is replete with picturesque and social attractions, and has long been resorted to for summer travel and residence. It is a country of bold hills, pleasant valleys, and beautiful streams—more particularly that portion lying in Berkshire. *Saddle Mountain*, in the north part of this county, is the highest land in Massachusetts. The natural beauties of Monument Mountain, also in Berkshire, have been heightened by traditionary story, and by the verse of Bryant. Stockbridge and Great Barrington—very popular summer homes—are here.

STATIONS.—Bridgeport; Stepney, 10 miles; Botsford, 15; Newtown, 19; Hawleyville, 23; Brookfield, 29; New Milford, 35; Gaylordsville, 42; Kent, 48; Cornwall Bridge, 57; West Cornwall, 61; Falls Village, 67; Canaan, 73; Ashley Falls, 75; Sheffield, 79; Barrington, 85; Van Deusenville, 87; Housatonic, 89; Glendale, 92; Stockbridge, 93; South Lee, 95; Lee, 99; Lenox Furnace, 101; Lenox, 102; Dewey's, 106; Pittsfield, 110.

ROUTES.—From New York, take the New Haven Railroad, 59 miles, to Bridgeport, on Long Island Sound, thence up the valley, on the Housatonic road; or take the Hudson River, or the River Railroad route, 116 miles, to the city of Hudson, and thence by Hudson and Boston Railroad, 34 miles, to West Stockbridge; or the Harlem Railroad, to its intersection with the Hudson and Boston, at Chatham Four Corners. From Albany, by the Albany and Boston road, 38 miles, to State line (Housatonic road), or onward to Pittsfield. From Boston by Western (Mass.) road, 151 miles, to Pittsfield.

Falls Village, 67 miles. The falls here which are the largest in Con-

necticut, are very bold and picturesque. The waters traverse a ledge of limestone, and make a descent of 60 feet.

The Salisbury Lakes.—The country west of Canaan, as all this part of the State, is beautifully embellished with hill and lake scenery. The *Twin Lakes*, in Salisbury township, are very charming waters. *Mount Riga* is 1,000 feet high.

Sheffield (79 miles) is a prosperous village, famous for its manufactures and for its varied scenic attractions.

Barrington.—HOTEL, the *Berkshire House*. Great Barrington, with excellent hotels for summer travel, is a place of favorite resort. *Mount Peter*, on the southern edge, overlooks the village pleasantly, and is most agreeably seen approaching on the river road from the north.

The *Taugkanic Mountains*, a range extending from the Green Hills of Vermont, lie between the Housatonic valley and the Hudson River. *Mount Washington*, *Mount Riga*, and other peaks, are interesting places of pilgrimage and exploration. Following the Housatonic, and passing *Monument Mountain*, we reach STOCKBRIDGE. Old Stockbridge is one of the quietest and most winsome retreats in the world, lying in the lap of a fertile, hill-sheltered valley. The houses, which are all far apart, and buried in dense verdure, stand back in gardens, upon either side of a broad street or road, thickly lined with noble specimens of the ever-attractive New England elm. The *Stockbridge House* is well kept.

Lebanon Springs (N. Y.), and the Shaker village, are hereabouts. (See NEW YORK.)

Pittsfield.—HOTEL, *Berkshire House*. Pittsfield, Berkshire County, Mass., 110 miles from Bridgeport, is a large manufacturing and agricultural town, elevated 1,100 feet above the level of the sea. It is 151 miles west from Boston, and 49 east from Albany. The village is beautifully situated, and contains many elegant public edifices and private dwellings. In this village there is still standing one of the original forest trees—a large elm, 120 feet high, and 90 feet to the lowest limb—an interesting relic of the primitive woods, and justly esteemed a curiosity by persons visiting

this place. The town received its present name in 1761, in honor of William Pitt (Earl of Chatham). Upon a fine spacious square in the heart of the town are the principal hotels, the *Berkshire Medical School*, a popular institution founded in 1823, and the *First Congregational Church*, a Gothic structure of stone, erected in 1853. The *Young Ladies' Institute* occupies several admirable buildings, surrounded by well-embellished grounds. Pittsfield is a large depot of manufactures, being extensively engaged in the production of cotton and woollen goods, machinery, fire-arms, and railroad cars. The population of the township is nearly 9,000. The routes from Pittsfield are to Boston (151 miles), and Albany (49 miles), by the Western (Mass.) Railway; and to North Adams (20 miles), by Pittsfield and North Adams Railway. The *Pittsfield and North Adams Route*.—STATIONS: Packard's, Berkshire, Cheshire, Cheshire Harbor, Maple Grove, and South Adams to North Adams.

Adams.—The villages of North and South Adams are in the immediate neighborhood of *Saddle Mountain*. This noble peak has an elevation of 3,500 feet, and is the highest land in Massachusetts. There is a notable natural bridge upon Hudson's brook near North Adams. The *Hoosac Tunnel* is reached from here.

Williamstown, near North Adams, is the seat of Williams College, founded in 1793. This institution is well endowed, and holds high rank among the best educational establishments of the country. The village is in one of the most picturesque portions of lovely *Berkshire County*.

Norwich, one of the most beautiful towns in the State, is situated at the junction of the Yantic and Shetucket Rivers, which here form the Thames, and at the head of navigation on that river. It is 13 miles north of New London, the terminus of the steamboat route No. 4 (see BOSTON), from New York, and of the *Norwich and Worcester Railway*. It is noted for its manufactures and fine residences. Distance to Worcester, 73 miles; to Boston, 117½ miles.

New London, on the Thames River, three miles from the sea and 13

miles south of Norwich. (See Boston, ROUTE IV.) The harbor, one of the best in the United States, is environed by hills and defended by *Forts Trumbull* and *Griswold*. The town was first settled (1644) by John Winthrop. The *Custom-House*, *Court-House*, the *Female Academy*, and *High School*, are prominent edifices. Railway communication with New Haven, Providence, and all the principal cities.

Willimantic is pleasantly situated on the Willimantic River, 30 miles from New London by the Northern Railway, at the intersection of that line with the *Hartford, Providence, and Fishkill R. R.*

Stafford Springs, 20 miles beyond Willimantic, are regarded as among the most valuable chalybeate waters in the country. Good hotel accommodation.

Stonington, on the *Stonington and Providence Railway*, 12 miles from New London, and 50 miles south of Providence, is a place of some historical and commercial interest. It was settled in

1649, and incorporated 1801. A successful resistance was here made against the attack of Sir Thomas Hardy in the War of 1812. The Stonington Railway, completed in 1835, was the first line built in Connecticut. *Mystic*, four miles from Stonington, is situated on both sides of the Mystic River, two miles from the sea. Ship and steamboat building is extensively carried on.

Plainfield, in Windham County, 35 miles from Providence, *via Providence, Hartford, and Fishkill R. R.*, is a thriving manufacturing town.

Waterbury, the western terminus of the Providence line, is a thriving manufacturing place, occupying a beautiful slope on the Naugatuck River, midway between Bridgeport and Winsted. Trains daily, *via the Naugatuck Railway*,

Winsted, the northern terminus of the *Naugatuck Railway*, is a thriving village in Litchfield County. *Long Lake* has its outlet at the west end of the village. Population, 4,000. (The *Beardsley Hotel*.)

RHODE ISLAND.

RHODE ISLAND adjoins Connecticut on the east and Massachusetts on the south. It is entitled to distinction as the smallest State in the Union, its entire area not exceeding 1,159 square miles, with an extreme length and breadth respectively of 47 and 37 miles. It is divided into five counties, and contained in 1860, 175,000 inhabitants. Next to Providence, the largest towns are Smithfield, Newport, Warwick, Bristol, and Kingston.

The country is most pleasantly varied with hill and dale, though there are no mountains of any great pretensions. Ample compensation for this lack in the natural scenery is made by the numerous small lakes which abound everywhere, and especially by the beautiful waters and islands and shores of the Narraganset Bay, which occupy a great portion of the area of the State. The Pawtucket, Pawtuxet, and Pawcatuck, are the most considerable streams. Its capitals, Providence and Newport, are among the most ancient and most interesting places in the United States, and the latter has long been one of the most fashionable American watering-places.

The State of Rhode Island was first settled at Providence, in 1636, by Roger Williams. To the enlightened and liberal mind of Williams in Rhode Island, and to the like true wisdom of Penn in Pennsylvania and of Lord Baltimore in Maryland, America owes its present happy condition of entire freedom of conscience, perfect religious toleration having been made a cardinal point in the policy of those colonies. Rhode Island proper was settled (1638) by Governor Coddington and others, at Pocasset (now Portsmouth). It was purchased of the Indians, by whom it was called *Aquidneck*, "Isle of Peace." Subsequently it

was called "Isle of Rhodes" (whence Rhode Island), from the beautiful island of that name in the Mediterranean. The people of Rhode Island were early and active participants in the War of the Revolution, and many spots within her borders tell thrilling tales of the stirring incidents of those memorable days.

PROVIDENCE AND VICINITY.

HOTELS.—The *Aldrich House* (new), near the railroad depot, and the *City Hotel* (old), near Broad Street, are the principal houses. Neither has more than moderate accommodations. A first-class hotel is among the most pressing wants of the city.

Providence, one of the most beautiful cities in New England, and surpassed only by Boston in wealth and population, is the chief city of Rhode Island. It is pleasantly situated on the northern arm of the Narraganset Bay, called Providence River. It is an ancient town, dating as far back as 1636—when its founder, Roger Williams, driven from the domain of Massachusetts, sought here that religious liberty which was denied to him elsewhere.

This city makes a charming picture seen from the approach by the beautiful waters of the Narraganset, which it encircles on the north by its business quarter, rising beyond and rather abruptly to a lofty terrace, where the quiet and gratefully shaded streets are filled with dainty cottages and handsome mansions. Providence was once a very important commercial depot, its rich ships crossing all seas, and at the present day the city is equally distinguished for its manufacturing and commercial enterprise. In

the former department of human achievement it early took the lead, which it still keeps, the first cotton-mill which was built in America being still in use, in its suburban village of Pawtucket, and some of the heaviest mills and print-works of the Union being now in operation within its limits. It has also extensive manufactories of machinery and jewelry. The workshops of the American Screw Company are the best appointed of their kind in the country. The total capital invested here in manufactures is upward of \$16,000,000.

Providence is the seat of *Brown University*, one of the best educational establishments in America. It was founded in Warren, Rhode Island, in 1764, and removed to Providence in 1770. Its library is very large and valuable, and is remarkably rich in rare and costly works. R. A. Guild, librarian.

Rhode Island Hospital, now progressing toward completion in the southwestern suburb, will be one of the finest structures in the State. The entire cost, including grounds, will exceed a quarter million of dollars.

The Athenæum has a fine reading-room, and a collection of 29,000 books. T. D. Hedges, librarian. The *Providence Historical Society*, incorporated 1822, has a library of 4,000 volumes. The *Butler Hospital for the Insane*, upon the banks of Seekonk River, is an admirable institution, occupying large and imposing edifices. In the same part of the city, and lying also upon the Seekonk River, is the *Swan Point Cemetery*, a spot of great rural beauty. There are upward of 60 public schools in Providence, in which instruction is given to between eight and nine thousand pupils. The *Dexter Asylum for the Poor* stands upon an elevated range of land east of the river. In the same vicinage is the yearly meeting boarding-school, belonging to the Society of Friends. The *Reform School* occupies the large mansion, in the southeast part of the city, formerly known as the Tockwotton House. The *Home for Aged Women* and the *Children's Friend Society* are worthy a visit. The *Custom-House* (Post-Office, and United States Courts) is a handsome granite structure, and one of the principal architectural ornaments of

the city. The railroad depot, some of the banks, and many of the churches of Providence, are imposing structures. The railways diverging from Providence are the *Providence and Worcester*, 43 miles, to Worcester, Mass.; *Hartford, Providence, and Fishkill*, 123 miles, to Waterbury, Conn.; *Boston and Providence*, and *Stonington and Providence*, 62 miles, to New London (see Routes from Bosron), and the *Providence, Warren, and Bristol*. *What Cheer Rock*.—Upon the immediate edge of the city, on the shore of a charming bay in the Seekonk River, stands the famous What Cheer Rock, where the founder of the city, Roger Williams, landed from the Massachusetts side, to make the first settlement here.

At *Hunt's Mill*, three or four miles distant, is a beautiful brook with a picturesque little cascade, a drive to which is among the morning or evening pleasures of the Providence people and their guests.

Vue de l'Eau is the name of a picturesque and spacious summer hotel, perched upon a high terrace four miles below the city, overlooking the bay and its beauties for many miles around.

Gaspee Point, below, upon the opposite shore of the Narraganset, was the scene of an exploit during the Revolution. Some citizens of Providence, after adroitly beguiling an obnoxious British revenue craft upon the treacherous bar, stole down by boats in the night and settled her business by burning her to the water's edge.

Rocky Point, equidistant between Providence and Newport, is an attractive summer retreat, among shady groves and rocky glens, upon the west shore of the bay. In summer time boats ply twice a day on excursion trips from Providence to various rural points down the bay, charging 50 cents only for the round trip. Rocky Point is the most favored of all these rural recesses. Thousands visit it in the course of the season, and feast upon delicious clams, just drawn from the water, and roasted on the shore in heated seaweed, upon true and orthodox "clam-bake" principles. Let no visitor to Providence fail to eat clams and chowder at Rocky Point, even if he should never eat again. Here is a good hotel with good bathing-houses attached,

and a tower 170 feet high, from which is a charming view of the bay and land. *Marked Rock* is another famous excursion place, a few miles higher up the bay. It is reached in 40 minutes from Providence by boat. The towns of Warren and Bristol, across the bay, are each worthy of a visit. They may both be reached several times a day from Providence, *via* the *Warren and Bristol Railroad*. *Mount Hope*, the famous home of the renowned King Philip, the last of the Wampanoags, is just below Bristol, upon Mount Hope Bay, an arm of the Narraganset on the east. From the crown of this picturesque height is beheld a fine panorama of the beautiful Rhode Island waters. Upon the shore of Mount Hope Bay, opposite, is the busy manufacturing town of Fall River (see INDEX). Off on our right, as we still descend toward the sea, is Greenwich, and near by it the birth-place and home of General Nathaniel Greene, the Revolutionary hero; and just below is the township and (lying inland) the village of Kingston. In this neighborhood once stood the old snuff-mill in which Gilbert Stuart, the famous American painter, was born.

Prescott's Headquarters is a spot of Revolutionary interest on the western shore of the large island, filling the lower part of the bay, after which the State is named.

The routes from Providence and vicinity to New York and Boston are numerous. That to New York by the *Hartford, Providence, and Fishkill*, and *New York and New Haven Railways*, 162 miles, is the most expeditious; that by the boats of the Fall River line, *via* Newport, the most pleasant. To Boston (43 miles), by the *Boston and Providence Railway*.

NEWPORT.—HOTELS, the *Ocean House*, Touro Street, the most fashionable and most delightfully situated; the *Fillmore*, the *Aquidneck*, and *United States*. One daily newspaper (*News*), and the *Mercury*, the oldest weekly newspaper but one in the United States, are published in Newport. Excellent photographic views of the town and objects of interest may be had of Mr. J. Appleby Williams. His gallery is on Lower Touro Street, in the vicinity of the Ocean House.

ROUTE.—From New York (Pier No.

28, North River), at 5 P. M., daily, in the superb steamers of the Fall River line. From Boston, by the *Old Colony and Newport Railway*, *via* Taunton (67 miles); or by rail to Providence, and thence by boat down Narraganset Bay.

If Newport were not, as it is, the most elegant and fashionable of all American watering-places, its topographical beauties, its ancient commercial importance, and its many interesting historical associations, would yet claim for it distinguished mention in these pages. The approach seaward is charming. Coming in from the sea round Point Judith, a few miles brings the traveller into the waters of the Narraganset Bay, where he passes between *Fort Wolcott*, on Goat Island, and the stronghold of *Fort Adams*, upon Brenton Point on the right, and enters the harbor of the ancient town, once among the commercial capitals of the Union. As late as 1769 Newport exceeded New York in the extent of her foreign and domestic commerce. In the Revolution, the British long held possession of the place, during which time, and at their departure (1779), it became almost desolate. Before leaving, they destroyed 480 buildings, burned the lighthouse, cut down all the ornamental and fruit trees, broke up the wharfs, used the churches for riding-schools and the State House for a hospital, and carried off the church bells and the town records to New York; disasters which reduced the population from 12,000 to 4,000. But the incidents of this period have left some pleasant memories for the present day, and remembrances of the fame of Commodore Perry, the gallant commander on Lake Erie, who was born in Narraganset, across the bay, and whose remains lie now in Newport; of the residence of Rochambeau, and other brave officers of the French fleet, and of the visits of General Washington, and the *fêtes* given in his honor; the venerable buildings associated with all these incidents being still to be seen. Newport was settled in 1637, and incorporated in 1700. *Pocasset*, or *Portsmouth*, at the northern extremity of the island, had been settled the year previous. The old town lies near the water; but of late years, since the place has become popular as a summer resi-

dence, a new city of charming villas and sumptuous mansions has sprung up, extending far along upon the terraces which overlook the sea. Of the old buildings, and of those which belong to Newport *per se*, instead of in its character of a watering-place, are the ancient *State House* (for Newport is a semi-capital of Rhode Island), the *Redwood Library* and *Athenaeum*, the *Old Stone Mill*, said to have been the property of Governor Benedict Arnold, built in 1726; *Tammany Hall Institute*, *Trinity Church*, the *Vernon family mansion*, the *Perry monument*, *Comodore Perry's house*, built in 1763, and long known as the "Granary;" the fortifications in the harbor, *Fort Adams*, *Fort Wolcott*, *Fort Brown*, and the *Dumpings*. Fort Adams, on Brenton's Point, is one of the largest works in the United States. It mounts four hundred and sixty guns. The chief picturesque attractions of the town and its immediate vicinity are the fine ocean-shores, known as the First, the Second, and the Third Beach. It is the First, which is chiefly used as a bathing-ground by the Newport guests. It is half a mile from the Ocean and Fillmore Houses. Stages run during bathing hours. At the Second Beach are the famous rocks called *Purgatory*, and the *Hanging Rocks*, within whose shadow it is said that Bishop Berkeley wrote his "Minute Philosopher." The *Glen* and the *Spouting Cave* are charming places to ride to, when the weather invites. *Jelly Pond*, the largest sheet of spring water on the island, is easily reached from Spouting Cave.

"Bright and queen-like the array
Of lilies in their crystal bed;
Like chalices for Beauty's lip,
Their snowy cones half open lie,
The dew-drops of the morn to sip,
But closed to day's obtrusive eye."

The waters of this pond swarm with perch.

Newport was the birthplace of the gifted miniature painter Malbone, and Gilbert Stuart's place of nativity may be seen in Narraganset, across the bay. Stuart made two copies of his great Washington picture for Rhode Island, one of which may be seen in the State House at Newport, and the other in that at Providence. Among the interesting relics to be found in the town are: Franklin's printing-press, imported by James Franklin in 1720. It is in the office of the Newport *Mercury*, established in 1758. Upon this press the first newspaper issued (1732) was printed. The *Chair of State*, in which Benedict Arnold sat at the reception of the charter in 1663 is in the possession of the Gould family. The *First Baptist Church*, founded in 1638, and claimed as the oldest church in Rhode Island, is worthy a visit. The bell in the tower weighs half a ton. The American Steamboat Company's steamers, "Bay Queen," Captain Allen; and "City of Newport," Captain Kelley, make excursions daily (Sundays excepted) between Providence, Rocky Point, and Newport. Fares, 50 cents and 75 cents.

DISTANCES.—To Providence, 30 miles; to Fall River, 18; Point Judith, 15; Block Island, 30.

Valley Falls, six miles north of Providence, on the Worcester Railway, contains several large cotton-mills.

Woonsocket, 16 miles from Providence, is a flourishing manufacturing town (well worthy a visit from those interested in the manufacture of cotton goods), famous for its cotton manufactories, of which there are upward of 20. Woonsocket comprises the villages of Beron, Hamlet, Jencksville, Globe, and Union. *Blackstone*, two miles beyond Woonsocket, is an extensive manufacturing point. The Blackstone Manufacturing Company alone produce ten million yards of cotton cloth annually.

M A S S A C H U S E T T S .

MASSACHUSETTS, one of the original thirteen States, and the most populous and wealthy of the New England or Eastern States, is bounded on the north by New Hampshire and Vermont; east by the Atlantic Ocean; south by Connecticut and Rhode Island, and west by New York. Its greatest length, from east to west, is 145 miles, and its mean breadth 70 miles. It embraces 4,992,000 acres, and is divided into 14 counties.

The landscape here is of varied character, often strikingly beautiful, embracing not a few of the most famous scenes in the Union. In the southeastern part of the State the surface is flat and sandy, though the sea-coast is, in many places, very bold, and charmingly varied with fine pictures of rocky bluff and cliff. It abounds in admirable summer resorts, where the lovers of sea-breezes and bathing may find every means and appliance for comfort and pleasure. In the eastern and central portions, the physical aspect of the country, though agreeably diversified, is excelled in attraction by the taste and architectural beauty of its numerous cities, villages, and smiling homesteads, nowhere so abundant and so interesting as here. The Green Mountains traverse the western portion of Massachusetts in two ridges, lying some 25 miles apart, with picturesque valley lands between. Here are the favorite summer resorts of Berkshire, and other parts of the Housatonic region. Saddle Mountain, 3,505 feet high, is a spur of the most western of the two ridges we have mentioned, known as the Taconic or the Taugkannie hills. Mount Washington, another fine peak of this line, has an altitude of 2,624 feet. It rises in the extreme southern corner

of the State, while Saddle Mountain stands as an outpost in the northwest angle. The more eastern of the two hill-ranges here is called the Hoosic Ridge. Noble isolated mountain peaks overlook the winding waters and valleys of the Connecticut—some of them, though not of remarkable altitude, commanding scenes of wondrous interest, as Mount Holyoke and Mount Tom, near Northampton. North of the middle of the State is the Wachusett Mountain, with an elevation of 2,018 feet. On Hudson's Brook, in Adams County, there is found a remarkable natural bridge, 50 feet high, spanning a limestone ravine 500 feet in length. In New Marlborough, the tourist will see a singular rock poised with such marvellous art that a finger can move it; and on Farmington River, in Sandisfield, he will delight himself with the precipices, 300 feet high, known as the Hanging Mountain. Massachusetts has some valuable mineral springs, though none of them are places of general resort. In Hopkinton, mineral waters impregnated with carbonic acid, and carbonates of iron and lime; in Winchendon, a chalybeate spring, and one in Shutesbury, containing muriate of lime. But we need not make further mention of those points of interest here, as we shall have occasion to visit them all, under the head of one or other of the group of New England States, as we follow the network of routes by which they may be reached. Though small in area, compared with some other States of the Union, Massachusetts is yet, in all the qualities which make national fame, one of the greatest of them all. Nowhere are there records of historical incident of

MAP OF BOSTON

Photographically reduced from the City Engineer's Plans
With all the latest improvements.

A COMPLETE GUIDE TO STRANGERS.

Giving the distances from City Hall, in 1 Mile Circles.
Showing distinctly the Hotels, Public Buildings, Steam &
Horse Rail Roads, Ward Boundaries & Fire Districts

Corrected for Appleton's Hand-Book of Travel.



The Map is divided into Squares, marked with Letters & Figures round its edge
Public Buildings, Hotels, Rail Roads & Wharves are numbered to which the following refers

No. Square	Hotels	No. Square	Markets
8 C 7	Quincy	17 D 8	Quincy
10 C 7	American	34 E 6	Boston
18 D 7	Temple	7 C 7	Gerrish
55 E 6	United States	54 E 7	St. Charles
19 D 7	Parker's	57 E 5	Wilbur
28 E 6	Albany	12 C 8	Blackstone
26 D 7	Marlboro	58 I 7	Washington St.
27 D 7	Brinfield		
26 D 7	Brinfield		
22 D 7	Brinfield		
30 E 6	New		
20 D 7	New		
29 E 5	Brinfield		
6 E 8	Brinfield		
2 B 7	Brinfield		
3 B 7	Brinfield		
56 E 7	Brinfield		
1 B 8	Brinfield		
55 F 6	Brinfield		
39 E 7	Brinfield		

Churches +
Horse Rail Roads

Schools

Rail Roads

are
the
one
are
of

greater interest; nowhere a more advanced social position, or a greater intellectual attainment; nowhere a nobler spirit of commercial enterprise; nowhere a more inventive genius or a more indomitable industry.

The history of the State began with the landing of the Pilgrim Fathers from the May Flower at Plymouth, on the memorable 22d of December, 1620.

The most memorable events of the Revolutionary struggle within the State were the battles of Lexington and Bunker Hill.

During the late Rebellion (1861-'65), Massachusetts took a decided and patriotic stand, and furnished upward of 50,000 men to the Union forces. Manufactures rank all other productive interests of the State in extent and value. The manufacturing companies, having agencies in Boston, number over 280. (See list in Boston City Directory, page 527.) Boston is the capital and chief commercial city of the State. Population in 1860, 1,231,803.

ROUTES TO BOSTON FROM NEW YORK.

ROUTE 1. *Railway*—from Fourth Avenue, corner of Twenty-seventh Street, *via* New Haven, Hartford, Springfield, and Worcester, 236 miles, or by the *Shore Line*, *via* New Haven, New London, Stonington, and Providence, 231 miles, a pleasant and very speedy route to the latter city. ROUTE 2. *Stonington*—by steamer, daily, from pier No. 18 North River (Cortland Street), to Stonington; thence by railway, *via* Providence, R. I. ROUTE 3. *Fall River*—steamer, daily, at 5 P. M., from pier No. 3 North River, *via* Newport, R. I.; thence by *Old Colony and Newport Railway*. ROUTE 4. *Norwich Line*—steamer, daily, from pier No. 39 North River, to New London, Conn.; thence by railway, *via* Norwich, Ct., and Worcester, Mass. The most expeditious routes between New York and Boston are those we have marked No. 1, Railway Route—generally known as the New York and New Haven line. Time between eight and nine hours. All the other routes, by steamboat and railway, occupy the night, starting about 5 P. M.,

and arriving by dawn next day. The New Haven route (No. 1), is upon the New York and New Haven road for 76 miles, to New Haven, along the south line of the State of Connecticut, near the shore of Long Island Sound. To Williams Bridge, 13 miles from New York, the track is the same as that of the Harlem Railroad to Albany. At Fordham, 12 miles from the city, is located Jerome Park and the fine new Course of the American Jockey Club. Leaving Williams Bridge, we pass the pretty suburban villages of New Rochelle, Mamaroneck, Rye, and Port Chester, and reach Stamford, 37 miles from New York. The *Shore Line* leaves this route at New Haven, and extends through New London, Stonington, and Providence.

BOSTON AND VICINITY.

HOTELS.—The most fashionable and best-kept houses are the *Revere*, on Bowdoin Square, and the *Tremont*, on Tremont Street, both under the able management of Messrs. Bingham, Wrisley & Co.; the *American House*, in Hanover Street, is centrally located, and well conducted, and has upward of 300 rooms; the *United States Hotel*, immediately opposite the New York and New Haven depot, is a convenient and well-appointed house, and *Parker's*, in School Street, is conducted on the European plan. The restaurant attached to this house is one of the best in the country. The *Cornhill Coffee House* (Young's) in Washington Street, is also a well-appointed and much frequented establishment. The charges at the leading hotels are \$1 per day. There are also several clubs, admission to which is obtained by members' introduction. The *Union* is the largest and best. The Refectories and Cafés of Charles Copeland, Tremont Row, and of Southmayd, corner Bromfield Street, are among the best in the city.

CONVEYANCES, ETC.—The means of "getting about" in Boston are quite as plentiful, and generally better, as well as cheaper, than in most American cities. *Scollay's Building*, corner Tremont and Court Streets, Bowdoin Square, *Horticultural Hall*, on Tremont Street, near the Tre-

mont House, and No. 12 Broad Street, are the principal starting-points for the city railway cars. We append a list of the main car-lines and the hack-fares.

Tremont Street and Depots.—From Scollay's Building, through Court to Green, Leverett, and Causeway Streets, by the Lowell, Eastern, and Fitchburg Railroad Stations, and return by a different route.

East Boston and Camden Street.—From Scollay's Building to Hanover, Fleet, and Commercial Streets, across East Boston Ferry, through Meridian Street to Chelsea; return by a different route.

Providence Depot and Chelsea Ferry.—From Providence Depot, Pleasant Street, through Boylston, Tremont, Court, Hanover, Richmond, North, and Commercial Streets, to Chelsea Ferry; return by a different route.

Boston and Roxbury.—The Norfolk House, Warren and Tremont Streets line of cars leave station at Scollay's Building, and reach Roxbury through Harrison Avenue and Washington Street or Tremont Street.

The Mount Pleasant, Dorchester (*via* Grove Hall), Brookline, Jamaica Plain, Forest Hills, and Eggleston Square cars leave from corner of Tremont and Montgomery Place, and reach Roxbury through the same routes as above.

The "Meeting-house Hill and Mount Bowdoin Branch" cars leave corner of Federal and Summer Streets.

The Dorchester and Milton and Quincy cars run from the corner of Broad and State Streets.

South Boston and City Point Cars leave Scollay's Building, passing the Worcester and Old Colony Railway Depots.

Charlestown, Somerville, and Medford cars run from Scollay's Building, across Charlestown Bridge, and return *via* Warren Bridge. (Route to Bunker Hill.)

Lynn and Chelsea (via Charlestown) cars leave Scollay's Building and 71 Cornhill, running across Charlestown Bridge, and returning *via* Warren Bridge.

Cambridge and Boston.—Harvard Square, Prospect Street, Broadway, and North Avenue cars leave Bowdoin Square, opposite Revere House, running across Cambridge Bridge; return the same way.

Mount Auburn, Brighton, Newton Corner, West Cambridge and Watertown, same as above. Stages from Watertown for Waltham every alternate hour.

East Cambridge and Boston.—Cambridge Street and East Cambridge cars leave Bowdoin Square, opposite Revere House, and pass over Craigie's Bridge to East Cambridge, and return. (See also RAILWAY STATIONS.)

FARES.—Carriage and hack fares are regulated by law as follows: For one or more adult passengers within the city proper, or from one place to another within the limits of South Boston, or of East Boston, each 50 cents.

Between the hours of 11 P. M. and 7 A. M., the fare for one adult passenger \$1.

For two or more such passengers, each 50 cents.

For one adult passenger, from any part of the city proper, to either South Boston or East Boston, or from East Boston or South Boston to the city proper, \$1.

For two or more such passengers between said points, each 75 cents.

For children between four and twelve years of age, when accompanied by an adult, one-half of the above sums; and for children under four years of age, when accompanied by an adult, no charge is made.

Car fares are 6 cents within the city. Exchange (transfer) tickets 6 cents additional.

BAGGAGE.—One trunk, valise, box, bundle, carpet-bag, basket, or other article used in travelling, shall be free of charge; but for each additional trunk or other such articles 5 cents shall be paid.

Complaints of overcharges should be made to R. C. Marsh, Superintendent of Hacks, City Hall.

The *Soldiers Messenger Corps*, established in 1865, deliver small packages, letters, &c., promptly. The Messengers wear scarlet caps. They will generally be found round the principal hotels. Tariff of Charges, 15 to 20 cents in the city, 25 cents outside.

Boston is one of the most interesting of the great American cities, not only on account of its thrilling traditionary and historical associations, dating from the

earliest days of the discovery and colonization of the western continent, through all the trials and triumphs of the childhood, youth, and manhood of the Republic—but for its dauntless public enterprise, and its high social culture; for its great educational and literary facilities; for its numerous and admirable benevolent establishments; for its elegant public and private architecture, and for the surpassing natural beauty of its suburban landscape. Boston is divided into three sections—Boston Proper, East and South Boston. The old city is built upon a peninsula of some 700 acres, very uneven in surface, and rising at three different points into an eminence, one of which is 138 feet above the sea. The Indian name of this peninsula was Shawmut, meaning “Living Fountain.” It was called by the earlier inhabitants Tremont or Trimount, its *sobriquet* at the present day. The name of Boston was bestowed on it in honor of the Rev. John Cotton, who came hither from Boston in England. The first white inhabitant of this peninsula, now covered by Boston proper, was the Rev. John Blackstone. Here he lived all alone until John Winthrop—afterward the first governor of Massachusetts—came across the river from Charlestown, where he had dwelt with some fellow-emigrants for a short time. About 1635, Mr. Blackstone sold his claim to the now populous peninsula for £30, and removed to Rhode Island. The first church was built in 1632; the first wharf in 1673. Four years later a postmaster was appointed, and in 1704 (April 24), the first newspaper, called the *Boston News-Letter*, was published. The city was incorporated February 23, 1822, with a population of 45,000. It is divided into 12 wards, and contains a population of 192,324.

Boston Harbor is large, and contains numerous islands, some of which are well worth visiting. (See FORTIFICATIONS.) A narrow isthmus, which is now called the “Neck,” joins the peninsula of Old Boston to the main-land on the south, where is now the suburb of Roxbury. Boston has, indeed, been appropriately called the “mountain city in the sea.” (See BRIDGES, etc.)

South Boston, formerly part of Dorchester, extends some two miles along the

south side of the harbor, from Old Boston to *Fort Independence*. Near the centre, and two miles from the State House, are *Dorchester Heights*, memorable as having been occupied and fortified by Washington in anticipation of an attack by the British, March 4, 1776. A fine view of the city, of the vicinity, and the sea, may be obtained from these Heights. Here, too, on Telegraph Hill, is a large reservoir of the Boston water-works. The *Perkins' Institute* (Blind Asylum) is worthy a visit. Admission on Saturday mornings. Permits granted at 20 Bromfield Street. *Independence Square* contains 6 1-4 acres.

East Boston (the “Island Ward”) is in the western part of Noddle's Island. It was the homestead of Samuel Maverick, while John Blackstone was sole monarch of the peninsula, 1630. Here is the wharf of the Cunard steamers, 1,000 feet long. East Boston is connected by two ferries with the city proper. It is the terminus of the *Grand Junction Railroad*. *Chelsea* is near by.

The principal sights in and round Boston are Bunker Hill Monument, Faneuil Hall, Boston Common, the Public Garden, State the House, Mount Auburn, and Harvard University Buildings. The Great Organ, the City Hospital, the City Hall, and one or two other public buildings, are worth visiting. The streets are irregular and generally narrow. Washington and Tremont Streets are the principal thoroughfares. The suburban towns and villages of Cambridge, Roxbury, Charlestown, Chelsea, Brookline, and Dorchester, are chiefly occupied as the residences of Boston merchants. They contain an aggregate population of 114,332. Boston is well supplied with water from Cochituate Lake, 3½ miles long, situate in Framingham and Natick Townships, 12 miles from the city. The whole cost of the public water-works amounts thus far to seven millions of dollars.

SQUARES, MONUMENTS, ETC. — *Boston Common* is a large and charming public ground in a central portion of the city proper. The fence enclosing it is 1½ miles in length. It contains nearly 50 acres, of every variety of surface, with inviting walks, grassy lawns, and grand

old trees. It is the pride of the city, and is much admired by strangers. A poet "to the manor born" thus apostrophizes this famous ground and its noble tree :

When first from mother Earth you sprung,
Ere Chaucer, Spenser, Shakespeare sung,
Or Puritans had come among
The savages to loose each tongue
In psalms and prayers,
These forty acres, more or less,
Now gayly clothed in Nature's dress,
Where Yankees walk, and brag, and guess,
Was but a "howling wilderness"
Of wolves and bears.

A pond and fountain, the site of the ancient "Frog Pond," sometimes called Cochituate Lake, occupy a central point in the grounds, overlooked by Beacon, Tremont, Boylston, and Park Streets, on which stand many of the old mansions of the place. On the upper corner, the massive, dome-surmounted walls of the State Capitol are seen to great advantage. The *Old Elm* near the pond is an object of much interest. It is believed to have existed before the settlement of the city, having attained its full growth in 1722. It was nearly destroyed by a storm in 1832. Since 1854 it has been protected by an iron fence.

* * * * *

Majestic tree!

What wondrous changes have you seen
Since you put forth your primal green
And tender shoot;
Three hundred years your life has spanned,
Yet calm, serene, erect you stand,
Of great renown throughout the land,
Braced up with many an iron band,
And showing marks of Time's hard hand
From crown to root.

* * * * *

And you shall see much more beside,
Ere to your root, old Boston's pride,
The axe is laid.

And long, I trust, the time will be,
Ere mayor and council sit on thee,
And find with unanimity
That you're decayed;

For you are still quite hale and stanch,
Though here and there perhaps a branch
Is slightly rotten;
And you will stand and hold your sway
When he who pens this rhyme to-day
Shall mingle with the common clay,
And be forgotten.

The Common drops from Beacon Street, the southern declivity of Beacon Hill, by a

gentle descent to Charles River. Adjoining the Common, fronting on Charles Street, is the Public Garden. This embraces 24 acres, and is ornamented with walks, ponds, parterres of flowers, and a conservatory. While in this vicinity the pedestrian tourist will be repaid by a visit to the new streets and buildings on what is called the "Back Bay." Arlington Street and Commonwealth Avenue are handsome promenades. A statue to Hamilton, of granite, stands on the latter. The new buildings of the Societies of Natural History and Technology are located here. *Blackstone Square* and *Franklin Square* are small but ornamental grounds on Washington Street, passed on the way to Roxbury and the Cemetery of Forest Hills. *Concord*, *Chester*, and *Fort Hill Squares* are smaller public grounds. The *Riverside Trotting Park*, 3 miles from the city, is reached by the Western Avenue.

PUBLIC BUILDINGS, ETC.—*Faneuil Hall*. This famous edifice, called the "Cradle of Liberty," is in "Faneuil Hall Square," its main entrance being upon Merchants' Row East. It is 125 years old, and is an object of deep interest to Americans. Here the fathers of the Revolution met to harangue the people on the events of that stirring period; and often since that time the great men of the State and nation have made its walls resound with their eloquence. It was presented to the city by Peter Faneuil, a distinguished merchant, who, on the 4th of July, 1740, made an offer, in a town-meeting, to build a market-house. The building was begun the following year, and finished in 1742. The donor so far exceeded his promise, as to erect a spacious and beautiful Town Hall over it and several other convenient rooms. The dimensions of the original building were 100 by 40. Destroyed by fire in 1761, it was rebuilt in 1763, and enlarged to its present dimensions in 1805. A full-length portrait of the founder, together with the pictures of Washington, by Stuart, and of Webster, by Healey, occupy places upon the west wall. Portraits of President Lincoln, by Ames, and of Governor Andrew, by Hunt, are also to be seen. The pictures, regarded either as likenesses or works of art, are hardly worthy the places they oc-

cupy. *Faneuil Hall Market*, to the east of the Hall, is a substantial and imposing granite edifice. It was commenced, August 20, 1824, is 585 feet in length, and covers an area of 27,000 feet. *Quincy Hall*, over the market, is a handsome apartment, surmounted by a dome.

Bunker Hill Monument, commemorative of the eventful battle fought on the spot, is in Charlestown, occupying the site of the old redoubt on Breed's Hill. The observatory at the top of this structure commands a magnificent view, embracing a wide extent of land and water scenery. The journey up is somewhat tedious, traversing nearly 300 steps. The dedication of this monument took place June 17, 1843, in the presence of President Tyler and cabinet. On the hill is a stone marking the spot where Warren fell. Horse cars run from the head of Tremont Street to the monument. Near at hand, extending between the mouths of the Charles and Mystic Rivers, and embracing about 100 acres in extent, is the *United States Navy Yard*. It contains among other things a rope-walk, the longest in the country. The *Dry Dock*, opened June 24, 1833, is 341 feet long, and cost \$675,000. The *State Prison* in Charlestown is worth visiting. In the old graveyard adjoining the prison is the monument to John Harvard. It is of granite 15 feet high, and was erected September 26, 1828, by the graduates of the Harvard University.

The *State House* occupies a commanding site on the summit of Beacon Hill, overlooking the "Common." Access by Beacon and Park Streets. Its foundation is 110 feet above the level of the sea. Length, 173 feet; breadth, 61. The edifice was commenced July 4, 1795, and completed in 1798, at a cost of \$133,330. It was enlarged in 1855 at a cost of \$243,204. On the entrance floor (Doric Hall) is to be seen Chantrey's statue of Washington. Near by is the staircase leading to the dome, where visitors are required to register their names, and from the top of which is obtained a fine view of the city, the bay, with its islands, and the suburban towns. Bronze statues of Daniel Webster and Horace Mann occupy places on the east front facing the Common. In the *rotunda*

of the building is a collection of flags carried by the State troops in the Rebellion of 1861-'65, and two brass cannon captured in the war of 1812. The *tablets* on the eastern wall of this apartment are interesting. The *library* contains 25,000 volumes.

The *Old State House*, at the head of State Street, is an object of considerable interest. Here more than a century ago the "Great and General Court of Massachusetts" sat.

The *Custom-House* is well located at the foot of State Street, between the head of Long and Central Wharves. The foundation rests on 3,000 piles. It was commenced in 1837 and finished in 1849, at a cost of \$1,000,000. It is cruciform, constructed of granite, and has an extreme length of 140 feet, and breadth 95 feet. The longest arms of the cross are 75 feet wide, and the shortest 67 feet, the opposite fronts and ends being all alike. The portico on either front is supported by six fluted Doric columns, 32 feet high, and weighing each 42 tons. The entire height to the top of the dome is 90 feet. A fine view of the harbor and bay is had from the roof.

The *Exchange*, or *Merchants' Exchange*, 55 State Street, was completed in the fall of 1842, at a cost of \$175,000. It is 70 feet high and 250 feet deep, covering about 13,000 feet of ground. The front is built of Quincy granite, with four pilasters, each 45 feet high, and weighing 55 tons each. The roof is of wrought iron, and covered with galvanized sheet iron; and all the principal staircases are fire-proof, being constructed of stone and iron. The centre of the basement story is occupied by the *Post Office*. The great central hall, a magnificent room, is 58 by 80 feet, having 18 beautiful columns in imitation of Sienna marble, with Corinthian capitals, and a skylight of colored glass, finished in the most ornamental manner. This room is used for the merchants' exchange and subscribers' reading-room.

The *Court-House* is a fine building in Court Square, fronting on Court Street. It is built of Quincy granite, and is 185 feet long by 50 feet wide. The corner stone was laid, September, 1833. In this building are held the

United States, State, County, City, Probate, and Police Courts. In the basement is the City Lock-up or "Tombs." In the rear of the Court-House are two large brick buildings known as *Massachusetts Block* and *Barristers' Hall*. The U. S. Circuit and District Courts are held at No. 140 Tremont Street.

The *City Hall*, fronting on School Street, near the Court-House is a stately edifice, though seen to poor advantage in that confined locality. It is of New Hampshire granite. The corner stone was laid December 22, 1862, and the building dedicated, September 17, 1865. Bryant & Gilman, architects. Cost, \$505,191. A colossal bronze statue of Benjamin Franklin, who was a native of Boston, erected September, 1856, stands in front of the building. This fine work was modelled by R. B. Greenough, brother of the distinguished sculptor, Horatio Greenough. The headquarters of the Chief of Police and Chief Engineer of the Fire Department are in the City Hall.

The *Massachusetts General Hospital*, incorporated 1811, covers an area of four acres on Charles River, between Allen and Bridge Streets. It is constructed of Chelmsford granite. Near by, at the foot of Bridge Street, is the *Massachusetts Medical College*, attached to Harvard College. The *Warren Anatomical Cabinet* and *Medical Library* are worth visiting. In the laboratory of this building, the fatal altercation between Professor Webster and Dr. Parkman occurred.

The *City Hospital* is a conspicuous granite edifice, surmounted by a lofty dome. It stands on Harrison Avenue, opposite Worcester Square, and cost \$408,844, exclusive of the grounds. The *Masonic Temple* completed 1866, is a handsome granite structure of six stories. It occupies a prominent *locale* at the corner of Tremont and Boylston Streets, and is generally admired. The old Masonic Temple, dedicated May 30, 1832, stands further up Tremont Street, on the site of the old Washington Garden. It is now used for the purposes of the United States Courts. *Ordway Hall*, in Province House Court, in provincial times, was the residence of the Colonial Governors. *Horticultural Hall*, in Tremont Street, between Bromfield Street

and Montgomery Place, is an ornamental granite Gothic building lately erected, much admired for its chaste architectural design and finish. The *City Jail* on Charles Street, near the Medical College, is an octagonal-shaped granite structure, with four wings, constructed on the "Auburn plan." The *Beacon Hill Reservoir*, City Water Works, completed in 1849, is a massive granite structure, 200 feet long and 66 feet high, fronting on Derne Street.

LITERARY AND SCIENTIFIC INSTITUTIONS. Boston so long and highly distinguished for its literary character, as to have won the name of the "Athens of America," has, beside its innumerable libraries and institutions of learning, more than 100 periodical publications and newspapers, dealing with all themes of study, and all shades of opinion and inquiry. The *Boston Public Library*, instituted in 1852, is on Boylston Street, facing the Common, near Tremont Street. The present building was erected in 1856, from designs by Charles Kirby, at a cost of \$250,000. It possesses, at this time, about 130,000 volumes. Charles C. Jewett, Superintendent; Edward Capen, Librarian. The *Boston Athenæum* occupies an imposing edifice of Paterson freestone, in the Palladian style, on Beacon near Tremont Street. It was incorporated in 1807, and is one of the best endowed literary establishments in the world. There are in the library 90,000 volumes, and an extensive collection of tracts. The Athenæum possesses a fine *gallery of paintings* (third story), in connection with which the annual displays of art are made. The *sculpture gallery*, 80 feet long, in the first story, contains several fine specimens of art. Tickets to picture and sculpture galleries, 25 cents. The *Mercantile Library*, founded 1820, is at 16 Summer Street, corner of Hawley. It has 19,000 volumes and a lecture hall. Spacious *reading rooms* are attached to the *Public*, *Mercantile*, and *Athenæum* Libraries, which are free to strangers. The other reading rooms of the city are the *Merchants' Exchange*, 55 State, *Young Men's Christian Association*, 5 Tremont Temple; the *Church*, 10 Studio building, and the *New Church*, 21 Bromfield Street. The *Massachusetts Historical Society*, 30 Tremont Street, organized in 1791, possesses 12,000

volumes, and many valuable manuscripts, coins, charts, maps, etc. The *American Academy of Arts and Sciences*, one of the oldest societies of the kind in the country (1780), has 20,000 volumes. It occupies an apartment in the Athenæum. Besides these libraries, Boston has many others; as, the *State Library*, the *Social Law Library*, *General Theological Library*, 41 Tremont Street, organized April 20, 1860, etc. The *Lowell Institute*, founded by John Lowell, Jr., Washington Street, provides for regular courses of free lectures upon natural and revealed religion, and many scientific and art topics. We may mention, also, among the foremost literary, scientific, and art societies of the city, the *Institute of Technology*, and the *Natural History Society*, on Berkeley and Boylston Streets (Admission, Wed. and Sat. afternoons, free). The *La Fresnaye Collection* of birds in the Museum of Natural History numbers 8,989 specimens. The School of Technology is not yet complete. It is modelled on the plan of the *Conservatoire des Arts et Métiers*, and the *Ecole Centrale*, of Paris, and, when finished, will embrace three departments, to be respectively known as the "Society of Arts," "Museum of Industrial Art and Science," and "School of Science and Art." The *American Statistical*, the *Musical*, *Educational*, and the *Handel and Haydn* Societies, 15 India Street, and the *Boston Academy of Music*, are flourishing institutions.

Many of the public schools of Boston are well worthy a visit from those interested in the cause of education. The Latin and English high schools on Bedford Street are the most prominent. The former was established in 1635, and the latter in 1821. There are 25 grammar and 49 primary schools in Boston, occupying 638,540 feet of ground, and costing in the aggregate \$2,988,260. The office of the Superintendent of Public Schools is in the City Hall.

Harvard University. This venerable seat of learning is at Cambridge, three miles from the city of Boston. It was founded in 1638, by the Rev. John Harvard. The University embraces, besides its collegiate department, law, medical, and theological schools. The buildings are 15 in number, all located in Cambridge,

except that of the medical school in North Grove Street, in Boston. *Gore Hall*, and *University Hall*, are handsome edifices. The former containing the library, and the latter the chapel, lecture-rooms, etc. *Holden Chapel* contains the Anatomical Museum. The Observatory and telescope are worthy inspection.

CHURCHES, ETC.—The churches of the city are numerous, as might be expected of the home of the Puritans. They number 114—the Unitarians having the largest share. The following list embraces those most conspicuous for their age, historical associations, or architecture. *Christ Church*, in Salem Street, is an ancient structure, having been erected in 1722. *Trinity Church*, erected in 1731, is at the corner of Summer and Hawley Streets. *King's Chapel*, at the corner of Tremont and School Streets, is generally visited by strangers. It was founded in 1686. The present building is a plain granite structure, erected 1750-'54. The stained glass windows over the altar, added in 1862, are much admired. (See CEMETERIES.) *Old South Church*, at the corner of Washington and Milk Streets, is an object of much interest. It is of brick, was erected (1730) on the site of the original church (1670), which was of wood, and has one of the loftiest spires in the city. This church was used as a place of meeting by the heroes of '76, and was subsequently converted into a riding school for Burgoyne's troops. The *Prince Library* has some valuable works. The building opposite the church is said to mark the site of Franklin's birthplace. *Brattle Street Church* is an ancient looking Revolutionary structure, frequently visited by strangers. It was consecrated, July 25, 1773, and occupies the site of the old wooden structure, founded 1699. The "round shot" fired from the American guns at Cambridge during the evacuation of Boston by the British, can be seen in the church walls. The late Edward Everett, once presided over this church. *St. Paul's Church*, facing the Common, between Winter and West Streets, built in 1820, is of gray granite, 112 by 72 feet, in the Græco-Ionic style. The pillars supporting the portico are of Potomac sandstone. *Tremont Temple*, used for devotional purposes, is on Tre-

mont Street. The large hall has sittings for 3,000 people. *Park Street Church*, facing Tremont Street, near the Common, founded in 1809, has the highest spire in the city.

CEMETERIES.—*Mount Auburn Cemetery*, about a mile from Harvard University, and about four miles from Boston, by the road from Old Cambridge to Watertown, constitutes one of the sights of Boston, and should be seen by every visitor. It is the property of the Massachusetts Horticultural Society, was consecrated September 24, 1831, and contains 140 acres. It is the oldest and by many considered the most beautiful of American rural burying-places, embellished by landscape and horticultural art and taste, and many elegant and costly monuments. Cars run from the station in Bowdoin Square, *via* Cambridge (Harvard College), every 15 minutes, during the day, and until half-past eleven o'clock at night. The gateway is of Quincy granite, and cost \$10,000. *Central*, *Maple*, *Chapel*, *Spruce*, and other leading avenues, afford a circuit of the entire grounds, with a view of the principal monuments. The *Chapel*, an ornamented Gothic edifice of granite, with stained glass windows, contains statues of Winthrop, Otis, John Adams, and Judge Story. *The Tower*, 60 feet high, in the rear of the grounds, is 187 feet above Charles River, and commands a wide and charming view for many miles. It is reached by Central, Walnut, and Mountain Avenues. *Forest Pond* and *Dell Pond*, and the numerous fountains, lakes, and ponds in different parts of the cemetery, form a novel and not altogether appropriate feature of Mount Auburn. The *Spurzheim Monument* and the *Bowditch Statue*, are in Central and Chapel Avenues.

Forest Hill, in West Roxbury, next to Mount Auburn, is most visited of the Boston cemeteries. It has an imposing entrance of 160 feet front on Scarborough Street. It was consecrated, June 28, 1848. A fine view is had from *Snow Flake Cliff*. *Mount Hope Cemetery*, in West Roxbury, was purchased by the city (1857), for \$35,000.

Woodlawn, four miles north of Boston, and two miles from Chelsea, incorporat-

ed 1850, has many attractive features as a rural burying-ground. The gate-house is a Gothic structure, 56 feet high. *Rock Tower* commands a fine view of the Bay, islands, and sea. *Granary Burying-Ground*, adjoining Park Street Church, between Tremont and Beacon Streets, contains a monument to the parents of Franklin. It is of Quincy granite, 25 feet in height. The *Cemetery* attached to King's Chapel, at the corner of Tremont and School Streets, contains the remains of Johnson, the "Father of Boston," as he has been termed; and of Governor John Winthrop.

PLACES OF AMUSEMENT, ETC.—The theatres and other places of popular amusement in Boston, though by no means numerous, are well conducted and much frequented.

Boston Theatre, on Washington Street, is one of the best conducted and deservedly popular temples of the drama in the country. The audiences at this theatre are generally large and select.

Boston Museum, on Tremont, between Court and School Streets, is a spacious edifice. (Curiosities and dramatic entertainments.)

Howard Athenaeum, Howard St., near Tremont Row, with sittings for 1,200 persons, occupies the site of the Millerite Tabernacle, destroyed by fire.

Theatre Comique (Old "Aquarial Garden"), 240 Washington Street.

Continental Theatre (Whitman's), Washington Street.

Morris Brothers' Opera House, stands on Washington, near Milk Street, on what was once the Province House Estate.

Buckley's Srenaders, Summer Street, occupy the former "Post-office Building."

Tremont Theatre, on Tremont Street, near the Common.

Boston Music Hall, erected 1852, main entrance on Winter Street (Organ, &c.) This organ, built by G. F. Welcker, of Ludwigsburg, Germany, is believed to be the second largest instrument in the world. The elaborate cabinet-work is by the Brothers Herter, of New York. The entire cost was \$80,000.

Boston Athenaeum, Beacon Street (Statuary and Paintings).

Horticultural Hall, on Tremont Street,

a beautiful edifice of dressed granite, much admired for its classic style and elegant proportions. The annual exhibitions of the "Massachusetts Horticultural Society" are held here.

The Rooms of the *Boston Chess Club* are in Chauncey, corner Bedford Street; open every week day and evening.

FORTIFICATIONS, ETC.—The harbor of Boston, as elsewhere remarked, is among the best and most spacious on the coast, and to the summer visitor affords one of the most striking features of the city. The most important and noteworthy fortified works in and around Boston are to be seen in a sail up or down the beautiful harbor. They are Forts *Independence*, on Castle Island; *Fort Winthrop*, on Governor's Island, and *Fort Warren*, on George's Island. Deer Island (*House of Industry, etc.*), Long, Rainsford, Spectacle, Gallop, and Thompson's Islands are also passed. A visit to these islands and defensive works constitutes one of the pleasantest features of the summer tourist's experience in Boston.

BRIDGES, ETC.—Seven bridges, most of them free, link Cambridge, Charlestown, Chelsea, and South Boston with the Peninsula. These structures are among the peculiarities of the place, in their fashion, their number, and their length. The first one which was built was that over Charles River to Charlestown, 1,503 feet long. It was opened for travel, June 17, 1786. The *Old Cambridge Bridge*, across the Charles River to Cambridge, 2,758 feet in length, with a causeway of 3,432 feet, was completed, 1793. The *South Boston Bridge*, which leads from the Neck to South Boston, is 1,550 ft. long. The *Canal Bridge*, between Boston and East Cambridge, is 2,796 feet, and from East Cambridge another bridge extends 1,820 feet, to Prison Point, Charlestown. *Boston Free Bridge* (Dover Street) to South Boston is 1,000 feet; and *Warren Bridge* to Charlestown is 1,390 feet. Besides these bridges, a causeway of a mile and a half extends from the foot of Beacon Street to Sewell's Point, in Brookline. This causeway is built across the bay upon a substantial dam. Other roads lead into Boston over special bridges, connecting the city with the main as closely as if it were a part there-

of. Thus the topography of Boston is quite anomalous as a "mountain city in the sea."

WHARVES.—The wharves of Boston are among the finest in the United States, and to the commercial and shipping man are worth a visit. The principal are, *Long, Central, India, and Commercial Wharves*.

Steamers for the several eastern ports leave these wharves daily. (See "PACKETS," Boston Directory, p. 535.) Steamers for Halifax and Liverpool leave East Boston every alternate Wednesday.

THE RAILWAY STATIONS in Boston are seven in number, and are generally accessible by one or other of the lines of street cars.

Old Colony and Newport, on Kneeland Street, South End.

Worcester (Hartford and Erie, Woonsocket Division), corner Beach and Lincoln Streets, South End.

Providence, Pleasant Street, foot of the Common.

Boston and Maine, Haymarket Square, end of Union Street.

Eastern, Causeway Street, near Andover Street.

Fitchburg, Causeway Street (near Warren Bridge).

Lowell, Causeway Street (near Lowell Street).

The *American Telegraph Company* have branch offices at all the leading hotels for the convenience of guests. Their principal office in Boston is at 83 State Street. The offices of the *Adams* and *American Express Companies* are in Court Street. The principal Banks, Brokers, and Insurance Offices are in State Street.

PRINCIPAL BUSINESS HOUSES.—Boston, as the chief manufacturing and commercial city of New England, is the best point from which to select and purchase outfits, &c., for travelling. The principal retail business houses are on Washington Street.

CLOTHING AND FURNISHING.—The extensive and well-known house of Macullar, Williams & Parker, No. 194 Washington Street, is one of the best in New England. Their stock of ready-made and custom clothing is such that they are able to fill any order at short notice. Mr. J. C.

Chaffin, at No. 186, has an excellent assortment of furnishing goods.

JEWELRY, ETC.—Those desirous of making purchases of jewelry, watches, or articles of *virtu*, will find one of the richest and best-selected stocks at the store of Messrs. Bigelow Brothers & Kennard, No. 219 Washington Street. Their store is well stocked, and their goods are all warranted of the best quality.

FINE ARTS, ETC.—The *Studio Building* is at the corner of Tremont and Bromfield Streets. No stranger should leave Boston without visiting the picture gallery of Williams & Everett, No. 234 Washington Street.

The rooms for the exhibition and sale of the well-known Chickering pianos are at 246 Washington Street.

Among the book publishing and selling houses for which Boston is famous, that of Messrs. Ticknor & Fields, 124 Tremont Street, near the Common, will perhaps best repay a visit. It is tastefully fitted up, and well stocked with choice books. E. P. Dutton and Co., Theological and Miscellaneous Book Publishers, occupy No. 135 Washington, corner School Street, one of the oldest and most frequented book-stands in Boston. Little, Brown and Co., No. 110, and Lee and Shepard, No. 149, Washington Street, are extensive publishers and book-dealers. The publication office of the *Journal* is at 120 Washington Street; of the *Post*, at 42 Congress, and of the *Transcript*, at 92 Washington Street.

Nahant.—This once fashionable and still pleasant watering-place, is situated about 12 miles from Boston, by water, and 14 by land. (See *LYNX*.) During the summer season, a steamboat plies daily. (Fare, 25 cents.) This is a most agreeable excursion, affording an opportunity, in passing through the harbor; for seeing some of the many beautiful islands with which it is studded. The peninsula is divided into Great and Little Nahant, and Bass Neck. On the south side of Great Nahant is the dark cave or grotto, called the *Swallow's Cave*, 10 feet wide, 5 high, and 70 long, increasing in a short distance, to 14 feet in breadth, and 18 or 20 in height. On the north shore of the peninsula is a chasm 20 or 30 feet in depth, called *Spouting Horn*, into which,

at about half tide, the water rushes with great violence and noise, forcing a jet of water through an aperture in the rock to a considerable height in the air. *Castle and Pulpit Rocks* and *Irene's Grotto*, are visited by tourists.

Copp's Hill, near the Fitchburg Depot, is frequently visited. In the burying-ground is the vault of the Mather family. Roxbury, 2 miles, and Jamaica Plain, 3½ miles, are pleasant places on the Providence Railway. *Longwood* and *Brookline* are pleasant residence spots, between 3 and 4 miles on the road to Worcester. *Sharon*, 17½ miles, occupies the highest land between Boston and Providence. *Mr. Cushing's Garden*, a place of great beauty, is a short distance beyond Mount Auburn, in Watertown. Tickets may be obtained, gratis, on application at the Horticultural Hall, on Tremont Street. *Fresh Pond*, another charming place of resort, is about four miles from Boston, and about half a mile from Mount Auburn. The other sheets of water in the vicinity of Boston, worthy of the attention of visitors, are *Horn*, *Spot*, *Spy*, and *Mystic Ponds*.

Phillip's Beach, a short distance north-east of Nahant, is another beautiful beach, and a noted resort for persons in search of pleasure or health.

Point Shirley, five miles from Boston, affords a pleasant drive. The most direct route is *via* the East Boston Ferry. Excellent fish and game dinners and suppers are obtained here. (*Taft's Hotel*.)

Brighton, a station on the Worcester Railway, 5 miles west of the city, is famous for its cattle market.

Nantasket Beach, 12 miles from Boston, is situated on the east side of the peninsula of Nantasket, which forms the south-east side of Boston Harbor. The beach, which is remarkable for its great beauty, is four miles in length, and celebrated for its fine shell-fish, sea-fowl, and good bathing.

Chelsea Beach, about three miles in length, is situated in the town of Chelsea, and is another fine place of resort, with good accommodation for visitors. A ride along this beach on a warm day is delightful. It is about five miles from Boston, and may be reached through Charlestown over Chelsea Bridge. *Swampscott*

and *Phillips's Beach* may be reached on the same road. (See ROUTE IV.)

ROUTE I.

BOSTON TO PLYMOUTH, NEW BEDFORD, ETC.

(Via Old Colony and Newport Railway.)

STATIONS.—Harrison Square, 4 miles; Neponset, 2; Quincy, 8; Braintree, 10; South Braintree, 12; Randolph, 15; East Stoughton, 17; North Bridgewater, 20; Campello, 22; Keith's, 24; E. & W. B'water, 25; Bridgewater, 27; Titicut, 31; Middleboro, 35; Lakeville, 37; Myrick's, 42; Assonet, 45; Fall River, 54; Newport, 72. Steamboat to New York. (The short line, via Taunton, is 67 miles.)

Savin Hill, Harrison Square, and Neponset, form part of the town of Dorchester, and each command a fine view of Boston Harbor, Forts Winthrop and Independence, the city buildings on Deer Island, and Dorchester Heights. A portion of the breastworks still remain.

Quincy (8 miles), is celebrated as the birthplace of John Hancock, Presidents John and John Quincy Adams, and Josiah Quincy, Jr. A marble monument to the memory of John Adams and his wife, stands in the stone church, built in 1828. The granite quarries in the neighborhood are among the most extensive in the United States.

Braintree and *South Braintree* are manufacturing towns. The former is the point of departure for Hingham and Cohasset, the latter for Plymouth. Express (steamboat) trains for New York, over this road, now take the short line from South Braintree for Newport, via Taunton and Somerset.

Hingham is 17 miles from Boston, by the *South Shore Railway*, or it may be reached by a pleasant sail down the bay.

Cohasset, four miles from Hingham (*South Shore Railway*), is a popular seaside resort. Stages to Scituate and Scituate Harbor.

Marshfield, interesting as the home of Daniel Webster, is on Massachusetts Bay, 28 miles southeast of Boston (*South Shore Railway*).

Plymouth.—HOTEL, the *Samoset*

House. Plymouth is 26 miles from South Braintree, and 37 miles from Boston. It is a spot of especial interest, as the landing-place of the Pilgrim Fathers, and as the oldest town in New England. *Plymouth Rock* lies at the head of Hedge's Wharf. It is now much reduced from its ancient proportions, being only six and a half feet across its greatest breadth, and but four feet thick. The surface only is visible above the ground. The landing of the Pilgrims from the Mayflower occurred on the 22d December, 1620. *Pilgrims' Hall*, erected in 1824-'5, is worth visiting. The *Hollis Institute*, incorporated 1851, is located here.

Randolph and *Stoughton* are famous for their manufacture of boots and shoes.

Bridgewater (27 miles) is an ancient town. The site was granted as a plantation to the town of Duxbury in 1642. It was then called "Saughtuchquett" (Satucket), and was sold (1645) to Captain Miles Standish by "Onsamegum," chief of the Wampanoag Indians. The *Bridgewater Ironworks* are among the largest on the continent. They consume 10,000 tons of iron annually, and employ about 600 men. The manufacture of small-arms in New England was commenced here. A branch road runs seven miles to *South Abington*.

Middleboro (35 miles) is a prosperous town pleasantly situated upon the Taunton River. It is the seat of a very popular scholastic institution. Here the *Cape Cod* and *Taunton* branches leave the main line. The *Fairhaven* branch also diverges for Mattapoisett and New Bedford, 61 miles.

Cape Cod and the Sea Islands.—Those who delight in the sea breezes and scenery, in salt water bathing and fishing, will find ample gratification everywhere upon the Atlantic borders, and especially upon the bold, islanded coast of New England. Besides the well-known haunts of the Long Island and the Jersey shores, of Newport, and of the numerous suburban resorts of Boston, to which we have elsewhere alluded, the *Isle of Shoals*, off Portsmouth, *Martha's Vineyard*, and *Nantucket*, off New Bedford, etc., we commend the summer wanderer to a tour through the towns and villages, and along the coasts of that very

secluded portion of Massachusetts—Cape Cod. Let him journey from “Plymouth Rock,” the inner point, to Provincetown, the outer verge, and he will find novelties in both physical nature and social life, which will more than compensate for the labor of reaching them. The *Cape Cod Railway* extends along the Cape (see MIDDLEBORO), 49 miles to Wareham; 74 to Barnstable; 76 to Yarmouth; and 79 to Hyannis; or the tourist may go thence by steamboat, and continue from point to point by stage. *Myrick’s* (42 miles) is the point of departure for New Bedford and Taunton.

Taunton.—HOTEL, *City*. Taunton, settled in 1639, is a beautiful town, of some 17,000 inhabitants, situated at the head of navigation on the Taunton River. It may be reached from Boston, 35 miles; and from Providence, 30 miles, by the *Boston and Providence Railroad* (New Bedford and Taunton branch, *via* Mansfield). Taunton Green is a pleasant public ground in the centre of the town. *Mount Pleasant Cemetery* and the *State Lunatic Asylum*, opened 1854, are worth visiting.

New Bedford.—This is a charming maritime city, of some 22,000 people, situated on an estuary of Buzzard’s Bay. It is famous for its whale fisheries, in which enterprise it employs between 300 and 400 ships. New Bedford is the terminus of the *New Bedford and Taunton Railway*, by which route, *via* Mansfield, on the Boston and Providence road, it may be reached from those two cities. It is accessible also from New York and Boston, *via* Myrick’s on the Old Colony ton, Newport route. Distance from Boston, 55 miles. The *City Hall* and the *Fort* (Clark’s Point) should be seen.

Martha’s Vineyard and Nantucket.—These famous sea-islands lie off New Bedford, with which port they are in daily steamboat communication. Nantucket may be still more easily reached *via Cape Cod Railway* to Hyannis.

Somerset has extensive iron-works and potteries. Population, 2,000. Here intersects the *Dighton and Somerset Railroad*, now used by express trains between Boston and New York.

Fall River (54 miles).—HOTEL,

Richardson House. Fall River is a thriving town of nearly 18,000 inhabitants, and has very extensive manufactures. It is at the entrance of Taunton River into Mount Hope Bay, an arm of the Narraganset. The historic eminence of *Mount Hope*, the home of King Philip, is admirably seen across the bay. Steamboat “Durfee,” from Fall River to Providence, daily.

Tiverton, the next station, has fine bathing, fishing, etc. A bridge across the Seconet River, or East Channel, connects this place with Rhode Island. The view from “Tiverton Heights” of Narraganset Bay and islands is very fine.

Portsmouth Grove is a pleasant picnic resort for parties from Providence, Fall River, and Newport. The *Army Hospital* is extensive.

Newport.—(See INDEX.)

ROUTE II.

BOSTON TO WORCESTER AND SPRINGFIELD.

(*Via Boston and Worcester and Western Railways.*)

STATIONS.—Boston, Cambridge Crossing, $4\frac{1}{2}$ miles; Brighton, 5; N. Corner, $6\frac{3}{4}$; Newtonville, 8; West Newton, 9; Auburndale, $10\frac{1}{4}$; Lower Falls (Branch), 12; Grantville, $13\frac{1}{4}$; Wellesley, $14\frac{3}{4}$; Natick, $17\frac{1}{2}$; Saxonville (Branch), $21\frac{1}{2}$; Framingham, $21\frac{1}{2}$; Ashland, 24; Cordaville, 27; Southboro’, 28; Westboro’, 32; Grafton, $37\frac{3}{4}$; Millbury (Branch), $42\frac{1}{2}$; Worcester, Lower Station, 44; Worcester, $44\frac{1}{2}$; Worcester Junction, 42; Clappville, 53; Charlton, 57; Spencer, 65; East Brookfield, 64; Brookfield, 67; West Brookfield, 69; Warren, 73; Brimfield, 79; Palmer, 83; Wilbraham, 89; Indian Orchard, 92; Springfield, 98; West Springfield, 100; Westfield, 108; Russell, 116; Huntington, 119; Chester, 126; Middlefield, 131; Becket, 135; Washington, 138; Hinsdale, 143; Dalton, 146; Pittsfield, 151.

Cambridge.—*Harvard University Buildings*, Longfellow’s residence, Washington’s headquarters, and the Washington elm, should be visited. (See BOSTON AND VICINITY.)

Brighton (5 miles) is a beautiful suburban town, on the south side of Charles River. It is noted as a cattle market *Winship's Garden*.

Framingham, in Middlesex County, has several flourishing schools. (See *LONG POND*). From *Saxonville*, on the Concord River, a branch road extends to Milford and Marlboro.

Grafton (38 miles) is a flourishing town in Worcester County.

Worcester.—HOTELS, the *Lincoln House*, the *Bay State House*.

Worcester is a flourishing city, 45 miles from Boston, in the centre of one of the most productive agricultural regions of Massachusetts. It was settled in 1713, and incorporated in 1848. It is noted for its schools and manufactures. Quite a network of railways connects the city with all parts of the country—the *Western road*, direct from Boston to Albany; the *Worcester and Nashua*, communicating through other routes with the St. Lawrence River; the *Worcester and Providence*; the *Norwich and Worcester*; and the *Boston and Worcester*, which we now follow to the end of our present journey. The *American Antiquarian Society*, founded (1812) by Isaiah Thomas, has a fine building in the Italian style. The library, of 35,000 volumes, contains some rare works. The Public Library, established in 1859, has a library of 23,000 volumes. *Mechanics' Hall* has a fine organ, and seats for 2,500. The *State Lunatic Asylum*, established in 1832, and the *Oread Institute*, are prominent edifices. A fire in 1854 swept away a considerable portion of the city. The population now numbers over 26,000, and is rapidly increasing.

Springfield.—HOTEL, *Massasoit House*, a well-kept and justly popular establishment.

Springfield is upon the Connecticut River, 26 miles north of Hartford, 98 miles from Boston, and 138 from New York. The approach by the *New Haven and Hartford Railway* up the bank of the Connecticut affords a fine view of the city. It was settled, 1635, under its Indian name of Agawam, which was changed in 1640 to its present name. The *U. S. Arsenal*, located here, is the largest in the Union. It is charmingly perched upon

Arsenal Hill, looking down upon the beautiful town, the river, and the fruitful valley. This noble panorama is seen with still better effect from the cupola which crowns one of the arsenal buildings. This establishment employs nearly 800 hands, and 175,000 stand of arms are kept constantly on hand. Upward of \$12,000,000 were paid out for the construction of arms here during the rebellion. The lines composed by Longfellow, while on a visit to the arsenal, will recur to the mind of the visitor:

“This is the arsenal. From floor to ceiling,
Like a huge organ, rise the burnished arms;
But from their silent mouths no anthem
pealing
Startles the villagers with strange alarms.”

This is a famous gathering-point of railroads. The Connecticut valley route starts hence, and furnishes one of the pleasantest lines of travel from New York to the White Mountains, through Northampton, Brattleboro, Bellows Falls, to Wells River and Littleton, N. H. (See *CONNECTICUT VALLEY*, etc., AND *WHITE MOUNTAIN ROUTES*, No. VII.) The *Western Railway*, from Albany to Boston, passes through Springfield also, and continues our present route to Worcester. Springfield was incorporated as a town in 1646, and as a city in 1852. Population, 31,000. The *Cemetery*, on Maple Street, *Hampden Park*, and *Long Hill*, afford pleasant rides or walks. *Brightwood*, the residence of Dr. Holland, the author, is in the neighborhood of Springfield.

Westfield, 10 miles west of Springfield, is delightfully situated on the river of that name, and surrounded by pretty hills. It is the seat of a flourishing academy, incorporated in 1793.

Pittsfield. (See INDEX.)

ROUTE III.

BOSTON TO WOBURN, LOWELL, AND NASHUA.

(Via Boston and Lowell, and Branch Railways.)

STATIONS.—East Cambridge, 0; West Medford, 5 miles; Winchester, 8; East Woburn, 10; Woburn Watering-place,

10; North Woburn, 12; Wilmington, 15; Billerica and Tewksbury, 19; North Billerica, 22; Bleachery, Lowell, 26; Middlesex, 27; North Chelmsford, 29; Tyngsboro', 32; Little's, 35; Nashua, 39; South Merrimac, 45; Danforth's, 48; Milford, 51; Wilton, 55.

East Cambridge (two miles) has large glass-works. It is connected with Boston by Canal Bridge. (See CAMBRIDGE.)

Somerville (three miles), on the Mystic River and Miller's Creek, has several objects of interest. The *McLean Insane Asylum*, near East Cambridge, is worth visiting. *Prospect* and *Winter Hills*, with their Revolutionary memories, are in the neighborhood.

Medford (five miles), at the head of navigation on Mystic River, has large ship-yards. Medford Church was long presided over by the late Rev. John Pierpont, the poet.

Winchester (eight miles) is a suburban summer residence for Boston merchants. It was formed from Woburn, Medford, and West Cambridge, and incorporated in 1850. Branch to Woburn (Horn Pond), two miles.

Woburn (Centre) is pleasantly situated on elevated ground. Benjamin Thompson (Count Rumford), the inventor, was born here, March 26, 1753.

Lowell.—HOTELS, the *Washington* and *Merrimac*.

This famous manufacturing city, the first in the Union, is upon the south side of the Merrimac, at its junction with Concord River, 26 miles from Boston. The Pawtucket Falls, the source of the city's prosperity and wealth, have a descent of 33 feet. Lowell, named after Francis C. Lowell, of Boston, was incorporated as a town in 1826, and in 1865 its population was 35,000. There are over 50 mills in operation in Lowell, employing a capital of \$13,900,000, and nearly 13,000 hands, of whom about 9,000 are females. The *Mechanics' Association* has a library of 10,000 volumes. A monument to Ladd and Whitney, of the Sixth Massachusetts regiment, killed in Baltimore, April 19, 1861, stands in the public square.

Nashua, an important manufacturing town, 13 miles north of Lawrence, and 39 from Boston, is situated at the

confluence of the Nashua and Merrimac Rivers, in the adjoining State of New Hampshire. The Nashua River has a fall of 65 feet in two miles at this place. It is connected by rail with Concord, Lowell, Worcester, Lawrence, and Wilton. (For continuation of this route, *via* Manchester and Concord, to the White Mountains, see ROUTES IN NEW HAMPSHIRE.)

ROUTE IV.

BOSTON TO LYNN, SALEM, NEWBURYPORT, AND PORTLAND.

(Via Eastern Railway.)

STATIONS. — Boston, Somerville, 2 miles; South Malden (Saugus Branch), 3; Chelsea, 4; North Chelsea, 6; West Lynn, 10; Lynn, 11; Swampscott, 12; Salem 16; Beverly, 18; North Beverly, 20; Wenham, 22; Ipswich, 27; Rowley (Amesbury Branch), 31; Newburyport, 36; East Salisbury, 38; Scabrook, 42; Hampton Falls, 43; Hampton, 46; North Hampton, 49; Greenland, 51; Portsmouth, 56; Portland, 108.

Chelsea is one of the pleasantest of the Boston suburban towns. The *Naval Hospital*, *Marine Hospital*, and *Town Hall* are prominent buildings. *Powder-Horn Hill* and *Mount Bellingham* command fine views. Population, 14,000. *Woodlawn Cemetery* is two miles beyond.

Lynn. — HOTEL, the *Sagamore House*.

Lynn, 11 miles from Boston, on the *Eastern Railroad*, is also reached by the *Saugus Branch* several times daily; distance, 12 miles. It is charmingly situated on the northeast shore of Massachusetts Bay, and is a famous place for the manufacture of ladies' shoes. This business employs 150 establishments and 10,000 hands, half of whom are females. It is estimated that 4,500,000 pairs of ladies' and misses' shoes are made here every year. Besides the product of the city, another half million pairs are made in the neighborhood. The *New City Hall*, on the Common, corner of Market and Essex Streets, is an imposing and spacious edifice, with a fine tower. It is of pressed brick, faced with Connecticut freestone. Stages two miles to Nahant.

Swampscott has a fine beach for sea-bathing.

Salem (16 miles) extends about two miles along and three-quarters of a mile across the peninsula formed by the North and the South Rivers. It was settled in 1629-'30, and is, next to Plymouth, the oldest town in New England. Salem was the chief scene of the "witchcraft" madness in 1692. Upon *Gallows Hill*, a fine eminence overlooking the city, 19 persons of the town and neighborhood were executed for this supposed crime. Salem is also distinguished for its services in the war of the Revolution. The *City Hall*, erected in 1837, the *Museum* (E. I. Marine Society), *Court-house*, and public ground, are the most noteworthy objects. *Chestnut Street* is a handsome promenade. Branch road 21 miles to Lawrence Junction of *Essex, South Reading and Salem and Lowell Railways*. *Marblehead* is four miles from Salem, by a branch road.

Beverly (18 miles) is upon an arm of Ann Harbor, two miles from Salem, with which it is connected by a bridge of 1,500 feet, built in 1788. *Gloucester Branch* to Rockport, 18 miles.

Wenham (22 miles). *Wenham Pond*, a beautiful sheet of water, about a mile square, affords abundance of excellent fish, and is much visited by persons fond of angling. It is also noted for the quality and quantity of its ice, a large amount of which is yearly exported.

Ipswich (27 miles), is on Ipswich River, four miles from the sea. Incorporated in 1634. The vicinity is noted for its hay crops.

Newburyport.—HOTEL, the *Merrimac House*.

Newburyport (36 miles) lies on a gentle acclivity, on the south bank of the Merrimac River, near its union with the Atlantic. It is considered one of the most beautiful towns in New England. In consequence of a sand-bar at the mouth of the harbor, its commerce has greatly declined. The celebrated George Whitefield died in this town, September, 1770. Branch to Georgetown and Bradford. (See ROUTE V.)

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

Seabrook, New Hampshire (42 miles), is noted for its building of whale-boats. (See NEW HAMPSHIRE.)

ROUTE V.

TO READING, ANDOVER, LAWRENCE AND HAVERHILL.

(Via Boston and Maine Railway).

STATIONS. — Boston, Malden, 5 miles; Melrose, 7; South Reading Junction, 9; South Reading, 10; Reading, 12; Wilmington, 15; Wilmington Junction, 18; Ballardvale, 21; Andover, 23; South Lawrence, 26; North Lawrence, 27; North Andover, 28; Bradford, 32; Haverhill, 33; Atkinson, 37; Plaistow, 38; Newton, 41; East Kingston Depot, 45; Exeter, 50; South Newmarket, 54; Newmarket Junction, 55; Newmarket, 57; Durham, 62; Madbury, 65; Dover, 68; Rollinsford, 71; Great Falls, 74; Salmon Falls, 72; South Berwick Junction, 74; Portland, 111.

Somerville (2 miles).

Medford (5 miles), delightful summer residence; eight trains daily.

Melrose (7 miles) has pretty drives in the neighborhood.

Reading (12 miles), in Middlesex County, is principally famous for its manufacture of boots, etc.

Wilmington (15 miles), famous for its hops.

Andover (23 miles) is pleasantly situated on the south bank of the Merrimac River. It was incorporated 1646, and is the seat of *Phillips's Academy*, founded 1778, and of the *Andover Theological Seminary*, founded 1807. The latter commands a fine view. It has a library of 25,000 volumes. The *Abbott Female Academy* was instituted in 1829. *North Andover* station and village are five miles farther up the railway.

Lawrence (26 miles), 13 miles from Lowell, lies on both sides of the Merrimac River. It has extensive manufactures, and is connected with Manchester and Salem by rail. By means of a dam across the Merrimac River, erected 1845, a fall of 28 feet is obtained for manufacturing purposes. It was incorporated in 1845, and

now contains 23,000 inhabitants. The *Common*, in the centre of the town, comprises 17 acres. The *City Hall* is a handsome edifice. The *Oliver School*, in the immediate vicinity, and the leading mills, are well worth visiting. The principal building of the Pacific Mills is 800 feet long and seven stories high; 3,500 operatives are employed. A *library* of 3,400 volumes is sustained by the operatives for their own use. Trains to Lowell (13 miles), four times daily.

Bradford (32 miles) has a flourishing academy.

Haverhill, with which Bradford is connected by bridge, 680 feet long, across the Merrimac River, has several flourishing educational institutions, and two fine churches. It was settled in 1640, incorporated 1645, and has a population of 8,000. Branch to Georgetown and Newburyport.

Georgetown, in Essex County, is 29 miles due north of Boston. The *Memorial Church*, erected 1866-'67 by George Peabody, from a design by Bryant and Gilman, and by him presented to the town, is worth seeing. (For continuation of route, see NEW HAMPSHIRE, and ROUTES FROM PORTLAND, MAINE.)

ROUTE VI.

BOSTON TO WALTHAM, LEXINGTON, CONCORD, AND FITCHBURG.

(Via Fitchburg Railway, and Branches.)

STATIONS. — Boston, Charlestown, 1 mile; Porter's, 3; Belmont, 6; Waltham, 10; Lincoln, 17; Concord, 20; South Acton, 25; Littleton, 31; Groton Junction, 35; Shirley, 40; Leominster, 46; Fitchburg, 50.

Charlestown (one mile), *Bunker Hill Monument*, *Navy Yard*, and *State Prison* (see). Population, 27,000. (See BOSTON and VICINITY.)

West Cambridge (also street cars), *Fresh and Spy Ponds*, *Trotting Park*, etc.

Watertown, on Charles River (eight miles by branch road), has a United States Arsenal covering 40 acres, and several factories. (See MOUNT AUBURN and MR. CUSHING'S GARDEN.)

Waltham (ten miles), on Charles

River, has an extensive manufactory of watches. *Prospect Hill*, 500 feet high, commands a fine view.

Lexington.—Lexington, the scene of the memorable battle of Lexington, at the commencement of the Revolution, April 19, 1775, is reached from Boston by a branch railway through West Cambridge—a fine ride of 11 miles. The monument, built in 1799, stands on the green near the church.

Concord (20 miles) is situated on the river of the same name. It was settled in 1635, and is celebrated as the place where the first effectual resistance was made, and the first British blood shed, in the Revolutionary War. On the 19th of April, 1775, a party of British troops was ordered by General Gage to proceed to this place to destroy some military stores, which had been deposited here by the province. The troops were met at the north bridge by the people of Concord and the neighboring towns, and forcibly repulsed. A handsome granite monument, 25 feet high, erected in 1836, commemorates the heroic and patriotic achievement. *Acton*, till 1735, formed part of Concord.

Groton Junction (35 miles) is the point of intersection with the *Worcester and Nashua*, the *Stonybrook*, and *Peterboro' and Shirley* Railways. *Groton* is famous for the beauty of its situation, and its schools. Population, 3,172.

Fitchburg (50 miles), the terminus of the *Fitchburg*, the *Fitchburg and Worcester*, and the *Vermont and Massachusetts* Railways, lies on a branch of the Nashua River, which affords a fine water-power. The *Town Hall* is a spacious edifice. The leading hotels are the *Fitchburg* and *American*.

ROUTE VII.

TO HOLYOKE, BELLOWS FALLS, AND WHITE MOUNTAINS.

(Via Connecticut River Railway, and connections.)

THE *Connecticut*, the queen of New England rivers, rises in the hills of New Hampshire and Vermont, near the Can-

ada border, and flowing nearly southward for 400 miles, separates the two States of its mountain birth, traverses the entire breadth of Massachusetts and Connecticut, to the Long Island Sound. The Passumpsic, the White, the Deerfield, the Westfield, and the Ammonoosuc, are its principal tributaries. It is navigable for sloops 50 miles up to Hartford, and with the help of numerous canals very much farther. The Connecticut valley is perhaps 300 miles long in a straight line, with a mean width of 40 miles. The soil is as fertile as the landscape is beautiful. The best approach is from the south, *via* Springfield. (See SPRINGFIELD.) From Boston, the best route is *via* Worcester to Springfield, whence the line runs due north 50 miles to South Vernon.

The beautiful valleys watered by the Connecticut are among the most inviting portions of the New England landscape, whether for rapid transit or for protracted stay. The whole region is speedily and pleasantly accessible from every point, and may be traversed *en route* to most of the principal summer resorts of New England, since many important and very attractive towns and villages lie within its area, and since it is crossed and recrossed, everywhere, by the intricate railway system which unites Boston so intimately, not only with all the Eastern States, but with the whole country.

STATIONS.—Springfield, Chicopee, 4; Willimansett, 7; Holyoke, 8; Smith's Ferry, 13; Northampton, 17; Hatfield, 21; Whately, 26; South Deerfield, 28; Deerfield, 33; Greenfield, 36; Bernardston, 43; South Vernon, 50.

Chicopee, on the south bank of the Chicopee River, is a manufacturing place of considerable note. The mills of the *Dwight Manufacturing Company*, and the works of the *Ames Manufacturing Company*, are worthy a visit. *Willimansett*, (seven miles) is the point of departure for South Hadley Falls.

Holyoke (eight miles) is famous for its fine water-power: the dam across the *Connecticut* at this point, built in 1849, is 1,017 feet long, and 30 feet high. Mount Holyoke is directly across the river from Northampton; a carriage road

three miles long winds to the summit, 1,120 feet above the sea, where there is a little inn and an observatory. There are not of its kind many scenes in the world more beautiful than that which the visitor to Mount Holyoke looks down upon: the varied features of the picture—fruitful valleys, smiling villages and farms, winding waters, and, far off, on every side, blue mountain peaks innumerable—will hold him long in happy contemplation. Mount Holyoke is a part of a ridge of greenstone, commencing with West Rock near New Haven, and proceeding northerly across the whole of Connecticut; but its elevation is small until it reaches Easthampton, when it suddenly mounts up to the height of nearly 1,000 feet, and forms Mount Tom. The ridge crosses the Connecticut, in a northeast direction, and curving still more to the east, terminates 10 miles from the river, in the northwest part of Belchertown. All that part of the ridge east of the river is called Holyoke, though the *Prospect House*, built in 1821, stands near its southwestern extremity, opposite Northampton, and near the Connecticut. This is by far the most commanding spot on the mountain, although several distinct summits, that have as yet received no uniform name, afford delightful prospects. An inclined railway 600 feet long down the mountain side connects with horse-cars to the Connecticut River, where passengers take boat.

Mount Tom, upon the opposite side of the river, is not yet so much visited as are its neighboring cliffs of Holyoke, though it is considerably higher, and the panorama from its crest is no less broad and beautiful. Its height is 1,200 feet.

Easthampton, on the Granby Railway (five miles from Northampton), is situated on the west side of Mount Tom. It contains a very extensive button manufactory, well deserving of a visit from those who can appreciate mechanical ingenuity. The principal feature of the place, however, is its noble seminary for the youth of both sexes, which was founded and liberally endowed by the Hon. Samuel Williston, at an expense of \$55,000, and has been in successful operation upward of 20 years, having now

an average attendance of about 200 pupils. On the east side of Mount Tom and on the river is the village of *South Hadley*, famous as the seat of the *Mount Holyoke Female Seminary*, founded 1837, and for many years conducted by Miss Mary Lyon. This institution has sent out hundreds of graduates, as teachers, into all parts of the land. South Hadley has many spots which afford most agreeable prospects. Standing on the elevated bank of the river and facing the northwest, you look directly up the Connecticut, where it passes between Holyoke and Tom—those mountains rising with precipitous boldness, on either side of the valley; through the opening, the river is seen for two or three miles, enlivened by one or two lovely islands, while over the rich meadows, that adorn the banks, are scattered trees, through which, half hidden, appears in the distance the village of Northampton, its more conspicuous edifices being only visible.

The village of *Hadley* is connected with Northampton by a bridge over the Connecticut. The river immediately above the town, leaving its general course, turns northwest; then, after winding to the south again, turns directly east; and thus having wandered five miles, encloses, except on the east, a beautiful intervalle containing between two and three thousand acres. On the isthmus of this peninsula lies the principal street (West Street), the handsomest, by nature, in New England. It is a mile in length, running directly north and south; is sixteen rods in breadth; is nearly a perfect level; is covered during the fine season with a rich verdure; abuts at both ends on the river, and yields everywhere a delightful prospect. Hadley was settled in 1630, by a colony from Hartford, Windsor, and Wethersfield, Connecticut. In this town resided for fifteen or sixteen years Whalley and Goffe, two of those who composed the court for the trial of King Charles the First, and who signed the warrant for his execution. They came to Hadley in 1664. When the house which they occupied was pulled down, the bones of Whalley were found buried just without the cellar wall, in a kind of tomb formed of mason-work, and covered with

flags of hewn stone. After Whalley's death, Goffe left Hadley, and went, it was thought, to New York, and finally to Rhode Island, where he spent the rest of his life with a son of his deceased *confrère*.

Northampton. — HOTELS, the *Mansion House*, an elegant establishment upon the upper edge of the village; *Warner House*, in the business street; and *Round Hill Institute*. Northampton was settled in 1654, by planters from Hartford and Windsor. The Indian name is *Nono-tuck*. It is in every way one of the most charming villages in New England, and none other is more sought for summer residences. It lies about a mile west of the Connecticut, surrounded by rich alluvial meadows, sweeping out in broad expanse from the base of the grand mountain ridges. The village is not too large for country pleasures, the population of the township falling within 6,000; yet its natural advantages are so great, and so many pleasant people have established themselves here in such attractive places, and the hotels are so admirable, that the tourist will not miss either the social or the physical enjoyments of his city home. Even the little business part of Northampton has a cosy, rural air, and all around are charming villas, nestled on green lawns, and among fragrant flowers. Among the specialties of Northampton are several water-cure establishments, the chief of which is that known as *Round Hill*, a large and beautiful place, upon the fine eminence after which it is named, just west of the village. The schools here have always been in very high repute. The *State Lunatic Asylum* is a large and elegant structure, built in 1858. The vicinage of Northampton is, perhaps, the most beautiful portion of the Connecticut valley, the most fertile in its intervalle land, and the most striking in its mountain scenes; for it looks out directly upon the crags and crests of those famous hills, Mount Holyoke and Mount Tom. *Florence* is a thriving manufacturing point two miles west of the centre of the town. A horse railway is in process of construction to Florence and Williamsburg.

Hadley, 3 miles east of the railway, is famous for its manufacture of brooms, first introduced in 1790. It is

the birthplace of Major-General Joseph Hooker.

Amherst College, founded in 1821, is built upon an eminence, four miles east of Hadley. The College *Observatory*, and especially its rich cabinet collection, is worthy the attention of the visitor. The upper room (*Octagonal Cabinet*) contains Professor Shepard's *Mineralogical Cabinet* of 6,000 specimens. The lower room contains Wood's *Geological Cabinet*, numbering 20,000 specimens. The *Nineveh Gallery*, the *Adams Zoological Cabinet*, and Dr. Hitchcock's *Ichnological Collection*, containing 9,000 specimens, and the *Herbarium*, should in turn be visited. The buildings of the *Massachusetts Agricultural College*, commenced in 1866, are also worthy a visit.

The *Great Bend* of the *Connecticut* is reached a mile north of Northampton, and here we take our last view of the river until we reach South Vernon.

Hatfield, four miles, and *Whately*, nine miles from Northampton, are next reached, and soon after—

The **Sugar-Loaf Mountain** comes into view, as we journey on up the valley. This conical peak of red sandstone rises almost perpendicularly five hundred feet above the plain, on the bank of the *Connecticut*, in the south part of Deerfield township. As the traveller approaches this hill from the south, it seems as if its summit were inaccessible. But it can be attained without difficulty on foot, and affords a delightful view on almost every side. The *Connecticut* and the peaceful village of *Sunderland* on its bank appear so near, that one imagines he might almost reach them by a single leap. This mountain overlooks a spot which was the scene of the most sanguinary conflicts that occurred during the early settlement of this region. A little south of the mountain the Indians were defeated in 1675 by Captains Lathrop and Beers; and one mile northwest, where the village of Bloody Brook (South Deerfield) now stands (which derived its name from the circumstance), in the same year, Captain Lathrop was drawn into an ambuscade, with a company of "eighty young men, the very flower of Essex County," who were nearly all destroyed. A stone slab marks the spot where Cap-

tain Lathrop and about thirty of his men were interred; and a *marble monument*, about twenty feet high and six feet square, is erected in front of the *North Church*. *Table Rock* and *King Philip's Chair* are on the eastern side of the mountain.

Deerfield Mountain, rising some 700 feet above the plain on which the village stands, commands a wide view. The alluvial plain on which Deerfield stands is sunk nearly 100 feet below the general level of the *Connecticut* valley; and at the southwest part of this basin, Deerfield River is seen emerging from the mountains, and winding in the most graceful curves along its whole western border. Still farther down is the village, remarkable for its regularity, and for the number and size of the trees along the principal street. Upon the whole, this view forms one of the most perfect rural pictures that can be imagined. *Pocumtuck Rock* commands a fine view of the valley. The bridge over the Deerfield River, just beyond the station, is 750 feet long and 90 feet above the water. Three miles north of Deerfield, and in the same valley, but on higher ground, can be seen the lovely village of Greenfield.

Mount Toby lies in the north part of *Sunderland* and the west part of *Leverett* townships, and is separated from Sugar-Loaf and Deerfield Mountains by the *Connecticut* River. On various parts of the mountain interesting views may be obtained, but at the southern extremity of the highest ridge there is a finer view of the valley of the *Connecticut* than from any other eminence. Elevated above the river nearly 1,200 feet, and but a little distance from it, its windings lie directly before you; and the villages that line its banks, *Sunderland*, *Hadley*, *Hatfield*, *Northampton*, and *Amherst*, appear like so many sparkling gems in its crown.

Mount Warner is a hill of less altitude than any before named, being only 200 or 300 feet in height, but a rich view can be had from its top of that portion of the valley of the *Connecticut* just described. It lies in the north part of the town of *Hadley*, not more than half a mile from the river, and can be easily reached by carriage.

Greenfield.—HOTEL, the *Mansion House*.

Greenfield, on the *Vermont and Massachusetts Railway*, 52 miles west of Fitchburg, and 18 miles south of Brattleboro, is a pleasant and thriving place, with a population of 3,500. The wonted New England quiet, however, is all around it in elm-shaded streets and garden-surrounded villas. The hill-ranges in the neighborhood open fine pictures of the valleys and windings of the great river. Being connected with the railway systems of the west and of the north-west, it is a desirable place for tourists to rest a while ere starting upon fresh fields of adventure and exploration. Green River, which flows near the village, is a pretty stream, and hard by are the Deerfield and Greenfield Rivers. Cutlery is

extensively manufactured here. The neighborhood abounds in pretty drives. The famous *Hoosic Tunnel* is reached from Greenfield, *via* Shelburne Falls, *Turner's Falls*, and Bernardston, the seat of *Power's Institute*, are passed before reaching *South Vernon*, the southern line of Vermont. At *Middle Vernon* there is a charming view up the river, as seen from the railway track—*Mount Chesterfield*, in New Hampshire, opposite Brattleboro, rising up stoutly in the background.

And here we will part company with our traveller for a while, promising soon to join him in further explorations in the neighboring States of New Hampshire and Vermont.

NEW HAMPSHIRE.

NEW HAMPSHIRE, one of the original thirteen States, is bounded north by Canada, east by Maine and the Atlantic, south by Massachusetts, and west by Vermont. The first settlements were made at Dover, in 1623. It contains some of the grandest hill and valley and lake scenery in America, and is yearly visited by a larger number of tourists than perhaps any State in the Union. The White Mountains here are popularly supposed to be the highest land east of the Mississippi River, as indeed they are, with the single exception of Black Mountain in North Carolina. These noble hills occupy, with their many outposts, a very considerable portion of the State, and form the specialty in its physical character. The reader will find a detailed mention of all these features, and of the beautiful intermediate lake-region, in subsequent pages.

On his route from Boston to the mountain regions, the tourist will find much to interest him, if his interest lies that way, in the enterprising manufacturing towns of the lower part of the State. In its historical records, New Hampshire has no very striking passages—no important reminiscences, either of the Revolutionary War, or of the later conflict with Great Britain in 1812.

The principal rivers of New Hampshire are the Connecticut, which forms the whole western boundary of the State, dividing it from Vermont, the Merrimac, Upper and Lower Ammonoosuc, and the Saco. Lake Winnipisauke, near the centre of the State, is its principal inland water. The railway lines of New Hampshire are numerous enough to give ready access to all sections of her territory, and to the neighboring States. Occasions will occur for ample mention of the facilities

which they afford for travel, as we follow them, severally, hither and thither. New Hampshire is divided into ten counties, viz.: Belknap, Carroll, Cheshire, Coos, Grafton, Hillsborough, Merrimac, Rockingham, Strafford, and Sullivan. Manchester, Concord (the capital), Nashua, and Portsmouth, are the chief towns. The population in 1860 was 326,073.

THE WHITE MOUNTAINS.

ROUTES FROM BOSTON, PORTLAND, ETC.

ROUTE 1. From Boston by Lake Winnipisauke and Conway Valley. From Haymarket Square, Boston, to Concord, 70 miles, by *Concord, Manchester, and Lawrence Railway*; 33 miles, to Weir's, on Lake Winnipisauke, by *Boston, Concord, and Montreal Railway*; 10 miles by steamer "Lady of the Lake" on Lake Winnipisauke to Centre Harbor (dine); 30 miles by stage to Conway remain all night, and proceed, 24 miles, to Crawford House, White Mountain Notch, next day. Total distance from Boston to Crawford House, 168 miles. Distance from New York, 405 miles. Passengers by the Boston morning train only reach Conway the same evening. Those taking No. 2, or noon train, will pass the night at Centre Harbor, on Lake Winnipisauke, and the next night at Conway, reaching the mountains on the third day.

ROUTE 2. From Boston. Leave Haymarket Square (as in Route 1); 68 miles to Dover, N. H., upon *Boston and Maine Railway*; thence to Alton Bay, 28 miles, upon *Dover and Winnipisauke Railway*; thence by steamer "Chocorua" (dine on board) to Wolfboro' (Pavilion hotel) and Centre Harbor, 30 miles, on Lake Winni-

pisaukee; thence by stage, *via* Conway, to the mountains, as in Route No. 1. Passengers by morning train only, from Boston, reach Conway the same night. Those by second, or noon train, will pass the night at Wolfboro', or Centre Harbor. From Boston to Crawford House, by this route, 96 miles by railroad, 30 by steamboat, and 54 by stage; total, 180 miles.

ROUTE 3. From Boston, same as in route No. 1, as far as Weir's, on Lake Winnipisaukee; thence, continuing upon the railroad, 18 miles from Weir's to Plymouth, N. H.; dine at Plymouth (*Pemigewasset House*), and proceed by stage, 24 miles, through West Campton, etc., to the Flume House, Franconia Notch, the western end of the mountains. Passengers by the morning train from Boston will reach the Flume House, Franconia Notch, the same evening. Those taking the second train will stay over until next day at Plymouth. Distance from Boston to Flume House, 148 miles, being 124 by railway, and 24 by stage. Stages daily from Flume House, 5 miles to Profile House, 22 miles to White Mountain House; thence, 5 miles, to Crawford House. Distance from Flume House to Crawford House, 32 miles.

ROUTE 4. From Boston, same as in Routes 1 and 3, to Weir's; thence to Plymouth (dine), continuing upon the railroad, 42 miles, from Plymouth to Wells River; thence upon *White Mountains Railway*, 20 miles, to Littleton; thence by stage, 11 miles, to Profile House, and 5 miles farther to Flume House, or 23 miles to Crawford House. Passengers by the early train only reach the mountains the same night. Those taking second train stay till next day at Plymouth. From Boston to Profile House, 193 miles; to Flume House, 198 miles; to Crawford House, 205 miles; 182 miles by railroad, rest by stage.

ROUTES VIA PORTLAND, MAINE.

ROUTE 5. To Portland, 111 miles by *Boston and Maine Railway*, morning and evening, from Haymarket Square, *via* Reading, Lawrence, Haverhill, Exeter, etc. Through baggage for the White Mountains to be marked "*Portland East*." Passengers by first train will dine in Port-

land, and take *Grand Trunk Railway*, through Cumberland, Yarmouth, etc., 91 miles, to Gorham, N. H. Second-train passengers will pass the night at Portland, and proceed to Gorham next day. From Gorham, 9 miles, by stage to Glen House, foot of Mount Washington. Stages leave Glen House every morning for Crawford House, 34 miles distant, *via* Pinkham Notch, also *via* Cherry Mountain. From Boston to Gorham, 202 miles; to Glen House, 211 miles; to Crawford House, 244 miles.

ROUTE 6. Leave Causeway Street by *Eastern Railway*, morning and evening, *via* Lynn, Salem, Beverly, Newburyport, Portsmouth, etc., 108 miles, to Portland, and thence as in Route No. 5.

ROUTE 7. From Boston to Portland, by steamer, every night, from end of Central Wharf; thence, as in Route No. 5.

ROUTE 8. From Boston to Portland, by railway or steamer, as in Routes 5, 6, and 7, and thence by Sebago Lake and Pleasant Mountain to Conway; thence to Crawford House, etc., as in Route No. 1.

ROUTES FROM NEW YORK DIRECT.

ROUTE 9. From New York by railway *via* New Haven, Hartford, and Springfield; thence by railway up the valley of the Connecticut to Wells River, and from thence to Littleton, N. H.; from Littleton by stage, as in Route 4.

ROUTE 10. By steamboat from Pier 18, North River, N. Y., every evening to New London; thence by railway to Worcester, Nashua, and Concord; and from Concord on the east side by Conway to Crawford House, Route 1; or the west side by Campton to the Franconia Notch, Route 3. A very charming route, full of ever-changing and increasingly attractive points.

ROUTE 11. From New York by Hudson River, or *Hudson River Railway*, to Albany or Troy; thence to Whitehall, and down Lake Champlain to Burlington, Vermont; thence by *Vermont Central Railroad* through the Winooski valley and Green Mountains (*via* Montpelier), to White River Junction, where connection is made with the Connecticut Valley road to Littleton.

ROUTE 12. From New York by Hudson River to Albany; thence to Whitehall, head of Lake Champlain, and thence *via* Rutland, Vermont; or *via* Bellows Falls, on the line of the *Connecticut Valley road*, to Littleton.

The fashionable route is the boat route by Weir's; but amid such a multiplicity of routes the tourist will be best guided by his own taste and inclination.

Manchester, 52 miles from Boston, *via* Lawrence, on the left bank of the Merrimac, is an important manufacturing town. This place, like Lawrence and other points in Massachusetts, has suddenly grown, under the development of manufacturing enterprise, from an inconsiderable village, into a large and populous city. Its charter was granted in 1846, and it now contains 23,000 inhabitants. The villages of Piscataquog and Amoskeag ("Quog" and "Skeag") are included in the city limits.

Concord.—HOTEL, *Eagle House*.

Concord, the capital of the State, is on the banks of the Merrimac, 20 miles above Manchester, by *Concord, Manchester, and Lawrence Railroad*. The *State Capitol*, the *Lunatic Asylum*, and the *State Prison*, are public edifices of interest. A Methodist General *Biblical Institute* was founded here in 1847. *Main Street*, the principal thoroughfare, is two miles long and 150 feet wide. It is the home of ex-President Franklin Pierce. Concord has railway connection with the White Mountains, *via Boston, Concord, and Montreal Railway*. The *Concord and Portsmouth, Concord and Claremont, and Northern (N. H.) Railways* also diverge here.

Hampton, 45 miles, is pleasantly situated in Rockingham County, near the Atlantic coast, nearly midway between Boston and Portland, *via* the *Eastern Railway*. From elevations in the vicinity there are fine views of the ocean, the Isle of Shoals, and the sea-coast from Cape Ann to Portsmouth. *Hampton Beach* is a favorite resort for parties of pleasure, invalids, and those seeking an invigorating air. *Great Boar's Head*, in this town, is an abrupt eminence extending into the sea, and dividing the beach on either side. There is here a hotel for the accommodation of visitors. The fishing a short distance from the shore is very good. The

village of *Hampton Falls*, incorporated in 1712, is three miles south.

The Isle of Shoals is distant about nine miles from Hampton and from Portsmouth. These shoals are seven in number. *Hog Island*, the largest, contains 350 acres, mostly rocky and barren. Its greatest elevation is 59 feet above high-water mark. Upon this island is a hotel. *Rye Beach* is another watering-place on this coast, much frequented by persons from the neighboring towns.

Portsmouth.—HOTEL, *Rockingham House*.

Portsmouth, 56 miles from Boston, and 52 from Portland, Maine, by the *Eastern Railroad*, the second city of the State, and the only seaport, is built on the south side of the Piscataqua River. Its situation is a fine one, being on a peninsula, near the mouth of the river. It is connected by bridges with Kittery, in Maine, and New-castle, on Grand Island, at the mouth of the river. The harbor is safe and deep, and is never frozen, its strong tides preventing the formation of ice. The United States *Navy Yard* is worth visiting. The *North America*, the first line-of-battle ship launched in this hemisphere, was built here during the Revolution. (For continuation of this route to Portland, see MAINE.)

The tourist journeying to the White Mountains or Canada, by way of the Connecticut valley, will resume his route (see SPRINGFIELD, MASS.) at Brattleboro, which, though in the adjoining State of Vermont, properly belongs to this chapter on New Hampshire, as being on the great highway of travel to the White Mountains.

Brattleboro.—HOTELS, the *Brattleboro*, the *Wesschäft*.

Brattleboro brings us fairly out of the rich alluvial lands into the upper and more rugged portions of the Connecticut. The intervalles now grow narrower, and the hills more striking. This beautiful village is in a very picturesque district, upon the west side of the river, at the mouth of Whetstone Creek. It is, deservedly, one of the most esteemed of the summer resorts of the Connecticut, so pure and health-restoring are its airs and so pleasant all its surroundings. There are here several large and admir-

able water-cure establishments. The village cemetery, which occupies a lofty terrace overlooking the river above and below, is a beautiful rural spot. West River, above the town, is an exceedingly picturesque stream. The buildings and grounds of the *Asylum for the Insane* present a fine appearance. Opposite Brattleboro, on the east side of the Connecticut, rise *Wantastiquet* and *Mine Mountains*. The former is 1,061 feet high. The *Vermont and Massachusetts Railroad* to Fitchburg (69 miles) diverges hence. *West Brattleboro* is two miles distant.

Our next stage is 24 miles, from Brattleboro to Bellows Falls, over the Vermont Valley road.

Westminster, 20 miles north of Brattleboro, is interesting as the spot where were enacted some of the earliest scenes and incidents of the Revolution. It contains the oldest church building in Vermont, erected 1770. It is now used as a town-hall and store. The *Gazette*, the first paper issued (1781) in the State, was published here.

Walpole, opposite Westminster, is a pretty village, founded in 1782 by Colonel Benjamin Bellows. *Abenakis*, a mineral spring, is two miles north of the village. *Derry Hill* commands fine views.

Bellows Falls. — HOTEL: the *Island House* is a well-kept establishment.

Bellows Falls is a famous congregating and stopping place of railways. With the exception of some bold passages of natural scenery, there is not much here, comparatively, to detain the traveller. Railways come in from Boston on the east, from the valley of the Connecticut on the south, from Vermont and Canada on the north, and from Albany and Troy, via Rutland, on the west.

The Falls are a series of rapids in the Connecticut, extending about a mile along the base of a high and precipitous hill, known as *Mount Kilburn*, which skirts the river on the New Hampshire side. At the bridge which crosses the river at this place, the visitor can stand directly over the boiling flood; viewed from whence, the whole scene is very effective. The Connecticut is here compressed into so narrow a compass that it seems as if

one could almost leap across it. The water, which is one dense mass of foam, rushes through the chasm with such velocity, that in striking on the rocks below, it is forced back upon itself for a considerable distance. In no place is the fall perpendicular to any considerable extent, but in the distance of half a mile the waters descend about 50 feet. A canal half a mile long, with locks, was constructed round the falls, many years since, at an expense of \$50,000. The first bridge across the Connecticut was built here in 1785. From Bellows Falls diverges the *Cheshire Railway* (64 miles) to Fitchburg, and the *Rutland and Burlington Railway* (120 miles) to Burlington, Vermont.

Keene, 22 miles southeast of Bellows Falls, is one of the prettiest towns of New Hampshire in this vicinity. It is situated on a flat, east of the Ashuelot River, and is upon the route of the Cheshire Railway, by which it is connected with Boston and with the Connecticut River roads. It is a place of considerable business, there being several manufacturing establishments here. The *Ashuelot Railway* (42 miles) runs to Fitchburg, via Troy and Ashburnham.

From Bellows Falls we pass on northward to Windsor, 26 miles, by the *Vermont and Canada* and *Vermont Central* and *Sullivan Railways*.

South Charlestown, *Charlestown*, and *North Charlestown*, are quiet little aside villages on the east bank of the Connecticut, in Sullivan County. *Charlestown* (eight miles from *Bellows Falls*) is one of the oldest towns in the State. A bridge crosses the river on the road to Springfield, Vermont. *Charlestown* was the extreme northern outpost in the early days of the New England colonies. There was then a rude military work here, called *Fort Number Four*.

Claremont is also on the east bank of the Connecticut, in Sullivan County. It is a pleasant little manufacturing village. The scenery in this neighborhood is extremely fine. The banks of the *Sugar River* are very picturesque, and the changing aspects of *Mount Ascutney*, which we now approach, are of the highest interest. It is upon the east side that this noble hill, standing solitary and alone, a brave

outpost of the coming Green Mountains on the one hand and of the White Mountains on the other, is seen in its greatest grandeur. Its rugged precipitous summits and its dark ravines have here a very bold aspect. Ascutney is sometimes called the *Three Brothers*, from its trio of lofty peaks, all visible from the southern approach. From the eastward and northward, at Windsor and from the west, its appearance is totally different, but always fine. It may be very comfortably ascended from Windsor, in a good day's tramp; and the view from the summit is scarcely inferior in extent, variety, and magnificence to that from any other peak of the Vermont chain. Its height is 3,320 feet.

Windsor is one of the pleasantest rural retreats of all this charming region, with its vicinage to Mount Ascutney, and other attractive scenes of land and water. It is the centre of a fine agricultural and wool-growing neighborhood. There is an excellent, quiet, summer hotel here. Windsor is the seat of the *Vermont State Prison*, and the terminus of the *Vermont Central Railway*, from Burlington through the valley of the Winooski River. The United States Court House and Post-Office is a spacious edifice.

At Windsor the Sullivan road ends, and we continue our journey along the Connecticut (14 miles) to White River Junction, by the Vermont Central route.

Hartland and *North Hartland* are stations between Windsor and White River Junction. From the Otta Qucechee bridge a fine view of the fall in the river is obtained.

White River Junction is the point of departure, *via* the *Connecticut and Passumpsic River Railway*, for Newport and Lake Memphremagog. The *Junction House* has good accommodation. From this point the Vermont Central road continues, *via* Northfield and Montpelier, to Burlington. Taking the former route northward, we continue, 40 miles, to Wells River.

Hanover is four miles north of White River Junction. It occupies a broad terrace, 180 feet above the water. Here is the venerable *Dartmouth College*, founded in 1769, and named in honor of

William, earl of Dartmouth. Webster, Choate, Woodbury, and Chase, present Chief Justice, were of the alumni of this institution.

The college buildings are grouped around a square of 12 acres, in the centre of the plain upon which the village stands. A new hall and gymnasium have just been erected. The *Observatory* should be visited. Whittier's last beautiful poem, "Snow-bound," presents the following truthful picture of the Dartmouth schoolmaster:

"Brisk wielder of the birch and rule,
The master of the district school,
Held at the fire, his favored place,
Its warm glow lit a laughing face,
Fresh hued and fair, where scarce appeared
The uncertain prophecy of beard.
He played the old and simple games
Our modern boyhood scarcely names,
Sang songs, and told us what befalls
In classic Dartmouth's college halls.
Born the wild northern hills among,
From whence his yeoman father wrung,
By patient toil, subsistence scant,
Not competence, and yet not want,
He early gained the power to pay
His cheerful, self-reliant way;
Could doff at ease his scholar's gown
To peddle wares from town to town;
Or, through the long vacation's reach,
In lonely lowland districts teach,
Where all the droll experience found
At stranger hearths in boarding round;
The moonlit skater's keen delight,
The sleigh-drive through the frosty night,
The rustic party, with its rough
Accompaniment of blind man's buff,
And whirling plate, and forfeits paid,
His winter task a pastime made."

Norwich, Vermont, on the west side of the Connecticut, is the seat of a University, established (1830) by Captain Alden Partridge as an academy, and chartered in 1834. The university buildings stand three-fourths of a mile west of the railway depot. The main building was partially destroyed in 1866.

Pompanoosuc (10 miles). North of the station are fine views of *Moose Hill* and *Bald Mountain*. The scenery of the Connecticut is here very attractive.

Bradford (29 miles). The first artificial globe in the United States was made here in 1812. Passengers for Topsham, Corinth, Orange, and Washington leave the main line here. North of Bradford the village of Haverhill, and Moose Hill, Sugar Loaf, and Black Mountains come in view.

Newbury (36 miles) is one of the old-

est and most attractive places in the Upper Connecticut valley. It is much frequented for its sulphur springs and the fine views it commands. The *Great Ox-Bow*, north of the village, affords a pleasant ramble.

Wells River, Vt.—HOTEL, *Coo-sac House*.

At this point the railway route to Littleton, 20 miles, and thence by stage to the White Mountains, diverges. Here, too, comes in the *Boston, Concord, and Montreal* route, sending its passengers, via Littleton (*Thayer's Hotel*), to the White Hills, or onward, by the *Connecticut and Passumpsic* road, via St. Johnsbury, to Canada. The Connecticut now assumes the appearance of a mountain stream; the railways follow its bank no farther, and we leave our traveller to proceed on either hand, as we have indicated, to New Hampshire, or to Canada.

ROUTES.—The most frequented, and altogether most inviting route to the White Mountains is that by—

Lake Winnipisaukee.—The voyage on this beautiful lake is among the most agreeable passages in our present journey to the White Mountains, and well deserves a pilgrimage to itself alone. Winnipisaukee is an enchanting reach of pure, translucent waters, very irregular in form, some 25 miles long and from one to ten miles wide. It is crowded with exquisite island groups, indented with enchanting bays; and bold mountain peaks cast their shadows everywhere into its still, deep floods. Weir's (Bridge) has a good hotel. The steamer "Lady of the Lake," Captain Sanborn, plies daily to Centre Harbor, Wolfboro, etc., during the season. Mount Belknap and Bear and Rattlesnake Islands are seen in the passage up the lake.

Red Mountain, a remarkably beautiful eminence, about 2,500 feet high, is situated northwest of Lake Winnipisaukee. The ascent to the summit, although steep and arduous, can be effected for a portion of the distance in carriages, and all the way on horseback. From the southeast there is a fine panoramic view of the lake and the adjacent country. In order to obtain the finest views of the lake and adjacent landscape, the ascent should be made in

the forenoon, or in the evening from 3 to 5 o'clock. At the latter hour, on a fine September day, the view of the lake and its islands is charming. Beyond the lake extends—

"A slumb'rous stretch of mountain-land, far seen;
When the low westering day with gold and green,
Purple and amber, softly blended, fills
The wooded vales and melts among the hills."

On the south ascends *Mount Major*, a ridge of a bolder aspect and loftier height. On the northeast the great *Ossipee* raises its chain of elevations, with a bold sublimity, and looking down in conscious pride upon the regions below; while *Kearsarge* and *Monadnock* are plainly seen to the southwest.

Squam Lake, lying west from Red Mountain, and two miles northwest from Winnipisaukee Lake, is another splendid sheet of water. It is about six miles in length, and in its widest part not less than three miles in breadth, and, like its neighbor (Winnipisaukee), is studded with a succession of romantic islands. This lake abounds in trout of the finest kind.

Centre Harbor.—HOTEL, *Scatter House*.

Centre Harbor, with its excellent summer hotel upon the margin of Winnipisaukee, is the halting-place for the explorer of the many beauties of this region. White Mountain tourists dine here *in transitu*, and proceed by the early train from Boston the rest of the way by stage-coach, first for thirty miles through a country of picturesque delights to Conway (*Conway House*). The steamer "Chocorua" (Captain A. Wiggin) plies regularly between Centre Harbor, Wolfboro, Alton Bay, and the different points on Lake Winnipisaukee, connecting at Alton Bay with trains on the *Cochecho* and *Boston and Maine Railways*.

Conway Valley is a wide stretch of delicious intervale lands upon the Saco River, hemmed in upon all sides by bold mountain summits, chief among which are the stern cliffs of Mount Washington itself. It is a delightful place for artistic study and for summer residences; and within a few years past it has been a favorite resort of the American landscape painters, and has grown to be a veritable "watering-place," in the great number of

tourists who not only pass, but linger within its borders.

North Conway is situated in the most picturesque portion of this valley. Here are two good hotels, with excellent livery. Besides the distant views of the White Mountain ranges proper, which are of surpassing interest here, Conway is full of local and neighboring attractions of the greatest beauty, as are the broad meadows, and the wooded, winding banks of the Saco; the nooks and turns of the Artists' Brook, and other elfish waters; the Pequawket Mountain; those grand perpendicular cliffs, 650 and 950 feet in height, called the *Ledges*; the magnificent peaks of *Kearsarge* and *Chicorua*; the *Cathedral*, *Echo Lake*, and *Diana's Bath* are all within the range of an easy drive from the hotel. The *Washington* and *Kearsarge* hotels at North Conway, are well-kept houses. Stages leave every morning for the *Glen* (21 miles), and *Crawford* (28 miles) *Houses*. *Conway Village* and *Conway Corners* are a few miles below North Conway. They are most agreeable resting-places, *en route*, amply supplied with hotel accommodations. Leaving Conway, as the tourist generally does, the morning following that of his departure from Boston, he continues on through valley and over hill, 28 miles, to the *Crawford House*, where we shall meet him when we have followed over other routes to the threshold of the mountains. We will, however, accompany him yet on his journey from Conway, through Bartlett and Jackson, by the Old *Crawford House*, and by the famous *Willey House*, the scene of the awful avalanche of 1826, when the entire Willey family were destroyed.

ROUTE 2. From Boston, 68 miles, *via* Lawrence to Dover, N. H., on the *Boston and Maine Railroad*. Dover is a pleasant town of some 8,000 people, upon the banks and at the falls of the *Cocheco River*, a tributary of the *Piscataqua*. Our route leads hence by the *Cocheco Railroad* to Alton Bay, the southern extremity of Lake Winnipisaukee (*Winnipiseogee Hotel*). *Mount Belknap* (10 miles) and *Sharp's Hill* afford pleasant excursions. Here we take the steamer "Chocorua" for Centre Harbor (30 miles), traversing the entire length of the

lake, and proceed thence *via* Conway, as in Route 1.

ROUTE 3. From Boston, 26 miles, to the city of Lowell. (See **LOWELL**.) From Lowell, 15 miles, to Nashua—an important manufacturing town, at the confluence of the Nashua with the Merrimac River; thence, 35 miles, to Concord, N. H., and from Concord to Weir's and Centre Harbor, on Lake Winnipisaukee, and on *via* Conway, as in Routes 1 and 2.

ROUTE 4. From Boston, as in Route 1, or 3, to Weir's, on Lake Winnipisaukee, thence on, without stopping, to *Plymouth (Pemigewasset House)*, where passengers dine and take stage for the rest of the way; or where they remain all night, if they leave Boston by the noon instead of the morning train.

Plymouth. — **HOTEL**, *Pemigewasset*. Plymouth is in the midst of a noble mountain landscape, being the extreme southern threshold of the Franconia range of the White Hills. It is upon the banks of the beautiful Pemigewasset River, near its confluence with Baker's River. From *Walker's Hill* a fine view of the village is had. *Mount Prospect* commands more extended views. The *Livermore Falls* should be visited.

Waterville, 13 miles distant, is a delightful village retreat. Good trout-fishing in the neighborhood. The *Devil's Den*, a cave situated in Campton Hollow, six miles from Plymouth, is sometimes visited by tourists who tarry in this neighborhood.

The Wells River and Littleton route from Boston to the mountains by the west passes Plymouth. Leaving Plymouth in the stage, after dinner, we reach the Flume House, at the Franconia Notch, 24 miles distant, or Profile House, 29 miles, the same evening, unless we stop by the way, as would be very reasonable—for the whole journey is through most inviting spots and places. The villages on the route are small, and there is not a *fashionable hotel* in all the distance until we reach the Flume; but there are numerous small inns, where artists and their families are well content to pass the summer. There is such a one at

West Campton, a little hamlet on the Pemigewasset River, seven miles above Plymouth. West Campton is be-

coming a greater resort of the landscape painters than North Conway, on the south-east slope of the mountains, has been for several years past. The views here, of the Franconia Hills, are especially fine, and the river and brook landscape, with its wealth and variety of vegetation, is of extraordinary interest. The Pemigewasset River, which rises among the little lakes of the Franconia Mountains, winds through all the wonderful valley which we traverse between Plymouth and the Flume House. We shall rejoin our tourists, by-and-by, at the Flume.

ROUTE 5. *Via* Portland, and through Maine, on the east side of the mountains. This route is a pleasant approach to the White Hills, but more circuitous from New York or Boston, than either of the Routes 1 to 4. The *Boston and Maine* and *Eastern Railways*, and the boat route from Boston to Portland afford constant and ready communication between these cities. From Portland our present route is by the *Grand Trunk Railway*, 91 miles to Gorham, N. H. (See PORTLAND for routes thence.)

GORHAM.—*Alpine House*, J. R. Hitchcock. *Mounts Moriah, Carter, and Hayes, Randolph Hill, Berlin Falls, and Lory's* are in the immediate vicinity, and should be visited if the tourist has time.

The Glen House is our next point, eight miles by stage from Gorham; fare \$1 (see HOTELS).

THE WHITE MOUNTAINS.

THESE mountains cover an area of about 40 miles square, in Coos County, Northern New Hampshire; though the name of White Mountains is, in the neighborhood, given to the central group only—the half-dozen lofty peaks, of which Mount Washington is the royal head and front. These noble hill-ranges have earned for this region the title of the “Switzerland of America.” Their precise latitude is $40^{\circ} 16' 34\frac{1}{2}''$ north, and longitude $71^{\circ} 20'$ west. The western cluster is contra-distinguished as the Franconia range. The White Mountains (specifically so called) extend from the Notch, in a northeasterly direction, some 14 miles, increasing from each end of the line

gradually in height toward Mount Washington, in the centre. These respective elevations are, in the order in which they stand, beginning at the Notch: Mount Webster, 4,000 feet above the level of the sea; Jackson, 4,100; Clinton, 4,200; Pleasant, 4,800; Franklin, 4,900; Monroe, 5,300; Washington, 6,285; Clay, 5,400; Adams, 5,800; Jefferson, 5,710; and Madison, 5,361. They were first visited by whites, according to Belknap, the State historian, by Walter Neal, in 1632. Their aboriginal name was *Agiochook* or *Agiochook*, signifying “Mountain of the Snowy Forehead and Home of the Great Spirit.” We will suppose our tourist to have made his approach by the usually travelled route, *i. e.*, from the southeast to the Central or White Mountain group, *via* Lake Winnepisaukee and Conway valley, and thus meet him at the Crawford House, near the Great Notch.

The Hotels.—*The Alpine House* at Gorham, and the *Glen House*, we have already briefly spoken of. The *Crawford House*—a most excellent establishment—bears the name of the earliest hosts of these mountain gorges. The story of the adventures and endurance of the early settlers here is extremely interesting—how Captain Eleazar Rosebrook, of Massachusetts, built a house on the site of the Giant's Grave, four miles from the Notch, afterward occupied by Fabyan's Mount Washington Hotel—how his nearest neighbors were 20 miles away, excepting the Crawford family, 12 miles down in the Notch valley, the site of the present old Crawford House, at the base of the mountains coming from Conway, on the southeast—how the Rosebrook children were often sent, for family supplies, over the long and dangerous path to Crawfords', returning, not unfrequently, late at night—how Ethan Allen Crawford was heir to the Rosebrook estate, and how he became known as the “Giant of the Hills”—how he and his family made the first mountain paths,* and were for long years the only guides over them of the rare visitors which the brief summers brought—and how they have since seen their home thronged, for weeks together,

* The first bridle-path was cut by Ethan Crawford, in 1821.



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increasing from each end of the line | The first drain-path was cut by Edward Crawford, in 1821.

like a city saloon, with beauty and fashion. The Crawfords are a large, athletic race. Abel, the father, called the "Patriarch of the Mountains," would walk five mountain miles to his son's before breakfast, at the age of 80. At 70, he made the first ascent ever made on horseback to the top of Mount Washington. His sons were all over six feet tall, one of them was six and a half feet; and another, Ethan Allen, was seven feet in height.

The *Glen House* occupies a delightful locale in the valley of the Peabody River, immediately under Mount Washington, and in full view of the loftiest summits in the whole mountain district. The house is situated 830 feet above Gorham, 1,632 feet above tide-water, in Bellows's clearing, which contains about 100 acres. The house has been enlarged, refurnished, and has accommodation for 1,000 guests. For a base view of the mountains no spot could be selected so good. Several huge mountains show themselves proudly to view, in front of the piazza, nothing intervening to obscure their giant forms. You can see them before you in all their noble, calm, and silent grandeur, severally seeming the repose of power and strength. A little to the left is *Mount Washington*. Toward the right of its rock-crowned summit rise, in full view, the celebrated peaks of *Adams* and *Jefferson*—the one pointed, the other rounded. On both wings of these towering summits are the tops of lesser elevations. In the opposite direction, fronting the "patriot group" of gigantic forms, is the long, irregular outline of the *Carter Mountains*.

A wide, well-macadamized road, eight miles long, has within a few years been finished from the *Glen* to the top of Mount Washington, at a cost of \$100,000, and the ascent is now made daily in comfortable Concord coaches in three hours. From three to four hours for pedestrians is considered good time. The distance has been made in much less by old mountaineers. The best time to make the ascent is between two and five o'clock p. m., though the majority go in the forenoon. The *Tip Top* and *Summit Houses*, J. R. Hitchcock, proprietor, are as well kept as the very limited markets and

means of transportation will permit. Charges, \$1.50 for breakfast, dinner, or tea, and \$1.50 for bed. The sunset and sunrise views from these points are exceeding fine in favorable weather. Stages leave the Glen House for the Crawford House by the Cherry Mountain road, at eight o'clock every morning.

The *Wiley House* is passed some miles below the Crawford, at the commencement of the ascent to the Notch. The spot will be forever of memorable interest, from its tragic story of the fearful avalanches of 1826, when the entire family which then occupied the house—Mr. Wiley, his wife, five children, and two hired men—were all buried beneath the mighty debris of the mountain-slides.

The Franconia Hills, though in popular estimation inferior in interest to the eastern cluster, are really not so, except it be in the wonders of the mountain ascents; and even in this, the panorama, from the summit of *Lafayette*, is scarcely less extensive or less imposing than the scene from the crown of Mount Washington, while the exquisite little lakes, and the singular natural eccentricities in the Franconia group, have no counterpart in the other. In this, as in other ranges of the White Hills, the mountains are densely wooded at their base, while their rock-ribbed summits are barren, and scarred by time and tempest. The hills approach, at one point, to within half a mile of each other, and form the wild Procrustean portal, called the Notch. The headquarters for tourists to the Franconia Hills during the past season has been the *Profile House*. The *Flume House*, it is hoped, will be open this season (1867).

Mount Lafayette, or the Great Haystack, is the monarch of the Franconia kingdom, towering up skyward to the height of 5,280 feet. Its lofty pyramidal peaks are the chief objects, in all views, for many miles around.

Eagle Cliff is a magnificently bold and rocky promontory, near Mount Lafayette. It casts its dark shadows down many hundred feet into the glen, traversed by the road beneath.

Cannon, or *Profile Mountain*, 2,000 feet above the road, and 4,000 above the sea, is nearly opposite Lafayette, and

forms the western side of the Notch. Away up upon its crown is a group of mighty rocks, which, as seen from the Profile House below, bear an exact resemblance to a mounted cannon. It is upon this mountain, also, that we find that marvellous freak of Nature—

Echo Lake, one of the greatest charms of this part of the White Mountain region. It is a diminutive but very deep and beautiful pond, north of the Cannon Mountain, entirely enclosed by high mountains. From the centre of this fairy water, a voice, in ordinary tone, will be echoed distinctly several times, and the report of a gun breaks upon the rocks like the roar of artillery. The Indian superstition was, that these echoes were the voice of the Great Spirit, speaking in gentleness or in anger.

The Profile Rock; or, the Old Man of the Mountain.—

This wonderful eccentricity, so admirably counterfeiting a human face, is 80 feet long from the chin to the top of the forehead, and is 1,200 feet above the level of the road, being yet far below the summit of the mountain. This strange apparition is formed of three distinct masses of rock, one making the forehead, another the nose and upper lip, and a third the chin. The rocks are brought into the proper relation to form the profile, at one point only, viz., upon the road through the Notch, a quarter of a mile south of the Profile House. The face is boldly and clearly relieved against the sky, and, except in a little sentiment of weakness about the mouth, has the air of a stern, strong character, well able to bear, as he has done unflinchingly for centuries, the scorching suns of summer and the tempest blasts of winter. Passing down the road a little way, the "Old Man" is transformed into a "toothless old woman in a mob cap;" and, soon after, melts into thin air, and is seen no more. Hawthorne has found in this scene the theme of one of the pleasantest of his "Twice-Told Tales," that called "The Old Stone Face."

The Profile Lake is a beautiful little pond, lying at the base of the mountain, and immediately under the ever-watchful eye of the stern "Old Man." This lakelet is sometimes called the "Old Man's

Wash-bowl." It is a quarter of a mile long and about half as wide. *Bald Mountain*, to the summit of which a carriage-road has recently been built, affords another pleasant excursion from the Profile House.

The Basin, another remarkable scene of this neighborhood, is five miles south of the Notch. It lies near the road-side, where the Pemigewasset has worn deep and curious cavities in the solid rocks. The basin is 45 feet in diameter, and 18 feet from the edge to the bottom of the water. It is nearly circular, and has been gradually made by the whirling of rocks round and round in the strong current. The water, as it comes from the basin, falls into most charming cascades. At the outlet, the lower edge of the rocks has been worn into a very remarkable likeness of the human leg and foot, called the "Old Man's Leg."

The Flume, the last and most famous, perhaps, of all the Franconia wonders, is quickly and easily reached from the *Flume House*. Leaving the road, just below the Basin, we turn to the left among the hills, and after a tramp of a mile, reach a bare granite ledge 100 feet high and about 30 feet wide, over which a small stream makes its varied way. Near the top of this ledge we approach the ravine known as the Flume. The rocky walls here are 50 feet in height, and not more than 20 feet apart. Through this grand fissure comes the little brook which we have just seen. Except in seasons of freshets, the bed of the stream is narrow enough to give the visitor dry passage up the curious glen, which extends several hundred feet, the walls approaching, near the upper extremity, to within 10 or 11 feet of each other. About midway, a tremendous boulder, several tons in weight, hangs suspended between the cliffs, where it has been caught in its descent from the mountain above. A bridge, dangerous for a timid step, has been sprung across the ravine, near the top, by the falling of a forest-tree.

Ascent of Mount Washington.—Tourists approaching the White Mountains from the east, *via* Gorham, will of course make the ascent of Mount Washington from the Glen, which

is much the easiest and most expeditious (see GLEN HOUSE). The journey from the Crawford House is nine miles, made on the backs of Canadian ponies, over the old Crawford bridle-paths. The excursion occupies a long day, with the utmost industry. We made it, on one occasion, in midsummer, with a party of thirty ladies and gentlemen, besides our guides, and it was a gay scene—the getting *en route*—and a singular cavalcade miles onward as we wound, in Indian file, cautiously along the rugged, narrow path, trusting to our sure-footed ponies to walk with us upon their backs over logs, and rocks, and chasms, which we would not have dared to leap ourselves; and surprising was the picture, as we at length bivouacked, and ate our grateful lunch, upon the all-seeing crest of the grand old mountain. At another time we ascended in the middle of October, when we could muster no larger group than our friend, ourself, and our guide. For two miles from the summit the way was blocked with snow; so we left our ponies to take care of themselves, and completed the tramp on foot. The following are the relative distances from the several mountain houses to the Tip Top, on Mount Washington: Alpine House, 15 miles; Brabrook's, 10; Fabyan's, 9; Crawford, 9; Glen, 7.

The view from the summit has been thus described: In the west, through the blue haze, are seen, in the distance, the ranges of the Green Mountains; the remarkable outlines of the summits of *Camel's Hump* and *Mansfield Mountains* being easily distinguished when the atmosphere is clear. To the northwest, under your feet, are the clearings and settlement of *Jefferson*, and the waters of *Cherry Pond*; and, farther distant, the village of *Lancaster*, with the waters of *Israel's River*. The Connecticut is barely visible; and often its appearance for miles is counterfeited by the fog arising from its surface. To the north and northeast, only a few miles distant, rise up boldly the great northeastern peaks of the White Mountain range—*Jefferson*, *Adams*, and *Madison*—with their ragged tops of loose dark rocks. A little farther to the east are seen the numerous and distant summits of the moun-

tains of Maine. On the southeast, close at hand, are the dark and crowded ridges of the mountains of *Jackson*; and beyond, the conical summit of *Kearsarge*, standing by itself, on the outskirts of the mountains; and, farther over, the low country of Maine and *Sebago Pond*, near Portland. Still farther, it is said, the ocean itself has sometimes been distinctly visible. The White Mountains are often seen from the sea, even at 30 miles distance from the shore; and nothing can prevent the sea from being seen from the mountains, but the difficulty of distinguishing its appearance from that of the sky near the horizon. Farther to the south are the intervals of the Saco, and the settlements of *Bartlett* and *Conway*, the sister ponds of *Lovell*, in Fryburg; and, still farther, the remarkable four-toothed summit of the *Chocorua*, the peak to the right being much largest, and sharply pyramidal. Almost exactly south are the shining waters of the beautiful *Winnepisaukee*, seen with the greatest distinctness on a favorable day. To the southwest, near at hand, are the peaks of the southwestern range of the White Mountains; *Monroe*, with its two little alpine ponds sleeping under its rocky and pointed summits; the flat surface of *Franklin*, and the rounded top of *Pleasant*, with their ridges and spurs. Beyond these, the *Willey Mountain*, with its high, ridged summit; and, beyond that, several parallel ranges of high-wooded mountains. Farther west, and over all, is seen the high, bare summit of *Mount Lafayette*, in Franconia. Visitors to Mount Washington should always go well clad. The range of the thermometer even in midsummer is from 30° to 45°. It frequently falls as low as 25°, and sometimes to 20°, or 10° below freezing.

Tuckerman's Ravine is a marvellous place, seen in the ascent of the mountains, by the *Davis Road* leading from the Crawford House. It lies upon the right in passing over the high spur directly southeast of Mount Washington. Turning aside, the edge of the precipice is reached, and may be descended by a rugged pathway. It is a long, deep glen, with frowning walls, often quite inaccessible. It is filled, hundreds of feet deep, by the winter snows, through which

a brook steals, as summer suns draw near, gradually widening its channel, until it flows through a grand snow cave, which was found, one season, by measurement, to be 84 feet wide on the *inside*, 40 feet high, and 180 feet long. The snow forming the arch was 20 feet thick. The engineers of the carriage-road dined in that snow-arch July 16, 1854.

Oakes's Gulf is another fathomless cavern, seen, far down on the right, in winding around the summit of Mount Monroe. Near the summit of Mount Washington, a few rods northward, is yet another black abyss, which is called the *Gulf of Mexico*. Its descent here is 2,000 feet, rugged and precipitous. Much as we have necessarily left unseen on the mountains, we must now descend, and with a hasty peep at some yet unmentioned scenes, in the vicinage of the Notch, pass on, 36 miles, to the Franconia range, in the west.

The Great Notch forms one of the most interesting and most popular features of the White Mountain scenery. The Crawford House is the best point from which to visit it and the numerous other points in its vicinity. Proceeding up the Saco, *Mount Crawford* and the *Giant's Stairs* are distinctly visible beyond the river on the right. The southern peak of Mount Crawford is 3,200 feet high, and the northern 3,500. Between them *Mount Resolution* rears its head. The mountains, which have gradually gathered about us in our steep ascent, here have all closed in. The magnificent pass—the gateway of the Notch—is a chasm between two perpendicular masses of rock, approaching each other to within 22 feet. It was discovered (1771) by two hunters, Nash and Sawyer. Colonel Whipple, of Portsmouth, came through the following year, as the first settler. This was the tenth turnpike built in the State, and was incorporated in 1803. Dark overhanging cliffs stand as sentinels over this solemn pass, and it has been a work of toil to cut a pathway through the frowning barrier. This gorge is some three miles long, descending the valley of the Saco, toward the Willey House, the scene of the avalanche (August 28, 1826), by which the inmates, nine in number, were lost. The

house has stood since 1793. Upon the north, the bold cliffs of *Mount Willard* rise to the height of 2,000 feet above the Crawford House and the quiet vales around it. The view from this eminence is one of the finest, if not the finest, in the neighborhood of the Crawford.

The Silver Cascade, sometimes called the "Second Flume," is a favorite scene, about half a mile south of the entrance to the Notch. It is one of the most charming waterfalls imaginable, seen from the piazza of the hotel, at a distance of two miles, bubbling down the mountain side, 800 feet above the neighboring valley. The best view is from the bridge. *Sparkling Cascade* and *Sylvan Grove Cataract*, on Avalanche Brook, discovered 1858, should be visited, if time permit.

The Flume is another cascade yet farther down the Notch. It descends 250 feet, in two rills, over two precipices, and there are three streams over a land ledge, reuniting in a small rocky basin below.

The Devil's Den is a mysterious cavern, near the top of Mount Willard, on its southern side, and opposite the Silver and the Flume cascades. Passing westward from the Notch, we reach the valley of the *Ammonoosuc*, after a distance of four miles, through dense woods, and enter abruptly into a spacious clearing, from which the whole mountain group bursts upon our wondering sight. Here, upon the *Giant's Grave*, an eminence of some 60 feet, the panorama is marvellous. In the centre of the amphitheatre of hills Mount Washington, barren, and seamed, and whitened by the winter tempests of centuries, looks down, upon the right and upon the left, on the hoary heads of Webster and Madison—each, on its side, the outpost of the mountain army.

The Ammonoosuc River, rising in this group of the White Mountains, and followed in the journey toward the Franconia Hills, is a stream of wonderful beauty. It falls 6,000 feet from its source on the mountain, to the Connecticut River, and is said to be the wildest and most impetuous river in New Hampshire. It abounds in rapids and cascades.

The Crystal Falls, of 80 feet, and the *Glen Ellis Falls*, of 70 feet, are on the Ellis River, the one on the left and the other on the right of the road from Jackson to the Glen House. The *Hermit's Lake*, *Lake of the Clouds* (the source of the Ammonoosuc River), *Star Lake*, and *Spaulding's Lake* are readily reached from the *Tip Top House*, Mount Washington.

The Pool, a supplemental or tail piece to the great picture of the Flume, is a deep natural well in the solid rock. A walk of about a mile, directly in front of the Flume House, will conduct the visitor thither. The diameter of the pool is about 60 feet; the depth to the surface of the water is 150 feet, and the water itself extends 40 feet yet below. Some years ago, a poor fellow was unlucky enough to fall into this Plutonian *cul de sac*, but he clung to a crag just above the water until ropes were lowered, and he was, wonderful to relate, fished up alive, though bruised and not a little scared.

The Dixville Hills are in the extreme northern portion of the State, and are as yet but little known. The readiest access is by the *Grand Trunk Railway* and North Strafford, 36 miles north of Gorham, and thence up the Connecticut River, *via* Colebrook, to the *Monadnock House*. *Dixville Notch* is 10 miles from Colebrook.

We have now peeped hastily at the leading points of interest in the grand Granite Hills; much more, of course, is to be seen than we have space to describe, or even mention. Before closing our chapter, however, we give a tabular list of the principal mountain-heights and objects of interest, with their distances from each other.

BEARING AND DISTANCES OF WHITE MOUNTAINS.

From Mount Washington			
To Mount Adams,	4 miles,	N. by E.	
do. Jefferson,	3 do.	N. by W.	
do. Madison,	5 do.	N. N. E.	
do. Clay,	1 do.	N. W.	
do. Monroe,	1 do.	S. W.	
do. Franklin,	2 do.	S. W.	
do. Pleasant,	3 do.	S. W.	
do. Clinton,	4 do.	S. W.	

HEIGHT, BEARING, AND DISTANCE

Of the less important White Mountains, and other mountains in the vicinity, from Mount Washington.

	Distance.	Height.
Davis's Spur,	2 miles,	5,400 feet.
Notch Range,	8 do.	4,500 do.
Willey Mountain,	8 do.	4,400 do.
Mount Jackson,	6 do.	4,100 do.
Mount Webster,	7 do.	4,000 do.
Giant's Stairs,	8 do.	3,500 do.
Mount Crawford,	9 do.	3,200 do.
Mount Moriah,	7 do.	4,700 do.
Franconia Mount,	20 do.	5,000 do.
Mount Lafayette,	19 do.	5,200 do.
Twin Mountains,	14 do.	4,700, 5,000 do.
Mount Carigain,	14 do.	4,800 do.
Moose-hillock,	31 do.	4,600 do.
Saddle Mountain,	22 do.	4,000 do.
Mount Kinsman,	25 do.	4,100 do.
Mount Cannon,	20 do.	4,000 do.
Mount Whiteface,	24 do.	4,100 do.
Chicorna,	22 do.	3,600 do.
Kearsarge,	15 do.	3,400 do.

The route which the tourist and pleasure-seeker from New York or Boston has just travelled, *via* the *Connecticut River*, and that by *Lake Champlain* (see NEW YORK, in the first chapter of the *HANDBOOK*,) will of necessity have introduced him to many points of interest in the Green Mountain State (Vermont). We will now point out and briefly describe such others as he will desire to visit in the course of his summer rambles in the North.

V E R M O N T .

VERMONT, named from the French *Vert Monts*, i. e., "Green Mountains," is the most northwestern of the New England States. It lies between $42^{\circ} 44'$ and 45° north latitude, and between $71^{\circ} 25'$ and $73^{\circ} 26'$ west longitude; and is bounded north by Canada; east by New Hampshire, from which it is separated by the Connecticut River; south by Massachusetts, and west by Lake Champlain and New York. It is 150 miles in length, and 85 in its greatest breadth, embracing an area of about 10,000 square miles. Vermont was first settled by Massachusetts emigrants at Fort Dummer (Brattleboro) in 1724, and was the first member of the Confederacy added to the original thirteen States, March 4, 1791. In this State occurred the battle of Bennington (August 16, 1777), in which the British were defeated. The State is divided into 14 counties. Montpelier is the capital, and Burlington, Rutland, Brattleboro, St. Albans, and Woodstock, are the chief towns. Population in 1860, 314,369.

The thousand points of interest among the Green Hills of Vermont have not yet received their due meed of favor from tourists, but their claims to attention are now generally admitted. The mountain chain extends from near New Haven, in Connecticut, northward through Massachusetts and Vermont, into Canada; though, properly speaking, it lies in Vermont alone, where are the chief summits of Mansfield, Camel's Hump, Connell's Peak, Shrewsbury Mountain, South Peak, Killington Peak, Ascutney Mountain (on the Connecticut), and others. After the White Mountains of New Hampshire, the Green Hills rank with the noblest mountain groups east of the Rocky Mountains—with the Blue Ridge in North

Carolina, Georgia, and Virginia, the Alleghenies in Pennsylvania, and the Kaatskills and the Adirondacks in New York.

ROUTES.—The principal routes in Vermont, as in the adjoining State of New Hampshire, through which we have just travelled, are those which lie along the main railway lines, traversing the State north and south, and forming in their main features a continuation of the railway system of New Hampshire and Connecticut, which we have followed in our journeyings from New York and Springfield, by the banks of the beautiful Connecticut. They are the *Vermont Central* and *Vermont and Canada Railways*, affording a continuous line from Bellows Falls, 184 miles, to Rouse's Point; the *Connecticut and Passumpsic River Railway*; the *Vermont Valley* and *Vermont and Massachusetts Railways*, connecting Bellows Falls southward with Brattleboro and Greenfield (see CONNECTICUT RIVER and BRANCHES), and linking, by means of the roads just enumerated, the great cities of the North American seaboard with Canada and the other British possessions beyond the great St. Lawrence River. The *Rutland and Burlington Railroad* (120 miles) connects these cities with Bellows Falls. Visitors to the White Mountains will proceed, as before directed, *via* Wells River to Littleton, and thence by stage, while those bound for the Green Mountains, Lake Champlain, or Montreal, will proceed thither by the *Central Railway*, *via* Montpelier and Burlington. The *Vermont Central Railway*, from Burlington eastward, *via* Montpelier, to the shores of the *Connecticut River* (White River Junction), traverses the valley of the Winooski, by the banks of the Winooski River, and gives easy access to Mount Camel's Hump and Mount Mansfield.

The Valley and River of Winooski.—The Winooski traverses almost the entire breadth of northern Vermont. Rising in Caledonia County, its course is generally westward to Lake Champlain, 40 miles from which it passes through Montpelier. Some of its valley passages are scenes of great pastoral beauty, strongly contrasted with high mountain surroundings, the singularly-formed peak of Camel's Hump continually showing itself, sometimes barely peeping over intervening ranges, and again—as near the middle of the valley stretch—coming into full display. In places, the Winooski is a wild turbulent water, dashing over stern precipices and through rugged defiles. It is found in this rough mood just above the village of Winooski, a few miles from Burlington, where the waters rush in rapid and cascade through a ravine 100 feet deep. This picture is favorably seen from the railway. Passing on into the open valley lands, which succeed, Mount Camel's Hump comes finely into view, as the central and crowning point of one of the sweetest pictures of all this region.

Waterbury, nine miles from Montpelier and 113 from Bellows Falls, has a good hotel and an extensive willow-ware manufactory. From Waterbury pleasant detours, in favorable weather, may be made to *Mount Mansfield* and the *Camel's Hump*.

Mount Camel's Hump, the most salient feature in the Winooski landscape, is, next to Mansfield, the highest of all the Green Mountain peaks, having an elevation of 4,188 feet. It may be ascended, without much difficulty, from any side, though the usual point of access is at *Duxbury*, from whence carriages can pass to within three miles of the summit. The mountain is crowned by jagged, barren rocks, and the imposing scene which the lofty heights overlook is in no way obstructed by the forest veil, which often disappoints the hopeful climber of forbidding mountain-tops. *Bolton Falls* afford a pleasant excursion from the Hump.

Mount Mansfield, the loftiest (4,469 feet) of the Green Hills, is 15 miles from Waterbury Station. It is easily reached from the village of Underhill Centre on the north, or yet more

easily from the pleasant village of Stowe on the south, both of which points may be reached from the Vermont Central road—Underhill from Jonesville station, and Stowe from Waterbury. Stages leave Waterbury for Stowe (10 miles) on arrival of trains. Mansfield is 20 miles from Burlington. The views of the mountain itself, its cliffs and peaks, are very grand from many points in the path upward, and the panorama unfolded upon the summit is, if possible, finer than that from the Camel's Hump. Lake Champlain and the Adirondack peaks lie to the westward, while the White Mountains of New Hampshire are seen on the east; and, again, the many crests of the Green Hills, with their intervening vales and lakes and villages, stretch out toward the south. In favorable conditions of the weather and atmosphere, Montreal, 70 miles distant, can be seen with the naked eye. The *Mansfield House* and the *Summit House*, both owned by the Mansfield Hotel Company, are well-kept houses. Price, \$3 50 per day. The latter, which is nine miles (three hours) from the Mansfield House, commands a most lovely view. The *Moss Glen Falls* are sometimes visited. They are on the north-eastern slope of Worcester Mountain, four miles from the Mansfield House.

Burlington, 144 miles from Bellows Falls, is the northern terminus of the *Rutland and Burlington Railway* (see p. 50).

St. Albans, 161 miles from Bellows Falls, 17 north of Burlington, and 3 miles east of St. Albans Bay (Lake Champlain), contains a handsome square, and a population of 5,000. Large quantities of butter and cheese are shipped hence. The *Weldon House* is a well-conducted hotel. *Highgate* and *Alburg Springs*, 16 miles, are reached by rail *en route* to Rouse's Point, New York. (For continuation of this route to St. Johns, see MONTREAL.)

Rutland.—HOTELS, *Bardwell House*, *Central House*.

Rutland is near the western border of Vermont, south of the centre of the State, and nearly east of Whitehall, at the upper extremity of Lake Champlain. It is an important railway centre, and commands ready access to all parts of

the State and country. The *Troy, Whitehall, and Castleton* (Rensselaer and Saratoga) *Railroad*, 95 miles, unites Rutland with Troy and Albany, *via* Whitehall and Saratoga Springs. Rutland is also connected with Troy and Albany, by the *Rutland and Washington Railroad*, *via* Eagle Bridge, 85 miles; and yet again, *via* North Bennington, by the *Troy and Boston* and *Western Vermont* roads, 84 miles. The famous Hoosick Tunnel and Falls are near the line of this route, one mile from Hoosick Falls Junction, and four from Eagle Bridge Station (see NORTH ADAMS). Northward it is connected with Burlington, and all the routes which intersect at that point, by the *Rutland and Burlington Railroad*, 68 miles, and eastward with Bellows Falls, on the Connecticut, 52 miles, by a continuation of the same line. Rutland is a pleasant town, with a population of about 8,000, situated in the midst of some of the finest of the Vermont hill and valley scenery, at the foot of the western slope of the Green Mountains. *Otter Creek*, a most picturesque stream in all its course, passes by the village, and *Killington Peak* is admirably seen as the leading feature in the landscape around.

Killington Peak, rising grandly on the east of Rutland, is the third in rank of the mountains of Vermont. A visit to this peak makes a pleasant excursion from the neighborhood. To the foot of the mountain the distance is seven miles, and two miles more to the summit. On the north side is a perpendicular ledge of 200 feet, called *Capitol Rock*. *Mount Ida*, too, is hereabouts, and beyond Killington Peak, as seen from Rutland, and northward are *Mount Pico* and *Castleton Ridge*, shutting out the view of Lake Champlain.

The Clarendon Springs, a favorite place of resort, is a few miles south of Rutland, on the *Rutland and Washington Railroad*. Stages run from *West Rutland Station*, 4 miles south of Rutland. The medicinal virtues of these waters, the varied and beautiful scenery, the pleasant drives around, and the excellent hotel accommodations, make this watering-place a very desirable summer halt.

The Otter Creek Falls, at

Vergennes (see MIDDLEBURY), are upon the Otter Creek, about seven miles from Lake Champlain. The brook is 500 feet in width, divided by a fine island, on either side of which the fall leaps some 30 or 40 feet. There are many other beautiful cascades in the Otter Creek; some at Middlebury, above Rutland; and a few miles below Middlebury, still others of yet greater interest. The *Elgin Spring* is in the neighborhood of the Otter Creek cascades.

Lake Dunmore is a beautiful water, 30 miles above Rutland. It is near the railway line to Burlington, eight miles (by stage) from Middlebury. Dunmore is a wonderfully picturesque lake, surrounded at most points by bold hills, seen here in verdant slopes, and there in rocky bluff and cliff. The lake is about five miles in length and three in breadth, and affords capital fishing. A good summer hotel and several cottages are on the west bank.

Lake Castleton, in this neighborhood, is also a most interesting scene.

From Rutland eastward, *via* Mount Holly and Ludlow, the latter station being 27 miles from Bellows Falls, the route lies amidst the beauties of the *Queechy Valley*, replete with delightful pictures of running and falling waters, and of grassy meadows and wooded hills.

Middlebury, 33 miles from Rutland, *via* the Rutland and Burlington Railroad, is upon the Otter Creek, near some fine falls on that stream, and a few miles only from Lake Dunmore. It has a population (the township) of some 4,000, and, like nearly all the villages in Vermont, is a very beautiful place, surrounded at all points by most attractive mountain scenery. It is distinguished as one of the first manufacturing towns in the State, and also as the seat of *Middlebury College*, founded in 1800. Its chief edifice is 100 feet long and four stories high, built of stone. Extensive marble quarries are in the neighborhood.

Brandon, 17 miles north of Rutland, is a flourishing town, finely watered by Otter Creek, Mill River, and Spring Pond, on which waters are good mill-seats. Minerals of fine quality are found in this town. There are here two curious caverns formed of limestone, the

largest containing two apartments, each from 16 to 20 feet square. It is entered by descending from the surface about 20 feet.

Bennington is at the meeting of the *Troy and Boston* and the *Western Vermont Railways*, in the extreme southwest corner of the State. It is famous as the scene of the battle of Bennington (August 16, 1777), in which a detachment of the British forces, under Colonel Baum, was terribly beaten by the Green Mountain Boys, led by the intrepid General Stark. It was upon the occasion of this memorable engagement that Stark is reported to have made the famous address to his troops: "See there, men! there are the red-coats! Before to-night they are ours, or Molly Stark will be a widow!" The manufactories of the United States Pottery Company at Bennington are well deserving of a visit. Fine porcelain and Parian ware are made here, the vicinage yielding the necessary materials in abundant and excellent supply. *Bennington Centre* is the county seat. *North Bennington* on Paran Creek, four miles northwest of Bennington Centre, is on the *Western Vermont Railroad*, 51 miles south of Rutland; connections four times daily north and south, *via* Bennington.

Willoughby Lake is a popular resort in Orleans County, Vermont, lying upon the Canada line, 25 miles south of Newport and six from West Burke. This lake is nearly six miles long, and extremely picturesque. Two peaks, respectively 1,950 and 1,500 feet high, rise one on either side of the lake, and command fine views. The route is by the *Connecticut and Passumpsic Railroad* (see CONNECTICUT VALLEY), *via* Wells River and St. Johnsbury, to West Burke, and thence by stage. It is also reached in a few hours by stage from Island Pond, on the *Grand Trunk Railway*. The Willoughby Lake House has good accommodations.

Lake Memphremagog is a beautiful sheet of water, situated partly in Vermont and partly in Canada. It is 35 miles long, and varies from 2 to 5 miles in width. Its shores are rock-bound, and indented with beautiful bays, between which jut out bold wooded headlands, backed by mountain ranges. Numerous picturesque islands dot its

surface. *Muscalonge trout* are taken here in great perfection. *Newport*, at the head of the lake, has two hotels and several churches, and a population of about 1,000. The *Memphremagog House* is a well-kept hotel; Bush and Pender, proprietors. *Prospect Hill*, south of the village, commands a fine view of the lake and surrounding elevations, prominent among which are *Owl's Head*, *Mount Elephantis*, *Mount Orford*, *Jay Peak*, and *Willoughby Mountain*. The steamer "Mountain Maid," Captain Fogg, leaves the hotel pier, Newport, every morning, and plies the entire length of the lake, touching at the *Mountain House* for the convenience of travellers wishing to ascend *Owl's Head* or *Bear Mountain*. *Jay Peak*, 13 miles west of Newport, should be visited, if time permits. It is 4,018 feet high, and commands a fine view of the entire range of the Green Mountains, including Mount Mansfield, Camel's Hump, and Killington Peak, Ascutney Mountain, near Windsor, White and Franconia Mountains, Kearsarge, Lake Champlain, and the Adirondacks. *Owl's Head* rises 3,000 feet above the lake, and commands, in clear weather, an extensive view. Tourists can either proceed to Montreal or Quebec from the foot of the lake, or return to Newport on the boat the same day at 6 P. M. At and near the Mountain House are the best fishing-grounds on the lake. Boats supplied on application at the hotel.

In ascending the lake, *Indian Point*, the *Twin Sisters*, and *Province Island* are passed within a few miles of Newport. East of *Province Island* and near the shore is *Tea-Table Island*, a charming rural picnic spot, and on the western shore the boundary-line between Vermont and Canada strikes the lake. *Fitch's Bay* and *Whetstone Island*, *Magoon Point*, *Round* and *Minnow Islands* are in the vicinity of the Mountain House, and afford pleasant picnic and excursion points for visitors sojourning there. *Skinner's Island* and *Cave*, said to have been the haunt of Uriah Skinner, "the bold smuggler of Magog," during the War of 1812, are also near by. *Balance Rock*, on the southern shore of Long Island, is frequently visited. The eastern shore of the lake, in this vicinity, is much im-

proved and adorned with some handsome summer residences, among which are those belonging to Judge Day, William Molson, and Hugh Allen, of Montreal. *Mount Elephantis* (Sugar Loaf) is seen to advantage from Allen's Landing.

Concert Pond, west of Mount Elephantis, abounds in brook-trout, and attracts numerous visitors.

Georgeville, 20 miles from Newport and 12 from Magog, has a hotel and several stores. *Knowlton's*, on the opposite

(west) side of the lake, is the landing for passengers to Stanstead and Montreal. The route thither is by stage to Waterloo 20 miles, and thence by rail 42 miles to St. John's and 63 to Montreal. A better route, though a longer stage ride, for those who do not care to follow the beaten track of travel and visit Montreal first, is to proceed by the steamer on to Magog (Outlet Village), and thence by stage to Sherbrooke, *en route* to Richmond and Quebec. (See MAGOG.)

M A I N E .

MAINE occupies the extreme eastern portion of New England, and is the border State of the Union in that direction, with the British province of New Brunswick on the north and northeast, and the province of Lower Canada on the northwest. It has three distinct topographical aspects—in the comparatively level and somewhat sandy and marshy character of the southern portion, lying back 20 miles from the Atlantic coast; in the pleasant hill and valley features of the interior; and in the rugged, mountainous, and wilderness regions of the north. It is the largest of the New England States, being 230 miles long and about 160 broad, embracing an area of upward of twenty millions of acres.

The history of the State is interesting, dating as far back as 1604, when a partial settlement was effected on the present site of Phippsburg, but which was afterward abandoned. In 1712 the State passed into the hands of the English. It long remained under the jurisdiction of Massachusetts, but finally was admitted into the American Union in 1820. It is divided into 16 counties, and contained in 1860 a population of 626,952. Its principal towns are Portland, Bangor, Belfast, Biddeford, Bath, and Lewiston. Augusta is the capital.

A great portion of the State is yet covered by dense forests, the utilization of which is the chief occupation and support of its inhabitants. The most fertile lands lie in the central southern regions, between the Penobscot River on the east and the Kennebec on the west, and in the valley borders of other waters. The leading objects of interest to tourists are the mountain ranges, which are bold and imposing—one summit, that of Katahdin, having an elevation of 5,385 feet above

the level of the sea. The lakes are numerous, sometimes of great extent, and often very beautiful. They are to be found throughout the State, and more especially among the mountains in the north. Indeed, it is estimated, that one-tenth part of the whole area of Maine is covered by water. The rivers are numerous and large, and present everywhere scenes of great and varied beauty. The Atlantic coast, which occupies the whole southern line of the State, is the finest in the Union, in its remarkably bold, rocky character, and in its beautiful harbors, bays, islands, and beaches. The sea-islands of Maine are over 400 in number; many of them are very large, and covered by fertile and inhabited lands. The climate, though marked by extremes, both of heat and cold, is yet everywhere most healthful; its rigor being materially modified by the proximity of the ocean.

The Mountains and Lakes.—The most interesting route for the tourist in Maine to take is perhaps that which leads through the hills, lakes, and forests of the north; but we warn him, beforehand, that it will not be one of ease. Rugged roads and scant physical comforts will not be his most severe trial; for, in many places, he will not find road or inn at all, but must trudge along painfully on foot, or by rude skiff over the lakes, and trust to his rifle and his rod to supply his larder. In these wildest regions the exploration may be made with great satisfaction by a party well provided with all needed tent equipment, and with all the paraphernalia of the chase; for deer, and the moose, and the wild fowl are abundant in the woods, and the finest fish may be freely taken in the waters. Still he may traverse most of

the mountain lands and lakes by the roads and paths of the lumbermen, who have invaded all the region; and he may bivouac, as comfortably as should content an orthodox forester, in the humble shanties erected by the hardy backwoodsman. The mountains of Maine are broken and distinct peaks. A range, which seems to be an irregular continuation of the White Hills of New Hampshire, extends along the western side of the State for many miles; and, verging toward the northeast, terminates in Mars Hill. This chain divides the waters which flow north into St. John's River from those which pass southward to the Atlantic. Many beautiful lakes lie within this territory. The wilderness of northern New York (see ADIRONDACKS) has many features in common with the northern mountain and lake region of Maine. The internal improvements of the State are few, but important. Portland is the chief commercial city and railway centre of the State, and thence diverge the leading routes to every section within its limits and in the neighboring provinces of Canada.

Portland.—HOTELS, the *Preble House*, the *United States*, the *American*, the *Elna*.

ROUTES.—From Boston, 107 miles, by the *Eastern Railway*, via Lynn, Salem, Newburyport, Portsmouth, New Haven, etc.; or by the *Boston and Maine* route, 111 miles, via Reading, Lawrence, Andover, Haverhill, Exeter, Dover, etc. (see BOSTON); or by steamer daily. From Montreal, 293 miles, by the *Grand Trunk Railway*.

Portland, the commercial metropolis of Maine, is handsomely situated on a peninsula, occupying the ridge and side of a high point of land, in the southwest extremity of Casco Bay, and, on approaching it from the ocean, is seen to great advantage. The harbor is one of the best on the Atlantic coast, the anchorage being protected on every side by land, whilst the water is deep, and communication with the ocean direct and convenient. It is defended by *Forts Preble*, *Scamell*, and *Gorges*, and dotted over with lovely islands. These islands afford most delightful excursions, and are among the greatest attractions of the

vicinity. On the highest point of the peninsula is an observatory, 70 feet in height, commanding a fine view of the city, harbor, and islands in the bay. The misty forms of the White Mountains, 60 miles distant, are discernible in clear weather. The original name of Portland was *Muchigonne*. It was first settled by the whites as an English colony in 1632, just two centuries before the charter of the present city was granted. On the night of the 4th of July, 1866, a fire occurred which swept away nearly one-half of the entire business portion of the city.

Portland is elegantly built, and the streets beautifully shaded and embellished with trees, and so profusely, that there are said to be no less than 3,000 of these rural delights. *Congress Street*, previous to the fire the main highway, follows the ridge of the peninsula through its entire extent. Among the public buildings of Portland, the *City Hall* (rebuilding), the *Court House*, and some of the churches, are worthy of particular attention. The *Society of Natural History*, organized 1843, possesses a fine cabinet, containing specimens of the ornithology of the State, more than 4,000 species of shells, and a rich collection of mineralogical and geological specimens, and of fishes and reptiles. The *Athenæum*, incorporated in 1826, has a library of 12,000 volumes; and the *Mercantile Library* possesses, also, many valuable books. The *Marine Hospital*, erected in 1855, at a cost of \$80,000, is an imposing edifice. Brown & Co.'s extensive sugar refinery, wholly destroyed by the late fire, has been rebuilt, and will shortly be in operation. The city is being rebuilt as rapidly as possible, and it is hoped that by 1868 only faint traces of the great fire will remain. Population, 30,000. The vicinity has several fine drives. (See CAPE ELIZABETH.)

The leading routes of travel from Portland are the *Grand Trunk* (Canada), *Portland, Saco, and Portsmouth*; *Portland and Kennebec*; *Portland and Bangor* (Maine Central), and the *York and Cumberland*. The last-named is a short line, extending from Portland south, via Morrill's, Saccarappa, Buxton Centre, to Saco River, a distance of 18 miles.

ROUTE I.**PORTLAND TO GORHAM AND WHITE MOUNTAINS.***(Via Grand Trunk (Canada) Railway.)*

THIS important thoroughfare connects the navigable waters of Portland harbor with the commercial capital of Canada. Its route passes through a fertile and productive country, generally under fine cultivation, the streams in its vicinity abounding in water privileges of the first importance. From Portland, passing onward, five miles, through Falmouth, on the Presumpscot River, to Danville Junction, 27 miles (*Androscoggin Railway*), to the valley of Royal's River and the valley of the Little Androscoggin, it strikes and crosses the latter river at Mechanic Falls, 36 miles from Portland, at which place the *Buckfield Branch Railroad* connects with it. Pursuing its course upward, it passes in the vicinity of the "Mills" on its way to Paris Cape, in the neighborhood of South Paris, drawing in upon it the travel and business of that rich and populous region. Still following up the valley of the Little Androscoggin, passing on the way two important falls, it reaches Bryant's Pond (62 miles), the source of that river. This point is 15 miles from Rumford Falls, on the Great Androscoggin, one of the most valuable and available water-powers in the State. Passing hence into the valley of Alder stream, the route strikes the Great Androscoggin, near Bethel, 70 miles from Portland. Crossing that stream, it follows up its picturesque and romantic valley, bordered by the highest mountains in New England, till, in its course of about 20 miles from Bethel, it reaches Gorham, New Hampshire, the point of departure for Mount Washington, eight miles distant. From this point this famous shrine may be approached and ascended with more ease, in a shorter distance, and less time, than from any other accessible quarter in the vicinity of the White Hills. (See WHITE MOUNTAIN ROUTES.) Gorham is seven miles distant from Berlin Falls, the greatest waterfall in New England, where the waters of the Great Androscoggin, larger in volume than the

waters of the Connecticut, descend nearly 200 feet in a distance of about two miles. From the valley of the Androscoggin the road passes into the valley of the Connecticut, reaching the banks of that river at North Stratford, New Hampshire. Following up this rich and highly productive valley 32 miles, the road reaches the parallel of 45° north latitude, the boundary-line between the United States and Canada. The route thence lies through what are known as the Eastern Townships of Canada, *via* Richmond to Quebec, and up the St. Lawrence, *via* Montreal, to Toronto on Lake Ontario, where it connects with other routes for Lake Superior and all parts of the great West. (See GRAND TRUNK RAILWAY.)

ROUTE II.**PORTLAND TO SACO, AND PORTSMOUTH, N. H.***(Via Portland, Saco, and Portsmouth Railroad.)*

STATIONS.—Portland; Cape Elizabeth, 2 miles; Scarborough, 6; West Scarborough, 9; Saco, 13; Biddeford, 15; Kennebunk Port, 19; Kennebunk, 23; Wells, 28; North Berwick, 34; South Berwick Junction, 38; Junction Great Falls Branch, 41; Elliott, 45; Kittery, 50; Portsmouth, 52; Boston, 108.

Cape Elizabeth (two miles) is a delightful summer resort, with excellent bathing and fishing privileges. *Bang's*, and other islands in the bay, are easily reached. The *Cottage*, and several private boarding-houses are open during the season—June to September.

Saco (13 miles) is a flourishing manufacturing village on the east bank of the Saco River, six miles from its mouth. A fall of 42 feet in the river, at this point, furnishes one of the best water-powers in the State. Eleven cotton-mills, containing 55,000 spindles, are in operation here. *Laurel Hill Cemetery*, on the Mount Auburn plan, is worth visiting. Two good hotels.

Biddeford (15 miles), on the opposite or south side of the Saco River, is a growing place. The population of both villages is upward of 15,000.

Kennebunk (23 miles) is noted for its ship-building, carried on mainly at the "Port," at the mouth of the Kennebunk River.

South Berwick (38 miles) is on Salmon Falls River, at the junction of the *Boston and Maine Railway*, and three miles from the junction of the main line with the *Great Falls and Conway Railway*. Passengers to *Salmon Falls*, *Great Falls* (N. H.), and *Union Village* (26 miles) leave the *P. S. and P. Railway* here.

Kittery (50 miles) is on the Piscataqua River, opposite Portsmouth, with which it is connected by bridge. Southward the route lies through the State of New Hampshire.

ROUTE III.

PORTLAND TO GARDINER, AUGUSTA, WATERVILLE, AND SKOWHEGAN.

(Via Portland and Kennebec Railway.)

STATIONS.—Portland; Westbrook, 5 miles; Cumberland, 12; Yarmouth, 16; Freeport, 22; Oak Hill, 26; Brunswick, 30; Topsham, 31; Bowdoinham, 38; Harward's Road, 41; Richmond, 46; Dresden, 49; South Gardiner, 51; Gardiner, 56; Hallowell, 61; Augusta, 63; Seven Mile Brook, 70; Vassalboro', 75; Winslow, 80; Waterville, 81; Kendal's Mills, 83; Somerset Mills, 87; Pishon Ferry, 92; Bloomfield, 99½; Skowhegan, 100.

Brunswick (30 miles) is a flourishing town on the Androscoggin, across which a bridge connects it with *Topsham*. A fall of 50 feet in the river supplies a fine water-power, which is but little improved. *Bowdoin College*, founded 1802, occupies a fine locale at the south end of the village, six miles from *Topsham Station*. The *Medical School* has a fine library, anatomical cabinet, etc. The *Androscoggin Railway* connects it with *Milton* and *Farmington*, 63 miles.

Hotels.—Hotel, the *Sagadahock House*.

Bath is a flourishing city of over 9,000 people, on the Kennebec, 12 miles from the sea, 30 miles south of Augusta, and

36 northeast of Portland. It is the terminus of a branch road from Brunswick, on the *Portland and Kennebec Railway*. It is to be united at Lewiston with the *Portland and Bangor Railway*.

Gardiner (56 miles) is situated on both sides of the Cobbosseecontee River, which here enters the Kennebec River. Its inhabitants (5,000) are principally engaged in manufactures. *Pittston*, across the Kennebec, is connected with Gardiner by a bridge 900 feet long.

Hallowell (61 miles) is a pretty village, two miles south of Augusta, on the Kennebec River, famous for its granite quarries. Population, 3,000.

Augusta—(63 miles).—HOTELS, the *Stanley House*, *Augusta House*.

Augusta is at the head of sloop navigation on the Kennebec, 43 miles from its mouth. It is 69 miles southwest of Bangor. Steamboats run hence to Portland and Boston, calling at the river landings. The city stands chiefly upon the right bank of the river, which is crossed here by a bridge 520 feet long. The private residences, and some of the hotels, are upon a terrace, a short distance west of the river, while the business parts of the town lie along shore. Much of it has been swept away by fire (September 17, 1865). The *State House* is an elegant structure of white granite. Its site, in the southern part of the city, is lofty and very picturesque; in front is a large and well-shaded park. The *United States Arsenal*, surrounded by extensive and elegant grounds, is upon the east side of the river. Here, too, is the *Hospital for the Insane*, built upon a commanding and most beautiful eminence. Population, 8,500.

Waterville (81 miles) is on the Kennebec, at the Ticonic Falls. These falls are 18 feet in height, and afford a fine water-power. It is the seat of *Waterville College*, a prosperous establishment, conducted by the Baptists. The *Maine Central (Portland and Bangor) Railway* intersects the Portland and Kennebec road at this point. Distance by the former line to Bangor, 55 miles; to Portland, 83 miles.

Skowhegan (100 miles) is on the Kennebec River, opposite Bloomfield, with which it is connected by bridge.

ROUTE IV.

PORTLAND TO WATERTOWN AND BANGOR.

(Via Maine Central (P. & B.) Railway.)

STATIONS.—Portland ; Danville Junction, 28 miles (Grand Trunk Railway) ; Auburn, 34 ; Lewiston, 35 ; Greene, 42 ; Leeds, 45 (Androscoggin Railway) ; Monmouth, 48 ; Winthrop, 54 ; Readfield, 60 ; Belgrade, 68 ; North Belgrade, 72 ; West Waterville, 77 ; Waterville (Portland and Kennebec Railway), 83 ; Kendall's Mills, 86 ; Clinton, 92 ; Burnham, 97 ; Pittsfield, 104 ; Detroit, Newport, 111 ; East Newport, 114 ; Etna, 119 ; Carmel, 123 ; Hermon Pond, 128 ; Bangor, 138.

Lewiston (35 miles) is a flourishing manufacturing village, containing about 7,000 inhabitants, situated upon the left bank of the Androscoggin River. The bridge here is 1,700 feet long. The waterfall here is one of exceeding beauty. The entire volume of the Androscoggin is precipitated 60 feet over a broken ledge, forming in its fall a splendid specimen of natural scenery. The river immediately below the fall subsides into almost a uniform tranquillity, and moves slowly and gracefully along its course, in strange though pleasing contrast with its wild and turbid appearance at and above the cataract. The "Central" road communicates with the Grand Trunk Railway at Danville, seven miles below Lewiston.

Leeds Station (45 miles). Here the *Androscoggin Railway* crosses this line, connecting it with Leeds Centre, North Leeds, Livermore Falls, Wilton, and Farmington. Through distance, 63 miles.

Pittsfield (104 miles), 21 miles north of Waterville, is pleasantly situated on the Sebasticook River, which, like most of the streams of this State, affords a fine water-power. Stages daily to St. Albans, Harmony, and Cambridge.

Newport (111 miles) is the point of departure for Moosehead Lake and vicinity (see MOOSEHEAD LAKE).

Bangor (138 miles).—HOTEL, the *Bangor House*.

Bangor, at the head of tidewater and of navigation on the Penobscot River, 60

miles from its mouth, is one of the largest cities of Maine, having a population of more than 20,000. Steamboats connect it daily with Portland and Boston. The distance from Bangor to Portland, by railway, is 138 miles. Bangor is connected with Old Town and Milford (13 miles) three times daily, and another road is contemplated to Lincoln, 50 miles, up the Penobscot Valley. The *Bangor Theological Seminary*, founded 1816, occupies a fine site in the higher portion of the city. The new *Custom House* is a fine edifice. The "specialty" of Bangor is lumber, of which it is, next to Chicago, the greatest depot on the continent. All the vast country above, drained by the Penobscot and its affluents, is covered with dense forests of pine, and hemlock, and spruce, and cedar, from which immense quantities of lumber are continually cut and sent from the numerous saw-mills, down the river to market at Bangor. During the eight or nine months of the year through which the navigation of the river is open, some 2,000 vessels are employed in the transportation of this freight. Not unfrequently 200,000,000 feet are received in a single year. The whole industry of Bangor is not, however, in the lumber line, as she is also engaged in ship-building, has a large coasting trade, and a considerable foreign commerce.

Belfast and Castine are some 30 miles below Bangor, where the Penobscot enters its namesake bay. Belfast on the west, and Castine on the east shore, are nine miles apart. They are both small ship-building and fishing towns.

Eastport, upon the waters of Passamaquoddy Bay, at the extreme eastern point of the territory of the United States, is well deserving of a visit from the tourist in quest of the beautiful in nature ; for more charming scenes on land and on sea than are here, can rarely be found.

The traveller may see Eastport and its vicinage and then go home, if he pleases ; for it is the *ultima Thule*—the veritable Land's-End—the jumping-off place—the latitude and longitude beyond which the stars and stripes give place to the red cross of England.

Eastport is 234 miles N. E. of Portland, and is reached thence and from Boston by regular steamboat communication to

and from St. John, N. B. Steamboats run also to Calais and places *en route*, 30 miles above, at the head of navigation on the St. Croix River. The town is charmingly built on Moose Island, which embraces 2,000 acres, and is connected to the mainland of Perry by a bridge; and by ferries with Pembroke, Lubec, and the adjoining British islands. *Fort Sullivan* is its shield and buckler against any possible foes from without.

The *Passamaquoddy Bay* extends inland some 15 miles, and is, perhaps, 10 miles in breadth. Its shores are wonderfully irregular and picturesque, and the many islands which stud its deep waters help much in the composition of pictures to be enjoyed and remembered.

Calais, at the head of navigation on the St. Croix River, should be visited by the traveller in this region. The lumber trade is large, and ship-building is extensively carried on. It is connected with St. Stephens, in New Brunswick, by four bridges. The Calais and Baring Railway connects the town with Milltown and Baring. From Baring the Lewey's Island Railroad extends 17 miles to Princeton. Population, 6,000.

MOUNTAINS, LAKES, AND RIVERS.

Mount Katahdin, with its peaks 5,385 feet above the sea, is the loftiest summit in the State, and is the *ultima Thule*, at present, of general travel in this direction. The ordinary access is in stages from Bangor over the Aroostook road, starting in tolerable coaches on a tolerable road, and changing always in both from bad to worse. A pleasant route *for the adventurer* is down the West Branch of the Penobscot, in a canoe, from Moosehead Lake. "Birches," as the boats are called, and guides may be procured at the foot of Moosehead, or at the Kineo House, near the centre of the lake. By this approach Katahdin is seen in much finer outlines than from the eastward.

Sugar-Loaf Mountain, upon the Schoois River, northeast of Mount Katahdin, is nearly 2,000 feet high, and from its summit a magnificent view is commanded, which embraces some fifty

mountain peaks and nearly a score of picturesque lakes. Bigelow, Saddleback, Squaw, Bald, Gilead, the Speckled Mountain, the Blue Mountain, and other heights, with intervening waterfalls and brooks, are in the neighborhood.

Moosehead Lake, the largest in Maine, is among the northern hills. It is 35 miles long, and, at one point, is 10 miles in breadth, though near the centre there is a pass not over a mile across. Its waters are deep, and furnish ample occupation to the angler, in their stores of trout and other fish. This lake may be traversed in the steamboats employed in towing lumber to the Kennebec. A summer hotel occupies a very picturesque site upon the shore at the foot of the lake. The Kineo House, midway, is the usual stopping-place. There are numerous islands on the Moosehead Lake, some of which are of great interest. On the west side, Mount Kineo overhangs the water, at an elevation of 600 feet. Its summit reveals a picture of forest beauty well worthy the climbing to see. The roads thither, lying through forest land, are necessarily somewhat rough and lonely. This lake is the source of the great Kennebec River, by whose channels its waters reach the sea. The readiest approach from Boston or Portland is *via* Newport, on the *Portland and Bangor Railway*. (See NEWPORT.)

Lake Umbagog lies partly in Maine and partly in New Hampshire. Its length is about 12 miles, and its breadth varies from one to five miles. The outlet of Umbagog and the Margalloway River form the Androscoggin.

Androscoggin and Moose-tockneguntic Lakes are in the vicinity of Umbagog.

Sebago Pond, a beautiful lake 12 miles long, and from seven to eight miles broad, is about 20 miles from Portland, on a route thence to Conway and the White Mountains. It is connected with Portland by the Cumberland and Oxford canal.

The Penobscot, the largest and most beautiful of the rivers of Maine, may be reached daily from Boston and Portland, by steamer, as far up as Bangor, and also by railway from Portland to Bangor. It is formed by two branches, the east and

the west, which unite near the centre of the State, and flow in a general south-west course to Bangor, 60 miles from the sea, and at the head of navigation. Large vessels can ascend to Bangor, and small steamboats navigate the river yet above. At Bangor the tide rises to the great height of 17 feet, an elevation which is supposed to be produced by the wedge-shaped form of the bay, and by the current from the Gulf Stream. The length of the Penobscot, from the junction of the east and the west branches is 135 miles, or measuring from the source of the west branch, it is 300 miles; though, as far as the tourist is concerned, it is only 60 miles—being that portion between Bangor and the ocean. This part, then, the Penobscot proper, ranks, in its pictorial attractions, among the finest river scenery of the United States. In all its course there are continual points of great beauty, and very often the shore rises in striking and even grand lines and proportions.

The Kennebec River is in the western part of the State, extending from Moosehead Lake, 150 miles, to the sea. It makes a descent in its passage of a thousand feet, thus affording a great and valuable water-power. The scenery of the Kennebec, though pleasant, is far less striking than that of the Penobscot. Its shores are thickly lined with towns

and villages, among which are Augusta, the capital, Bath, Hallowell, and Waterville.

The Androscoggin River is a fine stream, flowing from Lake Umbagog, partly in New Hampshire, but chiefly through the southwestern corner of Maine, into the Kennebec, 20 miles from the ocean.

The Saco River rises in the White Mountains, passes through the famous Netch, and flows into the Atlantic.

Mount Desert Island.—A summer trip to Mount Desert Island has of late years been a pleasant treat to American landscape painters, and a visit thither might be equally grateful to the general tourist. The vigorous and varied rock-bound coast of New England can be nowhere seen to greater advantage. A mountain, 2,000 feet high, presents a striking appearance. Mount Desert Island is an out-of-the-way nook of beauty in Frenchman's Bay, east of the mouth of the Penobscot River. It is 40 miles from Bangor, and may be reached from Boston by boat, *via* Rockville, and thence by another steamer, on to Bucksport (on the Penobscot), and thence by stage, *via* Ellsworth, or from Castine, on the Penobscot Bay, hard by. If the visitor here cannot sketch the bold, rocky cliffs, he can beguile the fish to his heart's content.

NEW JERSEY.

SETTLEMENTS were made in this State at Bergen, by the Dutch, soon after their arrival in New York. In 1627 a Swedish colony was founded near the shores of the Delaware, in the southwestern part of the State. A droll account of the quarrels of these Swedish folk with the Dutchmen of New Amsterdam may be found in "Diedrich Knickerbocker's" solemn "History" of the Amsterdam colonists. New Jersey is one of the original thirteen States. She did her part nobly in the long War of Independence, and her historical record is of the most eventful and interesting character—the famous battles of Trenton, of Princeton, and of Monmouth, at all of which Washington was present and victorious, occurred within her limits. Morristown was the winter camp of the American army in 1776 and 1777.

New Jersey is bounded on the north by New York, on the east by the Atlantic Ocean and Hudson River, south by Delaware Bay, and west by Delaware River. It is 163 miles long, and from 40 to 70 miles wide, and includes an area of 8,235 square miles. Though small in extent, New Jersey yet presents many natural attractions to the traveller. Her sea-coast abounds in favorite bathing and sporting resorts; much visited by the citizens of New York, Philadelphia, and Baltimore. Among these summer haunts are Cape May, Long Branch, Sandy Hook, Atlantic City, Deal, Squam Beach, and Tuckerton. In the southern and central portions of this State the country is flat and sandy; in the north are some ranges of picturesque hills, interspersed with charming lakes and ponds. Some of the Alleghany ridges traverse New Jersey, forming the spurs known as Schooley's Mountain, Trowbridge, the Ramapo, and

Second Mountains. In the northwestern part of the State are the Blue Mountains. The Neversink Hills, rising nearly 400 feet on the Atlantic side, are usually the first and last land seen by ocean voyagers as they approach and leave New York. The celebrated Palisade Rocks of the Hudson River are in this State.

NEW YORK TO PHILADELPHIA.

There are three routes between the cities of New York and Philadelphia, known respectively as the *New Jersey*, the *Camden and Amboy*, and the *Raritan and Delaware Bay Railways*. The first is the most expeditious; the two latter, being partly by water, are most agreeable during the summer months.

ROUTE I.

(Via the New Jersey Railway.)

This route passes over the *New Jersey*, and the *Philadelphia and Trenton Railroads*. Trains leave New York (by ferry across the Hudson from the foot of Cortland Street to Jersey City) several times each day. Distance, 88 miles. Time (express train), three to four hours.

STATIONS.—Jersey City, 1 mile; Newark, 9; Elizabeth, 15; Rahway, 19; Uniontown, 23; Metuchen, 27; New Brunswick, 32; Dean's Pond, 39; Kingston, 45; Princeton, 48; Trenton, 58; Bristol, 69; Cornwells, 74; Tacony, 80; Kensington, 86; Philadelphia, 88.

This route, lying as it does between the two greatest cities on the continent, is an immense thoroughfare, over which floods of travel pour unceasingly by day and by night. The region is populous

and opulent, and necessarily covered with towns, villages, and villas; for 20 or 25 miles from each terminus, over which the two cities spread their suburbs, the crowded trains are passing and repassing continually.

Jersey City.—HOTEL, *American*, 9 and 11 Montgomery Street. Jersey City is on the Hudson, opposite the city of New York, with which it is connected by numerous ferries. The present population is about 35,000. Jersey City is the New York terminus of the Philadelphia and New York and Erie Railroad routes, and of the Morris Canal. It is also the berth of the Cunard and Bremen lines of Atlantic steamers. (For Hoboken, Weehawken, and other suburban villages on the Hudson, see STEAMBOAT ROUTE FROM NEW YORK TO ALBANY).

Leaving Jersey City, the track over which we pass for two miles is that used also by the great Erie Railway, which is traversed by the thousands daily traveling between the seaboard and the great West and South.

Newark.—HOTEL, *Newark*.—Newark, nine miles from New York and 78 from Philadelphia, was settled in 1666. It is built on an elevated plain, upon the right bank of the Passaic River, four miles from its entrance into Newark Bay, and is regularly laid out in wide streets, crossing at right angles. Many portions of the city are very elegant, and in its most *recherché* quarter are two charming parks, filled with noble elms. Broad Street, its main thoroughfare, is a splendid avenue. Among its principal public edifices are the *Court House*, the *Post-Office*, the *Custom House*, *City Hall*, and several of the banks.

Of the literary institutions, the most noteworthy are the *Library Association*, the *State Historical Society*, and the *Newark Academy*. From the grounds attached to the Academy, an extended view of the Passaic valley is had.

The city contains over 70 churches, some of which are very interesting structures, as the *Catholic*, on Washington Street; the *Presbyterian*, near the lower park, and in High Street; the *Methodist*, on Market and Broad Streets; *Grace* (Episcopal), and the *Baptist*, on Academy Street. The building occupied by the

Mutual Benefit Life Insurance Company is one of the finest in the State.

The city is divided into 12 wards, and possesses some 40 public schools, which are attended by more than 9,000 pupils. It is the see of a Roman Catholic bishop.

Newark is distinguished for its manufactures of jewelry, carriages, and leather. It has upward of 550 manufactories. Steamboats as well as railways connect it with New York. It is the eastern terminus of the *Morris and Essex Railroad*, and the Morris Canal passes through it on its way to Jersey City. The *Newark and Bloomfield Railway* connects with the pleasant suburban towns of Roseville, Bloomfield, and Mont Clair. The vicinity has many pleasant drives and walks, among which is *Lewellyn Park*, a once famous place of resort.

Elizabeth.—HOTEL, *American*. Elizabeth (15 miles) is situated upon Elizabethtown Creek, two miles from its entrance into Staten Island Sound. It was once the capital and chief town of the State. Here the *Central Railway* intersects the *New Jersey Railway* to Philadelphia, Baltimore, and the South. It was first settled in 1665. It was the home of General Scott after his retirement from active life. Population, 14,000.

Rahway.—HOTEL, *De Graw's*. Rahway (19 miles) lies on both sides of the Rahway River. It is noted for its manufacture of carriages, stoves, hats, earthenware, etc. Some 3,000 vehicles are annually sent hence to the Southern market. It was settled in 1720. Population, 8,000.

New Brunswick.—*Williams's Hotel*. New Brunswick (32 miles), founded 1770, is pleasantly situated at the head of steamboat navigation on the Raritan River. This is the seat of *Rutger's College and School*, and also of a Theological Seminary of the Dutch Reformed Church, known as *Hertzog Theological Hall*. The streets on the river are narrow and crooked, and the ground low; but those on the upper bank are wide, and many of the dwellings are very neat and even elegant, being surrounded by fine gardens. From the site of Rutger's College on the hill there is a wide prospect, terminated by mountains on the north

and by Raritan Bay on the east. The Delaware and Raritan Canal extends from New Brunswick to Bordentown, on the Delaware River, 42 miles. This canal is 75 feet wide and seven feet deep, and is navigable by sloops and steamboats of 150 tons. This fine work cost \$2,500,000. The railway here crosses the Raritan River. Population, 14,000. Passengers for Dean's Pond, Kingston, and Rocky Hill, leave the main line here.

Princeton, built on an elevated ridge two and a half miles north of Princeton Junction, 48 miles from New York, is a pleasant little town of literary and historical interest. It is the seat of *Princeton College*, one of the oldest and most famous educational establishments in the country. It was founded by the Presbyterians at Elizabethtown, 1756, and removed to Princeton in 1757. The college building, which is known as *Nassau Hall*, is a spacious edifice, 176 feet by 50 feet, and four stories high. The Hall stands in the centre of spacious grounds fronting on Main Street. Peale's picture of Washington is an object of considerable interest. Here also is the *Theological Seminary* of the Presbyterian Church, founded in 1812. About one and a quarter miles south of Princeton is the battle-ground where was fought the memorable conflict of January 3, 1777, between the American forces under General Washington, and those of the British under Lieutenant-Colonel Mawhood, in which the latter were vanquished. The house in which General Mercer died, near the Trenton turnpike, is still pointed out.

Trenton.—HOTELS, *Trenton House*, *American House*.

Trenton, the capital of New Jersey, is on the left bank of the Delaware, 30 miles from Philadelphia and 58 from New York. The city is regularly laid out, and has many fine stores and handsome dwellings. It is divided into North and South Trenton by the Assumpsink Creek. The *State House*, which is 100 feet long and 60 wide, is built of stone, and succeeded so as to resemble granite. Its situation on the Delaware is very beautiful, commanding a fine view of the river and vicinity. Here is the *State Lunatic Asylum*, founded in 1818, and also the

State Penitentiary. *White Hall*, used for barracks by the Hessians in 1776, is still to be seen on the south side of Front Street. Trenton has three daily and two other newspapers, 20 churches, and a State Library. The city is lighted with gas. Thirty thousand dollars have been subscribed for a race-course, similar to that at Paterson, N. J. The Delaware is here crossed by a handsome covered bridge, 1,100 feet long, resting on five arches, supported on stone piers, which is considered a fine specimen of its kind. It has two carriage-ways, one of which is used by the railroad. The Delaware and Raritan Canal, forming an inland navigation from New Brunswick, passes through Trenton to the Delaware at Bordentown. It is supplied by a navigable feeder, taken from the Delaware, 23 miles north of Trenton. It was completed in 1834, at a cost of \$2,500,000. This canal passes through the city, and connects it with New York and Philadelphia. At this point the *New Jersey Railroad*, which we have thus far travelled, 57 miles from New York, ends, and the *Philadelphia and Trenton*, upon which we make the rest of our journey, begins. A branch road, six miles long, connects with the *Camden and Amboy Railroad* at Bordentown. The *Belvidere, Delaware, and Flemington Railroad* runs hence, 63 miles, to Belvidere, in the interior, along the Delaware River. The suburban villages of *Bloomsbury*, *Lambeth*, and *Mill Hill* are now included in the corporate limits of Trenton. Trenton was first settled by Phineas Pemberton and others about 1680, and was named in 1720 after Colonel William Trent, Speaker of the House of Assembly. The *Battle of Trenton* was fought December 26, 1776. On Christmas night, in 1776, and during the most gloomy period of the Revolutionary War, General Washington crossed the Delaware with 2,500 men, and early on the morning of the 26th commenced an attack upon Trenton, then in possession of the British. So sudden and unexpected was the assault, that of the 1,500 German troops encamped there, 906 were made prisoners. This successful enterprise revived the spirit of the nation, as it was the first victory gained over the German soldiers.

General Mercer, a brave American officer, was mortally wounded in the attack.

It was here, upon *Trenton Bridge*, that occurred the memorable and beautiful reception of Washington, while on his way from New York to Mount Vernon, 12 years after the glorious victory. Trenton was selected as the State capital in 1790, and incorporated in 1792. Its present population is nearly 20,000. Here the traveller can take the Branch Road, six miles to Bordentown, and thence by Camden and Amboy line, or continue, as we now do, by Philadelphia and Trenton route. (See PHILADELPHIA ROUTES.)

Bristol, Pennsylvania (69 miles), founded in 1697, is a beautiful village on the west bank of the Delaware, nearly opposite Burlington. The Delaware division of the Pennsylvania Canal, which communicates with the Lehigh at Easton, terminates here in a spacious basin on the Delaware. It has a valuable mineral spring. Daily communication with Philadelphia by boat. Population, 3,500.

Tacony and *Kensington* are within the corporate limits of Philadelphia.

ROUTE II.

NEW YORK TO PHILADELPHIA.

(*Camden and Amboy (or steamboat) Route.*)

From pier No. 1, N. R., New York, daily (Sundays excepted) for South Amboy, 30 miles, and thence by rail.

STATIONS.—New York, South Amboy, 30 miles; South River, 38; Spotswood, 40; Jamesburg, 44; Prospect Plains, 46; Cranberry Station, 48; Hightstown, 51; Windsor, 54; Newtown, 57; Bordentown, 64; Burlington, 74; Beverley, 77; Delaware, 79; Palmyra, 84; Camden, 91; Philadelphia, 92.

In the summer season no more delightful journey can be made than the first 30 miles of our present route across the lovely bay and harbor of New York, to South Amboy, past the villaged and villaed shores of Staten Island and the Raritan River. (See NEW YORK AND VICINITY.)

South Amboy (30 miles) is the

steamboat landing-place, and the northern terminus of the *Camden and Amboy Railroad*. It is at the mouth of the Raritan River, at the entrance of Raritan Bay. Upon arriving here, passengers are transported in a short space of time from the steamboat to the railroad cars; and, after a slight detention, proceed on the journey up a steep ascent from the river, and soon enter a deep cutting through the sand-hills. The road is then continued through a barren and uninteresting region of country toward the Delaware at Bordentown.

Jamesburg (44 miles). Junction of *Freehold and Jamesburg Railroad*.

Bordentown (64 miles), is situated on a steep sand-bank, on the east side of the Delaware. The principal objects of interest here are the extensive grounds and mansion formerly occupied by the late Joseph Bonaparte, ex-king of Spain. Although in a commanding situation, the view is greatly obstructed from the river. This is a favorite resort of the Philadelphians during the summer season. The Delaware and Raritan Canal here connects with the Delaware River. A branch road, six miles long, on the bank of the canal and river, unites this town with Trenton. Bordentown was incorporated in 1825, and has a population of 6,000. Nearly opposite Bordentown once stood the Palace, the country seat of William Penn. It was constructed in 1683, at an expense of \$35,000.

Burlington.—HOTELS, *City, Belviden's*.

Burlington (74 miles) is a port of entry on the Delaware, 19 miles from Philadelphia. *Burlington College*, founded by the Episcopalians in 1846, is located here, and there are besides, upon the banks of the river, two large boarding-schools, one for each sex. Burlington is connected with Philadelphia by steamboat, and is a place of great summer resort thence. It was settled in 1667, was originally called New Beverly, and has a population of 6,000. A branch road to Mount Holly, six miles.

Beverly, built on the banks of the Delaware since 1848, has now a population of 1,500. It is a suburb of Philadelphia distant 15 miles.

Camden is at the terminus of our

route, upon the east bank of the Delaware River, immediately opposite the city of Philadelphia, with which there is constant communication by ferry. It is the terminus also of the *West Jersey* and *Camden and Atlantic Railroads*. It was chartered in 1831, and already contains nearly 20,000 inhabitants. The vicinity abounds in fruit and vegetable gardens. (See PHILADELPHIA AND VICINITY.)

ROUTE III.

NEW YORK TO LONG BRANCH, ATLANTIC CITY, AND PHILADELPHIA.

(Via *Raritan and Delaware Bay Railway*.)

THIS is a pleasant and expeditious summer route to Red Bank, Long Branch, Deal, Squam Beach, Tom's River, and Atlantic City. From Pier No. 32 N. R. by steamboat "Jesse Hoyt," to Port Monmouth, and thence by rail.

STATIONS.—Highlands, 22 miles; Red Bank, 26; Shrewsbury, 28; Oceanport, 31; Long Branch, 34; Squankum, 40; Manchester, 54; Jackson Junction (branch) to Atlantic City, 93; Camden, 112.

Atlantic City.—HOTELS, the *United States*, *Surf House*.

Atlantic City, 61 miles from Philadelphia, and 133 from New York, may be reached from the former city twice daily by the *Camden and Atlantic Railroad*. It has fine accommodation for bathing, and is a place much resorted to by visitors from Philadelphia and New York. The season at Atlantic City and Cape May opens about July 10th, and closes September 15th.

Long Branch.—HOTELS, *Stetson's*, the *Continental*, the *Mansion*.

Among the more modern watering-places of America, Long Branch deservedly occupies a prominent position. Its special recommendations are its proximity to New York, its easy and pleasant access, and the invigorating influences of its ocean breezes, combined with its bathing privileges. The hotel accommodation of the place, which as late as 1861 was almost wholly monopolized by the *Mansion*, *Howland*, and *United States*, has now been so greatly extended as to em-

brace five large first-class hotels, and as many more of smaller dimensions, but scarcely less liberal fare and appointments, well adapted to the tastes and wants of private families. *Stetson's*, at the south end of the main avenue or drive, has few equals as a watering-place hotel in the country. During the height of the season it is thronged with the beauty and fashion of the metropolis. Band of music nightly.

There is admirable sport in this vicinity for the angler. The Shrewsbury River, on the one side, and the ocean on the other, swarm with all the delicate varieties of fish with which our markets abound.

Shrewsbury, *Red Bank*, and *Tinton Falls*, in the vicinity of the Branch, are also places much resorted to. A favorite route to Long Branch is by the *Seaside Railway*. Steamer "William Cook," from foot of Barclay Street, twice daily during the season. Time to the Branch, one and a half hours.

ROUTE IV.

(Via *Jersey Central Railway*.)

FROM foot of Liberty Street, New York (pier 15 N. R.) to Jersey City, and thence by rail, *via* Bergen Point.

STATIONS.—Elizabeth, 13 miles; Crawford, 17; Scotch Plains, 22; Plainfield, 24; Somerville, 36; Whitehouse, 46; High Bridge, 54; Hampton Junction, 59; Phillipsburg, 74; Easton, Pa., 75, and the West.

Bergen (4 miles) is a pleasant village in Hudson County, on the summit of Bergen Ridge. It was first settled in 1616. Bergen Point, reached by car or steamboat from New York, is pleasantly situated on the Kills. It is a place of much resort during the summer months. The *Latourtte House* is open for visitors from June 15th.

Scotch Plains (22 miles) contains a church edifice and upward of 100 dwellings, mostly occupied by visitors during the summer months.

Plainfield (24 miles), in Union County, is pleasantly situated on Green Brook, 20 miles west-southwest of Newark. It is surrounded by a rich farming

country. It was laid out in 1735. Population, during the summer months, 4,500.

Somerville (36 miles), *South Branch Railroad* to Flemington.

New Hampton (59 miles) is in Hunterdon County, 16 miles north-northwest of Flemington. This is the southern terminus of the *Delaware, Lackawanna and Western Railway* of Pennsylvania, which leads through the Water Gap to Scranton, Great Bend, Binghamton, and the North.

Bloomsbury (67 miles) is pleasantly situated on the Muscanetecong River, on the boundary-line of Warren and Hunterdon Counties.

ROUTE V.

NEW YORK TO MORRISTOWN AND HACKETTSTOWN.

(Via *Morris and Essex Railway*.)

(FERRY foot of Barclay Street, New York.)

STATIONS.—Hoboken, $1\frac{3}{4}$ miles; Newark, 10; Orange, 14; South Orange, 16; Millburn, 19; Summit, 23; Chatham, 26; Madison, 28; Morristown, 32; Morris Plains, 34; Denville, 39; Rockaway, 41; Dover, 44; Drakesville, 49; Stanhope, 54; Waterloo, 57; Hackettstown, 62.

Morristown (32 miles), the capital of Morris County, is splendidly situated on the Whippany River. It is noteworthy as having been the headquarters of the American army on two occasions. The house occupied by General Washington is still pointed out. The town contains a fine public square, court-house, and several churches. Population, 4,000.

Dover (44 miles), on the Rockaway River, 12 miles beyond Morristown, has extensive manufactories of iron and steel.

Hackettstown (62 miles) is the terminus of the *Morris and Essex Railway*. It is on the Muscanetecong Creek, near the Morris Canal, about 50 miles north of Trenton. It was incorporated in 1852, and has extensive flouring-mills.

ROUTE VI.

(Via *Northern New Jersey Railway*.)

TRAINS leave Jersey City four times daily for Bergen, New Durham, Allerton's,

Hackensack Junction, Fort Lee, Englewood, Cresskill, Closter, Tappan, and Piermont. Distance, 25 miles. Time, one and a half hours.

Hackensack, the chief town of Bergen County, is pleasantly situated on the west bank of the Hackensack River, from which it derives its name, 13 miles north by west of New York. It contains about 250 dwellings and several church edifices.

Paterson, the capital of Passaic County, is finely situated on the right bank of the Passaic River, immediately below the falls. It is 12 miles from New York, by the *Erie Railway*. It was founded in 1791. In point of population it is the third city of the State, in manufactures the second. Many of its cotton manufactories are quite extensive. One of the most extensive silk-mills in the United States is located here, employing nearly 800 hands. It is connected by bridges with the village of Manchester. In the neighborhood of the city is a fine race-course, largely frequented by patrons of the turf. Population, 20,000. The *Falls of the Passaic*, though less frequented of late than formerly, attract annually large numbers of visitors. The total descent of the river is 72 feet, affording a fine water-power. At *Seacaucus*, on the plank-road from Hoboken to Paterson and about five miles from the former point, are the race-course of the Hudson County Association, and the training-stables of Colonel McDaniels.

Cape May.—HOTELS: *Congress Hall*, under the proprietorship of J. F. Cake & Co., has been extended and improved. It now embraces the former grounds, with the addition of the Ocean House grounds, giving a sea frontage of 1,200 feet, and accommodation for 1,200 guests. The *Columbia* is now under the management of Mr. George J. Bolton, of the Bolton House, Harrisburg, and is strictly a first-class house, with fine conveniences for bathing. The *United States* is also a well-kept and popular house. A new hotel on the site of the old Mount Vernon Hotel, at the north end of Cape Island, is spoken of, but not yet commenced.

ROUTE.—From New York every evening

during the season by steamboat. From Philadelphia (Camden), by *West Jersey Railway* to Glassboro, and thence by *Cape May and Millville Railway*; distance, 80 miles. (See ROUTES FROM PHILADELPHIA.) Cape May is at the extreme southern point of New Jersey, where the floods of the Delaware are lost in the greater floods of the Atlantic. The beach for bathing or driving is one of the best on the Atlantic coast. The little village of the Cape (Cape Island) is thronged in the summer season by thousands of gratified pleasure-seekers. They come chiefly from Philadelphia, Baltimore, and the South.

Cold Spring, two miles north of the beach, on the line of the railroad, affords a pleasant drive and picnic place. No hotel accommodation yet at this Spring.

Schooley's Mountain.—HOTEL, the *Heath House*.

ROUTE.—From New York, by the *Morris and Essex Railway*, 62 miles to Hackensack, and thence 2½ miles by stage. Visitors from the South proceed *via* Philadelphia and New Brunswick, connecting with the *New Jersey Central Railway* at Bound Brook, and from this line as above. The height of the mountain is about 1,100 feet above the sea. Springs, containing muriate of soda, of lime, and of magnesia, sulphate of lime, carbonate of magnesia, and silex, and carbonated oxide of iron, are near its summit.

Budd's Lake.—HOTEL, the *Forest House*.

From New York by the *Morris and Essex Railway*, 54 miles to Stanhope, and thence, 2½ miles by stage. Budd's Lake is a beautiful mountain water, deep, pure, and well supplied with fish.

Greenwood Lake.—HOTEL, the *Windermere House*.

From New York by *Erie Railway*, 50 miles to Monroe, and thence by stage. To Greenwood Lake, sometimes called Long Pond, is a very agreeable jaunt from the metropolis, whether for the pure air of the hills, the pleasant aspects of Nature, or for the sports of the rod and the gun. Greenwood lies in Orange County, 8 miles southwest of Chester, in the midst of a very picturesque mountain region. It is a beautiful water of seven miles in extent, and all about it, in every direction, are lesser but scarcely less charming lakes and lakelets, some of which, in a ride or ramble over the country, delight the eye where least dreamed of. Such an unexpected vision is Lake Macopin, and the larger waters of the Wawayandah. The last-mentioned lake is situated in the Wawayandah Mountains, about 3½ miles from the New York and New Jersey boundary-line. The word Wawayandah signifies winding stream, and is very characteristic of the serpentine course of the outlet of this lake toward the Wallkill. Wawayandah is almost divided by an island into two ponds, and thus gets its *home* name of "Double Pond." It is very deep, and abounds in fine trout. This varied hill and lake neighborhood presents in its general air an admirable blending of the wild ruggedness of the great mountain ranges and the pastoral sweetness of the fertile valley lands; for it possesses the features of both, though of neither in the highest degree. (For other places and summer resorts in New Jersey, see NEW YORK CITY, and PHILADELPHIA AND VICINITY.)

DELAWARE.

DELAWARE is, next to Rhode Island, the smallest State in the Union—her greatest length and breadth being, respectively, only 96 and 37 miles. The first settlements within the limits of the State were made by the Swedes and Finns about the year 1627. In 1655 the country fell into the possession of the Dutch, and in 1664 passed under British rule. It was originally a portion of Pennsylvania, and was governed by the rulers of that colony until the time of the Revolution.

The landscape of the northern portion of Delaware is agreeably varied with picturesque hills and pleasant vales. In the central and southern portions of the State the country is level, ending in marsh and swamp lands. The only considerable waters of the State are the Delaware River and Bay, on its eastern boundary. The eastern shore of Maryland, which is easily reached from the railway lines of Delaware, offers great attractions to sportsmen and tourists in Maryland. The Brandywine is a romantic stream, famous for the Revolutionary battle fought upon its banks near the limits of this State, September, 1777. Lords Cornwallis and Howe, Generals Washington, Lafayette, Greene, Wayne, and other distinguished English and American leaders, took part in this memorable conflict. The Americans retreated to Germantown, with a loss of 1,200 men, while the British remained in possession of the field, with a loss of about 800. The population of the State in 1860 was 112,216. Though strongly urged to join the Southern States in the secession movement, Delaware remained true to the Union throughout the war, and furnished 2,000 soldiers to the Federal army at the outbreak of the rebellion.

ROUTES.—The direct routes between

Philadelphia and Baltimore are—the *Railroad Line* and the *Steamboat and Railroad* alternately. The distance by the former route is 98 miles; time, four hours. Tourists, with ample time, and who are desirous of varying the route of travel, will find that over the Columbia Branch of the *Pennsylvania Central Railroad* to Columbia, on the Susquehanna River, thence to *York*, and thence by *Northern Central Railway* to Baltimore, a very pleasant excursion. Distance, 153 miles. Another route open to *tourists*, is from Philadelphia by steamboat down the Delaware River to Delaware City, 46 miles; thence through the *Chesapeake and Delaware Canal*, 16 miles; and thence down Elk River and Chesapeake Bay, and up the Patapsco River to Baltimore, 56 miles; total, 116 miles. The great feature of interest on this route, and perhaps the only inducement to deviate from the regularly travelled route by the *Philadelphia, Wilmington and Baltimore Railway*), would be the pleasure of seeing the formidable excavation on the Chesapeake and Delaware Canal, termed the "Deep Cut," which extends for six miles, and is 70 feet deep in the deepest part. A bridge of 235 feet span extends over this great chasm, at an elevation of 90 feet above the canal, under which steamboats, schooners, and other small vessels can pass. This canal is 66 feet wide at the surface, and 10 feet deep, with two lift and two tide locks, 100 feet long by 22 wide. It was completed in 1829, at a cost of \$2,750,000. As already stated, the shortest, most expeditious, and by far the most popular line of travel between Philadelphia and Baltimore is that afforded by the *Philadelphia, Wilmington, and Baltimore Railway*. This fine road,

the result of a combination of three companies, has been completed and in operation since February, 1838. The cost of road and equipment has been upward of \$10,000,000, and its management has been such as to inspire the utmost confidence and the most liberal support.

ROUTE I.

PHILADELPHIA, WILMINGTON, HAVRE DE GRACE, AND BALTIMORE.

(Passenger Station, Broad Street, corner Washington Avenue.)

STATIONS.—Gray's Ferry, 2 miles; Lazaretto, 11; Chester, 14; Thurlow, 16; Claymont, 20; Bellevue, 23; Wilmington, 28; New Castle Junction, 30; Newport, 32; Stanton, 34; Newark, 40; Elkton, 46; Northeast, 52; Charlestown, 55; Perryville, 61; Havre de Grace, 62; Aberdeen, 67; Perrymansville, 71; Bush River, 74; Edgewood, 77; Magnolia, 79; Harewood, 81; Chase's, 13-Mile Switch, 86; Stemmer's Run, 89; Back River, 91; Baltimore, 98.

Leaving the depot, the route lies through the now busy suburbs to the Schuylkill River, at Gray's Ferry, which is crossed over a handsome bridge in view of Woodlands Cemetery. An obelisk, built by the railroad company, to commemorate its completion, stands on the right, near the bridge, which is sometimes referred to as the "Newark Viaduct." Passing the *Lazaretto*, a large building, surmounted by a cupola, standing on the banks of the Delaware, 11 miles from Philadelphia, we shortly reach

Chester (14 miles), interesting to the tourist as the point where the American army crossed the Delaware in 1777, to intercept the British troops on their march to Philadelphia. It is at the mouth of Chester Creek, and is divided by that stream. It has the distinction of being the oldest town in the State, having been settled by the Swedes in 1643. Its original name was Upland. The Indian name was Meeoponaca. Extensive dairies are in the neighborhood. The Provincial Assembly was held here in 1682, William Penn being then Governor. The

precise spot where Penn landed (November, 1682), on the bank of the Delaware, south of Chester Creek, and marked by a holly, is still pointed out. The old *Court-House*, erected in 1724, is an interesting structure. Population, 10,000.

Four miles beyond Chester we reach the line which divides the Keystone State from Delaware, and crossing Naaman's Creek (Claymont), a little beyond Linwood Station (*Marcus Hook* of the Dutch), we reach the Brandywine, famous for the battle fought on its banks September, 1778, and soon after Bellevue (23 miles). *Woolton Hall*, on the right, is a handsome mansion in the Norman style, finished in 1855.

Wilmington (28 miles).—HOTELS, *Indian Queen, United States*. Wilmington, the most important town between Philadelphia and Baltimore, is situated between the Brandywine River and the Christiana Creek (Minquas), one mile above their junction, and in the midst of one of the finest agricultural districts in the Middle States. It occupies the site of Fort Christiana, and the village built back of it, and called by the Dutch Christianham. On the surrender of the Dutch possessions in Delaware (1674), the name was changed to Altona. It is built on ground gradually rising to the height of 112 feet above tidewater, and is regularly laid out, with broad streets crossing each other at right angles. In 1777 it was occupied by the British. In 1809 it was chartered as the "Borough of Wilmington," and in 1832 it was incorporated. Since 1860, both its business and population have much increased: at that time it contained about 16,000 inhabitants, and now the population numbers 25,000. The *Old Swedes Church*, the corner-stone of which was laid May 28, 1698, is worthy a visit. The churchyard surrounding it contains some quaint epitaphs. On the Brandywine River are some of the finest flouring-mills in the United States, to which vessels can come drawing eight feet of water. It contains also ship and steamboat yards, a foundery for the manufacture of patent car-wheels, which are used all over the country, and a number of large manufacturing establishments of various kinds. *Dupont's*

famous *Powder Mills* are in the vicinity. It is the seat of a *Catholic College* (*St. Mary's*), and is generally distinguished for its academies and boarding-schools. It is connected with New Castle, Dover, Milford, Seaford, Salisbury, and Princess Anne, by the Delaware Railway line, which intersects the Philadelphia and Baltimore line at this point. (See ROUTE I.) Passengers by evening trains from Philadelphia to Baltimore, desirous to go to Wilmington, can procure "lie-over tickets" by applying to the conductor.

Four miles southwest of Wilmington lies the village of *Newport* (32 miles), the point of departure for the Brandywine Springs, three miles distant. Newport has considerable claim to antiquity, having been founded by Swedes and Finns in 1639.

Stanton (34 miles) is a pleasant little village, lying a short distance north of the railroad. This is the highest point between the Chesapeake and Delaware Bay, the rivers and streams (White Clay and Red Clay Creeks) on either side of it flowing respectively into them. On Red Clay Creek the American army was encamped, September 8, 1777.

Six miles beyond Stanton is *Newark* (40 miles), the seat of *Delaware College*, *Newark Academy*, and other educational institutions. This locality was the scene of some fighting between the British and American forces, August, 1777. Two miles farther, and four from Elkton Station, the train crosses *Mason and Dixon's line*. This line, established in 1763, was long the boundary between the Northern and Southern States.

A writer, recording its history before the war of 1861-'65, thus speaks of this famous line: "The mere fact, that it pointed out the boundary between two States of the Confederacy, would be insufficient to elevate it to a dignity beyond that of similar conventional barriers elsewhere but it has assumed a far higher grade of importance in the political world, from having furnished, in a portion of its length, a line of demarcation between slaveholding and non-slaveholding territory. This circumstance has nearly buried in oblivion its original and simple character as a boundary between adjoining Commonwealths, and has given

it, in the minds of men, certain hypothetical extensions which have changed its reputed 'place of beginning,' and its terminus, from time to time, until it has come to be regarded by many as extending from the Atlantic to the Pacific. It now figures in American political discussions, in this ideal character, and involves itself with some of the most difficult and most dangerous questions which agitate the public mind." The original line was 327 miles long, and was designated by stone pillars, four feet long, set one mile apart. These pillars were engraved in England, with the arms of the Calvert and Penn families. Some of them are still standing, though scarcely recognizable. While, with the extinction of slavery in the United States, this line has lost much of its significance, the interest attaching to it has largely increased. Two large stones, known as the *Tangent Point*, standing in an open field within a hundred yards of the railroad, mark the commencement of the line.

Elkton (46 miles), the county seat of Cecil County, is at the head of navigation on the Elk River, whence its name "Head of Elk," changed to Elkton in 1787. The first settlement was made in 1694 by Swedish fishermen from Fort Cassimer (New Castle). Previous to 1787 courts were held at "Court-House Point," 10 miles below, on the river. The *Court-House*, built in 1791, is an interesting edifice. Near this place the British army, under Sir William Howe, landed in 1777, and marched to Philadelphia. Formerly stages left Elkton daily for the Eastern Shore of Maryland. The route now is from Wilmington by the *Peninsular* or *Delaware Railway* (see ROUTE II.) *Northeast Railway Station* (25 miles) has an extensive iron furnace, etc.

Charlestown (55 miles), near the mouth of the Northeast River, is a place with some claims to antiquity, having been settled in 1742. This and the neighboring village of Northeast were burned by the British under Admiral Cockburn (1813). The Brick Meeting-house, ten miles from Northeast, was built by William Penn for the Society of Friends. *Gilpin's Rock*, at the crossing of the river, is a favorite picnic place.

Three miles from Charlestown the train

crosses the Principio Creek, explored by the renowned Captain John Smith in 1608, near the Principio Iron Furnace, and soon after reaches Perryville, formerly Cecil. Here the entire train is "*ferried*" across the Susquehanna River, one mile in width to Havre de Grace.

Havre de Grace (62 miles from Philadelphia, 150 from New York). This town, laid out in 1776, was also burnt by the British in the War of 1812. It is the southern terminus of the Tidewater Canal, famous for its scenery. In crossing, a fine view is had of the river, Chesapeake Bay, and town of Port Deposit, on the east bank of the Susquehanna, to the mouth. Steamboat to Port Deposit. The bridge, so long in process of construction, was finished in January, 1867; the cost exceeded \$1,250,000. From Havre de Grace westward, the road lies through Maryland, 37 miles, to the city of Baltimore. The most noteworthy objects *en route* thither are the *Spesutia Church*, at Perrymansville (71 miles), built (1851) on the site of the original wooden building, erected in 1670, and the bridges over the Bush and Gunpowder Rivers. The former is 3,138 feet and the latter 5,250 feet long. These bridges were partially destroyed by a mob from Baltimore, May, 1861, and again in 1864. *Maxwell's Point*, three miles below the Gunpowder Bridge, is one of the finest points for gunning on the bay. There is accommodation for visitors. This locality abounds with wild-fowl, and is regarded as the choice spot of the "Chesapeake ducking-grounds." (See CHESAPEAKE BAY.) The Susquehanna River was discovered by Captain John Smith, in 1608, at which time the adjacent country was inhabited by a warlike tribe of Indians called the Sasquethanaghs.

"The council-fire is seen no more,
Long since upon the hills gone out;
The shadow war-dance too is o'er,
And hushed the happy hero's shout.

"Their game is gone, their hunting-ground
Transformed to fields of golden grain;
No more shall Indian footsteps bound,
O'er scenes their fathers loved, again."

Chase's, Stemmer's Run, and Back River Stations (the latter nine miles from Baltimore) are quickly reached and pass-

ed, and soon the towering steeples of the "Monumental City" rise to view. The residence of the late General Stansbury, whose name is closely connected with the defence of Baltimore (1814), stands near the line, a little east of Back River. In entering Baltimore, the stranger will obtain a view of the Patapsco River, Fort McHenry, and other objects described in our chapter on Baltimore and Vicinity. (For continuation of this route southward to Washington and Richmond, etc., see chapters on MARYLAND and DISTRICT OF COLUMBIA.)

ROUTE II.

PHILADELPHIA TO THE EASTERN SHORE.

(Via Delaware Railway.)

A PLEASANT detour may be made by leaving the main line (*via Philadelphia, Wilmington, and Baltimore Railway*) at Wilmington, and take the *Delaware* (Peninsular) *Railway* to the Eastern Shore of Maryland.

STATIONS.—Wilmington; New Castle, 6 miles; St. George's, 16; Middleton, 25; Townsend, 29; Smyrna, 37; Dover, 48; Camden, 51; Canterbury, 56; Harrington, 64; Milford, 73; Farmington, 68; Bridgeville, 76; Seaford, 84; Laurel, 90; Delmar, 97; Salisbury, 103; Eden—Princess Anne, 108; Somers's Cove (Crisfield), 137: 165 from Philadelphia.

New Castle, on the Delaware River, is the eastern terminus of the *New Castle and Frenchtown Railway*. It contains a *Court-House*, *Public Library*, and several churches. Boats to and from Philadelphia and Cape May call here. The *Butler House* has good accommodation for travellers.

Dover (48 miles), the capital of the State, is a handsome town, situated on Jones's Creek, about five miles west of the Delaware Bay. The *State House* is an imposing edifice, with an open lawn in front. Dover contains two good hotels, and several elegant private residences.

Milford (73 miles), 25 miles south of Dover, is a place of considerable trade. The Mispillion Creek, which is navigable for schooners to this point, divides the

town into North and South Milford. Population, 2,000.

Seaford (84 miles), on the Nanticoke River, is a place of active trade. The Nanticoke is navigable for steamboats of light draught to Seaford.

Salisbury, Maryland (103 miles), the former terminus of the *Delaware Railway*, is on the Wicomico River, 95 miles southeast of Annapolis. It is one of the most flourishing points on the Eastern Shore. The route is now complete to

Somers's Cove (Crisfield), 29 miles beyond Princess Anne. Steamers connect the Cove with New York and Norfolk. This route affords speedy transit between Philadelphia and the whole Eastern Shore of Maryland. (See MARYLAND, for CHESAPEAKE BAY.)

Port Penn, on Delaware Bay, 30 miles north of Dover, is a watering-place of much resort. There is good bathing, gunning, and fishing in the vicinity of the *Pier House*.

waters which wash the shore of the north-west corner of the State. For this want, however, the charms of her many picturesque rivers fully compensate. Her valleys are even more inviting and beautiful than her mountains. The Delaware, the Lehigh, the Wyoming, the Schuylkill, and the Lackawanna, abound in scenic attractions.

RIVERS.

The *Susquehanna*, the largest river of Pennsylvania, and one of the most beautiful in America, crosses the entire breadth of the State, flowing 400 miles in many a winding bout, through mountain gorges, rocky cliffs, and broad, cultivated meadows. (See SUSQUEHANNA RIVER.)

The *Juniata* is the chief affluent of the Susquehanna. It enters that river from the acclivities of the Alleghanies in the west, through a mountain and valley country of great natural attraction. (See JUNIATA RIVER.)

The *Delaware* flows 300 miles from its sources in the Kaatskill Mountains to the Delaware Bay, forming the boundary between Pennsylvania and New Jersey, and afterward between New Jersey and Delaware. It is one of the chief features of the varied scenery of the *New York and Erie Railway*, which follows its banks for 90 miles. (See N. Y. AND E. R. R.) Lower down, its passage through the mountains forms that great natural wonder of the State, the *Delaware Water Gap*. (See DELAWARE WATER GAP.) The navigation of the Delaware is interrupted at Trenton, New Jersey, by falls and rapids. Philadelphia is on this river, about 40 miles above its entrance into Delaware Bay. The river was named in honor of Lord De La Ware, who visited the bay in 1610. The shores of the Delaware and its smaller tributaries are fine gunning-grounds in the autumn months. *Reed birds* and *Rail* are found in great abundance. (See CHESTER.)

The *Lehigh* is a rapid and most picturesque stream. Its course is from the mountain coal districts, through the famous passage of the Lehigh Water Gap, below Mauch Chunk, to the Delaware at Easton. Its length is about 90

The *Schuylkill* flows 120 miles from the coal regions north, and enters the Delaware five miles below Philadelphia. We shall review it as we call at the towns and places of interest upon its banks.

The *Alleghany* and the *Monongahela Rivers*—one 300 and the other 200 miles in length—unite at Pittsburg and form the Ohio. The *Youghiogheny* is a tributary of the Monongahela.

The *Lackawanna* is another mountain stream, which takes its rise in the north-east part of the State, and falls into the north branch of the Susquehanna River, 10 miles above Wilkesbarre. The valley of the Lackawanna is noted for its rich coal mines.

PHILADELPHIA.

HOTELS: The hotels of Philadelphia, though neither so numerous nor extensive as those of New York, are nevertheless conspicuous for the comfort of their internal arrangements and the excellence of their *cuisine*. Among the most desirable are the following: the *Continental*, on Chestnut and Ninth Streets, opened in 1860, has a reputation second to no hotel in the United States. Under the proprietorship of Messrs. J. E. Kingsley & Co., its reputation bids fair to be sustained. This fine establishment is fitted with a passenger elevator, and has all the appointments of a first-class hotel. The Chestnut Street, front, 200 feet long, is of Pictou sandstone, six stories high, and is much admired. The *La Pierre*, at the intersection of Chestnut and Broad Streets, has been recently refurnished throughout, and is now one of the most elegant houses in the country. It is in the immediate neighborhood of the Union League Club-rooms, the Opera-House, and the theatres, and has accommodation for upward of 300 guests. Messrs. Baker & Farley are the lessees. The *Girard House*, on Chestnut Street, opposite the Continental, is a commodious and well-kept house. The *Merchants' Hotel*, on Fourth Street, and the *American*, on Chestnut, near Fifth Avenue, are popular houses. Charges at the Continental and La Pierre, \$4.50, at the Girard \$4 per day.

* For routes to New York, see "NEW JERSEY;" for routes to Baltimore, see "DELAWARE."

Furnished apartments in private houses are readily obtained by those desiring them. The best locations are to be found in Chestnut Street above Twelfth Street, in Arch Street, and in and around Franklin, Penn, and Logan Squares. Furnished apartments, with good board, can be had at about one-half the hotel rates.

RESTAURANTS.—Of late, the restaurant has become a feature of Philadelphia life, though in so essentially a domestic and home community it will be long before it becomes fashionable. The *Union League of Philadelphia*, on Broad Street, corner of Sansom, offers the greatest attractions to gentlemen, visiting or making a stay in the city. Files of the leading European and American magazines and journals are to be found here. Attached to it is the best club-room and refectory in Philadelphia. A member's introduction and ticket will secure the visitor the privileges of the club for one month.*

The *British Consulate* in Philadelphia is at 619 Walnut Street. Charles E. K. Kortright, consul.

Philadelphia, the largest city in the United States, and in point of population and commerce second only to New York, lies between the Delaware and Schuylkill Rivers, five miles above their junction, and nearly 100 miles, by the Delaware Bay and River, from the Atlantic. Its precise latitude is $39^{\circ} 57'$ north, and longitude $75^{\circ} 10'$ west, being 136 miles northeast of Washington City, and 87 miles southwest of New York. The site of the city is so low and level, that it does not make a very impressive appearance from any approach. But the elegance, symmetry, and neatness of its streets, the high cultivation and the picturesque character of the higher suburban land to the northward, fully compensate for this want. By a recent Act of the Legislature, the limits of the city have been made coextensive with those of the county of Philadelphia, which embrace an area of 120 square miles. The most thronged portion of the city is near the apex of an angle formed by the ap-

proach of the two rivers, between which it is built. Streets extend from river to river, and are crossed by other streets at right angles. This portion of the city covers an area of nearly nine square miles, and embraces Chestnut and Market Streets, East and Ninth, Third (the Wall Street of Philadelphia), and other leading thoroughfares and business marts of the city proper. Within this area are located the Exchange, State House, Post-Office, Custom-House, the large banking houses, insurance and newspaper offices, warehouses, wholesale stores, etc. The entire length of the city north and south is 20 miles, and from east to west 8 miles, and with its rapid growth west of the Schuylkill it will soon exceed even these magnificent dimensions.

The city, as originally incorporated (1701), was bounded by the rivers Delaware and Schuylkill, Vine and Cedar Streets; but in 1854 the adjoining districts of Spring Garden, Penn, Northern Liberties, Kensington, and Richmond, on the north, West Philadelphia, etc., on the west, and Southwark, Moyamensing, and Passyunk on the south, were consolidated with the city, into one municipal government. Within this area are 800 miles of paved streets, and upward of 115,000 buildings, of which number 23,000 have been erected since 1850.

The history of Philadelphia, though of more recent date than that of many other American cities, is both interesting and eventful. To William Penn is almost universally credited the first settlement and foundation of the city (1682), though local record is by no means clear on that point. In the year 1681 the first settlers arrived from London, in the ship "Sarah and John," Captain Smith. William Penn, accompanied by a colony of English Friends or Quakers, in 1682, planned and settled Philadelphia after a regular purchase from the Indians, ratified by treaty in due form. However this may be, certain it is that the *sobriquet* of the "City of Brotherly Love," which it now bears, was given to it by Penn himself. At the time of Penn's arrival, the site of the city was owned and occupied principally by Swedes, whose claims were subsequently disposed of to Penn, in exchange for lands on the

* This fine building was almost wholly destroyed by fire, September 6, 1866. It is now being rebuilt.

Schuylkill, near what was then called "Swedes' Ford." The original plan of the city was made by Thomas Holmes, and surveyed in 1683. The first house recorded to have been erected was that built by George Guest, and known as the "Blue Anchor" Tavern. This stood near the mouth of Dock Creek (north-west corner Dock and Front Streets), then known as "Sandy Beach." The first daily newspaper published in the country was published here. It was called "Poulson's Daily Advertiser." It was established by Mr. Dunlop in 1771, and first issued as a daily in 1784. In 1840 it was merged in the *North American*. The *Weekly Mercury* was first issued December 22, 1719. No striking event mark the history of Philadelphia down to the days of the Revolution, and its part in that great drama was more peaceful than warlike. The first Congress assembled here, as did also subsequent Congresses, during the continuance of the war. The Declaration of Independence was signed and issued here, July 4, 1776. The Convention which formed the Constitution of the Republic assembled here, May, 1787. Here resided the first President of the United States, and here, too, Congress continued to meet until about 1797. The city was in possession of the British troops from September, 1777, to June 11, 1778, a result of the unfortunate battles of Brandywine and Germantown.

Philadelphia, though a healthy city, has been frequently visited by pestilence. In 1793 the yellow fever broke out and carried off upward of 4,000 people, or one-tenth of its entire population. In 1822 the Asiatic cholera visited the city. In 1849 and again in 1854 it was prevalent and very fatal. In 1844 riots broke out between the Protestant and Catholic population in the northern and southern suburbs. The military were called out and quiet restored, but not until several Catholic churches had been destroyed, and many lives lost. Market Street divides the city into two divisions, called North and South: all that part of the city toward Arch Street, from Market, is called North; and all toward Chestnut Street, from Market, is called South; the numbers running

100 to a block or square, make it comparatively easy to find a residence or building in almost any part of the city. All that part of the city from the Delaware to the Schuylkill is called Philadelphia; and that on the upper or west side of the Schuylkill, West Philadelphia.

POPULATION.—The census returns made for the several decades will best illustrate the growth of the city in population and trade. In 1684, it contained 2,500 inhabitants; in 1777, 21,167; in 1790, 42,520; in 1800, 70,287; in 1810, 96,287; in 1820, 119,325; in 1830, 167,325; in 1840, 258,037; in 1850, 408,762; in 1860, 565,529. The population is now (1866) estimated in round numbers at 700,000. Its annual increase is estimated at 16,000 to 18,000.

GENERAL ASPECT.—The approach to Philadelphia by the most frequented route, viz., from New York by rail, *via* Camden, New Jersey, is not apt to give the visitor a very favorable impression of its extent and importance. The site of the city, as before remarked, is fiat. The view best calculated to impress the stranger is that which meets him on approaching it from the northwest, particularly from the summit of the inclined plane on the Old Columbia Railroad. (See NEW JERSEY, for ROUTES TO PHILADELPHIA.).

FERRIES.—There are six ferry lines running to and from Philadelphia, as follows, viz.:

West Jersey.—Market Street, Philadelphia, to Market Street, Camden; fare, five cents.

Camden and Philadelphia.—Market Street, Philadelphia, to Federal Street, Camden; fare, five cents.

Camden.—South Street, Philadelphia, to Kaign's Point, Camden; fare, five cents.

Gloucester.—South Street, Philadelphia, to Gloucester, N. J.; fare, five cents.

Red Bank.—South Street, Philadelphia, to Red Bank, N. J.; fare, ten cents.

Cooper's Point.—Vine Street, Philadelphia, to Cooper's Point; fare, five cents.

Shakamaxon.—Fare, five cents.

Besides these ferries, numerous steamers ply on the Delaware, affording easy and pleasant communication during the summer between Philadelphia and Arlington, Chester, Delanco, Trenton, Burlington,

Bristol, Newcastle, Tacony, Bridgeport, etc.

STREET RAILWAYS.—Philadelphia has the most complete system of city passenger railways on the continent. The lines are 22 in number. By the use of transfer or “exchange” tickets almost any point within the city limits can be reached by rail at a uniform fare of seven cents. The Merchants’ Exchange is the principal car station.

HACKS, FARES, ETC.—(Regulated by law.) One passenger, with trunk, valise, carpet-bag, or box, distance not exceeding one mile, 50 cents. Distance over a mile, and not exceeding two miles, 75 cents. Each additional passenger, 25 cents.

If the distance be over two miles, each additional mile, or part of a mile, 25 cents, in addition to the sum of 75 cents for the first two miles, and for every additional passenger, 25 cents. If engaged by the hour, with the privilege of going from place to place, and stopping as often as may be required, \$1 per hour. In case of dispute, call a policeman, or apply at the mayor’s office.

DISTANCE, AVERAGE TEN SQUARES TO A MILE.—From Chestnut Street, south, to Prime, one mile.

From Chestnut Street, north, to Brown, one mile.

From Delaware River to Twelfth Street, one mile.

From Delaware River to Schuylkill River, two miles.

From Camden and Amboy Depot to Trenton (Kensington) Depot, two miles.

From Camden and Amboy Depot to Baltimore Depot, two miles.

PUBLIC SQUARES.—*Washington Square*, a little southwest of the State House, is finely ornamented with trees and gravelled walks, is surrounded by a handsome iron railing with four principal entrances, and is kept in excellent order. During the War of Independence upward of 2,000 American soldiers were buried in this spot, which went by the name of the “Potter’s Field.” No traces of their graves can now be seen. It was made a public square and promenade in 1815.

Independence Square, in the rear of the State House, was purchased by the Provincial Assembly in 1782 for the erection

of State buildings, etc. It is enclosed by a solid brick wall, rising three or four feet above the adjacent streets, surmounted by an iron railing. The entire area is laid off in walks and grass-plots, shaded with majestic trees. It was within this enclosure that the Declaration of Independence was first publicly read, July 4, 1776, and at the present day it is frequently used as a place of meeting for political and other purposes. The buildings facing this square on Walnut Street occupy the site of the “Old Prison,” the “British Provost” of the Revolution. A new Court-House is in course of erection on the northwest corner of the square.

Franklin Square, between Race and Vine, and Sixth and Franklin Streets, is an attractive promenade, with a fountain in its centre, surrounded by a marble basin; it is embellished with a great variety of trees.

Penn Square, at the intersection of Broad and Market Streets, is now divided into four parts by Market and Broad Streets being cut through it. It was formerly the site of the old water-works.

Logan Square, the largest in the city, is on Eighteenth Street, between Race and Vine Streets. The Sanitary Fair was held here, June, 1864.

Rittenhouse Square is between Eighteenth and Nineteenth Streets and Walnut and Locust Streets.

Beyond the Fairmount Water Works, in the northern part of the city, on Lemon Hill, once the residence of Robert Morris, of Revolutionary memory, another beautiful park has recently been laid out. It is known as *Morris Square*, and is bounded by Susquehanna, Hancock, and Howard Streets.

Jefferson Square is embraced within Third and Fourth, Washington Avenue and Federal Streets.

Hunting Park, on the York Road, contains 43 acres, and a fine avenue of tulip poplars.

Fairmount or City Park extends along the entire eastern front of the Schuylkill River from the suspension bridge to a point north of the Girard Avenue bridge. It embraces the Fairmount Water-works, formerly “Pratt’s Garden.” “Sedgley Park,” and the Schuylkill Water-works. The scenery in the neighborhood is ex-

ceedingly picturesque, and its proximity to the old homesteads of "Solitude," "Eggle's field," "Sweetbrier," and Lansdowne Manor (Park), renders it historically interesting.

Visitors to Philadelphia in the winter will find both pleasure and profit in a trip to one or other of the numerous skating-parks. We append the list, for the convenience of those partial to this exercise—

SKATING-PARKS.—*Union Park.*—North and Diamond Streets.

Philadelphia Park.—Thirty-first and Walnut Streets.

National Park.—Twenty-first Street and Columbia Avenue.

Keystone Park.—Third and Morris Streets.

Bashnell Park.—Broad Street, above Columbia Avenue.

Eastwick Park.—Gray's Ferry Road. (See BARTRAM'S GARDEN.)

Central Park.—Fifteenth and Wallace Streets.

West Philadelphia Base Ball and Skating Park.—Forty-first Street, north of Lancaster Avenue.

Philadelphia has few monuments worthy special observation. That erected to perpetuate *Penn's Treaty with the Indians* is the most noteworthy. It stands on Beach Street, above Columbia Avenue.

PUBLIC BUILDINGS.—The most interesting object in Philadelphia, and the one most frequently visited, is the *State House* or *Independence Hall*. It fronts on Chestnut Street, and, including the wings, which are of modern construction (1813), occupies the whole block, extending from Fifth to Sixth Streets. The centre edifice was built by Edward Woolley, from designs by Gov. Andrew Hamilton. It was commenced in 1729, and completed in 1754, at a cost of £5,600. In the following year it was occupied by the General Assembly, who continued its occupation until the removal of the seat of government to Lancaster, in 1799. In 1740 two wings were erected, which were connected with the main building by an arcade, with stairs leading to the upper room. At a later period there were added at the Fifth and Sixth Street corners oblong wooden buildings or sheds, which were used for storage and other purposes.

The old wings and arcade were torn down in 1813, and the present two-story edifice was erected on their site. The *City Hall*, corner of Fifth Street, was erected in 1790, and the *County Court-House* commenced in 1789, and finished in 1791, an addition to it being made in 1797. In the the east room of the State-House, known as *Independence Hall*, on July 4, 1776, the Declaration of Independence was adopted by Congress, and publicly proclaimed from the steps on the same day. The room presents now the same appearance as it did at that time in furniture and interior decorations. It contains a *statue of Washington*, portraits of William Penn, by Henry Inman, of John Hancock, Marquis de la Fayette, by Sully, of Baron Steuben, Commodore Porter, Roger Sherman, and numerous other pictures, and many curious Revolutionary relics. Descriptive catalogues of the pictures can be obtained of the superintendent, James J. Ashmen, at the Hall. Admission daily from nine o'clock until two. Here also is preserved the old "Liberty Bell," imported from England, but which, as the visitor is informed, "got cracked by the stroke of a hammer in trying the sound." It was recast by Isaac Morris, and was the first bell in the United States rung after the passage of the immortal Declaration. It bears the following lines, said to have been inscribed by Morris himself:

"The motto of our father land
Circled the world in its embrace—
'Twas Liberty throughout the land,
And good to all their brothers' race;
Long, here within the pilgrims' bell,
Had lingered—though it often pealed—
Those treasured tones that eke should tell
When Freedom's proudest scroll was
sealed!"

A small bell, made from the filings of the original, is to be seen in the rooms of the Historical Society, Athenæum Building. The *Statue of Washington* is wrought in wood, and was executed by Rush, of Philadelphia. Near it is a piece of stone, said to be a part of the step of the balcony upon which John Nixon stood while reading the Declaration of Independence. Up-stairs, over Independence Hall, is the "Lobby," famed in colonial days as the scene of many a sumptuous feast. In it were confined the American officers cap-

tured at the battle of Germantown. The original steeple having become much decayed, was taken down in 1774, twenty-six years before the removal of the Government to Washington, and the present one erected in 1828. The building on the southeast corner of Chestnut and South Streets was the *old Congress Hall*. Here Washington bade farewell to public life.

The *Custom-House*, formerly the United States Bank, on Chestnut Street, between Fourth and Fifth Streets, is a chaste specimen of the Doric order of architecture, modelled after the Parthenon at Athens, with the omission of the colonnades at the sides. The Chestnut Street and Library Street fronts have each eight massive columns. It was commenced in 1819, and completed in about five years, at a cost of half a million of dollars.

The *Merchants' Exchange*, situated between Dock, Walnut, and Third Streets, is of white marble. It is a beautiful structure, and of its kind one of the finest in the country. The Board of Brokers and Commercial Association have rooms here. The *Merchants' Reading-Room*, in the rotunda of the second story, is ornamented with designs in fresco.

The *United States Mint* is on Chestnut Street, corner of Juniper Street, and fronts on the former 122 feet. It is built of white marble, in the style of a Grecian Ionic temple, and comprises several distinct apartments. The corner-stone of the present building was laid in 1829; the edifice cost \$200,000. Coining is among the most interesting and attractive of processes to those who have never witnessed such operations. The collection of coins preserved here is among the largest and most valuable in the Union. Visitors are admitted during the morning of each day, Sundays excepted, from 9 to 12 o'clock, on application to the proper officers.

The *United States Navy Yard* is located on Front Street, below Prime, $1\frac{1}{2}$ miles southeast of the State House, and contains within its limits about 12 acres. It is enclosed on three sides by a high and substantial brick wall; the east side fronts on and is open to the Delaware River. Entrance from foot of Federal Street. The yard contains every prepa-

ration necessary for building vessels-of-war, and has marine barracks, with quarters for the officers. The sectional floating dock in this yard, built in 1850, cost nearly one million dollars. Admission daily from 10 to 5 P. M. A movement is now on foot to establish the Navy Yard permanently at League Island, farther down the Delaware.

Nearly opposite the Navy Yard, extending to the Schuylkill River (Gray's Ferry Road), is the *United States Naval Asylum*, founded in 1835, and constructed of white marble, with a front of 380 feet. The grounds are extensive, and tastefully laid out. Application for admission should be made at the gate.

Girard College is situated on Ridge Avenue, in a northwest direction from the city proper, about two miles from the State House. It was founded by Citizen Stephen Girard, a native of France, who died in 1831. He bequeathed \$2,000,000 for the purpose of erecting suitable buildings "for the gratuitous instruction and support of destitute orphans." The site of the edifice and grounds embrace an area of 42 acres, and crown the summit of a slope at once commanding and attractive. The corner-stone was laid July 4, 1833. The buildings were completed in 1847, and the institution went into operation January 1, 1848. The central or college building is 218 feet long, 160 broad, and 97 feet high, and is a noble marble structure of the Corinthian order. Six other buildings, each 125 feet by 52, and three stories high, flank the main edifice on either side. The library is in the central building, to the right of the main entrance. A statue of the founder, said to be a truthful likeness, stands at the foot of the grand stairway of the college. Underneath the statue his remains are interred. The easternmost building embraces four separate and complete dwellings for the several officers of the college. Every thing required in and for the institution is produced on the establishment. The number of orphans at present in the college is 470. An *Infirmery* was added in 1859-'60. The whole is enclosed by a stone wall 10 feet high, which is in singular contrast to the splendid edifice within. The whole cost of the ground and structure was \$1,933,821.78. Permits to visit

the college and grounds may be obtained of Henry W. Arey, Secretary, or of the following Directors: James J. Boswell, 400 Chestnut Street; A. C. Roberts, 301 North Eleventh Street; Robert M. Foust, 112 South Fourth Street; Henry Simons, 1310 Girard Avenue; Robert Gill, 948 South Front Street. Principal entrances on the north and south fronts. Clergymen are not admitted.

Among the public institutions of Philadelphia, the *Fairmount Water-works* are worthy special notice. These fine works, which supply the city with water, are on the east bank of the Schuylkill, about two miles northwest from the heart of the city, occupying an area of 30 acres, a large part of which consists of the "mount," an eminence 100 feet above the water in the river below, and about 60 feet above the most elevated ground in the city. The top is divided into four reservoirs, capable of containing 26,000,000 gallons, one of which is divided into three sections for the purpose of filtration. The whole is surrounded by a beautiful gravelled walk, from which may be had a fine view of the city. The reservoirs contain an area of over six acres; they are 12 feet deep, lined with stone, and paved with brick, laid in a bed of clay, in strong lime cement, and made water-tight. The power necessary for forcing the water into the reservoirs is obtained by throwing a dam across the Schuylkill; and by means of wheels moved by the water, which work forcing-pumps, the water of the river is raised to the reservoirs on the top of the "mount." This dam is 1,600 feet long, and the race upward of 400 feet long and 90 wide, cut in solid rock. The mill-house is of stone, 238 feet long and 56 wide, and capable of containing eight wheels, and each pump will raise about 1,250,000 gallons in 24 hours. The *Spring Garden Water-works* are situated on the Schuylkill, a short distance above Fairmount. The average daily consumption of water in the city of Philadelphia is 27,000,000 gallons.

The United States Government has two arsenals in the neighborhood of Philadelphia; one on Gray's Ferry Road, south of the Naval Asylum, the other near Frankford. The latter has one of the

largest powder-magazines in the United States. Applications for admission are received by the commandant of the post. The *State Arsenal* is at the corner of Sixteenth and Filbert Streets. The *Soldiers and Sailors' Home* has suitable quarters in the building. To the Home is attached a library of 3,000 volumes for the use of the inmates. The *City Arsenal* is on Race Street, below Broad.

PLACES OF AMUSEMENT.—Theatrical exhibitions were introduced into Philadelphia in 1754. The first performances were held in a store-house in Water Street, near Pine. Subsequently a suitable building was erected in South Street, but it was not until 1791, that the theatre (since removed) on Chestnut Street, west of Sixth Street, was built. In 1809 the Olympic (see WALNUT STREET THEATRE) was built, since which time the drama may be said to have flourished.

The *Academy of Music* (Opera-House), on Broad and Locust Streets, is the most complete establishment of its kind in the United States. The first story is of brown-stone and the rest of pressed brick, with brown-stone dressing. The front, on Broad Street, is 140 feet, and presents a chaste appearance. Its extent on Locust Street is 268 feet. The *auditorium* is 102 feet deep, 90 feet wide, 70 feet high, and has sittings for upward of 3,000 persons. The first-class seats number 1,692, and are divided into the parquet, parquet circle, balcony, first tier, boxes, and six proscenium boxes. The *foyer*, or retiring-room, in the second story front, is a handsome apartment, supported by sixteen Ionic columns. The chandelier in the centre has 240 lights, and is much admired. The Academy was first opened January 26, 1857.

The *Walnut Street Theatre* is at the corner of Walnut and Ninth Streets. It was built in 1809 as the "Olympic," and enlarged and remodelled in 1865.

Arch Street Theatre is in Arch Street, above Sixth. The *New Chestnut Street Theatre* is a commodious and well-arranged establishment. It fronts on Chestnut Street, west of Twelfth Street. The *Musical Fund Hall*, 806 Locust Street, between Eighth and Ninth Streets, is a favorite concert and lecture room. It was erected in 1824, and cost \$27,500. It

has seats for 2,500 persons. The *City Museum*, Callowhill Street, below Fifth; *Welch's National Circus*, Walnut Street, above Eighth; *Concert Hall*, 1221 Chestnut Street; *National Hall*, 1226 Market Street; *Sansom Street Hall*, Sansom Street, above Sixth; the *Assembly Buildings*, southwest corner of Chestnut and Tenth Streets; *Metropolitan Hall*, 613 Chestnut Street; *Continental Theatre*, Walnut near Eighth Street; *Wheatley's Theatre*, Chestnut Street, above Twelfth. There are several other halls, concert, and lecture rooms in the more remote parts of the city.

The *Gymnasium*, under the management of Professors Hillebrand & Lewis, is open daily at the northeast corner of Arch and Ninth Streets (see SKATING-PARKS). Choice seats at all the above places can be secured at Risley's Continental News Exchange up to 6½ p. m., each day.

When in the neighborhood of the Academy of Music and La Pierre House, a good opportunity is afforded the stranger of visiting the fine Club-Rooms of the *Union League Association* (pictures, flags, etc.). No more elegant place to beguile an hour can be found in the city. Upward of one hundred and seventy-six thousand dollars were expended on the construction of this building, an amount which has been largely increased by outlays subsequently made to repair the damages caused by the fire of September 6, 1866. The list of members numbered (1866) 1,760; George W. Boker, secretary. The new hall of the *Horticultural Society*, south of the Academy, is a handsome edifice, just completed.

MEDICAL INSTITUTIONS.—Philadelphia is justly famed for its schools of medicine. Among them the most prominent is the medical department of the *University of Pennsylvania*. It occupies a very central locale on the west side of Ninth Street, between Chestnut and Market Streets, in the immediate neighborhood of the Continental, Girard, and other leading hotels. The College of Philadelphia was instituted in 1749, and was the first medical college in the United States. In 1779 its charter was abrogated; and the University of Pennsylvania, which had been first established (1744) as an academy, was organized. In 1789 the charter

and privileges of the college were restored by the Legislature, and in 1791 the two institutions were united as the University of Pennsylvania. It has a large and valuable library, and an extensive and valuable anatomical collection. This institution is largely indebted for its establishment and success to Drs. Wm. Shippen and John Morgan, whose portraits adorn its walls.

Jefferson Medical College, situated in Tenth Street, below Chestnut, was established in 1825, and was originally connected with the college at Canonsburgh, but is now an independent institution. The number of pupils averages about 300 annually. It has an *anatomical museum* and *lecture-room*, open to visitors.

The *College of Physicians*, instituted in 1787 and chartered 1789, is one of the principal sources from which proceeds the Pharmacopœia of the United States. The *College Hall* is located at the northeast corner of Locust and Thirteenth Streets, and contains a large and valuable medical library.

The *Philadelphia College of Pharmacy*, in Filbert Street, above Seventh, established in 1821, was the first regularly organized institution of its kind in the country. The hall was built in 1832.

Besides these, Philadelphia has an *Eclectic and Homœopathic Medical College*, a *Female Medical College*, *College of Dental Surgery*, and several other prominent medical institutions.

LITERARY AND SCIENTIFIC INSTITUTIONS. (See also LIBRARIES.)

The *American Philosophical Society*, founded in 1743, has its hall at the southwest corner of South Fifth and Chestnut Streets. It owes its origin mainly to the efforts and influence of Franklin, Gov. John Penn, and the active members of "the Junto," a once celebrated scientific association, organized in 1727. The site of the present building was donated by the State (1785), and the building erected and occupied in 1790. It has a library of 25,000 volumes, and a choice collection of minerals, fossils, and ancient relics. The Committee-Room should be visited. For admission to the hall, apply to the librarian, J. P. Wesley.

The *Franklin Institute*, situated at No. 155 Seventh Street, below Market, was

incorporated in 1824. Its members are very numerous, composed of manufacturers, artists, mechanics, and persons friendly to the mechanic arts. The annual (October) exhibitions of this Institute never fail to attract a large number of visitors. It has a library of about 8,000 volumes, and an extensive reading-room, where most of the periodicals of the day may be found. Lectures are given on Tuesday and Thursday of each week, from October to April. Strangers admitted on application to M. W. Hamilton, secretary.

The *Academy of Natural Sciences*, founded 1812, incorporated 1817, is well worthy a visit. The present building, which is at the intersection of Broad and Sansom Streets, in the immediate vicinity of the Union League and La Pierre House, was commenced May 25, 1839, and enlarged in 1847-1853. The main hall is 45 feet by 28, with spacious galleries. The library is one of the most complete of its kind in the United States. (See LIBRARIES.) The *Collection of Ornithological works and specimens* is especially rich, as is also the Cabinet of Botany. The Cabinets of Geology and Mineralogy are also very complete. The entire collection of the Museum embraces over 200,000 specimens. Admission by members' tickets on Tuesday and Friday afternoons. Tickets also of E. Parish, 800 Arch Street.

The *Historical Society of Pennsylvania*, founded for the purpose of diffusing a knowledge of local history, especially in relation to the State of Pennsylvania, has its rooms in the upper floor of the Athenæum Building, corner of Sixth and Adelphi Streets. It has caused to be published a large amount of information on subjects connected with the early history of the State, and is now actively engaged with similar pursuits. Here are preserved an original portrait of Penn, believed to be the only one in existence, the *belt of wampum* presented to Penn, by the Leni-Lenapé sachems at the famous treaty in 1682, and other interesting relics. Open every Monday (July and August excepted).

The *University of Pennsylvania*, Ninth Street, between Chestnut and Market Streets, is a prominent edifice, occupying

a great portion of the entire square. The University was founded as a charity school and academy in 1745, erected into a college in 1755, and subsequently into a university in 1797. In 1798, the trustees of the University purchased from the State what was then the President's (United States) House. This building was enlarged in 1807, and finally removed in 1828, to make way for the present structures. The University embraces four departments, viz.: the Academical, the Collegiate, the Medical, and the Law. (See MEDICAL COLLEGE.)

The *Polytechnic College of Pennsylvania*, on West Penn Square, Market Street, is organized on the plans of the Industrial Colleges of France and Germany, and comprises a Scientific School, and six Technical Schools. It was incorporated in 1853.

The *Wagner Free Institute*, the gift of Professor Wagner, is near the corner of Columbia Avenue and Thirteenth Street. The fine residences of Edwin Forrest and Thomas J. Mackenzie, are in the neighborhood.

LIBRARIES.—(See also LITERARY AND SCIENTIFIC INSTITUTIONS.) There are upward of 20 public libraries in Philadelphia, containing 300,000 volumes.

The *Philadelphia Library*, sometimes called the Franklin Library, founded in 1731, through the influence of Benjamin Franklin and the members of the "Junto," stands on South Fifth (No. 125), near Chestnut Street. The first importation of books was received October, 1732. In 1744 the Union Library Company was incorporated with it. The corner-stone of the present library building was laid August 31, 1789. Over the front entrance is a marble statue of Franklin, executed in Italy, by order of William Bingham. The library is rich in early printed works, and works on American history. Valuable donations of books have been made by William Logan, Samuel Preston, Robert Barclay, and William Mackenzie. The number of volumes, including the Loganian Library, is 85,000, and is increasing at the rate of 2,000 annually. Admission free from 10 o'clock till sunset. Lloyd P. Smith, librarian.

The *Mercantile Library*, near the Phil-

adelphia Library, was founded in 1821, and the present building erected in 1845, at a cost of \$23,199. Library numbers 40,000 volumes. Open from nine A. M. to ten P. M. daily. John Edmonds, librarian.

The *Library* belonging to the *Academy of Natural Sciences*, northwest corner Broad and Sansom Streets, contains 26,000 volumes.

The *Athenæum*, on Sixth Street, corner of Adelphi, is generally visited by strangers. This institution was established February 9, 1814, and opened in the following month, over "Cary's book-store," southeast corner of Chestnut and Fourth Streets. The corner-stone of the present edifice was laid November 1, 1845, and the hall opened in 1847. Cost \$50,000. The second story contains a *library*, *news and reading rooms*, and a *chess-room*. The library numbers 25,000 volumes, John W. White, librarian. In a hall in the third story of the Athenæum is the *Library of the Historical Society of Pennsylvania*, which, though small, contains many valuable works. The collection of official documents relating to the early French Revolution preserved here numbers 1,000. The medical history of the American Revolution, known as the "Potts Papers," and the original manuscript report of Mason and Dixon's surveys, are also kept here, together with the only original life-portrait of William Penn ever taken. An antique clock by Fromantell, of Amsterdam (1659), is worthy of notice. The whole number of volumes, bound and unbound, is 18,470. Richard Eddy, librarian.

The *Apprentices' Library*, corner of Fifth and Arch Streets, has 22,000 volumes. It was founded in 1821, and is open to the youth of both sexes.

Friends' Library, 304 Arch Street, has 7,000 volumes. John L. Stokes, librarian.

Law Association Library, Court-House, southeast corner of Chestnut and Sixth Streets, organized 1862; 7,500 volumes.

ART SOCIETIES. — The *Pennsylvania Academy of Fine Arts*, founded in 1805, and incorporated 1806, has a fine building, with a noble suite of galleries on Chestnut Street; entrance, 1025 Chestnut Street, between Tenth and Eleventh Streets. It possesses a very valuable and

permanent collection of pictures, and holds an annual exhibition of new works (April to June). Among the more prominent pictures on exhibition are, *Death on the Pale Horse*, and *Christ Rejected*, by West; and the *Dead Man Restored*, by Washington Allston. The *Relief of London*, by Wittkamp, is also a fine picture. Admission 25 cents; catalogue extra.

THE ARTISTS' FUND SOCIETY, 1334 Chestnut Street, offers a fine exhibition of American art. The rooms of the *Numismatic Society of Philadelphia* are at 524 Walnut Street, facing Independence Square (former number 927 Market). The *School of Design for Women*, established in 1850, is on Penn Square and Filbert Street.

BENEVOLENT AND CHARITABLE INSTITUTIONS. — The hospitals, asylums, and other charities of the city, number more than 100. The following are best worthy a visit, viz.:

The *Pennsylvania Hospital*, in Pine Street, between Eighth and Ninth Streets, is an admirable institution, founded in 1751. It contains an anatomical museum and a library of more than 10,000 volumes; A. F. Miller, librarian. In the rear of the lot, fronting on Spence Street, is a small building, which formerly contained West's celebrated picture of *Christ Healing the Sick*, presented to this institution by its author, and now in the Insane Asylum. Admission, Monday and Thursday afternoons. The corner-stone of the east wing was laid May 28, 1755; the west wing was erected in 1796, and the centre in 1805. A statue of Penn stands in the lawn facing Pine Street.

The *County Almshouse*, situated on the west side of the Schuylkill, facing the river opposite South Street, is an immense structure, consisting of four main buildings, each 500 feet front, covering and enclosing about 10 acres of ground. The site is much elevated above the bank of the river, and commands a fine view of the city and surrounding country. Connected with the Almshouse is a hospital with accommodations for 600 patients.

Pennsylvania Insane (Asylum) Hospital, West Philadelphia, between West-chester and Haverford roads. It con-

tains male and female departments, and was first opened in 1841. The grounds attached to it embrace 114 acres. The main front is 430 feet long. *Christ Healing the Sick*, by West, is on exhibition here. Visitors admitted every day, except Saturday and Sunday. The Market Street (W. P.) cars run direct to the Hospital.

The *United States Marine Hospital*, founded 1835, has a handsome situation on the east bank of the Schuylkill, below South Street. It is for the use of invalid seamen and officers disabled in the service (see UNITED STATES NAVAL ASYLUM). The *Pennsylvania Institute for the Deaf and Dumb* is situated on the corner of Broad and Pine Streets. The present building was erected in 1825, from designs by Haviland, at a cost of \$80,000. The *Pennsylvania Institution for the Instruction of the Blind*, situated in Race Street, corner of Twenty-first, should be visited.

The *Preston Retreat*, another famous charity, the bequest of Dr. Jonas Preston, occupies the square bounded by Twentieth, Twenty-first, Hamilton, and Spring Garden Streets. Admission daily.

The *House of Refuge* is on Twenty-second Street and Girard Avenue, in the rear of the Penitentiary; the *House of Correction* is at Bush Hill; and *Will's Hospital* is on Race Street, opposite Logan Square.

CHURCHES, ETC.—The wish of the city's founder, Penn, that every one might worship God according to the dictates of his own conscience, seems to have been most religiously carried out by its citizens. Religious societies have multiplied exceedingly, and church edifices have kept pace in increase. These now number 370 against 159 in 1848, of which 76 belong to the Presbyterian denomination, 65 to the Episcopal, and 34 to the Roman Catholic. But 14 belong to the Friends or Quakers. We enumerate those only best worthy the stranger's attention:

The *Cathedral Church of St. Peter and St. Paul*, on Logan Square, Eighteenth Street, is built of red stone, and is the largest and most imposing church edifice in the city. The plan of the edifice is that of the modern Roman cruciform churches, having a nave in the centre. It

was commenced in September, 1846, from designs by Le Brun, and opened for worship in 1862. The front portico was designed by Notman, and is much admired. The dome rises to a height of 210 feet. It has a fine organ and fresco paintings. The altar-piece, by Brumidi, is conspicuous for its fine coloring.

The *Church of St. Marks* (Episcopal), on Locust Street, near Sixteenth Street, is a beautiful Gothic edifice of light-red sandstone, with a tower and steeple of admirable grace. It was erected in 1849, from designs by Notman.

Christ Church, on Second Street, above Market, with its soaring spire, is a very interesting object in its ancient and quaint aspect. In the steeple, which is 196 feet high, is a fine chime of bells. It was commenced in 1727, and completed in 1753. This church was organized in 1695, and, until the erection of the present building, worship was conducted in a log chapel. The communion service, presented by Queen Anne in 1708, is unique. Washington worshipped here.

The *Church of the Incarnation*, southeast corner of Broad and Jefferson Streets, the corner-stone of which was laid July 28, 1866, is a handsome edifice. It is of Liperville granite, relieved by corners of Pictou stone.

The *Church of Calvary* (Presbyterian), in Locust Street, and the Baptist church in Broad and Arch Streets, are also of sandstone, with imposing towers and spires. We may also mention among the churches of the greatest architectural interest, *St. Stephen's* (Episcopal), on Fourth Street, below Market, built 1823, in the Gothic style, and the *Catholic Church of the Assumption*, *St. Jude's*, the *Presbyterian churches* upon Arch and Eighteenth Streets, and upon Arch and Tenth Streets; the *Church of the Nativity*, and the *Baptist churches* on Chestnut and Fifth Streets.

St. Peter's Church, at the intersection of Pine and Third Streets, is a venerable edifice, founded 1758, and finished 1761. In the yard is a monument to Commodore Decatur. In the towers of St. Peter's, St. Stephen's, and of Christ Church there are chimes of bells.

The *Swedes' Church*, Southwark, in the vicinity of the Navy Yard, should not be

forgotten by the visitor. It is the oldest church edifice in the city, having been erected in 1700. Previous to that year, the site upon which it stands was occupied by a log building, which served both as a place of worship, and a block-house to protect against Indian attacks. This building, which constituted the original *Swedes' Church*, was erected in 1677, four years before the arrival of Penn. In the yard of the present edifice is the grave of Wilson the ornithologist.

The meeting-houses of the Friends are interesting only from association. The first, erected in 1685, has long since been torn down. Previous to that the meeting of the Friends took place near the Treaty-Ground, at Shackamaxon (1681). That on the corner of Arch and Fourth is best worth a visit. Next to the Swedes' Church it has the oldest burying-ground in the city. William Penn spoke over the grave of the first person buried here. The building on Arch Street, corner of Fifth, is interesting as having been built and used by the "Fighting Quakers" of the Revolution. It is now occupied as the *Apprentices' Library*.

St. Andrew's Church, on Eighth Street, near Spence, has an imposing façade. It is copied from the *Temple of Bacchus* at Taos, and is considered the most perfect specimen of the Grecian Ionic order in the city.

CEMETERIES.—Philadelphia can boast a larger number of beautiful cemeteries perhaps than any other city of the Union. First and most attractive among them is *Laurel Hill*. This beautiful rural burying-ground, the second in respect to age, and by many esteemed the first in point of beauty in the Union, is situated on Ridge Avenue, near the "falls" of the Schuylkill, on the east bank of that picturesque stream. It is easily reached by the street-cars from any portion of the city, or by boat up the Schuylkill from Fairmount. The bank, upon which a great portion of the original Laurel Hill is laid out, and many of the finer monuments are erected, is 110 feet high, and commands a most charming view of the river. No more fitting or beautiful spot for a cemetery is to be found in the country. *Old (North) Laurel Hill* was founded in 1835, and laid out by John

Jay Smith, Esq., President of the present Laurel Hill Company; it embraced originally but 20 acres. The surface is undulating, prettily diversified by hill and dale, and adorned with a number of rare and beautiful trees. The irregularity of the ground, together with the foliage, shrubs, and fragrant flowers, which here abound, with an extensive and diversified view, make the whole scene highly impressive.

"Hushed as this scene thy accents be;
The voiceless solitude of death
Breathes more than mortal majesty."

The additions to the cemetery grounds embrace more than 130 acres, and are respectively known as "Central" and "South Laurel Hill." Approaches to the different portions of the entire cemetery lead from Ridge Avenue, which bounds it on the east. The western or river front extends more than a mile in length. North Laurel Hill, being the oldest and most finished, should be visited first. The group near the main entrance, known as "Old Mortality," by Thom, is finely executed and will command attention. The *Chapel* on the brow of the hill, a little to the right of Old Mortality, is a Gothic structure with a large stained-glass window. Improvements are being made hereabouts which will add much to the beauty of the ground. The *Superintendent's* *bed* is close by the chapel. Opposite the chapel is the monument to General Hugh Mercer, who fell at Princeton, and not far off the tomb of Commodore Hull; the remains of Commodores Murray, Lavalette, and Hassler are also near by. The vault of Dr. Kane, the Arctic explorer, is underneath the brow of the hill, overlooking the Schuylkill, and is cut from the solid rock. Among the more prominent monuments recently erected at Laurel Hill are those to General F. Patterson, Henry P. Voorhees, Mrs. Kempton, and Miss Bailey. The last, which is of Aberdeen granite, is much admired. The granite obelisk to Charles Thomson, perpetual Secretary of the Continental Congress, and the Hassler monument, are both fine specimens of art. Godfrey, the inventor of the quadrant, Judge Conrad, the author of "Jack Cade," Dr. R.

M. Bird and Brown, the novelists, Joseph C. Neal, the author of the "Charcoal Sketches," and Joseph S. Lewis, the projector and builder of Fairmount Water-works, are all buried here. But the great attraction of Laurel Hill, and that which preëminently distinguishes it among other public burying-grounds, is its unique garden landscape, and the profusion of valuable trees, shrubs, and flowers which adorn and beautify it. Amongst the former, of more than ordinary interest, are some cedars of Lebanon, the first which bore fruit in the United States, and noble specimens of the weeping ash, which thrive finely. The great want of Laurel Hill, a good drive, is now being supplied. Admission every day, except Sunday, from nine o'clock until sunset. No tickets are necessary except to drive in, and these are occasionally furnished on application to the secretary or treasurer at 524 Walnut Street, Philadelphia.

Glenwood, at the intersection of Ridge Road and Islington Lane, is prettily situated on the ridge which divides the waters flowing into the Delaware, from those falling into the Schuylkill. It contains 21 acres. Office, 16 North Seventh Street.

Mount Vernon, on Ridge Avenue, opposite Laurel Hill, will repay a visit. It has a handsome entrance.

Monument Cemetery, situated on Broad Street, in the vicinity of Turner's Lane, about three miles from the State House, was opened in 1838, and now contains many handsome tombs. Office, 141 North Sixth Street.

Ronaldson's Cemetery is in Shippen Street, between Ninth and Tenth. *Odd Fellows' Cemetery*, Twenty-fourth Street and Islington Lane, contains 32 acres, and is intersected by spacious avenues.

Woodlands, on the Darby road, beyond the Schuylkill, though comparatively a new cemetery, has many attractions, and commands some fine views. It is 80 acres in extent.

The burying-grounds attached to the Swedes' and Christ Churches, and the *Friends' Burial-Ground*, at the junction of Arch and Fourth, contain some interesting monuments. (See CHURCHES.)

PRISONS.—The prison or penitentiary

system of Pennsylvania, first adopted in 1794, and perfected in 1829, reflects lasting credit on its projectors, and is well worthy the attention of all interested in this deeply important subject. The *Eastern Penitentiary*, in the northwest part of the city, is situated on the property once known as Cherry Hill, on Coates Street, corner of Twenty-fifth Street, and south of Girard College. It covers about 10 acres of ground, is surrounded by a wall 30 feet high, and in architecture resembles a baronial castle of the middle ages. It is constructed and conducted on the principle of strictly solitary confinement in separate cells, and is admirably calculated for the security, the health, and, so far as is consistent with its objects, the comfort of its occupants. It was finished in 1829, at a cost, including the purchase of the site, of \$600,000. The average number confined here yearly is 350. Previous to the erection of this penitentiary, the old Walnut Street Prison was used for the custody of convicts.

The *County (Moyamensing) Prison*, situated on Passyunk road, Moyamensing District, below Tenth Street, is a spacious Indo-Gothic building. It is constructed of Quincy granite, is three stories high, and presents an imposing appearance. It is appropriated to the confinement of persons awaiting trial, or those who are sentenced for short periods. It is managed by a board of 15 inspectors. Admission by ticket. The *Debtors' Prison*, adjoining the above on the north, is constructed of red sandstone, in a style of massive Egyptian architecture. It is no longer used as a debtors' prison.

The *House of Refuge* is situated in Parish Street, between Twenty-second and Twenty-fourth Streets, near Girard College. City office, northeast corner of Arch and Seventh Streets. Visitors admitted Monday, Wednesday, and Friday afternoons. Every needful facility for visiting the above prisons will be furnished on application at the Mayor's office, or to Mr. Richard Vaux, No. 520 Walnut Street.

MARKETS.—The *Markets* of Philadelphia, 24 in number, are, many of them, worthy of special notice, for their great extent and admirable appointment.

The *Franklin Market*, on Tenth Street, above Market, is best worthy of a visit. In front of this market-house is a statue of Franklin, 10 feet high, cut in free-stone.

BRIDGES.—There are nine bridges in and near Philadelphia. The following are best worthy a visit, viz. : Iron Bridge, across the Schuylkill, at Chestnut Street. It was commenced September 19, 1831, and completed July, 1866, and is the first cast-iron bridge built in the United States. It is 390 feet long, 42 feet wide, and 40 feet above high water. It is 1,200 tons, weight, and cost half a million dollars. *Fairmount Suspension Bridge* is an elegant structure, built (1841) by Mr. Ellet, and closely resembling the Niagara suspension bridge, built by the same architect; cost \$55,000. The *Market Street Bridge* is of wood, resting on stone piers. It was erected in 1798, and cost \$300,000. A third bridge is in contemplation across the Schuylkill at South Street.

BANKS.—The banking-houses of Philadelphia are conspicuous rather for their solid, substantial appearance than for any architectural display. Of the 31 banks in the city, the following are best worthy the stranger's notice:

The *Bank of Pennsylvania*, on Second Street, south of Chestnut, is constructed of Pennsylvania marble, and has two ornamental porticoes. It was commenced in 1799, and finished in 1801. The building was bought by the Government for the purposes of the Post-Office, but never used. Immediately opposite is an old building, once occupied by Penn, and known as the "Slate-Roof House."

The *Girard Bank*, on Third Street, below Chestnut, is a stately edifice, originally built for the first United States Bank (1795-'98). A few mementoes of Girard are here preserved.

The *Bank of North America*, on Chestnut Street, built of brown stone, in the modern Florentine style, is worthy of notice as having been the first bank established in this country, December, 1781.

The *Philadelphia Bank*, an imposing granite structure, is on Chestnut Street, between Fourth and Fifth. It was chartered in 1804. This edifice, as well as that of the *Farmers and Mechanics' Bank* adjoining, are among the finest

banking-houses in the city. The *First National Bank* is a solid granite structure, just completed, on Chestnut Street, near Third.

A week well employed will suffice, in moderately favorable weather, to show the visitor the principal objects of interest in and around Philadelphia, though a fortnight might be profitably spent there. To those desirous of "doing it," as the phrase goes, in the shortest possible time, the street cars offer the cheapest, and, all things considered, the most expeditious means. For a complete list of the several main and branch roads and routes, of which there are nearly thirty under the control of nineteen companies, the stranger had better consult the City Directory, published by A. McElroy, and to be found at all the hotels. As these routes are frequently miles in length, and are laid, in many cases, through the principal thoroughfares and streets, the wary stranger will be enabled to see many of the objects described in these pages, without so much as moving from his seat.

VICINITY.—The vicinity of Philadelphia abounds in pretty romantic spots, and picturesque drives and walks. Laurel Hill and neighboring cemeteries, Girard College, and the famous water-works at Fairmount, have already been described. After visiting Fairmount, the visitor should extend his ride up the *Wissahickon Creek*, a stream remarkable for its romantic and beautiful scenery, which falls into the Schuylkill about five miles above the city. It has a regular succession of mill-dams, which in the aggregate amount to about 700 feet. Its banks, for the most part, are elevated and precipitous, covered with a dense forest, and diversified by moss-covered rocks of every variety. The banks of the beautiful *Wissahickon* afford one of the most delightful drives in the vicinity of Philadelphia. The route is *via* Ridge Avenue to Laurel Hill, and thence *via* *Wissahickon* road. A charming trip may be made from Fairmount by steamer up the Schuylkill to Mount Pleasant, Laurel Hill, etc.

The scenery along the shores of the Schuylkill River is famous for its varied beauty. Few tourists behold its "sloping glens and silent shades" without admiration:

Each scene delights—the breeze that roves
 In hollow murmurs through the groves,
 The sunlight dancing down the stream,
 Or darting through the trees with fainter
 gleam—
 And, and unnumbered charms alternate rise
 To wake sweet musing, and to feast the
 eyes."

Excursion-boats every hour daily during the summer months.

On leaving Fairmount an extensive view of the west front of the city is presented, embracing the Gas-works, the Suspension Bridge, Penitentiary, and Central College, and several handsome private mansions, among which are Solimont Egglesfield, Sweet Brier, more fully noticed in our brief sketch of old Philadelphia.

Mount Green, on the eastern bank, was until late years a rural spot of much beauty. Nearly opposite to this are seen the ruins of the *Lansdowne Manor-house*. This old relic, built by John Penn, and interesting as the headquarters of General Washington during the War of Independence, was almost entirely destroyed by fire a few years ago. It is now in the hands of a land company. A fine view is had from the site. The boats on the river call at Mount Pleasant landing, and afford opportunities for passengers to visit the neighborhood.

The *Schuylkill Viaduct*, three miles north-west from the city, is 980 feet in length, and is crossed by the *Reading Railroad*.

North of the Reading Bridge, on the west shore, stands an old cottage, said to have been the residence at one time of the poet Tom Moore. (See MOORE'S COTTAGE.) From the landing at Laurel Hill (four miles) that beautiful ground and the adjoining cemeteries on Ridge Avenue are easily accessible. The *Falls of the Schuylkill* (four miles) are seen to advantage from the boat.

Manayunk, seven miles from the centre of the city, is a large manufacturing place. It is indebted for its existence to the water-power created by the improvement of the Schuylkill, which serves the double purpose of rendering the stream navigable, and of supplying hydraulic power to the numerous factories of the village. It is reached by street cars on Ridge road, as well as by the boat on the river, and

may best be visited in connection with the cemeteries, the falls on the Schuylkill, and the Wissahickon, which lie between Manayunk and the city on the same route.

Germantown, now included in the twenty-second ward of the city, was laid out in 1684, and consists mainly of one long street. It is six miles north from Chestnut Street, and may be reached every fifteen minutes by city railroad and steam cars. The street car route lies up Eighth Street and Germantown road, and terminating at Mount Airy. The battle of Germantown was fought October 4, 1777. Washington's headquarters, on Market Square, and Button Ball Tree Tavern, are still to be seen. Here are fine cricketing and base-ball grounds. *Chew's House* is a noteworthy object. Many handsome private residences are seen from the Germantown road. *Nicetown*, through which the street railway passes, is a pleasant rural village, inhabited mainly by Germans and Swiss.

Greenwich Point, about three miles below the city, and *Gloucester Point*, directly opposite, are favorite places of resort through the summer season. Ferry from South Street, Philadelphia.

Camden, New Jersey, opposite Philadelphia, is the terminus of the *Camden and Amboy*, the *Camden and Atlantic*, and *West Jersey* (Cape May) Railways. It was incorporated in 1831, and is a place of considerable trade and manufacture, and has a population of nearly 20,000. Four steam ferry lines connect it with Philadelphia. (See FERRIES.)

Red Bank, on the Jersey shore of the Delaware, five miles below Philadelphia, has some interesting historical associations. Here (at *Fort Mercer*) a battle was fought, October 22, 1777. The embankment and trenches of the fort are still seen. The house of *Whitchall*, the Tory Quaker, and *Count Donop's* grave, are both pointed out. Opposite Red Bank, on Great Mud Island, is *Fort Mifflin*. Lying between Forts Mercer and Mifflin is *League Island*, the proposed site of the new Navy Yard. A marble monument, 15 feet high, erected October 22, 1829, to commemorate the battle, stands within the northern line of the fort.

Chestnut Hill affords a pleasant drive

or ride. It is within the corporate limits, 12 miles north of the State House, and can be reached by the *Philadelphia, Germantown, and Norristown R. R.* The *Hospital*, used for army purposes during the late war, is worth visiting.

Whitemarsh is interesting as the scene of a skirmish following the battle of Germantown, and as the headquarters of Washington. It is situated in a beautiful little valley north of Chestnut Hill, 14 miles from Philadelphia, and 6 from Germantown.

Norristown, the county seat of Montgomery County, is on the left bank of the Schuylkill, 16 miles from Philadelphia. It is the seat of justice of Montgomery County, and contains a fine *Court-House* of marble, and *prison buildings*. The Schuylkill is here spanned by two bridges, which connect Norristown with Bridgeport.

Westchester is a beautiful suburb of Philadelphia, finely situated on elevated ground, 22 miles west of the city. The *Court-House* and *Military Academy* are worthy of notice. Reached by cars almost hourly, either on *Westchester and Philadelphia Railway, via Media*, or on the *Central Railway, via Paoli*.

After visiting the more important public works and buildings of the city, and the objects and points of interest in its vicinity, a stroll in the Old District, or what was once "the city" of Philadelphia, will well repay the stranger. Among the relics of the past still left undisturbed by the march of improvement, are the *Penn Cottage*, and the *Slate-Roof House*. The former of these is located in Letitia Street, which is not a street, but a narrow, dingy court or lane, opening out from Market Street, between First and Second. It is thought to have been the first brick building erected in Philadelphia, and was the residence of William Penn during his first visit to the city (1682-'83). Since then it has been successively occupied as a tavern, bakery, and cigar-store, and is now used as a lager-bier saloon and Gasthaus by Adam Best, whose sign-board, embellished with a foaming tankard, surmounts its humble doorway. It is still in a good state of preservation, but is almost lost to view in the maze of buildings which surround it.

The *Slate-Roof House*, another interesting old landmark, is easily reached from the Cottage by crossing over Chestnut Street. It is on the corner of Second and Gothic Street (Norris Alley), and immediately opposite the Old Bank of Pennsylvania. The year of its erection is uncertain. William Penn and his family occupied it in 1700. It was sold to William Trent, the founder of New Jersey, in 1703. In it John Penn, "the American," was born. There Generals Forbes and Charles Lee died. It was also occupied at different times by Adams, Hancock, De Kalb, and other distinguished men. Arnold also occupied it while military governor of the city in 1778. The building has been but little altered from what it originally was. The corner store (131 South Second Street) is now occupied by a dealer in gold and silver. The whole structure is to be removed, to make way for the new Corn Exchange. Soon not a relic of the early days of Pennstown will be left. On Third Street, between Willing's Alley and Spence Street, the Washington Hall occupies the site of the old Bingham mansion. Penn's country residence (palace) was at Pennsbury Manor, above Bristol. Here was the famous *Hall of Audience*.

Carpenter's Hall, south of Chestnut Street, below Fourth, should be visited. Here assembled the first Congress of the United Colonies. It is a plain brick building of two stories, surmounted by a cupola.

The *Old London Coffee-House* (1702), *Loxley's House* (home of Lydia Darrack), and the *Indian Queen Hotel*, where Jefferson resided, have long been torn down.

Hultsheimer's New House, where Jefferson penned the Declaration of Independence, is still standing, at the southwest corner of Market and Seventh Streets. The chamber is frequently visited, and should continue to be, as long as it stands.

Solitude, once the country residence of John Penn, is on the west bank of the Schuylkill, and may be seen not far from the falls, by the visitor at Fairmount. It is built of rough-cut stone. Says a late writer: "This noted abode of the Penns is fast losing its interest and beauty. A

few years more and it will, no doubt, be among the things that were." Already

"The shadows of departed hours
Hang dim upon its lonely flowers;
Even the sunshine seems to brood
In sadness o'er the ruins of Solitude."

The *Lebanon*.—All that remains of this once famous resort may be seen at the southwest corner of Tenth and Carpenter Streets.

The *Grave of Franklin* is worthy of notice. It is at the southeast corner of Arch and Fifth Streets.

The *Elm-Tree*, under which the famous treaty between Penn and the Indians was made, was blown down in 1809. A chair made from the wood is preserved in the collection of the Historical Library Association.

Moore's Cottage, an old white cottage building, which stands on the west bank of the Schuylkill, above the *Reading Railroad* bridge, and opposite Peter's Island, is pointed out as having been once the residence of Tom Moore the poet, and the spot where he wrote his poem—

"Alone by the Schuylkill a wanderer roved,
And dear were the flowery banks to his eye."

This is traditionary, however, and is doubted by many early settlers and local historians. It is known that Moore visited Philadelphia; but that he had any fixed *abode*, or even temporary *residence* in this locality, is extremely doubtful.

Penn's Rock, a mile-stone, raised by William Penn, and bearing his coat-of-arms, is still standing on the road to Haddington. On this rock, tradition says, "Penn and his wife ate their dinners" while the founder of the city was engaged in laying out the Haverford road.

Bartram, the elegant country seat of Andrew M. Eastwick, Esq., will well repay a visit. It is on the west bank of the Schuylkill, in the immediate vicinity of the Eastwick Skating Park, and is easily reached from Gray's Ferry road by the Darby car-line.

The *Old Bartram mansion*, which occupies the centre of the present grounds (garden) was built by John Bartram in 1731. It is in good preservation, and

affords a fine specimen of the prevailing style of country-house architecture at that day. It is of stone, and occupies an eminence commanding an extended view of the Schuylkill, winding to its juncture with the Delaware at League Island. During the occupancy of Philadelphia by the British, the building was used as headquarters by some of the British officers, and thus escaped damage. It was a favorite resort of Washington, and was frequently visited by Jefferson, Franklin, and other distinguished residents and frequenters of the city. Here resided William Bartram, son of the original proprietor, and distinguished as one of the leading botanists and writers on botany and ornithology in the country. Here, and in the adjoining garden, Alexander Wilson and Thomas Nuttall pursued many of their life-long scientific labors. *Nuttall's chamber*, in the mansion, is still pointed out. The *Botanic Garden*, adjoining, is the pride of Bartram. It was pronounced by the lamented Downing "the most interesting garden in America to every lover of trees." In 1815 it came into the possession of late Colonel Robert Carr, who served in the war of 1812, and in 1850 it was purchased by its present owner.

ROUTE I.

PHILADELPHIA TO PITTSBURG AND THE WEST.

(Via Pennsylvania Central Railway.)

STATIONS.—Philadelphia; Whitehall, 10 miles; Paoli, 20; Westchester Intersection, 22; Oakland, 29; Downingtown, 33; Parkesburg, 44; Christian, 49; Gap, 52; Leaman Place, 58; Lancaster, 69; Dillerville, 70; Landisville, 77; Mount Joy, 82; Columbia Branch Intersection, 96; Harrisburg, 106; North Central Crossing, 113; Duncannon, 121; Millerstown, 139; Mifflin, 155; Lewistown, 167; Mount Union, 192; Huntingdon, 204; Petersburg, 210; Tyrone, 224; Altoona, 238; Galitzin, 250; Cressen, 253; Wilmore, 263; Conemaugh, 274; Nineveh, 286; Lockport, 295; Blairsville Intersection, 301; Latrobe, 314; Greensburg, 324; Penn Station, 329; Manor,

331; Turtle Creek 342; Brinton's, 343; Pittsburg, 355.

This fine line constitutes one of the great highways from the Atlantic to the Mississippi States. It extends 355 miles from the city of Philadelphia, through the entire length of Pennsylvania, to the Ohio River at Pittsburg, connecting there with routes for all parts of the Southwest, West, and Northwest. Through trains (15 hours to Pittsburg) run, morning, noon, and night. Philadelphia station, southeast corner of Thirtieth and Market Streets.

Whitehall (10 miles). Near the station is *Haverford College*, belonging to an association of Friends. It is on the left of the road, surrounded by an extensive lawn. Near by is the birthplace of Benjamin West. *Villa Nova*, a short distance farther on, is the seat of a Roman Catholic college.

Paoli (20 miles), the scene of an action (September 20, 1777) between the American forces, under General Wayne, and a detachment of British troops, under Gray, better known as the Paoli massacre. A monument, erected September, 1817, marks the spot. The scenery beyond Paoli, through the limestone valley of Chester County, is picturesque. Chester is famous for its highly-cultivated farms and extensive dairies. Two miles beyond Paoli the *Westchester Railway* intersects the main line.

Downington (33 miles), on the right of the line, is a pretty rural village, on the north branch of the Brandywine Creek. *Chad's Ford*, 15 miles distant, was the scene of the engagement known as the *battle of Brandywine*. The *Birmingham Friends' Meeting-house*, where the conflict raged hottest, is farther up the stream. The road crosses the west branch of the Brandywine, near Coatesville (39 miles), on a bridge 850 feet long and 75 feet high.

Parkesburg (44 miles), in Chester County, contains several large machine-shops, a hotel, and a population of 600.

Passing *Penningtonville*, three miles beyond, we reach *Christiana*, the scene of a riot in 1851. Here the road leaves the Chester valley, which it has traversed its entire length of 20 miles, and enters the Pequea valley. The *Gap*, through which

the railway passes, is well worthy of notice.

Lancaster (69 miles) is prettily situated near the Conestoga Creek, which is crossed in entering the city. It was incorporated in 1818, was at one time the principal inland town of Pennsylvania, and was the seat of the State Government from 1799 to 1812. In population (19,000) it now ranks as the fifth city in the State. It is pleasantly situated in the centre of a rich agricultural region, well built, and has many fine edifices, public and private. The *Court-House* is an imposing edifice in the Grecian style of architecture. Lancaster is the seat of *Marshall College*, organized in 1853, in union with the old establishment of *Franklin College*, which was founded in 1787. *Fulton Hall*, an edifice for the use of public assemblies, is a noteworthy structure, as are some of the church edifices. The oldest turnpike road in the United States terminates here, 62 miles from Philadelphia. One of the sources of prosperity of Lancaster is in the navigation of the Conestoga, in a series of nine locks and slack-water pools, 18 miles in length from the town of Safe Harbor on the Susquehanna, at the mouth of the Conestoga Creek. With the help of Tidewater Canal to Port Deposit, a navigable communication is opened to Baltimore. The *Ephrata Springs* and the Moravian *Village of Litiz* are reached from Lancaster. The principal hotels are *Michael's* and the *City*.

Wheatland, the seat of ex-President James Buchanan, is a few miles from Lancaster.

From *Dillerville*, one mile beyond Lancaster, a branch line extends to *Columbia*. (See COLUMBIA.)

Middletown (97 miles), at the mouth of Swatara Creek, on the Susquehanna River, nine miles east of Harrisburg, has a population of 2,500. The Union Canal terminates here.

Harrisburg.—HOTELS.—The *Lochiel* (formerly *Herr's*), on Market Street, is the leading house; *Bolton's* (formerly the *Beuhler House*) is a commodious, well-kept house, on Market Square; the *Jones House* is also a centrally-located and well-ordered establishment. These houses are usually, indeed always, well

filled during the sessions of the Legislative Assembly, and strangers visiting Harrisburg at these times should order rooms in advance.

Harrisburg, the capital of Pennsylvania, is beautifully situated upon the east bank of the Susquehanna, 106 miles from Philadelphia, and 249 east of Pittsburg. It was laid out in 1785 by John Harris. Previous to that date it was known as Lewiston, and still earlier as Harris's Ferry. It was made a town in 1791, and incorporated into a city, with six wards, March 19, 1860.

The *State-House* occupies a picturesque and commanding position upon a natural eminence, a little north of the centre of the city; and from its dome a fine view is obtained of the wide and winding river, its beautiful islands, its bridges, and the adjacent ranges of the Kittatinny Mountains.

Adjoining the State-House, or capitol building, are two brick edifices, the one on the right being occupied as the Land, the other as the State Department. The Arsenal building stands south of the former edifice. Among the other prominent buildings are the *Court-House*, and the Old and New School Presbyterian churches. The former is a handsome edifice of stone, fronting on the Capitol Square. The Court-House is a stately brick edifice, surmounted by a dome, and stands on Market Street, opposite the Lochiel House. *Front Street* is a handsome, wide avenue, overlooking the Susquehanna, and affords the most attractive promenade in the city. Here are many of the finest residences in the city. *Harris Park*, at the intersection of Front Street and Washington Avenue, is usually visited by strangers. Harris's grave and tree occupy the centre of the enclosure. Facing it is the *Harris mansion*, now owned and occupied by Hon. Simon Cameron, ex-Secretary of War. The extensive rolling-mill and works of the *Lochiel Iron Company*, near the town, are worth visiting.

From Harrisburg diverge the following railways: *Cumberland Valley Railway* to Carlisle (18 miles); *Chambersburg* (52 miles), *Hagerstown*, Md. (74 miles). This road is replete with interest growing out of the rebel raids during the late war.

From Newville, on this line, stages run to the Sulphur Springs.

The *Lebanon Valley Railway* (branch of *Philadelphia and Reading Railroad*) to Lebanon (26 miles), and Reading (54 miles), and the *Northern Central Railway* south to Baltimore, Md., and north to Elmira and Canandaigua, N. Y. Passengers for Gettysburg can either take the *Cumberland Valley* line (52 miles) to Chambersburg, and thence by stage, or the *Northern Central* to *Hanover Junction* (39 miles), and thence by rail (30 miles) to the battle-field. The latter is the most expeditious and generally travelled route. There is a detention of one hour at Hanover Junction on the morning train from Harrisburg. Two days will suffice to make this trip comfortably. (See GETTYSBURG.)

Leaving Harrisburg, and pursuing the main line westward, we cross the Susquehanna on a bridge 3,670 feet long. The view obtained of Bridgeport from the centre of the bridge is one of the finest on the line. The *State Lunatic Asylum* occupies a prominent locale on an eminence to the right. Two miles south of Bridgeport is *New Cumberland*, the residence of Governor Geary. The *Cove Mountain* and *Peter's Mountain* are seen near Cove Station, 10 miles west of Harrisburg.

Duncannon (121 miles) is the point of departure for the Juniata valley. (See JUNIATA.)

Our route now follows the banks of the Juniata for about 100 miles to the eastern base of the Alleghanies, the canal keeping the road and river company most of the way.

Newport (134 miles) is located at the confluence of the Little Buffalo Creek with the Juniata. Five miles farther on is Millerstown, near the confines of Perry County. The passage of the Juniata through the Great Tuscarora Mountain, one mile west of this station, is worthy of notice.

From the point of *Law's Ridge*, along the face of which the line runs west of *Perrysville*, a fine view of Mifflin, the county town of Juniata, is to be obtained.

Four miles west of Mifflin the road enters the Long Narrows, and soon after reaches *Lewistown*, the outlet of the val-

ley of Kishicoquillas, once the camping-ground of Logan, the Indian chief.

Lewistown (13 miles west of Mifflin) is the best point from which to visit the Juniata. The *National Hotel* has good accommodation. Drives and fishing in the neighborhood.

The Juniata.—This beautiful river, whose course is closely followed so many miles by the *Pennsylvania Central Railroad* and Canal, rises in the south central part of the Keystone State, and, flowing eastward, falls into the Susquehanna about 14 miles above Harrisburg. The landscape of the Juniata is in the highest degree picturesque, and many romantic summer haunts will be found among its valleys; though at present very little tarry is made in the region, from its attractions being little known, and the comforts of the traveller being as yet but inadequately provided for. The mountain background, as we look continually across the river from the cars, is often strikingly bold and beautiful. The Little Juniata, which with the Frankstown branch forms the main river, is a stream of wild, romantic beauty. The entire length of the Juniata, including its branches, is estimated at nearly 150 miles, and its entire course is through a region of mountains in which iron ore is abundant, and of fertile limestone valleys. The Raystown Branch, which rises in the southwest part of Bedford County, enters the Juniata near Huntingdon.

Mount Union Station (192 miles) is at the entrance of the gap of Jack's Mountain. Three miles beyond is the famous *Sidling Hill*, and still west the Broad Top Mountain. The latter is reached by rail, 26 miles from Huntingdon.

Huntingdon (204 miles)—*Exchange Hotel*—is a place of some antiquity, having been laid out previous to the Revolution. It was named after the Countess of Huntingdon. This is another good point from which to see the beauties of the Juniata. The *Huntingdon and Broad Top Railway* to Mount Dallas (44 miles) joins the main line here. From Mount Dallas to Bedford Springs by stage, six miles. (See BEDFORD SPRINGS.)

At **Petersburg**, six miles west of Huntingdon, the railroad parts company with the canal, and follows the Little

Juniata, which it again leaves at Tyrone City.

Tyrone City (*Ward House*), at the mouth of Little Bald Eagle Creek, is famous for its manufactures of iron. The line here enters *Tuckahoe Valley*, noted for its iron ore. A branch (Bald Eagle) road extends 81 miles to Williamsport. The Tyrone and Clearfield branch also extends 24 miles to Phillipsburg.

Altoona, 117 miles east of Pittsburgh, at the head of Tuckahoe valley, and at the foot of the Alleghanies, is important to every traveller, as the best point at which to make a short stay, as well for refreshment as for observation. The *Logan House* has complete accommodation for 500 guests. The workshops of the railway company are worth visiting. In 1856 it contained but one log house. A branch road extends eight miles to *Holidaysburg*, whence stages run to *Bedford Springs*, 27 miles. (See BEDFORD SPRINGS.)

At Altoona the western-bound traveller commences the ascent of the Alleghanies. In the course of the next 11 miles some of the finest views and the greatest feats of engineering skill on the entire line are to be seen. Passing through the great tunnel, 3,670 feet long, we reach *Gallitzin*, named after Prince Gallitzin a noble Russian, who settled at Rosetta, Cambria County, in 1789, and shortly after commence the descent of the western slope of the mountain. Here the *Conemaugh* comes frequently in sight in its rapid course to the Stony Creek at Johnstown.

Passing *Cresson Station* (see CRESSON SPRINGS), less than an hour brings us to the stone viaduct over the Conemaugh at the Horseshoe Bend, and immediately beyond to the Conemaugh Station, the western terminus of the mountain division of the road.

Johnstown, three miles west of Conemaugh, commands some attractive scenery. The *Cambria Iron-Works*, seen to the right of the road, are among the most extensive in the country. We are now nearing the point where we shall take leave of the Conemaugh, after following its course fifty miles from the slope of the Alleghanies.

One mile east of *Blairsville Intersection* is a cutting in the *Pack-Saddle Mountain*

worthy the tourist's attention. From this point a branch road leads northward to *Blairsville*, three miles, and *Indiana*, 19 miles.

Greensburg, 324 miles from Philadelphia and 31 from Pittsburgh, is the county seat of Westmoreland County, and a thriving trading-point. Lines of stages connect it with neighboring towns in Pennsylvania and Maryland. In the yard of the Presbyterian church, seen as you enter the town, is a monument to Major-General Arthur St. Clair, a British officer in charge of Fort Legonier at the close of the French War.

Penn Station and *Manor*, a short distance west of Greensburg, are interesting as having formed part of the Penn estate.

Twelve miles from Pittsburgh the road crosses Turtle Creek, at a place called *Brinton's*. Here the Connellsville branch joins the main line. *Braddock's Field*, the battle-ground on which General Braddock was defeated by the French and Indians (July 9, 1755), is in the neighborhood, nine miles from Pittsburgh. The point where Braddock's army crossed the river in their march on Fort Du Quesne is seen to the left of the line west of Brinton's. *East Liberty*, five miles from Pittsburgh, is a thriving suburb, containing some fine residences, and affording a delightful drive to and from the city. The capacious edifice of the *Western Pennsylvania Hospital*, erected in 1860, at Dixmount, is seen in approaching the city on the *Pittsburg, Fort Wayne and Chicago Railroad*.

Pittsburg.—HOTELS, the *Monongahela House*, *Union Depot Hotel*, *St. Charles*, and *Merchants' Hotel*.

Pittsburg is upon the Ohio River, at the confluence of the Alleghany and the Monongahela. It is situated in a district extremely rich in mineral wealth, and the enterprise of the people has been directed to the development of its resources, with an energy and success seldom paralleled. The city of Pittsburg also enjoys, from its situation, admirable commercial facilities, and has become the centre of an extensive commerce with the Western States; while its vicinity, to inexhaustible iron and coal mines has raised it to great and merited distinction as a manufacturing place. The revenue tax paid on

the manufactures of Pittsburg for the year ending June 30, 1866, amounted to \$2,480,310, representing a capital of upward of *two hundred millions of dollars*.

The city was laid out in 1765, on the site of Fort Du Quesne, subsequently changed to Fort Pitt, in honor of England's prime minister, William Pitt. The city charter was granted in 1816. Pittsburg is connected with the left bank of the Monongahela by a bridge 1,500 feet long, which was erected at a cost of \$102,000. Four excellent bridges cross the Alleghany River, connecting Pittsburg with Alleghany City. It is usual to speak of extensive manufactories as being in Pittsburg, though they are not within the limits of the city proper, but are distributed over a circle of five miles' radius from the Court-House on Grant's Hill. This space includes the cities of Pittsburg and Alleghany, the boroughs of Birmingham and Lawrenceville, and a number of towns and villages, the manufacturing establishments in which have their warehouses in Pittsburg, and may consequently be deemed, from the close connection of their general interests and business operations, a part of the city. The stranger in Pittsburg will derive both pleasure and instruction by a visit to some of its great manufacturing establishments, particularly those of glass and iron. The city proper has a population of 65,000, and including its suburban towns, which are now (1867) incorporated with it, the number will fall little short of 180,000. The city is divided into ten wards, and contains 160 streets and upward of 100 courts and alleys. It contains 136 church edifices, among which are several of large size, surmounted by lofty spires. The Roman Catholic *Cathedral of St. Paul*, at the corner of Fifth and Grant Streets, is an imposing edifice of brick, with a fine tower. The *First Baptist Church*, recently finished, is also a handsome structure. The *Court-House*, facing the cathedral, is a solid stone edifice, surmounted by a dome. The *Custom-House* and *Post-office* is a commodious stone building, and there are several large and substantial public school-houses. But the iron-rolling mills, oil-refineries, and other extensive manufactories in the vicinity, constitute the

absorbing interest and most characteristic feature of the town. In the vicinity of the city proper there are four cemeteries. They are named and located as follows, viz.: *Alleghany Cemetery*, adjoining Lawrenceville; *St. Mary's Cemetery*, on Greensburg Pike; *Hilldale Cemetery*, adjoining Alleghany City; and *Mount Union Cemetery*, adjoining Manchester, in McClure township. Lewis Street cars connect the city proper with all objects worth visiting in the suburbs. Pittsburg has direct railway communication with the principal cities east and west by means of the *Pennsylvania Central*; *Pittsburg, Columbus, and Cincinnati*; *Pittsburg, Fort Wayne, and Chicago Railways*, and with Lake Erie by the *Pittsburg and Cleveland* road. The *Alleghany Valley Railway* to Kittanning (44 miles); and Mahoning (55 miles), and the *Pittsburg and Connellsville Railway* to Connellsville (57 miles), and to Uniontown (72 miles), also diverge here. Boats daily up and down the Ohio River during the season of navigation. There are several places in the vicinity of Pittsburg which, as they may be considered parts of one great manufacturing and commercial city, are entitled to notice here. *Alleghany City*, opposite to Pittsburg, on the west side of the Alleghany River, is the most important of them. The elegant residences of many persons doing business in Pittsburg may be seen here, occupying commanding situations. It contains 111 streets and 41 courts and alleys. Here is located the *Western Theological Seminary of the Presbyterian Church*, an institution founded by the General Assembly in 1825, and established in this town in 1827. Situated on a lofty, insulated ridge, 100 feet above the Alleghany, it affords a magnificent prospect. The *Theological Seminary of the Associated Reformed Church*, established in 1826, and the *Alleghany Theological Institute*, organized in 1840 by the Synod of the Reformed Presbyterian Church, are also located here. The *Western Penitentiary* is an immense building, in the ancient Norman style, situated on a plain on the western border of Alleghany City. It was completed in 1827, at a cost of \$183,000. The *United States Arsenal* is located at Lawrenceville, a small but pretty village

two and a half miles above Pittsburg, on the left bank of the Alleghany River.

Birmingham is another considerable suburb of Pittsburg, lying about a mile from the centre of the city, on the south side of the Monongahela, and connected with Pittsburg by a bridge, 1,500 feet long, and by a ferry. It has important manufactories of glass and iron.

Manchester is two miles below Pittsburg, on the Ohio. Here is located the *House of Refuge*, incorporated in 1850. The *Passionist Monastery* is near here. The *United States Marine Hospital* is yet below.

ROUTE II.

PHILADELPHIA TO READING, HARRISBURG, AND POTTSVILLE.

(Via Philadelphia and Reading Railway.)

PASSENGER STATION.—Broad, corner of Callowhill Street.

This road runs through the valley of the Schuylkill, a distance of 58 miles to Reading, and thence 35 miles to Pottsville, and connects the great anthracite coal-fields with tidewater. (See READING.) It was opened in 1842, and has cost upward of \$16,000,000. It has several tunnels and numerous fine bridges.

STATIONS.—Manayunk, 8 miles; Conshohocken, 14; Norristown, 17; Port Kennedy, 22; Valley Forge, 24; Phoenixville, 28; Royer's Bridge, 32; Pottstown, 40; Douglassville, 45; Reading, 58; Leesport, 66; Mohrsville, 69; Hamburg, 75; Port Clinton, 78; Auburn, 83; Orwigsburg, 86; Schuylkill Haven, 89; Pottsville, 93.

In leaving the city by this line, the fine stone bridge over the Schuylkill is crossed in full view of Laurel Hill and other objects of interest already noticed in our sketches of the vicinity of Philadelphia.

Valley Forge (23 miles) is memorable as the headquarters of General Washington during the winter of 1777. The building he occupied is still standing near the railroad, whence it can be seen.

Pott town (40 miles) is prettily situated on the left bank of the Schuylkill. It was incorporated in 1815, and has a popula-

tion of 3,000. The houses, which are built principally upon one broad street, are surrounded by fine gardens and elegant shade-trees. The scenery of the surrounding hills is very fine, especially in the fall of the year, when the foliage is tinged with a variety of rich autumnal tints. The *Reading Railroad* passes through one of its streets, and crosses the *Mauatawny* on a lattice bridge, 1,071 feet in length.

Reading, the third city of the State in population and commerce, is pleasantly situated on a plain which rises on the east bank of the Schuylkill, 58 miles by rail from Philadelphia. It was laid out by Thomas and Richard Penn in 1748, and was incorporated in 1847. It is compactly built, and contains some handsome public buildings, among which the *Court-House* is the most prominent. Its present population is 25,000. The road hence to Harrisburg (54 miles) is known as the *Lebanon Valley Railway*. Reading has connection eastward, *via* Allenton and Easton (*East Pennsylvania Railway*) with Central and Northern New Jersey and New York. The *Reading and Columbia Railway* (46 miles long) runs through the rich farming region of Berks and Lancaster, past Ephrata and Litiz Springs.

Port Clinton, 78 miles from Philadelphia, on the *Reading Railroad*, is a pleasant place, at the mouth of the Little Schuylkill. This is the point of junction with the *Little Schuylkill* and *Catawissa* roads.

Auburn (83 miles), *via* Tamaqua (20 miles) to Williamsport (120 miles)

Schuylkill Haven (89 miles), on the banks of the Schuylkill, is in the midst of a very interesting landscape region. The *Mine Hill* branch road (distance 24 miles), comes in here from the great coal district.

Pottsville, the terminus of the Philadelphia and Reading route, is 93 miles from Philadelphia. It is upon the edge of the great coal basin, in the gap by which the Schuylkill breaks through Sharp's Mountain. The yield of the Schuylkill coal-field in 1863 was upward of 33,000,000 tons. This enormous product annually reaches market through the Reading and Schuylkill Navi-

gation Companies' lines. The city, commenced in 1825, has already a population of 12,000. The *Cathedral* and *Town Hall* are worthy of notice. At Pottsville we complete the detour northward into the coal region from the main line of travel over this road, and now return to Reading on our route to Harrisburg.

THE SUSQUEHANNA AND ITS VICINAGE.

THE Susquehanna is the largest and most beautiful of the rivers of Pennsylvania, traversing as it does its entire breadth from north to south, and in its most interesting and most important regions. It lies about midway between the centre and the eastern boundary of the State, and flows in a zigzag course, now southeast and now southwest, and so on over and over, following very much the windings of the Delaware, which separates the State from New Jersey. The Pennsylvania Canal accompanies it throughout its course from Wyoming on the north to the Chesapeake Bay on the south. All the great railroads intersect or approach its waters at some point or other, and the richest coal-lands of the State lie contiguous to its banks. The Susquehanna, in its main branch, rises in Otsego Lake, in the east central part of New York, and pursues a very tortuous but generally southwest course. This main, or North, or East Branch, as it is severally called, when it reaches the central part of Pennsylvania—after a course of 250 miles—is joined at Northumberland by the West Branch, 200 miles long, which flows from the declivities of the Alleghanies. The course of this arm of the river is nearly eastward, and, like the North Branch, through a country abounding with coal and other valuable products. It is also followed by a canal for more than a hundred miles up. The route of the *New York and Erie Railway* is upon or near the banks of the north branch of the Susquehanna in southern New York, and occasionally across the Pennsylvania line for 50 miles, first touching the river near the Cascade Bridge, nearly 200 miles from New York, passing the cities of Binghamton and Owego, and finally losing sight of it just beyond Barton, 250 miles from the metropolis.

Lebanon, 86 miles from Philadelphia and 26 miles east of Harrisburg, is pleasantly situated in a fertile limestone valley, and is a place of considerable manufacture. A branch road to the Cornwall ore banks intersects the main line here.

Harrisburg (see ROUTE I.) Connection is made at Harrisburg northward with the *Philadelphia and Erie Railroad*, which affords the most direct route to Erie and the great lakes.

ROUTE III.

PHILADELPHIA TO WILLIAMSPORT, ERIE, AND THE OIL REGIONS.

(Via Philadelphia and Erie Railway.)

STATIONS.—Sunbury, 163 miles from Philadelphia; Catawissa Junction, 175; Milton, 176; Williamsport, 203; Lock Haven, 228; Renovo, 255; St. Mary's, 323; Sheffield, 371; Warren, 385; Corry, 413; Erie, 451.

Sunbury is a pleasantly located town on the east bank of the Susquehanna, 56 miles north of Harrisburg. (See SUSQUEHANNA.)

Northumberland.—The west branch of the Susquehanna unites two miles above Sunbury with the main or north arm; and the village, the pleasantest of all the region round, is built upon the point formed by the confluence of the two waters. The quiet, cultivated air of Northumberland, and its excellent hotel (*Central*) will attract the not over-hurried traveller.

A pleasant detour may be made from this point over the *Lackawanna and Bloomsburg Railway* to the Wyoming valley. (See WILKESBARRE.)

Catawissa is on this line, 20 miles from Northumberland. It is connected also by railway with the coal district of Mauch Chunk. The scenery of this vicinity is of great variety and beauty. From the hill-tops—for Catawissa is encompassed by picturesque hills—remarkable pictures of the winding of the river, and its ever-present companion, the canal, are to be seen; now at the base of grand

mural precipices, and anon through little verdant intervals. The *Susquehanna* is a well-kept house.

Williamsport (203 miles) is the principal town upon the west branch of the Susquehanna River. It is the capital of Lycoming County, and contains some fine buildings. It is a pleasant place, delightfully situated, and much in vogue as a summer resort. The west branch canal passes here; and here, too, the railway routes from Philadelphia and from Niagara Falls (*via Elmira, N. Y.*) meet. The river landscape between Williamsport and Northumberland presents in its long extent many charming passages. Population, 11,000.

Lock Haven, the capital of Clinton County, is at the mouth of Bald Eagle Creek, 121 miles north of Harrisburg.

Irvineton (390 miles). Branch road, *via Tionesta* and *Oleopolis* to *Oil City*, the centre of the great oil region of Pennsylvania.

Corry (413 miles from Philadelphia, and 37 miles southeast of Erie) is important to the traveller mainly as being the point of departure on this line for the oil region. Meadville is distant 38 miles. (See ATLANTIC AND GREAT WESTERN RAILROAD.) *Titusville* is 27 miles, and *Shaffer*, the terminus of the *Oil Creek Railway*, 34 miles distant. Beyond Titusville connection is made with the *Farmers' Railroad* to Petroleum Centre and Oil City, the terminus of the Franklin branch of the *Atlantic and Great Western Railway*. It has a population of 4,000, and is growing rapidly. Hotel, the *Empire House*.

Erie, the northern terminus of the route from Philadelphia, is advantageously situated on Lake Erie, 451 miles from Philadelphia, and 90 miles southwest of Buffalo. The harbor, one of the best on the lake, is $3\frac{1}{2}$ miles long and over one mile wide.

Presque Isle, opposite the town, is four miles long and one mile wide. The city contains a *Court-House*, a good hotel, and several handsome church edifices. The *Erie and Pittsburg Railway* connects it with Pittsburg, 148 miles. It was incorporated in 1805. Population, 11,500.

THE OIL REGION.

THE oil region of Pennsylvania is well worthy a visit from the traveller, illustrating as it does one of the most important as well as unique industrial features of the Keystone State. The most celebrated oil-wells, as yet discovered and operated on the American continent, are located in the western part of Pennsylvania, principally in Venango, Crawford, and Warren Counties. The wells next of note are found in Western Virginia and Eastern Ohio; while others yet more recently opened in the States of New York, Kentucky, Tennessee, and Michigan, and in Upper Canada, are now attracting attention.

Oil Creek, which has become celebrated as the site of the richest oil-producing region of the continent at the present day, is a tortuous mountain-stream, taking its course in the northern part of the State of Pennsylvania, near the south line of Erie County, and, with its tributaries, waters Crawford and Warren Counties, and after a course of about thirty miles through these counties, empties into the Allegheny River, seven miles above the town of Franklin. The valley through which Oil Creek takes its course is narrow, and flanked on each side by high and rugged hills, on the top of which are broad fields of excellent farming land. The scenery on Oil Creek at one time, no doubt, was quite picturesque; but now the bottom-lands are dotted with tall derricks, wooden engine-houses, and iron smoke-stacks, out of which columns of black smoke roll upward to the clouds. The pines and hemlock are cleared from the mountain-sides, and all is busy life.

Petroleum, under the name of "Seneca oil"—so called from the tribe of Indians of that name who once inhabited the country—became early of great importance to the settlers, both as a medicine and for burning and lubricating purposes. The greater portion of the oil was obtained from two natural springs. One of these was in the immediate neighborhood of Titusville, on the lands now owned by the "Watson Petroleum Company" of New York, on the spot where now stands the old "Drake Well." The other spring was on the farm of Hamilton

McClintock, within four miles of the mouth of Oil Creek. During the year 1853, Dr. F. B. Brewer, of the firm of Brewer, Watson, & Co., conceived the idea of collecting surface-oil by means of absorbing it in blankets, and wringing the oil out. Great quantities were collected in this novel manner, and used for burning purposes in the lumber-mills of the Oil Creek region. The oil produced from the oil springs became so necessary and useful as to suggest the formation of an oil company, in 1854, called the "Pennsylvania Rock-Oil Company." This was the first oil company ever formed. This was prior to the sinking of any well, or before such a thing was suggested. Although Professor Silliman, of New Haven, had in 1854 analyzed the rock-oil, and pronounced upon its properties, no further developments of any importance took place until the winter of 1857, when Colonel E. L. Drake, of Connecticut, arrived at Titusville. He was the first man who attempted to bore for oil. He was obliged to go 50 miles to a machine-shop every time his tools needed repairing; but after many delays and accidents, on the 29th day of August, 1859, at the depth of 69 feet 6 inches, he struck a vein of oil, from which he afterward pumped at the rate of 35 to 40 barrels per day. This is now known as the "Drake Well." It was the first well ever sunk for oil, and yielded the first petroleum ever obtained by boring. One experiment followed another in rapid succession, until the different farms on Oil Creek became centres for oil operations. The Barnsdell, Mead, Rouse, and Crosley wells were opened in 1860. In 1861 numerous wells were sunk in the since famous localities known as the "McIlheny," "McClintock," "Tarr," and "Buchanan" farms. The Empire and the Sherman Wells were opened in 1862, and the Delameter Well in the following year. Perhaps the only adequate idea of the extent of the oil operations in the Venango County region is to be obtained from the amount produced and shipped thence. The exports from the oil region have been as follows: In 1861, 27,812 barrels; in 1862, 168,000 barrels; 1863, 706,267 barrels; 1864, 776,205 barrels; and in 1865, from January 1st to Novem-

ber 11th, 543,019 barrels, or a total of nearly 2,250,000 barrels in five years. Three-fourths of this large yield have been transported over the line of the *Atlantic and Great Western Railway*, which was completed into the oil region in 1863.

Routes.—The railway routes leading from the Atlantic seaboard to the oil region are the *Philadelphia and Erie Railway*, from Philadelphia via Harrisburg to Corry (413 miles), and the *Atlantic and Great Western Railway*, from New York via Salamanca (414 miles) to Corry (475 miles) and Meadville (517 miles). From Cincinnati the route is by the *Atlantic and Great Western* to the same points; and from Pittsburg a road is now partially completed, which will greatly shorten the distance from that city.

Meadville, on the *Atlantic and Great Western Railway*, 103 miles west of Salamanca, and 517 miles from New York, is a flourishing city, and the centre of a large trade with the oil region. It is one of the oldest towns west of the Alleghanies. It lies on the west bank of French Creek, at one time called Venango River. It is the seat of *Alleghany College*, founded in 1816, and of the *Western Theological Seminary*, founded in 1844. Among the more prominent edifices are several churches, a State arsenal, and an academy. The *Franklin and Oil City Branch* road to Reno and Oil City, 36 miles, comes in here. The *McHenry House* is the leading hotel, and is well kept.

From Meadville, where close connections are made with the through express trains on the main line, passengers to the oil region will reach Franklin in an hour and a half. The road lies down the east bank of French Creek.

Franklin (28 miles), the county seat of Venango County, occupies the site of *Fort Franklin*, at the confluence of French Creek with the Alleghany River. The town was laid out in 1795, and is substantially built on high land. Population nearly 6,000. The *Exchange* is the principal hotel.

Reno (33 miles), on the Alleghany River, has obtained great prominence in connection with the oil business of this region. Here large quantities of oil are received, and shipped by river and rail. The view of the river at this point pre-

sents a characteristic phase of life in the oil region. The trains usually stop long enough to afford a good view of the town and river from the train.

Oil City (36 miles), the centre and chief city of the oil region, is on the Alleghany River, at the terminus of the Franklin branch of the *Atlantic and Great Western Railway*, 56 miles from Warren, on the *Philadelphia and Erie Railway*. Oil Creek, which here enters the Alleghany, and is spanned by a bridge, will afford the visitor, in a few short rambles, perhaps the best opportunity of witnessing the varied operations of obtaining, refining, barrelling, shipping, and generally manipulating the precious petroleum. It is not perhaps the most attractive place to pursue his researches—being a sort of epitomized edition of Virginia City, Pittsburg, and New Bedford in one volume—but he must not be discouraged at the smoky, oily aspect and odor of every thing and everybody about him, but start on his search for the curious with the ardor of a true petroleumite, and with a stomach well fortified from the best hotel the “city” affords (the *Jones House*), and he will see much to interest, instruct, and may be to astonish him.

Oil Creek, so called, is as old as the Indian traditions extend, and derives its name from a spring from which large quantities of bituminous oil were obtained—the Indians valuing it highly. It is now claimed that when, by treaty, the Seneca nation sold the western part of the State, they made a reservation around this spring of one mile square. For about a mile above Oil City, on the right-hand side of the stream, the bank rises in an abrupt bluff, at the foot of which a very substantial road has been constructed. The city is built on the flats that run along the base of the high bluffs, and has but one street. Directly across the creek, on Cottage Hill, have been erected fine cottages. Population 10,000. The *Pithole and Oil City Railroad* is now completed, and connects with the *Atlantic and Great Western Road* at this point. From Pithole eastward it connects, via Oleopolis, Tideoute, and Irvineton, with the *Philadelphia and Erie Railway*, under the name of the *Warren and Franklin Railway*. (See WARREN.)

After seeing all that can be seen in and around Oil City, the traveller may either proceed to Pithole or continue by a short line, known as the *Farmers' Railroad*, via McClintock, Rouseville, Rynd, Tarr, and Storey Farms, to *Petroleum Centre*. The latter place is a flourishing young town on Oil Creek, eight miles north of Oil City, and a point of considerable and increasing importance. The wells in the vicinity are very numerous, and many of them worth visiting. From Petroleum Centre the railway is continued up the west bank of Oil Creek, through the oil-eries at Funkville, Foster's, Shaffer, and Miller, to Titusville. From Rouseville a branch road extends to Humboldt.

Titusville, 28 miles east of Meadville, and 27 miles south of Corry, by the Oil Creek road, is in Crawford County. It is one of the most important towns in the oil region, and contains three banks and several churches and hotels. Of the last-named institutions, the *Crittenden* and *Bush* are the best. This is another good point from which to visit the oil wells and refineries which abound on the creek, both above and below the town. Population (estimated), 10,000. *Tryonville* and *Spartansburg* are stations on the Oil Creek Railway, between Titusville and Corry. The entire length of railway in the oil region over which our route has lain, connecting Meadville with Corry, is 80 miles.

Corry, the northern terminus of the Oil Creek Railway, is situated at the intersection of the *Philadelphia and Erie Railway* with the *Atlantic and Great Western Railway*, 37 miles southeast of Erie, 27 miles west of Jamestown, N. Y., and 42 miles east of Meadville. It is an important point for forwarding oil and receiving merchandise and machinery for the oil regions. The *Downer Oil Refining Works*, containing iron tanks which hold 10,000 barrels of oil, are worth seeing. In 1860 the site of Corry was a forest, not a house to be seen. Now there are three churches, a number of hotels, and 4,000 inhabitants. The *Empire* is a good house.

Warren is on Conewaungo Creek, at its confluence with the Alleghany River, and on the *Philadelphia and Erie Railway*, 385 miles from the former, and

66 miles from the latter city. Route to the Oil Regions, *via* Irvineton. Population (estimated), 2,500.

ROUTE IV.

PHILADELPHIA TO DOYLESTOWN, BETHLEHEM, EASTON, ALLENTOWN, MAUCH CHUNK, AND WHITE HAVEN.

(Via North Pennsylvania and Lehigh Valley Railways.)

STATIONS.—Fisher's Lane, 4 miles; Green Lane, 5; Old York Road, 7; Fort Washington, 14; Wissahickon, 15; Gwynedd, 18; North Wales, 20; Lansdale, 22; Lower Lexington, 25; Doylestown, 32; Hatfield, 25; Sellersville, 32; Quakertown, 38; Coopersburg, 44; Centre Valley, 46; Hellertown, 50; Bethlehem, 54; Allentown, 17 from Easton; Catasauqua, 20; Hokendauqua, 21; Whitehall, 24; Lehigh, 42; Mauch Chunk, 46; Quakake Junction, 73; Delano, 77; Mahanoy City, 81; Shenandoah, 84; Centralia, 93; Mount Carmel, 97; Beaver Meadow, 66; Jeansville, 69; Rockport, 61; Hickory Run, 66; White Haven, 71.

This furnishes the most speedy and pleasant route to Wilkesbarre, the Wyoming valley, and adjacent summer resorts. Leaving the depot, corner of Third and Thompson Streets, the road reaches the northern limits of the city, which it crosses one mile east of the Old York road. Passing *Fort Washington* and the *Wissahickon* (see *PHILADELPHIA AND VICINITY*), we reach the Welsh settlements of *Penllyn* and *Gwynedd*. The tunnel, near the latter place, is worthy of notice. It is one of the most extensive and costly works on the whole line. A single mile cost over \$300,000.

Lansdale (22 miles), in Montgomery County, has a good hotel. Branch 10 miles to *Doylestown*, the county seat of Bucks county. Twelve miles beyond Lansdale we reach Landis Ridge, which divides the waters of the Schuylkill and Delaware Rivers. From the summit, one mile west of the station, a fine view of Limestone Valley and Quakertown is obtained.

Hellertown (50 miles) has extensive iron and zinc mines occupying the sites

of the old Moravian farms. An extended view of the hills skirting the Lehigh valley is obtained in this vicinity. Settled in 1856. Population, 6,000.

Bethlehem, upon the Lehigh River, 54 miles from Philadelphia, and 87 miles from New York, is a delightful place to make a short stay *en route*. It is the principal seat of the United Brethren, or Moravians, in the United States, and was originally settled under Count Zinzendorf in 1741. The village contains a stone church, 142 feet long and 68 feet wide, and capable of seating 2,000 persons. It is famous for its schools and institutions of learning. The *Moravian Boys' School* stands near the church. It has also a *Moravian Female Seminary*, of high repute, founded in 1788. Bethlehem has several good hotels. The *Sun*, established in 1808, is one of the best kept in the State, with ample accommodation for pleasure travel.

South Bethlehem, on the opposite side of the river, is the seat of *Lehigh University*, handsomely endowed by Judge Paeker. The buildings, now in course of erection, occupy a commanding and attractive site, and when complete will add much to the appearance of the town. The zinc works in South Bethlehem are worthy of a visit. *Nazareth*, another pretty Moravian village, is situated 10 miles north from Bethlehem and 7 miles northwest from Easton. At Bethlehem the *Lehigh Valley Railway* from Easton joins the *North Pennsylvania Railroad*, and continues on to White Haven.

Easton, 66 miles from Philadelphia and 75 from New York, is finely situated at the confluence of the Lehigh River and the Bushkill Creek with the Delaware. A chain bridge, erected at a cost of \$65,000, connects it with South Easton. It is the seat of *Lafayette College*, founded in 1832. The cemetery here will repay a visit. The town was laid out in 1738, and incorporated in 1789. Population, 12,000.

Allentown (59 miles) is built on high ground, near the Lehigh River, at the junction of Jordan and Little Lehigh Creeks. The mineral springs here are highly prized by those who have tried the efficacy of their waters. A visit to "Big Rock," 1,000 feet in elevation, a short

distance from the village, will amply repay the tourist. Connection is made with the *East Pennsylvania Railroad*, 36 miles to Reading. The *American* is the leading hotel. Half an hour's ride from Allentown brings us to the neighborhood of extensive slate quarries. An excellent quality of slate is here being worked. A railroad to the mines is in process of construction from Bethlehem.

Mauch Chunk is in the midst of the great Pennsylvania coal regions, 88 miles from Philadelphia and 100 miles from Harrisburg. It is upon the Lehigh, in one of its wildest and most romantic passages. The *Mansion* is the best hotel. *Mount Pisgah*, a short distance north, rises 1,000 feet above the river. A railway has been constructed, nine miles, to *Summit Hill*, down which the coal-laden cars come by the force of their own gravity. We are here in the vicinage of the beautiful scenery of the Susquehanna River. The *Eagle Hotel*, at the summit, has fair accommodation for strangers.

Quakake.—Branch road to Catawissa and Williamsport. The ride up the Lehigh from Mauch Chunk is a very enjoyable one, combining many novel and singular features. At *White Haven* the *Beaver Meadow* and *Lehigh and Susquehanna Railways* intersect, and by the latter the traveller will proceed on 20 miles to Wilkesbarre.

The entire length of the Susquehanna is about 500 miles, and the country which it traverses is of every aspect, from the quiet vale or cultivated farm to the wildest humors of the stern mountain pass. The region most sought, and deservedly so, by the tourist in quest of landscape beauties, is that around and below the valley of Wyoming. From this point down many miles to Northumberland, where the West Branch comes in, the scenery is everywhere strikingly fine; but the best and boldest mountain passes extend from five to ten miles below the southern outlet of Wyoming, around Nanticoke and Shickshinney. This is the region *par excellence* for the study of the artist. Portions, also, of the West Branch—though not yet very much visited—are remarkably fine. Wilkesbarre is the best point from which to visit the different sights of the Wyoming valley.

It is on the *Lackawanna and Bloomsburg Railway*, 17 miles from Scranton and 133 miles from Philadelphia by the inclined plane, and 143 by the new "back track" route.

Wyoming Valley.—This romantic valley, so replete with historic association and classic interest, is situated along the Susquehanna River, in the northeastern part of Pennsylvania. It is about three miles wide and twenty-five long, and is formed by two parallel ranges of mountains, extending from the northeast to the southwest. The average height of the eastern range is about 1,000 feet; that of the western about 800. The Susquehanna enters the valley through *Lackawannock Gap*, and after a serpentine course of 20 miles leaves it through *Nanticoke Gap*. The *Nanticoke Falls* are near that Gap. The valley abounds in romantic scenery and pleasant drives. Near its centre are the Wyoming Falls. Ancient fortifications are also frequently found. It is a classic spot, round which centres an interest as abiding as it is melancholy.

The route from New York is by the *New Jersey Central Railway* to Hampton Junction (59 miles); thence by the *Delaware, Lackawanna, and Western* (83 miles) to Scranton; and thence by the *Lackawanna and Bloomsburg Railway* (17 miles) to Kingston, opposite Wilkesbarre, which is the headquarters of the valley district.

The route from Philadelphia is by the *North Pennsylvania Railway* to Bethlehem, and thence by the *Lehigh Valley* and *Lehigh and Susquehanna Railways* to Wilkesbarre. The *Wyoming Valley Hotel* is one of the best in the State, with ample accommodation for 250 guests.

Wilkesbarre.—The town, which is reached by stage, one mile from the railway depot, is regularly laid off in wide, well-shaded streets, with a public square and Court-House near the centre. It contains several handsome church edifices, and a population of about 7,000. Among its principal attractions for tourists are *Prospect Rock*, which commands a fine view of the valley, *Battle Monument*, *Harvey's Lake*, etc.

Thus sings Halleck of the Wyoming valley:

"When life was in its bud and blossoming,
And waters gushing from the fountain
Of pure enthusiast thought, dimmed my
young eyes,
As by the poet borne on unseen wing,
I breathed in fancy 'neath thy cloudless
skies
The summer's air, and heard her echoed
harmonies."

The pen of Campbell and the pencil of Turner have taken their loftiest and most unbridled flights in praise of Wyoming, and though they have changed, they have not flattered its beauties.

"Nature hath made thee lovelier than the
power
Even of Campbell's pen hath pictured."

Again, Halleck says of the mythical Gertrude, the fair Spirit of Wyoming, and of the real maidens of the land:

"But Gertrude, in her loveliness and bloom,
Hath many a model here; for woman's eye
In court or cottage, whereso'er her home,
Hath a heart-spell too holy and too high
To be o'erpraised, even by her worshipper—
Poesy!"

The terrible *Battle of Wyoming*, which has been so often the theme of the pencil and the pen, occurred July 3, 1778. Few of the ill-fated people escaped. Prisoners were grouped around large stones, and were murdered with the tomahawk, amid yells and incantations of fiendish triumph. One of these stones of inhuman sacrifice may yet be seen in the valley. It is called *Queen Esther's Rock*, and lies near the old river bank, some three miles above Fort Forty. The village of Wilkesbarre was burned at this time, and its inhabitants were either killed, taken prisoners, or scattered in the surrounding forests.

The site of *Fort Forty* is across the river from Wilkesbarre, past the opposite village of Kingston, and nearly west of Troy, four miles and a half distant. At this spot, where the slain were buried, there now stands a monument commemorative of the great disaster. It is an obelisk 62½ feet high, made of granite blocks hewn in the neighborhood. The names of those who fell and of those who were in the battle and survived, are engraved upon marble tablets set in the base of the monument. This praiseworthy

work was done by the exertions of the ladies of Wyoming.

Nanticoke and *West Nanticoke* are little coal-villages at the southern extremity of the Wyoming valley, eight miles by rail from Wilkesbarre, where, as we have already intimated, occur some of the boldest passages of the scenery of the Susquehanna. A beautiful view of Wyoming is seen looking northward from the hills on the east side of the river near Nanticoke; and the scenes below, from the banks of the river and the canal, are most varied and delightful. The coal-mines of this neighborhood may easily be penetrated, and with ample remuneration for the venture.

Jessup's is a very cosy, lone inn, upon the west shore, two or three miles below Nanticoke, from whence are seen striking pictures of the river and its bold mountain banks both above and below; the hills in all this vicinity are impressively bold and lofty, making the comparatively narrow channel of the river seem yet narrower, and *italicizing* the quiet beauty of the many verdant islands which stud the waters here.

Shickshinney and *Wapwollopen* are little places yet below, in the midst of a rugged hill and valley country. The Bank of Wapwollopen, on the east shore, is the barren peak of its namesake mountain. All the streams from Nanticoke down are adorned with cascades of great beauty, and abound in trout, and the river with salmon.

Columbia.—The western terminus of the *Philadelphia and Columbia Railway* is on the left bank of the Susquehanna, 28 miles below Harrisburg and 12 miles west of Lancaster. A part of the town occupies the slope of a hill, which rises gently from the river, and the business part of the town lies along the level bank of the river. The scenery from the hills in the vicinity is highly pleasing. The broad river, studded with numerous islands and rocks, crossed by a long and splendid bridge, and bounded on every side by lofty hills, makes a brilliant display. A fine bridge, more than a mile in length, crosses the Susquehanna to Wrightsville. Population, 6,000.

York is ten miles southwest of the Susquehanna, upon the Codorus Creek,

28 miles south-southeast of Harrisburg, 57 miles from Baltimore by the *Northern and Central Railway*, and 92 from Philadelphia. With all these cities, and with yet other points, it is connected by railway. The *Northern Central Railway* unites at York with the *Wrightsville, York and Columbia Railway*. The Continental Congress met here in 1777, during the occupation of Philadelphia by the British troops. The *Court-House* is an imposing granite edifice, built in 1842, at a cost of \$150,000. The *National Hotel* has good accommodation for visitors. Population, 12,000.

Carlisle is a beautiful and interesting town, with a population of 7,000, on the line of the *Cumberland Valley Railway*, 18 miles below Harrisburg and 125 miles west of Philadelphia. It lies in the limestone valley country, between the Kittatinny and the South Mountains. *Dickinson College* (Methodist), which is located in Carlisle, is one of the most venerable and esteemed institutions in Pennsylvania. It was founded in 1783. Carlisle is connected by the *Cumberland Valley* road with Harrisburg, on the one hand, and with Chambersburg and Hagerstown, in Maryland, on the other. General Washington's headquarters were here in 1794, at the time of the Whiskey Rebellion. Some years before, Major André was a prisoner of war in Carlisle. It was shelled by the rebels during their invasion of the State (July, 1863). *Carlisle Springs*, four miles north of the town, is a place of pleasant summer resort.

The Delaware Water Gap.
Hotel.—*Kittatinny House*.

The bold passage of the Delaware River, called the Water Gap, is easily and speedily reached from the cities and vicinage of New York and Philadelphia, and a pleasanter excursion for a day or two cannot be well made. The Delaware River rises on the western declivity of the Kaatskill mountains, in two streams, which meet at the village of Hancock, a station on the *New York and Erie Railroad*. At Port Jervis (see *ERIE RAILROAD*), after journeying 70 miles, it meets the Kittatinny or Shawangunk Mountain, and next breaks through the bold ridge at the Water Gap. At this great pass the cliffs rise

perpendicularly from 1,000 to 1,200 feet, and the river rushes through the grand gorge in magnificent style. It afterward crosses the South Mountain, not far below Easton (from which point the Gap is generally approached); next falls over the primitive ledge at Trenton, N. J.; grows by and by into a large navigable river, skirts the wharves of the city of Philadelphia, and is lost 100 miles below, in the Delaware Bay. The whole length of this fine river, from the mountains to the bay, is 300 miles. (See RIVERS, p. 139.) The *Highland Dell House* is a pleasant summer resort, two miles from Stroudsburg Station, and three from the Water Gap.

Scranton. — *HOTEL, Wyoming.* — Scranton is an important manufacturing and commercial town on the south bank of the Lackawanna River. It is the point of junction between the *Lackawanna and Bloomsburg*, and *Delaware, Lackawanna, and Western Railways*, which afford direct communication with points east and west. Population, 15,000.

Kingston, 17 miles west, is the point of departure for Wilkesbarre and the Wyoming valley.

Chambersburg is pleasantly situated on the *Cumberland Valley Railway*, 52 miles south of Harrisburg, surrounded by a highly cultivated country, forming part of the limestone valley which extends along the south base of the Blue Mountain. Conchocheague Creek flows through the town. It reaches from Philadelphia, *via* Harrisburg, or from Baltimore by the *Baltimore and Ohio Railway* to Frederick; thence by stage to Hagerstown. Hotel, *Brown's*.

Gettysburg, the county town of Adams County, and the western terminus of the *Gettysburg Railway*, will well repay a visit from the traveller in this section of the State. It is pleasantly situated on a gently rolling and fertile plain, surrounded by hills, from which extensive views of the village and adjacent country are obtained. It is 69 miles from Harrisburg, and 76 from Baltimore, *via* Hanover Junction, on the *Northern Central Railway*, the only present route by which to reach the place. It is reached from New York in one day by the *Jersey Central Railway* to Reading,

and thence, *via* Columbia and York. A more direct route than the present, *via* Hanover Junction, is much needed, and steps are taken to secure this object. The principal hotel is the *Eagle*, which has accommodation for about 80 guests, The Lutheran *Theological Seminary*, founded in 1826, and the *Pennsylvania College*, are among the most prominent institutions of the place. The former has a fine library, and is well worthy a visit. Gettysburg, however, is endowed with an interest growing out of the late war, far transcending any which it possessed in its own right, and visitors will not care to tarry long after they have visited the memorable battle-field, on and around which was fought one of the most bloody and decisive conflicts of that

“strange, eventful history,”

known as the Great Rebellion, and consummated in the restoration of the Union.

The battle was fought on the 1st, 2d, and 3d of July, 1863, between the Union forces, under General Meade, and the Confederate army, under General Lee, in which the latter was vanquished, with a loss in killed, wounded, and prisoners, of 23,000 men.

A day, well employed, will suffice to show the stranger, at Gettysburg, the battle-field and cemetery, while a second and third may be spent in visiting the springs and the several objects of interest in and round the village. The best approach to the battle-field is that by the Baltimore turnpike, which leads southwardly from the village directly to Cemetery Hill, distant half a mile from the Eagle Hotel. *Cemetery Hill* forms the central and most striking feature at Gettysburg. Here General Howard established his headquarters; upon this point the heaviest fire of the enemy was concentrated; and here is most appropriately located the National Cemetery, where are interred a large number of the Union soldiers who fell during the engagement. (See NATIONAL CEMETERY.) It was known as Cemetery Hill long before the battle, the eastern slope of it having been enclosed and used as the village burying-ground. This should also be visited by the traveller. The view from the crest of the hill is open and extended, affording every facil-

ity, with the aid of the accompanying map, for following the movements of the respective armies. As the inspection of the cemeteries must be made on foot, the visitor will save time and labor by following the route here indicated. The *Village Cemetery*, sometimes called the Citizens' Cemetery, in contradistinction to the National or Soldiers' Cemetery, which adjoins it, is entered through a lofty arched gateway from the Baltimore road. Following the main avenue southward, a short walk brings the visitor to a circular lot, well-nigh covered with stones, which are to be used in the construction of a vault. They present an aspect at once striking and suggestive. They cover the spot selected by General Howard on the morning of the engagement as his headquarters, and here the heaviest fire of the rebel batteries, numbering nearly two hundred guns, was concentrated. With wise and kindly forethought, that officer had ordered the monuments and tombstones which surround the spot to be taken down, so that while some were unavoidably injured, comparatively few were destroyed. The marble monument erected to General Gettys, the founder and early proprietor of Gettysburg, which occupies a prominent position on the right of the avenue between the entrance and this lot, is worthy of notice. Standing on Cemetery Hill, the visitor has the key to the position of the Union forces during those eventful "three days of July." Cemetery Hill proper is the termination of the ridge which runs southward between the roads leading respectively to Taneytown and Emmetsburg. The view from this hill is extensive and varied. Westward the horizon is bounded by the long range of the "South Mountain," beyond which lie Chambersburg and Hagerstown. In the same direction, a little to the right, and rather more than a mile distant, is the *Seminary*, near which began the battle of the 1st, which terminated so disastrously to Reynolds's corps. From Seminary Ridge General Lee opened a furious bombardment of the Union position on Cemetery Hill. The cemetery is enclosed with a neat railing. On the gateway are inscribed the names (eighteen in number) of the States represented by those buried

within. The *monument*, the foundation of which was laid November 19, 1863, will be completed July 4, 1868. The designer and contractor is James G. Batterson, of Hartford, Conn., and the cost will be \$47,000. It will be 60 feet high, and crowned with a statue of Liberty. At the base of the pedestal are four buttresses, surmounted with allegorical statues, representing War, History, Peace, and Plenty. The monument occupies the crown of the hill, and around it, in semi-circular slopes, are ranged the dead, each State being represented by a separate section. The divisions between the States are marked by alleys and pathways, radiating from the monument to the outer circle, the coffin-rows being divided by continuous granite blocks about six inches high, upon which are inscribed the name and regiment of each soldier, as far as ascertained. Between Emmetsburg pike and Cemetery Hill lies the scene of Pickett's bloody and disastrous charge, in which 18,000 men are estimated to have been engaged. Following Cemetery Ridge, and keeping before him Round Top Mountain, says the historian of the Army of the Potomac, a short walk will bring the visitor to one of the most interesting spots on this famous battle-field. "This is a bunch of wood to which a few—it may be a score or two—of the boldest and bravest that led the van of Pickett's charging column, on the 2d July, attained. Thus far the swelling surge of invasion threw its spray, dashing itself to pieces on the rocky bulwark of northern valor. Let us call this the high-water mark of the rebellion." *Seminary Ridge*, *College Hill*, *Culp's Hill*, *Round Top*, and *Little Round Top*, are generally visited; their exact topography will readily be ascertained by reference to the accompanying map. *Willoughby Run*, where General Buford's cavalry held in check the rebel column under Hill for nearly two hours, is pointed out. A *mineral spring*, the property of an association recently (1866) chartered, under the style of the "*Lithia Spring Association*," and containing valuable medicinal qualities, forms one of the novel and attractive features of the place. The water is said to resemble that of the celebrated

Vichy Spring in Germany. It is situated about two miles west of the town.

Bedford Springs, located one mile from the village of Bedford, on the Raystown branch of the Juniata, is an attractive place for invalid summer resort. The water contains carbonic acid, sulphate of magnesia, sulphate of lime, and muriate of soda. Excellent hotel accommodation for visitors.

Route, *via* Huntingdon, on the *Pennsylvania Central Railway*; thence by the

Huntingdon and Broad Top road to Mount Dallas, 44 miles; thence by stage, six miles.

Cresson Springs, on the summit of the Alleghanics, 15 miles west of Altoona, is a pleasant summer resort. The village is 3,000 feet above sea-level, and is much esteemed by invalids for the purity of its air. The hotels and cottages have accommodation for upward of 2,000 persons. The *Mountain House* is well kept.

O H I O .

OHIO is one of the largest and most important of the great Western States, and the third in the Republic in population and wealth. It extends over an area of 200 miles in length and 195 miles in breadth. On its northern limits are Michigan and Lake Erie; Pennsylvania and Virginia encompass it eastwardly; the waters of the Ohio separate it from Kentucky on the south, and westward lies the State of Indiana.

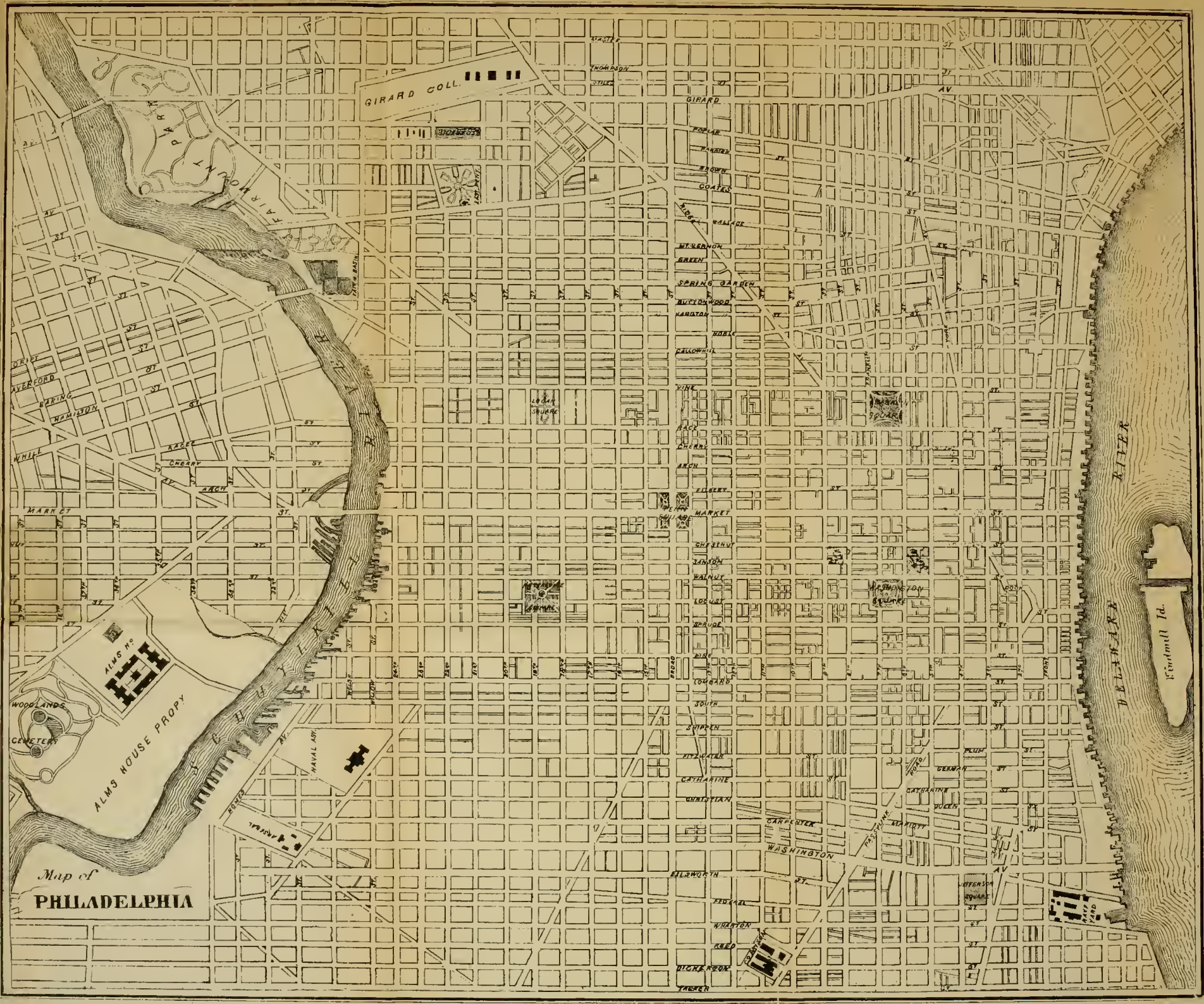
The central portions of Ohio are, for the most part, level lands, with here and there, more especially toward the north, tracts of marsh. In the northwest there is an extensive stretch of very fertile country, called the Black Swamp, much of which is yet covered with forest. Some prairies are seen in these middle and northern parts of the State. A ridge of high land, north of the middle of the State, separates the rivers flowing north into Lake Erie from those running south into the Ohio River. A second ridge interrupts the Ohio slope near the middle of the State, and thence all the rest of the way southward the country is broken and hilly, terminating often upon the waters of the Ohio in abrupt and lofty banks. The great bituminous coal-veins of Pennsylvania, Virginia, and Kentucky, extend into Ohio, supplying her well with this valuable product. Of iron also she possesses ample stores.

The history of Ohio is of very recent date. The State is literally a product of the nineteenth century, having been formed from the territory northwest of the Ohio in 1802. The first settlements within the State were made (April 7, 1788) by New England emigrants at Marietta. Near that place is a remarkable mound 30 feet high, which, with a few similar earthworks in the neighbor-

hood of Circleville, constitute almost the only natural objects of interest in these regions.

The State is divided into eighty-eight counties, and has a population of 2,500,000. Columbus is the State capital, and Cincinnati the chief commercial city. Cleveland, Dayton, Toledo, Zanesville, Sandusky, and Hamilton are thriving commercial towns. In Warren County is *Fort Ancient*, which has about four miles of embankment, from 18 to 20 feet high. In Ross County are Clark's Works, 2,800 feet long and 1,800 broad, enclosing some smaller works and mounds. A subterranean lake is supposed to exist at Bryan, in Williams County, as water, when bored for, is found at a depth of 40 or 50 feet at all times and in great abundance, and fish, too, sometimes coming up with it.

Ohio owes her wonderful prosperity—her almost marvellous growth, in the period of 60 years, from a wild forest tract to the proud rank she now holds among the greatest of the great American States—mainly to the capabilities of her rich soil and generous climate. Nearly all her vast territory is available for agricultural uses. In the amount of her products of wool and of Indian corn she has no peer in all the land, while she is exceeded by only one other State in her growth of wheat, barley, cheese, and live-stock; by only two States in the value of her orchards, oats, potatoes, buckwheat, grasses, hay, maple sugar, and butter. Among other articles which she yields abundantly are hops, wine, hemp, silk, honey, beeswax, molasses (sorghum), sweet potatoes, and a great variety of fruits. Her vines, which are known and esteemed everywhere, have yielded, in the vicinity of Cincinnati alone,



GIRARD COLL.

SCHUYLKILL RIVER

BELLINCKH RIVER

Windmill Id.

Map of
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half a million of gallons of wine in a year. Grapes are now extensively cultivated on Kelly's Island and the lake region. In the forests and woodlands are found the oak, the sugar and other maples, the hickory, the sycamore, poplar, ash, and beech—the pawpaw, the buckeye (Ohio is called the Buckeye State), the dogwood, and many other trees.

Rivers.—The *Ohio River* forms most of the eastern and all of the southern boundary of the State, and is the recipient of the other principal streams of the region. (See OHIO RIVER.) It is navigated by passenger packets during the fall, winter, and spring months as high as Pittsburg.

The Muskingum River is formed by the Tuscarawas and the Walbonding, which rise in the upper part of the State and meet at Coshocton. From this point the course of the Muskingum is nearly southeast, 110 miles to the Ohio, at Marietta. Steamboats navigate this river as far as Dresden, 95 miles from its mouth.

The Scioto River receives its main affluent at Columbus, and flows thence nearly south to the Ohio at Portsmouth. Its passage is about 200 miles, through a fertile valley region. The route of the Ohio and Erie Canal is near the Scioto, for a distance of more than 90 miles.

The Miami River flows 150 miles from the northwest central part of the State, past Troy, Dayton, and Hamilton, to the Ohio, 20 miles below Cincinnati. It is a rapid and picturesque stream, traversing a very populous and productive valley tract. Its course is followed for 70 miles by the Miami Canal.

In the upper part of Ohio are the Sandusky, the Huron, the Cuyahoga, and other smaller rivers, which find their way to Lake Erie. This lake forms about 150 miles of the north and northwestern boundary of the State.

Ohio is one of the most desirable States of the Union to visit and travel in, the means of communication being numerous and expeditious. Lines of railway diverge from Cincinnati and other large commercial centres in every direction and to every important point in the State.

CINCINNATI.

HOTELS: The *Burnet House* is very centrally and pleasantly located on Third and Vine Streets; the *Spencer House*, on Broadway, near the Landing; *Broadway House*, corner of Second Street and Broadway, near the river and Landing; *Walnut Street House*, Walnut Street, between Sixth and Seventh Streets. The *St. Nicholas*, at the corner of Fourth and Race Streets, has one of the best-ordered restaurants in the West.

ROUTES.—From New York, by the *Erie Railway* to Salamanca, and thence by the *Atlantic and Great Western Railway*, via Mansfield. Total distance from New York, 862 miles.

From Philadelphia.—By *Pennsylvania Railroad*, 355 miles, to Pittsburg, Pa., and thence 313 miles, *via* Columbus, to Cincinnati. Total, 668 miles.

From Baltimore.—*Baltimore and Ohio Railroad*, 379 miles, to Wheeling, Va.; *Central Ohio*, from Bellaire, *via* Zanesville, to Columbus, 137 miles; *Little Miami Railroad*, 120 miles, to Cincinnati. Total, 636 miles.

From St. Louis.—By *Ohio and Mississippi Railway*, 340 miles.

From New Orleans.—Mississippi and Ohio River steamers, or by railway, *via* Memphis, Louisville, Lexington, etc.

"The Queen City of the West," as Cincinnati has not inappropriately been called, is the largest city of the West, and the fifth in extent and importance in the Union. Its central position on the Ohio River has made it a receiving and distributing depot for the wide and rich country tributary to those great waters. The city is delightfully situated in a valley of three miles' extent, enclosed by a well-defined *cordon* of hills, reaching, by gentle ascent, an elevation above the river of some 400 feet. These high points command imposing views of the city and its surroundings, far and near.

The chief portion of Cincinnati lies upon two plateaus or terraces, the first 50 feet above low-water mark, and the second 108 feet. The upper plain slopes gradually for a mile to the foot of Mount Auburn—a range of limestone hills, charmingly embellished with villas and vineyards. The city occupies the river shore

for more than three miles, and its area is rapidly extending in every direction. The central and commercial quarter is well and compactly built. The streets are mostly of good width, well paved and well lighted. It is divided into 18 wards. The principal thoroughfares are Broadway, Main, Pearl, and Fourth Streets. Main Street, the great business highway, $5\frac{1}{2}$ miles long, traverses the city from the Steamboat Landing—an open area of 10 acres, with 1,000 feet front—and is intersected at right angles by 14 leading streets, named First, Second, Third, Fourth, and so on. Pearl Street, parallel with the river, is the great jobbing mart. Fourth Street is the “Fifth Avenue” of the town, a long, wide, elegant and fashionable promenade upon the crown of the First Terrace, following the course of the river, and overlooking its waters and windings. Fifth Street contains the markets, and displays a scene of busy life through an extent of three or four miles. The present population of Cincinnati is 225,000, and, adding the rapidly increasing suburban population of Walnut Hills, Clifton, Cumminsville, and Mount Auburn, it will exceed 250,000.

PUBLIC BUILDINGS.—The *Cincinnati Observatory* has a beautiful situation upon Mount Adams, in the eastern part of the city. It commands an extensive view of the Ohio and of the surrounding country. It can be distinctly seen by the traveller from the steamboat, in passing up or down the river. It occupies four acres of land, the gift of the late Mr. Nicholas Longworth. It was built by the voluntary contributions of the citizens, who gave \$25 each toward the erection of the building and the purchase of appropriate instruments. Much, however, is due to the energy and perseverance of Professor Mitchel, to whose unceasing labors they are principally indebted for the result. The corner-stone was laid November 9, 1843, by the late John Quincy Adams, who called the edifice a “light-house of the skies.” The telescope, made by Mentz & Mahler, of Munich, is of fine finish, accuracy, and power. Its cost was \$10,000.

The *Masonic Hall* (Temple) stands on the northwest corner of Walnut and Third Streets. It is an elegant structure, 200 feet front and 80 feet high, newly

erected from designs by Hamilton and McLaughlin, at a cost of \$30,000. *Odd-Fellows' Hall* is opposite.

The *Cincinnati College*, a commodious building, is situated in Walnut Street, between Fourth and Fifth Streets. It is of the Grecian Doric order, three stories high, exclusive of an attic, and 140 feet front, 100 deep, and 60 in height. The Exchange and Reading-room is 59 feet by 45 feet, and one of the finest in the United States. The *Mercantile Library Association* occupies rooms in the same building as the Exchange, and on the same floor. It has 2,000 members, and 23,000 volumes, besides a very large supply of American and foreign newspapers, periodicals, etc. The *United States building* for the accommodation of the Post-office, Custom-House, and the United States Courts, is one of the most symmetrical edifices in the city, being a fine specimen of Corinthian architecture. It occupies a central *locale* on the southwest corner of Vine and Fourth Streets. The *Lunatic Asylum* is a three-story edifice of brick, located in the northwest part of the city. It has accommodation for 450 inmates. The *Ohio Medical College* is located in Sixth Street, between Vine and Race; it contains a large lecture-room, library, etc., the latter having several thousand well-selected standard works, purchased by the State. The cabinet belonging to the anatomical department is amply furnished.

The *City Hall* is in Plum Street, between Eighth and Ninth Streets.

The *Court-House*, on Main Street, opposite Court, is a spacious edifice, of white limestone, resembling marble, erected at a cost of half a million dollars. *Mozart Hall* is a massive stone building, with an auditorium capable of seating 3,000 persons.

The *Suspension Bridge*, across the Ohio River, is a magnificent structure. This enterprise was projected as early as 1848, and a charter was granted some years ago by the Legislatures of Kentucky and Ohio. It was not, however, until a comparatively recent date that subscriptions of stock could be secured to make a beginning. Some enterprising men having procured (1855) \$350,000, which has, during the progress

of the work, been increased to \$700,000, the foundations were laid September 1, 1856, and it will be completed during 1867. The entire cost of the bridge will exceed one and a half million dollars. The progress of the work is very interesting. The towers, the foundations of which are laid 86 by 52 feet at the base, are 230 feet high, and 1,057 feet apart. The cables are anchored 300 feet back on each side of the river, whence, passing over the tops of the towers, they sustain the whole weight of the bridge. The entire length of the bridge will be 2,252 feet. The elevation of the floor at the middle, above low-water mark, is 100 feet. The great flood of 1832—the highest on record—rose 62 feet above low water; and making allowance even for this, there will remain 38 feet. The highest grade of ascent at either end is 5 feet in 100 feet, and the strength of the bridge will be equal to that of any similar structure in the world. Opened to pedestrians, December 1, 1866.

CHURCHES, ETC.—Among the church edifices, of which there are 110 within the city, the *Cathedral of St. Peter* is the most prominent and best worthy of a visit. It is situated on Plum Street, corner of Eighth, and is devoted to the services of the Roman Catholic Church. The building is 200 feet long by 80 broad, and 60 feet high, with a steeple of 221 feet. The roof is principally supported upon 18 freestone pillars, formed of fluted shafts, with Corinthian tops, three and a half feet in diameter, and 35 feet in height. The ceiling is of stucco-work, of a rich and expensive character. The roof is composed of iron plates, whose seams are coated with a composition of coal-tar and sand, which renders it impervious to rain. The building cost \$90,000, and the ground \$24,000. At the west end of the church is an altar of the purest Carrara marble, made by Chiappri, of Genoa; it is embellished with a centre-piece, enriched with rays, around which wreaths and flowers are beautifully carved. The organ has 2,700 pipes and 44 stops. One of the pipes is 33 feet long, and weighs 400 pounds. It cost \$5,250. Several paintings occupy the walls, among which the St. Peter, by Murillo, presented to Bishop Fenwick by Cardinal Fesch,

uncle of Napoleon, is much admired. The Episcopal Church, corner of Seventh and Plum Streets, and the First Presbyterian, corner of Main and Fourth Streets, are notable edifices.

THEATRES.—*Pike's Opera-House*, burnt March 22, 1866, is now being rebuilt on the old site, on Fourth Street, between Walnut and Vine, and running back to Baker. The *National Theatre*, No. 92 Sycamore, between Third and Fourth Streets, is the oldest theatrical establishment in the city. *Wood's Theatre*, corner of Vine and Sixth Streets, is a newer place of resort. The *German Theatre* is at the northeast corner of Mercer and Vine Streets.

BENEVOLENT INSTITUTIONS.—The chief benevolent institutions are the *Lunatic Asylum*, the *Commercial Hospital*, four Orphan Asylums (viz., the *Cincinnati*, Elm, corner of Thirteenth Street; *St. Peter's*, corner Third and Plum Streets; *St. Aloysius*, Fourth Street; and *West German Protestant*, Mount Auburn), the *Widows' Home*, *Asylum for Indigent Females*, the *House of Refuge*, and the *Hotel for Invalids*, corner of Broadway and Franklin. The *Longview Asylum*, near Carthage Station, on the *Hamilton and Dayton Railway*, should be visited. It can be reached by omnibus from the corner of Sixth and Main Streets.

EDUCATIONAL INSTITUTIONS, ETC.—The educational institutions of the city are under the supervision of a board of trustees elected annually. They embrace 18 districts, two intermediate and two high schools, while private establishments of good grade are quite numerous. The *St. Xavier College*, on Sycamore Street, between Sixth and Seventh Streets, has an extensive library, museum, and apparatus. The *Lane Theological Seminary* is named after the brothers Ebenezer and Andrew Lane, of Oxford, England. This institution went into operation in 1833. The library contains 10,000 volumes. *Fairmount Theological Seminary* is two miles northwest of the Court-House. The *Wesleyan Female College*, and the *Woodward and Eclectic Medical Colleges*, the former founded by the late William Woodward, are among the most noteworthy. The *Mount Auburn Young Ladies' Institute* is a flourishing institution.

LIBRARIES, ETC.—The public libraries of Cincinnati are nine in number, two of which are German. The *Mercantile Library*, in the College building, on Walnut Street, between Fourth and Fifth Streets, affords every opportunity for strangers desiring access to its shelves. It is open from eight o'clock A. M. to ten P. M. The room adjoining the library is used by the students in the law department of the Cincinnati College. The *Mechanics' Institute*, on Vine and Sixth Streets, and the *Horticultural Society*, make annual exhibitions.

CEMETERIES.—There are ten cemeteries in and near the city. Of these, that located at *Spring Grove* is best worthy a visit.

Spring Grove Cemetery, a rural "city of the dead," is situated in the valley of Mill Creek, five miles northwest of the city. It was commenced in 1845. It contains 277 acres, laid out and adorned with exquisite and most appropriate taste. The original plan was drawn by Notman, of Philadelphia. The great feature of Spring Grove is the open-lot system, which has been adopted. Unsightly fences and railings nowhere offend the eye, and the entire absence of all superfluous ornamentation affords a marked and pleasing contrast to not a few of our largest and most frequented burying-grounds. The grounds are under the able superintendence of Mr. Adolph Strauch, florist and landscape gardener. Spring Grove contains some of the handsomest monuments to be found in any rural cemetery in the country. Among the most conspicuous for size and beauty are the following: The *Hoffner monument* consists of a Gothic shrine, executed in white marble, by Rule, from designs by Earnshaw. The statue within is by Fantœi, a Florentine sculptor, and is much admired. The *Baum monument* is of Quincy granite, 30 feet high. The vault of Jacob Strader is worthy of notice. It is built of red Connecticut sandstone, from designs by Batterson. The monuments to Peter Neff and Charles E. Williams are generally pointed out.

Among the greatest attractions of Spring Grove are undoubtedly its fine trees and shrubs, the number and variety of American forest-trees contained in

the original site (Garrard farm) forming one of the strongest inducements operating in its selection for the purposes of a cemetery. The list embraces the names of nearly 200 specimens—native and foreign—now cultivated at Spring Grove. The *Lake* is a beautiful sheet of water. The cemetery is reached by street cars from the corner of Vine and Fourth Streets in one hour.

VICINITY.

THE neighborhood of Cincinnati abounds with excellent macadamized roads. They are fourteen in number, with an aggregate length of 514 miles.

After visiting Spring Grove and the Suspension Bridge, a drive on Madison and Grandin roads will show the visitor most of the attractive features of the vicinity. Leaving the noise and smoke of the city, and proceeding northward through Vine Street, a drive of half an hour will bring the traveller into the high terrace lands in the rear of the city, whence, unless (as is sometimes the case) the smoke is impenetrable, a good view is obtained.

Bald Head, which has long been a favorite vineyard property of the Longworth family, is soon to be parcelled off into building-lots, the grape-crop having failed in the neighborhood for many years past. The residences of Mr. Harrison, Mr. Anderson, Captain P. W. Strader, and others on the Grandin road command fine views up and down the Ohio River. That from the grounds of Mr. Harrison is specially worth seeing.

ROUTES.—There are twelve main lines of railway travel leading from Cincinnati, by means of one or other of which every point of importance or interest in the State can readily be reached. These are the *Cincinnati, Hamilton, and Dayton Railway*, extending 60 miles to Dayton, and thence by the *Dayton and Michigan Railway* to Toledo; the *Hamilton and Eaton* branch, from Hamilton (25 miles), to Richmond (70 miles); the *Atlantic and Great Western Railway*, via Dayton (60 miles), and Corry (387), to Salamanca, New York (448 miles); the *Chicago and Great Eastern Railway*, via Richmond (70 miles), to Chicago (292 miles); the *Cincin-*



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nati and Zanesville Railway, via Morrow (36 miles), to Zanesville (168 miles); the *Little Miami and Columbus and Xenia Railroad*, to Columbus (120 miles), and thence by the *Cleveland, Columbus, and Cincinnati Railroad* to Cleveland (255 miles), and by the *Central Ohio Railroad* to Bellaire (257 miles); the *Marietta and Cincinnati Railway*, which leaves the *Little Miami Railroad* at Loveland (23 miles), and extends to Parkersburg, Va. (202 miles); the *Ohio and Mississippi Railway, via Lawrenceburg* (21 miles), and Vincennes, Ind. (191 miles), to St. Louis, Missouri, (340 miles); from Lawrenceburg the *Indianapolis, and Cincinnati* road extends to Indianapolis (110 miles); the *Pittsburg, Columbus, and Cincinnati Railroad* is an extension of the *Little Miami and Central Ohio roads, via Steubenville* ("Pan Handle"), and the *Cleveland and Pittsburg Railway* to Pittsburg (209 miles), in the adjoining State of Pennsylvania; the *Sandusky, Dayton, and Cincinnati Railway, via Dayton* (60 miles), to Sandusky, on Lake Erie (154 miles); the *Kentucky Central Railway*, from Covington, opposite Cincinnati, *via Lexington* (99 miles), to Nicholasville (112 miles).

Travellers bound for Cairo, St. Louis, Memphis, Vicksburg, New Orleans, or points on the upper or lower Mississippi during the regular boating season, can proceed on the regular river packets running between Cincinnati and those points.

Leaving Cincinnati, on the *Hamilton and Dayton* road, the train quickly passes Brighton and Spring Grove, seven miles (See SPRING GROVE CEMETERY). Near *Carthage*, three miles beyond Spring Grove, stands the imposing edifice of the *Longview Asylum*, one of the noblest charities of the city.

Hamilton, 25 miles from Cincinnati, on the road to Dayton, and 90 miles south-southwest of Columbus, lies on both sides of the Miami River. It was chartered in 1853. A canal, completed some years since, furnishes a fine water-power. It is the county seat of Butler County, and manufactures are extensively carried on. The county buildings, churches, and banks are among the most prominent buildings. It has direct railway communication with Richmond, Indiana, 45

miles, by the *Eaton and Hamilton Railway*. Population, 8,500.

Dayton.—HOTEL, *Phillips House*.

Dayton, 60 miles from Cincinnati by the *Cincinnati, Hamilton, and Dayton* road, is now an important railway centre, roads diverging thence to every part of the State. (See ROUTES FROM CINCINNATI.) This is one of the most populous and enterprising cities in Ohio. It is advantageously situated on the east bank of the great Miami River, at the mouth of Mad River. The location is pleasant, and the streets, which are one hundred feet wide, are handsomely laid out. Extensive manufactures of various kinds are carried on. Many of the public edifices and private mansions are constructed of excellent limestone and marble, which abound in the vicinage. It was settled in 1796, and incorporated in 1805. The *Court-House*, erected at a cost of \$170,000, is an imposing structure. Population, 33,000.

Lima, on the *Dayton and Michigan Railway*, 131 miles north of Cincinnati, is a thriving town on the Ottawa River, 98 miles northwest of Columbus. It has immediate railway communication with Chicago and Pittsburg by the *Pittsburg, Fort Wayne, and Chicago Railway*. Population, 4,500.

Toledo.—HOTELS, *Island House, American Hotel*.

Toledo is upon the Maumee River, four miles from its entrance into Lake Michigan, and upon the great railway route from the Eastern States westward. It is 52 miles west of Sandusky City, 113 miles west of Cleveland, 255 miles from Dunkirk (Erie road), 714 miles from New York, and 243 miles east of Chicago, by the Michigan Southern route. Toledo is the terminus of the Wabash and Erie, and Miami and Erie Canals. Its history as a city dates only from 1836, but it is already one of the chief commercial stations of the commerce of the great lakes. The public schools and church edifices are among its most noteworthy structures. The grain-trade of the place is large and increasing, and some of the immense elevators will repay a visit from the stranger in the West. A street railway affords ready access to the several

points of interest. Population, 23,000, and increasing rapidly. Direct communication with Detroit, Michigan (64 miles), via Monroe.

Xenia, the capital of Greene County, is on the *Little Miami, and Columbus and Xenia Railway*, 65 miles from Cincinnati, and 55 from Columbus. Springfield is 19 miles distant. It is handsomely laid out and lighted with gas. The *Court-House* is an imposing edifice. Population, 6,500.

Springfield.—HOTEL, *Willis House*.

Springfield, 84 miles above Cincinnati, on the direct route thence from Sandusky City on Lake Erie, and 130 miles below Sandusky, is an important railroad point. Dayton is 25 miles distant by rail. The Mad River and the Lagonda Creek meet at Springfield. These rapid waters afford abundant and fine mill-sites, which are all well employed by the manufactories of the town. This city is regarded as one of the most beautiful in the State, both in its position and construction. It was laid out in 1803. *Wittenberg College* (Lutheran) is a short distance from the city. The birthplace of the famous Indian warrior, Tecumseh, is five miles west. Population in 1860, 7,150.

Bellefontaine is on the *Sandusky, Dayton, and Cincinnati Railway*, 98 miles south of the former, and 117 miles north of the latter city. The *Bellefontaine Railway* intersects the main line here, and connects the town with Terre Haute and St. Louis. In the neighborhood are some fine springs, whence the name *Fine Fountain*, is derived. It was laid out in 1820, and has a population of nearly 3,000.

Tiffin, the capital of Seneca County, is on the *Sandusky River and Sandusky, Dayton, and Cincinnati Railway*, 34 miles southwest of Sandusky, and 181 miles north of Cincinnati. It was laid out in 1821, and has a population of nearly 5,000.

Columbus.—HOTEL, *Neil House*.

ROUTES.—From New York, Philadelphia, and intermediate places, see CINCINNATI for route thence to that city, as far as Columbus. From Cleveland (Lake Erie), southwest, 135 miles, by the *Cleveland, Columbus, and Cincinnati* road; from Cincinnati, by the same route, northeast, 120 miles; from Wheeling, Va. (see

BELLAIRE), terminus of the *Baltimore and Ohio* road, 137 miles west, by the *Ohio Central*; from Pittsburg, by the *Pittsburg, Columbus, and Cincinnati Railway*, 209 miles.

Columbus is near the centre of the State, upon the banks of the Scioto River, 90 miles from its debouchure on the Ohio. It was founded in 1812, and in 1860 had a population of nearly 19,000. It is the centre of a rich country, which is daily adding to its extent and opulence. Some of the principal streets are 100 and 120 feet in width, and elegantly built. Many of the public edifices are of a very striking character. The *Capitol*, which is constructed of limestone resembling marble, has a façade of more than 300 feet, and an elevation, to the top of the rotunda, of 157 feet. It occupies the centre of the public square, and near the site of the old State-House, burnt January 1, 1852. An artesian well, 2,775 feet deep, has been sunk without reaching water. Among the other most noteworthy buildings are the *Ohio Lunatic Asylum*, the *Institution for the Blind*, the *Asylum for the Deaf and Dumb*, and the *State Penitentiary*. The last-named building is an imposing edifice of Ohio marble, covering, with the adjacent workshops, a square of six acres' extent. The *Starling Medical College*, endowed by the late Lyne Starling, was established here some years ago. It occupies a Gothic edifice of brick, capped with a whitish limestone. The present population of Columbus is estimated at 21,300.

At *Eastwood*, in the immediate vicinity of the city, the traveller may have an opportunity of seeing the gardens of the Columbus Horticultural Society, and the grounds of the Franklin County Agricultural Society.

Newark, the capital of Licking County, is well situated at the forks of the Licking River, on the Ohio Canal, and at the junction of the *Pittsburg, Columbus, and Cincinnati* and the *Sandusky, Mansfield, and Newark Railways*. It is 33 miles east of Columbus, 117 miles south of Sandusky, and 104 miles west of Wheeling, Va. Cannel coal and sandstone abound in the vicinity. It was laid out in 1801, and contains a population of about 6,000.

Bellaire is a small town on the Ohio River, opposite Wheeling, and the point of intersection between the *Baltimore and Ohio Railroad*, and the *Central Ohio*, leading west and north. Ferry between Bellaire and Wheeling. Meals served on board the boat.

Cleveland.—HOTELS: the *Kenard House*, one of the best in the West; the *Weddell House*, Bank and Superior Streets; the *Angier House*, Bank and St. Clair Streets.

ROUTES.—From New York, by the *New York and Erie Railway*, to Dunkirk, on Lake Erie, 460 miles; thence the lake steamers, or the *Lake Shore Railway* (via Erie), 143 miles. Total, New York to Cleveland, 603 miles. Or, from New York by *New York and Erie Railway* to Salamanca (414 miles), and thence by the *Atlantic and Great Western Railway* to Cleveland. Total distance, 629 miles, without change of cars. From Philadelphia, via *Pennsylvania Railroad*, 355 miles to Pittsburg, and thence by *Cleveland and Pittsburg Railway* (150 miles). Total, 505 miles. From Baltimore, via Harrisburg, thence to Pittsburg, Pa., or by the Baltimore and Ohio route to Wheeling, etc.

Cleveland, the second city of Ohio, is beautifully situated on the south shore or bluff of Lake Erie, at the mouth of Cuyahoga River, and at the terminus of the *Cleveland, Columbus, and Cincinnati Railway*, 258 miles northeast of the latter city. It is one of the handsomest cities of the Union. The profusion of shade-trees which adorn its streets have earned for it the title of the "Forest City." It is laid out with broad, well-paved streets, occasionally varied with open squares, giving to the city a very pleasing general appearance.

Near the centre of the city is a public square of ten acres, in which stands the monument to Commodore Perry, inaugurated September 8, 1860. The pedestal is of Rhode Island granite. The statue is of Italian marble, and cost \$8,000. On the west side of the river is another enclosure, known as "the Circle." Prospect and Euclid Streets are handsome promenades, containing numerous elegant residences.

The social and municipal institutions

of the city are in a highly creditable condition. The churches and schools especially are numerous and excellent. Visitors must not fail to see the *Medical College*, the *Marine Hospital*, the new *Water-Works*, which occupy the highest ground west of the river, and the *Union Railroad Depot*, at which almost as many passengers daily arrive and depart as at any other point in the land. From the promenade, on the summit of the *Water-Works Reservoir*, a fine view is obtained of the city. *Case's Hall* is one of the finest public concert and lecture rooms in the West.

The *Cleveland Library Association* has a library of about 10,000 volumes; also a reading-room, supplied with all the leading newspapers and periodicals, and an annual course of lectures.

The cemeteries are among the chief ornaments of the city. The *City Cemetery*, on Erie Street, has several handsome monuments.

Cleveland was the first settlement within the limits of Cuyahoga County, in that part of Ohio which has long been known as the Western Reserve. It was laid out in October, 1796, and named in honor of General Moses Cleveland, a native of Connecticut. Originally the town was confined to the eastern shore of the Cuyahoga, but subsequently Brooklyn, or Ohio City sprang up on the opposite side, and both parts are now united under one corporation, distinguishable only by the bridge across the river.

Independent of its large and increasing business by railway and canal, Cleveland carries on a very considerable and important trade with the lake country, more particularly with the mining region of Lake Superior. Twenty transportation lines are connected with the port, giving daily steamboat and propeller communication with every important point on the chain of lakes. This is one of the best points of departure for tourist travel to the Lake Superior region. (See LAKE SUPERIOR.) Cleveland has also attained eminence as a ship-building port. The city was settled in 1796, incorporated in 1836, and in 1865 had a population of 58,700. The assessed value of city property in 1864 exceeded \$22,000,000.

Zanesville.—HOTELS, *Stacy House ; Zane House.*

Zanesville is upon the route from Baltimore to Columbus, Cincinnati, Indianapolis, and St. Louis (see those cities for routes thither); from Wheeling, Va. (see BELLAIRE), 78 miles by *Central Ohio* line; from Columbus, by same road, 59 miles; from Cincinnati, *via Cincinnati and Zanesville* road, 168 miles,

The position of Zanesville, upon the Muskingum River, and in the midst of a rich and populous valley region, promises an indefinite continuation of its past success, which has been upon the scale common to the cities of the Great West. *Putnam, South Zanesville, and West Zanesville*, on the west side of the Muskingum, are connected with the city proper by bridges. Settlements were first made here in 1799, and here was the seat of the State Government during the two years immediately preceding the selection of Columbus as the capital in 1812. Estimated population, 11,250.

Chillicothe.

Chillicothe is on the Scioto River, and the Ohio and Erie Canal, 45 miles below Columbus, and the same distance from the Ohio at Portsmouth. It is upon the *Cincinnati and Marietta Railway*, extending from Parkersburg, on the Ohio, a terminus of the *Baltimore and Ohio* road, to Cincinnati. Distance from Cincinnati 99 miles; from Parkersburg, 106 miles. This city was founded in 1796, and was the capital of the State between the years 1800 and 1810. The *Court-House* is an imposing stone edifice, erected at a cost of \$100,000.

The fine hill-slopes which enclose the valley site of Chillicothe contribute greatly to the unusually attractive aspect of the landscape here. To describe the topography of this pleasant city would be but to repeat what we have already said of many other places on the fruitful plains of Ohio and the neighboring States—to talk only of spacious and regular streets, substantial and elegant buildings, all telling eloquent tales of prosperity and progress. Population in 1860, 7,730.

Steubenville. — HOTEL, *United States.*

Steubenville is upon the Ohio River, on the eastern boundary of the State,

and on the great ("Pan Handle") railway route from Philadelphia, *via* Pittsburg, and from Baltimore, *via* Wheeling, Va., to Cincinnati, and all points in the West. It is 270 miles east of Cincinnati, and 59 miles west of Pittsburg. The history of Steubenville dates from 1798. Railroad communication has of late years given to it, no less than to its neighbors, a new and strong impetus forward. The position of the town is upon high terrace-land, overlooking a smiling and fertile country in all directions. The *Female Seminary*, overlooking the Ohio River, which is here about one-third of a mile in width, is a handsome edifice, with accommodation for 150 pupils. Population, between 7,000 and 8,000, upward of 1,000 of whom are engaged in manufactures.

Sandusky.—HOTELS, *West House ; Townsend House ; St. Lawrence.*

Sandusky City is the northern terminus of the *Sandusky, Dayton, and Cincinnati*, and the *Sandusky, Mansfield, and Newark Railways*. It is pleasantly situated on the south shore of Sandusky Bay, an inlet of Lake Erie, on the line of the *Lake Shore Railway*, from Dunkirk and Buffalo (N. Y.) to Toledo, Chicago, etc. It is distant from Cleveland 61 miles; from Toledo, 52 miles; from Cincinnati, 214 miles; from Dunkirk (*New York and Erie* road), 203 miles; from New York, 662 miles.

The city was laid out by Connecticut emigrants in 1817. The first church was built as late as 1830. Now the city is one of the most populous and opulent in Northern Ohio. Population, 25,000. Its eligible position on the busy waters of Lake Erie and its beautiful harbor, insure it continued growth and prosperity.

Portsmouth.

Portsmouth is upon the Ohio River, in the southeast part of the State. A railway extends northward to Hamden, on the line of the road from Cincinnati to Marietta and Parkersburg, Va. The Ohio River steamers, from all points, call here.

Crestline is a young railroad town at the intersection of the *Cleveland, Columbus, and Cincinnati*, and *Pittsburg, Fort Wayne, and Chicago Railways*, 75 miles from Cleveland, 63 miles from Columbus, and 183 from Cincinnati. It was laid out in 1851, and contains about

3,000 inhabitants. It is a general refreshment station for all through trains. *Continental Hotel.*

Urbanna, 95 miles from Cincinnati, on the *Atlantic and Great Western Railway*, is important as the point of intersection with the *Columbus and Indianapolis*, and *Sandusky, Dayton, and Cincinnati Railways*. It is the seat of justice of Champaign County, and contains nearly 8,000 inhabitants. The first house was built in 1806. The *Urbanna University* and *Collegiate Institution* are located here.

Proceeding northeast, we next reach

Galion, 164 miles from Cincinnati, and 282 miles from the eastern terminus of the *Atlantic and Great Western Railway* at Salamanca. Crawford County, in which Galion is situated, is famous for its beds of peat. *Cranberry Marsh* alone is estimated to contain two million and a half cords. The *Sulphur Springs*, near Bucyrus, the county seat, are sometimes visited by travellers.

Mansfield, 179 miles from Cincinnati, by the *Atlantic* road, and 176 miles from Pittsburg, on the *Fort Wayne and Chicago* road, is pleasantly situated on elevated ground, in Richland County. Noted for its fine horses and cattle. The *Sandusky, Dayton, and Newark Railway* connects it with those cities. It was settled in 1808 by Colonel Jared Mansfield, after whom it is named. Population, about 6,000.

West Salem lies in the centre of the great butter region of Wayne County, 219 miles from Cincinnati by the *Atlantic and Great Western Railway*. Here passengers on the night trains from Cincinnati usually breakfast.

Akron is at the point of intersection

between the *Atlantic and Great Western*, and the *Cleveland and Zanesville*, and *Cincinnati Railways*, 246 miles from the last-named city, and 202 miles southwest of Salamanca. The Ohio and Erie and Ohio and Pennsylvania Canals also connect at this point. Flour is extensively manufactured by means of the water-power in the canals and Little Cuyahoga River. Mineral paint is exported in large quantities.

Kent, on the Cuyahoga River, 10 miles from Akron, has extensive workshops and factories. It was formerly called Franklin Mills. *Brady's Pond* and *Brady's Leap*, on the Cuyahoga River, two miles from the town, afford pleasant rambles.

Ravenna, 263 miles from Cincinnati, by the *Atlantic* road, and 38 miles southeast of Cleveland, by the *Cleveland and Pittsburg* road, is pleasantly situated on a plain near the branch of the Cuyahoga River. It was settled in 1799, and contains a population of 3,000.

Warren, the county seat of Trumbull County, is on the Mahoning River and *Atlantic and Great Western Railway*; 162 miles west of Salamanca, and 286 miles northeast of Cincinnati. The Pennsylvania and Ohio Canal connects the town with Lake Erie and the Ohio River.

Youngstown, in Mahoning County, is pleasantly situated on the Mahoning River, 17 miles from Leavittsburg, whence it connects, *via* the *Atlantic and Great Western Railway*, with Cincinnati (283 miles), and Salamanca, N. Y. (165 miles). Extensive iron manufactories are located here.

(For continuation of this route eastward to Salamanca and New York, see **ERIE RAILROAD.**)

I N D I A N A .

INDIANA, the fifth State in the Union in population, extends about 275 miles from north to south, and 135 from east to west. On the north is the Lake and State of Michigan; on the east Ohio; on the south Kentucky (across the Ohio River); and on the west Illinois (across the Wabash).

There is little in the history of the State to interest the traveller. It was first settled by the French traders and missionaries, who remained till after the close of the American Revolution. In 1800 it became a Territorial government, and in 1816 an independent State. The battle of Tippecanoe, in 1811, in which the Shawnee Indians were routed by the United States forces, under General Harrison, is the only military event recorded in the history of the State.

Topographically, this State bears a great resemblance to its neighbor, Ohio. In the south, bordering on the Ohio, is the same hilly surface; and above, the same, undulating or level land, of a more marked prairie character sometimes, and perhaps more of barrens and marshes northward. In this direction a great pine tract abuts on Lake Michigan in sand-hills of 200 feet elevation. The river lands are almost always rich and fertile. As in surface, so in soil and climate, Indiana is very like Illinois. In the production of Indian corn she is the fourth State in the Union, Illinois being the first. The other products are much the same as those we have credited to her great sister State. (See Ohio.) Coal, iron, copper, marble, freestone, lime, and gypsum are found here. The State is divided into ninety-one counties, and contained in 1860 a population of 1,350,428, of whom 290 were Indians. Indianapolis is the capital, and chief commercial city; New

Albany, Evansville, Fort Wayne, Lafayette, and Terre Haute, are prosperous towns, with a population ranging from 10,000 to 15,000 each.

The *Ohio* forms the entire southern boundary of Indiana, and receives the waters of nearly all the other rivers of the State. (See OHIO RIVER, MAR, etc.)

The *Wabash*, next to the Ohio, the largest river of the region, flows 500 miles, crossing the State, and separating it in the lower half from Illinois. It is the largest tributary—from the north—of the Ohio, which it enters 140 miles from the Mississippi. In its passage it passes Huntington, Lafayette, Attica, Terre Haute, Covington, and other towns. It is navigable at high water for nearly 400 miles. The Wabash and Erie Canal follows its course from Huntington to Terre Haute, 180 miles.

The *White River*, the principal tributary of the Wabash, is formed by the two branches called the East and West Forks, which unite near Petersburg. It enters the Wabash, after a course of some 30 miles, nearly opposite Mount Carmel, Illinois. The West Fork, the longest branch of the White River flows southwest nearly 300 miles through the centre of the State, passing among other places, Muncie, Anderson, Indianapolis, Martinsville, and Bloomfield. On the East Fork are New Castle, Shelbyville, Columbus, and Rockford. This fork is 200 miles in length. It is sometimes called Blue River, until it reaches Sugar Creek, near Edinburg.

The *Maumee*, which is formed in Indiana by the St. Joseph's and the St. Mary's Rivers, passes into Ohio, where we have already met it. Besides these rivers, there are many other lesser waters. *Lake Michigan* washes the northern bor-

der of the State for 40 miles. (See LAKE MICHIGAN.) In this region there are also a number of small lakes and ponds.

The most interesting natural curiosities in the State (the peculiar landscape features of the region, in prairie reaches and richly wooded river banks excepted) are the numerous and remarkable caves.

The *Wyandotte Cave*, in Crawford County, 11 miles from Corydon, is a wonderful place, thought by many to equal in its marvels the famous Mammoth Cave of Kentucky. It has been explored for a number of miles, and has been found rich in magnificent chambers and galleries, in stalactites and other calcareous concretions.

Epsom Salts Cave is another notable place. It is on the side of a hill, 400 feet in height, on the Big Blue River. Among its wonders is a white column 30 feet high and 15 feet in diameter. It is regularly and beautifully fluted, and is surrounded by other formations of the same character. Epsom salts, nitre, gypsum, and aluminous earth are found in the soil of the floor here. A curious object is found within the cave in the shape of a picture of an Indian rudely painted on the rock.

Ancient Mounds and earthworks are scattered over this State, as through Ohio.

RAILWAYS.—In our peep at Ohio, we have alluded to the wonderful network of railroads, which so marks that State and its neighbors both east and west. These iron roads link all parts of Indiana to each other, and unite it closely with every part of the Union from the Atlantic to the Mississippi. The railways here, as in Ohio on the one side, and Illinois on the other, are links of the great highways across the continent westward. Indianapolis is the chief radiating point of the railway system of this State, as Cincinnati is of Ohio and Chicago of Illinois, and thence the traveller has ready access to every part of the Union.

Indianapolis. — HOTELS, *Bates House* and the *American*.

The *locale* of Indianapolis is at once attractive and commanding. It is situated on the west fork of White River, near the mouth of Fall Creek, 115 miles northwest of Cincinnati, and 200 south-

southeast of Chicago. It was selected for the State capital in 1820, at which time the whole region was a dense forest. Five years later, the public offices were removed hither from Corydon, and now broad, beautiful, and populous streets, lined with costly and elegant edifices and dwellings, are every year spreading farther and farther over the great plain which surrounds the young city.

The *Railway Station* here is an edifice of magnificent proportions, with a frontage of 350 feet. Some of the very many churches are imposing structures. The *State-House* is a fine building, 180 feet in length, ornamented on each side with a grand Doric portico, and surmounted by a noble dome. The *Court-House*, the *Masonic Hall*, and the *Bates Hotel* will attract the particular notice of the visitor here. *Washington Street* is a handsome thoroughfare, 120 feet in width, and contains the principal public buildings.

Indianapolis is the seat of the *Indiana Medical College*, founded in 1849; here, too, is the *State Lunatic Asylum*, established in 1848. Estimated population, 38,000. Trains run daily from the Union Depot over the following roads, viz.:

Indianapolis and Madison Railway, to Franklin (20 miles); Edinburg (30 miles); Columbus (41 miles); North Vernon (62 miles); Madison (86 miles), on the Ohio River, where it connects with the mail steamers.

Indianapolis, Peru, and Chicago Railway, to Kokomo (54 miles); Chicago and Great Eastern Railroad crossing (55 miles); Peru (75 miles), connecting with the *Toledo, Wabash, and Western Railway*.

Indianapolis and Cincinnati Railway, to Shelbyville (26 miles); Greensburg (46 miles); Laurenceburg (90 miles); Cincinnati (115 miles).

Columbus and Indianapolis. (Indiana Central) *Railway*, to Richmond (69 miles); Urbana (141 miles); Milford (160 miles); Columbus, Ohio (188 miles).

Bellefontaine Railway (Indianapolis, Pittsburg, and Cleveland), to Union (84 miles); Bellefontaine (142 miles); Marion (182 miles); Crestline (207 miles); Cleveland (282 miles).

Terre Haute and Indianapolis Rail-

way, to Greencastle (39 miles); Terre Haute (73 miles), thence *via St. Louis, Alton, and Terre Haute Railway*, to Mattoon (129 miles); Pana (168 miles); Alton (247 miles), and St. Louis (273 miles).

Jeffersonville Line, to Columbus (41 miles); Seymour (59 miles); Jeffersonville (108 miles), where connection is made with steamers on the Ohio for Louisville, Cincinnati, etc.

Lafayette and Indianapolis Railway, to Lebanon (28 miles); Colfax (43 miles); stage to Frankfort, Lafayette (64 miles).

The above roads and their connections afford communication between Indianapolis and every portion of the Union.

New Albany.—HOTEL, the *De Paw House*

New Albany, the second city of the State, is upon the Ohio River, four miles below Louisville, and two miles below the Falls. From Cincinnati it is distant 136 miles. (See CINCINNATI and LOUISVILLE for routes to those points.) It is the southern terminus of the *Louisville, New Albany, and Chicago Railway*, which extends 288 miles to Michigan City, on Lake Michigan, where it connects with the *Michigan Central* to Chicago and the Northwest, and railways for Detroit, Niagara, and the Canadas, and with the *Lake Shore* line to New York, *via* Dunkirk and Buffalo. Steamboats arrive and depart continually for all landings on the Ohio and the Mississippi Rivers and their tributaries. The town was laid out in 1813. In 1860 its population numbered some 13,000, and it is now estimated at 18,700. The aspect of this city is very like that of most towns on the level prairie lands of the West, broad, regular, well-built, and agreeably shaded streets, with a general air of life and prosperity. It contains numerous fine church edifices and several good schools. Steamboat building is extensively carried on. The *Collegiate Institute* and *Theological* (Presbyterian) *Seminary* are flourishing institutions.

Madison.—HOTEL, *Madison Hotel*.

Madison is upon the Ohio, 90 miles below Cincinnati; 40 miles above Louisville; and 86 miles southeast of Indianapolis, by the *Indianapolis and Madison Railway*, of which it is the southern terminus. From Cincinnati take the steam-

ers on the Ohio River, or the *Ohio and Mississippi Railway* to Vernon, 73 miles, and thence *via Indianapolis and Madison Railway*. The city is situated in a pleasant valley, of three miles' extent, shut in on the north by bold hills, 400 feet in height. It was first settled in 1808, and now contains a population of nearly 15,000. Steamboats are extensively built, owned, and run here.

Jeffersonville, the southern terminus of the *Jeffersonville Railway*, is advantageously situated on the Ohio, 108 miles south of Indianapolis, nearly opposite the city of Louisville, of which, with the adjacent falls, it commands a fine view. The river at this point is nearly a mile wide, and has a swift current. The *Indiana State Prison* is well worth visiting. Population, about 5,000.

Fort Wayne, in the northeast part of the State, is an important railway centre at the junction of the *Pittsburg and Chicago* with the *Toledo and Wabash Railway*. The St. Joseph's and St. Mary's Rivers form the Maumee at this point, and the Wabash and Erie Canal comes in 122 miles from Lafayette, and 112 miles from Indianapolis. Fort Wayne was the ancient site of the Twight-wee village of the Miami Indians. The fort, which gives its name to the town, was erected here in 1794, by the command of General Wayne. It continued to be a military post until 1819. The Miamis were not removed westward until 1841. Population 11,000.

Terre Haute.—HOTEL, the *Terre Haute House*.

Terre Haute, the seat of justice of Vigo County, is on the east bank of the Wabash River, near the western boundary of the State. The town is most pleasantly situated upon a bank 60 feet above the Wabash. Fort Harrison Prairie, which sweeps away to the eastward, is famous for its charming landscape. Pork, grain, and flour are largely exported by the Wabash and Erie Canal, which passes through the city. Railway connection with Indianapolis (73 miles) and St. Louis (189 miles), by the *Terre Haute, Alton, and St. Louis Railway*. The *Evansville and Crawfordsville Railway* connects it with Evansville (109 miles), and with Rockville (23 miles). Population (estimated), 9,600.

Lafayette.—HOTEL, *Bramble House*.

Lafayette is pleasantly situated upon the Wabash River and the Wabash and Erie Canal, at the intersection of the *Louisville, New Albany, and Chicago Railroad* with the *Toledo and Wabash* road. It is 64 miles northwest of Indianapolis, and 123 miles southeast of Chicago, with both of which cities it has immediate connection by rail. It is the principal grain market of the State. It was settled in 1825, and contains a population now estimated at nearly 12,000.

Evansville.—HOTEL, the *Pavilion Hotel*.

Evansville is upon the high bank of the Ohio, near the southwest extremity of the State, 200 miles from the Mississippi, and the same distance below Louisville, in Kentucky. It is the southern terminus of the *Evansville and Crawfordsville Railway* and of the Wabash and Erie Canal, completed in 1853. Among the most prominent buildings are the *Court-House*, *State Bank*, *Marine Hospital*, and two or three of the church edifices. Large

shipments of grain and pork, the products of southeastern Indiana, are made here by steamboat. Flour is extensively milled here, and there are several large breweries. Population, 12,600.

Richmond is situated on a fork of Whitewater River, four miles from the Ohio State line, 69 miles from Indianapolis, the capital, and 70 northwest of Cincinnati. It is a growing town, and has several flourishing manufactories of cotton, wool, iron, paper, and flour. The river furnishes abundant water-power, which is very generally taken advantage of by the inhabitants, for it has become the chief manufacturing town in the State. Richmond has ten or twelve churches, a public library, a branch of the State Bank of Indiana, two fire companies, and a large number of retail stores. It is the centre of a rich and populous agricultural district, with which it does an active trade. The population is estimated at about 8,500. The *Chicago and Great Eastern* and *Cincinnati, Eaton, and Richmond Railways*, connect here, and pass through the town.

ILLINOIS.

ILLINOIS, the fourth State of the Union in population, and the first in the production of breadstuffs, extends northward 380 miles, and westward (at the extremest point) 200 miles. It is bounded by Wisconsin on the north, Lake Michigan and Indiana on the east, Kentucky on the south (the Ohio between), and Missouri and Iowa on the west, the Mississippi River intervening. The general surface of the country here, as in Indiana and Ohio, is that of elevated table-lands, inclining southward, though it is more level than the neighboring States. In the lower portions there is a small stretch of hilly land, and some broken tracts in the northwest; and upon the Illinois River there are lofty bluffs, and yet higher and bolder points on the Mississippi.

The great landscape feature of Illinois is its prairies, which are seen in almost every section of the State. The want of variety, which is ordinarily essential to landscape attraction, is more than compensated for in the prairie scenery, as in that of the boundless ocean, by the impressive qualities of immensity and power. Far as the most searching eye can reach, the great unvarying plain rolls on; its sublime grandeur softened but not weakened by the occasional groups of trees in its midst, or by the forests on its verge, or by the countless flowers everywhere upon its surface. The prairies abound in game. The prairie duck, sometimes but improperly called grouse, are most abundant in September and October, when large numbers are annually taken.

Perhaps the most striking picture of the prairie country is to be found on *Grand Prairie*. Its gently undulating plains, profusely decked with flowers of every hue, and skirted on all sides by

woodland copse, roll on through many long miles from Jackson County, north-east to Iroquois County, with a width varying from one to a dozen or more miles. The uniform level of the prairie region is supposed to result from the deposit of waters by which the land was ages ago covered. The soil is entirely free from stones, and is extremely fertile. The most notable characteristic of the prairies, their destitution of vegetation, excepting in the multitude of rank grasses and flowers, will gradually disappear, since nothing prevents the growth of the trees but the continual fires which sweep over the plains. These prevented, a fine growth of timber soon springs up; and as the woodlands are thus assisted in encroaching upon and occupying the plains, settlements and habitations will follow, until the prairie tracts are overrun with cities and towns. Of the thirty-five and a half millions of acres embraced within the State, but thirteen millions, or little more than one-third, were improved in 1860, showing that, despite her wonderful progress in population and production, she is yet only in her infancy. Excepting the specialty of the prairie, the most interesting landscape scenery of this State is that of the bold, acclivitous river shores of the Mississippi, the Ohio, and the Illinois Rivers.

The *agricultural capabilities* of Illinois are unsurpassed by those of any other State in the Union. The soil on the river bottoms is often 25 or 30 feet deep, and the upper prairie districts are hardly less productive. The richest tracts in the State are the Great American Bottom, lying along the Mississippi, between the mouths of the Missouri and the Kaskaskia Rivers, a stretch of 80 miles, the country on the Rock

River and its branches, and that around the Sangamon and other waters. Thirty to 40 bushels of wheat, or 80 to 100 bushels of Indian corn to the acre, is by no means an uncommon product here. In the growth of Indian corn, Illinois ranks as the first State in the Union. In respect to other agricultural staples and products, what we have said of the adjoining States of Ohio and Indiana, may be repeated of Illinois; so of the forest-trees of the country.

In mineral resources the State is well provided. She shares, with the adjoining States of Iowa and Wisconsin, extensive supplies of lead. The trade in this mineral is the chief support of the prosperous town of Galena, in the northwest part of Illinois. Forty million of pounds of lead were shipped from that port in 1852. Bituminous coal exists everywhere, and may be produced in many places without excavation. The bluffs, near the Great American Bottom, contain immense beds of this valuable product. Mines are worked near Peoria, and at many points on the line of the *Illinois Central Railroad*. In the southern part of the State iron is said to be abundant; and in the north, copper, zinc, lime, fine marbles, freestone, gypsum, and quartz crystals. Silver, too, is known to exist in St. Clair County. At Peoria, in the immediate vicinity of the city, is a valuable spring, strongly impregnated with sulphur.

Medicinal springs, sulphur and chalybeate, are found in various parts of the State. In Jefferson County there is a spring very much resorted to, and in the southern part of the State are some waters which taste strongly of Epsom salts.

The *Mississippi* forms the entire western boundary of the State, and many of the most remarkable pictures, for which its upper waters are famous, occur in this region—the tall, eccentrically shaped bluffs rising at different points to the height of from 100 to 500 feet. The *Fountain Bluff* of the Mississippi is in Jackson County; it is oval-shaped, is six miles in circuit, and 300 feet in height. The summit is full of sink-holes. (See *MISSISSIPPI RIVER*.)

The *Illinois*, the largest river of the State, flows through its centre south-westerly into the Mississippi, 20 miles above Alton. Exclusive of its branches, the Des Plaines and the Kankakee, its length is about 320 miles. Its navigable waters extend at some seasons 206 miles to Ottawa, at the mouth of the Fox River. Peoria is upon its banks, 200 miles from its mouth.

The picturesque heights of the Illinois, called the *Starved Rock*, and the *Lover's Leap*, are frequently visited by tourists in search of the curious. Starved Rock, eight miles below Ottawa, is a grand perpendicular limestone cliff, 150 feet in height. It was named in memory of the fate of a party of Illinois Indians, who died on the rock from thirst, when besieged by the Pottawatomies. *Lover's Leap* is a precipitous ledge, just above Starved Rock, and directly across the river is *Buffalo Rock*, a height of 100 feet. This eminence, though very acclivitous on the water side, slopes easily inland. The Indians were wont to drive the buffaloes in frightened herds to and over its fearful brink. *Peoria Lake* is an expansion of the Illinois, near the middle of the State. Above Vermilion River there are some rapids, which boats pass only in periods of high water.

The *Ohio* bounds the State on its southern extremity. It is in this part of Illinois (Hardin County) that the famous *Cave in the Rock* of the Ohio shore occurs. (See *OHIO RIVER*.)

The *Wabash*, on the eastern boundary, divides Illinois in the lower portion from Indiana. (See *INDIANA*.)

Rock River has its source in the neighborhood of Lake Winnebago, in Wisconsin, and flows a distance of 330 miles to the Mississippi, a little below the town of Rock Island. It enters Illinois near Beloit, and afterward passes Rockford and Dixon. Its course is through a rich valley or plain, remarkable for its pictorial interest. The navigation of its waters is much obstructed by rapids; for it is, unlike the sluggish Illinois, a bold, swift stream. Small steamboats ascend sometimes, however, 225 miles, to Jefferson, in Wisconsin.

The *Des Plaines* flows 150 miles from

the southeast corner of Wisconsin to Dresden, where it unites with the Kankakee, and forms the Illinois.

The *Kankakee* comes from the northern part of Indiana, 100 miles to Dresden. Its course is sluggish, and through a region chiefly occupied by prairies and marshes. This stream abounds in game, and during the duck-shooting season is much frequented by sportsmen from Chicago and neighborhood.

The *Sangamon* enters the Illinois, about 10 miles above Beardstown, after a course of nearly 200 miles. Small steamers ascend it at high water.

The *Fox River* rises in Waukesha County, Wisconsin, and after passing the towns of Elgin, St. Charles, Geneva, Batavia, and Aurora, falls into the Illinois at Ottawa.

The *Vermilion*, the *Embarras*, and the *Little Wabash*, are tributaries of the Wabash from Illinois.

Lake Michigan forms 60 miles of the northern boundary of the State. (See LAKE REGION.) Excepting the expansion of the Illinois River, called Lake Peoria, and the waters of Pishtaka, in the north-east, there are no lakes of importance.

Railways abound in Illinois, as in all parts of the West. The railway system of Illinois, of which Chicago is the centre, embraces upward of 3,000 miles of track completed and in successful operation. In 1850 there were less than 50 miles of railroad completed in the entire State. (See CHICAGO, for railways diverging thence.)

CHICAGO.

HOTELS.—The *Tremont House* and the *Sherman House* are the leading hotels of the city. They are both admirably located and well kept. The latter, which is built of Athens marble, is an imposing edifice, with a frontage of 340 feet on Clark and Randolph Streets. It was erected in 1860, at a cost of \$100,000. It is handsomely furnished, and has a vertical railway for the use of guests. The *Richmond House*, pleasantly situated on Michigan Avenue, at the intersection of South Water Street, and the *Briggs House*, on Randolph Street, corner of Wells, are large and well-appointed establishments.

The *restaurants* of the city, though numerous, are but indifferently kept. That of Ambrose & Jackson, at 91 Clark Street (dinner), is the best worthy of patronage. *Kinsley's*, on Washington Street, under the Opera-House, has the best ice-creams and confectioneries. The main apartment, or refreshment-saloon, is admirably arranged and furnished.

CONVEYANCES, ETC.—The street cars, which were first introduced in 1857-'58, furnish the most ready means of visiting the different portions of the city. There are twelve lines, running in the three divisions of the city, as follows: The South Division, three lines, viz., the Cottage Grove, Indiana Avenue, and Thirty-first Street, to Bridgeport.; in the West Division five lines, viz., Randolph Street, Madison Street, Milwaukee Avenue, Halsted and Blue Island Avenue, and Clinton Street; and in the North Division four lines, viz., to city limits, Chicago Avenue, Sedgwick Street, and Clybourne Avenue.

The principal hack-stands are on Court-House Square, immediately opposite the Sherman House. The fares are regulated by law, being 50 cents for one passenger for all distances not exceeding one mile. Over one, and not exceeding two miles, one dollar. When hacks are engaged by the hour or day, the price should be agreed on before starting. Livery stables are numerous, and generally well stocked, and strangers will find it most satisfactory to order conveyances from them, as they will thus be saved frequent overcharges and other annoyances. Wright Brothers, 246 Kinzie Street, and George Hall, 47 Wabash Avenue, have both good stables.

ROUTES.—From New York.—To Buffalo or Niagara Falls, by the *New York and Erie* or the *Hudson River and Central Railways*; from Niagara, by the *Great Western Railroad* (Canada) to Detroit; and from Detroit, through Michigan, by the *Michigan Central Railroad*, or from Buffalo, by the Lake Erie steamers, or the *Lake Shore Railway*, via Erie, Cleveland, and Sandusky to Toledo, and thence by the *Michigan Southern* route. Distance, via Niagara Falls and Detroit, 963 miles; via Buffalo and Toledo, 986 miles.

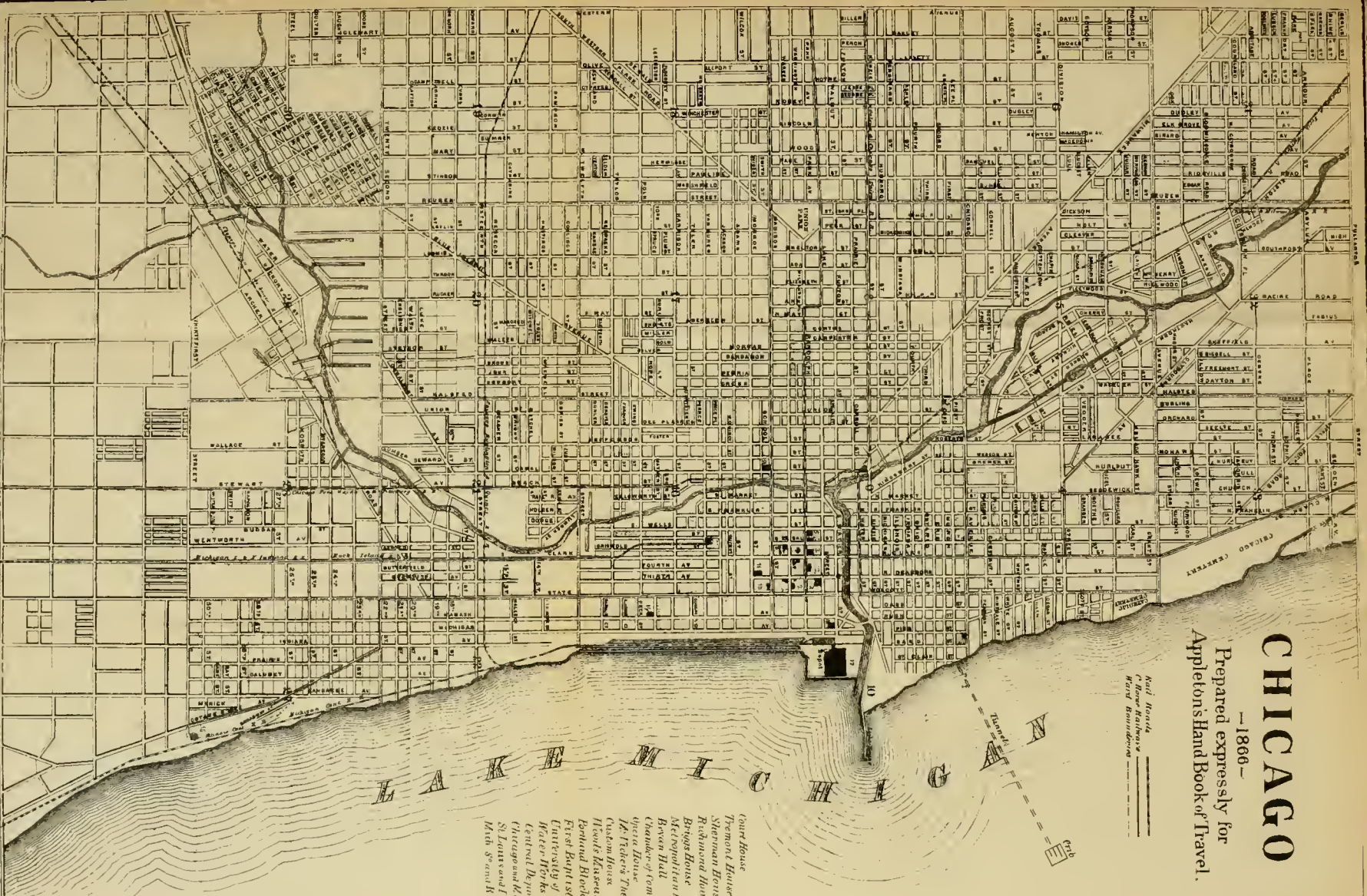
CHICAGO

—1866—

Prepared expressly for
Appleton's Hand Book of Travel.

Wells House
C. & N. W. R. R.
Ward R. R. R.

- Tour House
Tremont House
Richmond House
Briggs House
Metropolitan Hall
Bryson Hall
Chamber of Commerce
Opera House
1st Theatre
Theatre House
First Baptist Church
University of Chicago
Water Works Tunnel
Central Depot
Chicago and Milwaukee R.R.
St. Louis and Pittsburgh R.R.
Mad. & N. W. R.R.



well-appointed establishments.

| *via* Buffalo and Toledo, 986 miles.

From Philadelphia.—*Pennsylvania Central Railroad*, 335 miles to Pittsburg; thence by *Pittsburg, Fort Wayne, and Chicago Railroad*. Total distance, 823 miles.

From Baltimore.—*Baltimore and Ohio Railway* to Wheeling and Bellaire, and thence *via* Pittsburg and Fort Wayne.

From New Orleans, *via* Jackson, Columbus, and Cairo, 914 miles.

From St. Louis, *via* Alton and Springfield, 280 miles.

Chicago, the largest, most populous, and most important city of Illinois, and the commercial metropolis of the Northwest, is situated on the western shore of Lake Michigan, at the mouth of the Chicago River. By means of the latter, and the Illinois and Michigan Canal, it has continuous communication with the Mississippi River, the Gulf of Mexico, and the Pacific Ocean, on the west, and with the chain of lakes, the St. Lawrence, and the Atlantic Ocean, on the east. Probably no inland city in the world possesses greater facilities for commercial intercourse.

The rapidity of its growth in population and trade finds no parallel either in ancient or modern times. The history of the city, though brief, is interesting, not only on account of the romantic incidents of its early discovery and occupation, but as furnishing one of the most, perhaps the most remarkable instance on record of rapid, sustained, and permanent growth.

The first visitors to the site of the present city were Joliet (Louis) and Marquette (Jacques), who arrived August, 1673. Point au Sable, a native of St. Domingo, followed in 1796, but soon afterward removed to Peoria. The first permanent settlement was made in 1804, by Mr. John Kinzie, who moved hither from St. Joseph, at that time a missionary station on the east side of Lake Michigan. On April 7 and August 12, 1812, the Indian massacre occurred at Fort Dearborn, which resulted so disastrously to the little garrison.

At the close of 1830, Chicago contained twelve houses and three suburban ("country") residences on Madison Street, with a population, composed of whites, half-breeds, and blacks, numbering about

100. The first map of the town, as surveyed by James Thompson, bears date August 4, 1830.

Fort Dearborn was constructed in 1804, rebuilt in 1816, and pulled down in 1857. It stood near the head of Michigan Avenue, below its intersection with Lake Street, and a little north of the present Marine Hospital building.

The town was organized August 10, 1833, incorporated as a city March 4, 1837, and the first election held May 1, 1837, so that it is now in its thirtieth year. The first vessel entered the harbor June 11, 1834, and at the official census, taken July 1, 1837, the entire population was found to be 4,170. Outside of Fort Dearborn, in 1833, were about 35 houses, mostly built of logs. The first frame building was erected in 1832, by George W. Dole, and the first brick house in 1833. It was standing on Monroe Street, near Clarke, at a recent period. In 1843 the population of the city had increased to 7,580; in 1847 to 16,859; in 1850 to 28,269; in 1855 to 80,023; in 1860 to 109,263, and in 1865 to 178,539. Its present population, city and suburban, is estimated at 260,000.

During the years 1856-'57, and '58 the entire business portion of the city was raised from three to eight feet above its former level, which has facilitated drainage, and greatly improved its sanitary condition as well as commercial facilities.

The site of the city is at present a gently inclined plane, the ground in the western part of the city, three miles from the lake, being from 15 to 18 feet above the level of the lake. The streets are generally 80 feet wide, and regularly built. They cross each other at right angles, and are for the most part paved with stone or with the Nicholson pavement. Many of them are from three to five miles in length. The Chicago River, and its two branches, run through the city, dividing it into three nearly equal divisions, known as North, South, and West Chicago. Numerous bridges connect the main avenues of travel leading from the city proper to the Northern and Western Divisions. These divisions are subdivided into 16 wards, and contain 416 streets, avenues, and alleys. The river affords a harbor for the largest

vessels for more than five miles, at the entrance of which is a new iron light-house. Lake Street is the Broadway of Chicago; while Michigan Avenue and Wabash Avenue are distinguished by princely edifices, and adorned with rows of luxuriant trees. On South Water Street are situated many of the warehouses and all the large wholesale stores. Many of the private residences on the north and west side of the river are handsomely built, and surrounded by highly ornamented or cultivated grounds.

Chicago is the greatest primary grain-market in the world. The first shipment, consisting of 78 bushels of wheat, took place in 1838. In 1863 the exports of grain exceeded *fifty-four millions* of bushels, and in 1865 about the same amount was shipped. In 1865 nearly six hundred and fifty million feet of lumber were received. The provision trade is also very extensive and prosperous. To those who would carry away with them a just estimate of the greatness of Chicago, a visit to the extensive grain elevators, cattle and lumber yards, and packing-houses, is necessary. These establishments, together with the railway stations, and the activity which everywhere manifests itself in the industrial pursuits of its people, constitute the striking features of Chicago life.

The immense elevators of Sturges, Buckingham & Co., Flint & Thompson, and Munn & Scott, are well worthy a visit. The two latter have an aggregate capacity of two and a half million bushels. The total capacity of the 17 elevators in the city is *ten million fifty-five thousand bushels*.

The *Union Stock Yards* embrace 345 acres, laid out in streets and avenues, and provided with an abundant supply of water and every thing needful in the receiving and tending of stock. Nine of the railways, terminating in Chicago, find a common centre here. Fifteen million feet of lumber were used in constructing the flooring and pens, and the whole cost of construction thus far has reached one million dollars. The extensive breweries of the "Lill" and "Sands" companies are well worthy a visit.

The best points of observation in this Prairie or Garden City, as it is some-

times though inappropriately called, are worthy of note. They are the *Court-House Tower* and the *Sherman House Observatory*.

PUBLIC GROUNDS, BUILDINGS, ETC.—Chicago, though by no means densely populated even in its most crowded quarters, has already several fine public grounds and promenades. The most attractive is the *Esplanade*, sometimes called Lake Park, which extends along the basin, on the east side of Michigan Avenue, from Randolph Street to Park Place. On summer evenings, the upper end of this delightful promenade presents an animated appearance.

Dearborn Park is an enclosure of one and a half acres, near the north end of the Esplanade. It is the oldest public ground in the city.

Union Park, in the West Division, contains an area of five and a half acres, well laid out, and ornamented with shade-trees.

Jefferson Park, near Union Park, containing five acres, has several handsome residences around it.

Lincoln Park, north of the City Cemetery, on the lake shore, contains nearly 60 acres, and is undergoing improvements, which will eventually make it the most attractive public ground in the West.

The principal public buildings are located in the very heart of the city, and are easily accessible. They are the *Custom-House* and *Post-Office*, the *Chamber of Commerce*, *Crosby's Opera-House*, the *Court-House*, and the *Armory*. The *Depot* of the *Union* or *Central Railway* is also a fine building of immense extent.

The *Court-House* is an imposing edifice, though architecturally defective. It is built of Lockport limestone. It was completed in 1855, and occupies the most central square in the city. The tower, which is reached by a spiral stairway, commands the best view to be had of the city and lake.

The *Chamber of Commerce*, at the corner of Washington and LaSalle Streets, should be visited. It is of Athens marble, in the modern Italian style, 181 feet long by 93 feet wide, and is justly admired for its fine proportions and finish. It was completed, August 1865, at a cost, including the ground, of \$400,000.

The Board of Trade Hall is a magnificent apartment, 143 feet in length, 85 feet wide, and 45 feet high, and lighted by 25 windows, each 25 feet in height. The ceiling, etc., is richly frescoed. The daily sessions of the Board, from 11 to 1 o'clock, afford one of the characteristic sights of the city. The best hour for strangers to visit it is 12 o'clock. Admission to the balcony overlooking the hall.

The *Merchants' Exchange*, incorporated February 16, 1865, is at 17 Dearborn Street.

The *Opera-House* is one of the most prominent and costly buildings in the city. It stands on Washington Street, between State and Dearborn, having a front on the former of 140 feet, and running back 179 feet. The building was completed in 1865, and cost \$450,000. It is four stories high, and presents a chaste and imposing appearance. *Kinsley's Restaurant and Confectionery*, on the first floor, is the leading establishment of its kind in the city.

Besides the public buildings enumerated above, the city contains 60 halls, which are used as lecture, concert, and assembly rooms. The principal are *Bryan* and *Metropolitan* Halls.

Among the public works of the city specially worthy of notice is the *Lake Michigan Tunnel* for supplying the city with water. Permits to visit it are granted at the office of the Water-works, corner Chicago Avenue and Pine Street. This fine work was commenced March 18, 1864, and completed December, 1866. The depth of the shore shaft is 69 feet, and of the lake shaft 64 feet; the whole length of the tunnel is two miles. The lake terminus of the tunnel, known as the "Crib," should be first visited. It is composed of timber securely bolted together, and is 40 feet long, and pentagonal in form. Upward of 600,000 feet of timber, 2,000 bolts, and 400 bales of oakum, costing nearly \$100,000, were used in its construction. Upon the top of this structure a permanent lighthouse is to be erected. The tunnel is nearly circular in form, being 5 feet 2 inches in height, and 5 feet wide. It is enclosed in brick masonry, 8 inches thick. The actual excavation was about seven feet, requiring the removal of nearly 16,000

cubic yards of earth, principally clay. About four millions of bricks were used in the construction of the tunnel. The bottom of the lake shaft is 66 feet below the ordinary level of the lake, and the bottom surface of the tunnel descends westward to the shore shaft, at the rate of two feet per mile. The contract price for the work was \$315,139, but the whole cost, inclusive of the lighthouse and improvements to the present works, will probably reach \$1,000,000. The contractors for this great work were Messrs. Dull and Gowan, of Harrisburg, Pa. E. S. Chesbrough, City Engineer.

The work of deepening the Illinois and Michigan Canal, so as to turn the current of the Chicago River from Lake Michigan into the Illinois and Mississippi Rivers, was commenced in 1865, and will be completed, it is thought, in 1868, at a cost of two million dollars. When this great work is finished, Chicago will be one of the best-cleansed as well as best-watered cities on the continent.

If the visitor is desirous to pursue his hydropathic and sanitary investigations further, he ought to visit the famous *Artesian Wells*. They are situated at the intersection of Chicago and Western Avenues, about $3\frac{1}{2}$ miles west of the Court-House, and are easily reached by the cars on West Randolph Street. The Wells are respectively 911 and 694 feet deep, and flow about twelve hundred thousand gallons daily. A third well was commenced, with the view of obtaining oil, but work on that has been suspended for the present.

CHURCHES, ETC.—The church edifices of Chicago number 112, and the cemeteries 12. Of the former the following are the most noteworthy: The *First Baptist Church*, one of the most spacious and costly edifices of its kind in the city, is on Wabash Avenue, at the corner of Hubbard Court. It is of Athens marble, in the early English style. It is 165 feet by 112, and has sittings for 2,000 persons. The tower is 230 feet high. The organ is large, and cost \$12,000. The total cost of the church was \$175,000.

The *First and Second Presbyterian Churches*, also on Wabash Avenue, are striking edifices. The first, which is near Van Buren Street, is one of the largest

church edifices in the city. It was completed in 1853, and cost \$100,000. The latter, which is built of bituminous limestone, presents a unique and venerable appearance, though scarcely fifteen years old. The *Church of the Messiah* (Unitarian), on Wabash Avenue and Hubbard Court, is a handsome Norman edifice. Its windows (stained glass), and handsomely frescoed ceiling, are in keeping with the architectural design of the building, which borders on the Romanesque.

Of the Episcopal churches, *Trinity*, on Jackson Street; *St. James's*, corner Huron and Cass Streets; and *Christ's*, corner Michigan Avenue and Twenty-fourth Street, are the most prominent. The *Bishop's Chapel* is a small edifice of gray stone in the Gothic cruciform style, at the corner of West Washington and Peoria Streets. The interior is richly decorated.

Of the cemeteries, *Graceland*, *Rose-hill*, and *Calvary*, in the North Division, are the most interesting. The last two are on the line of the Chicago and Milwaukee Railway. *Oakwoods*, on Vincennes Road, three miles south of the southern limits, is also a pretty rural spot. The office of the Rose-hill Cemetery is at 82 Lake Street, where tickets of admission are issued.

EDUCATIONAL INSTITUTIONS, ETC.—The *University of Chicago* should be visited, if the traveller have time. It was founded by the late Senator Douglas, and was first opened for instruction in 1858. It occupies a beautiful site, overlooking Lake Michigan, at Cottage Grove, four miles south of the Court-House, and is readily reached by the State Street cars. The main, central building, 136 by 172 feet, was completed in 1866, at a cost of \$110,000. The south wing has recently been added. When the whole edifice is finished, it will be one of the most commodious and elegant buildings in the West.

The *Dearborn Observatory* (tower), which adjoins the University on the west, contains the *Clarke telescope*, said to be one of the largest and best-constructed instruments in the country. The object-glass has a focal length of 23 feet.

The *Chicago Theological Seminary*, when completed, will be one of the most

noteworthy institutions of the city. The building, now in course of erection, stands on the west side of Union Square, at the intersection of Reuben and Warren Streets. It will have a frontage on the park of 155 feet, and be in the Norman style of architecture. It will contain a chapel, library, and lecture-rooms. Estimated cost, \$100,000.

Lake Forest University, as the name implies, is located at the village of Lake Forest, on the line of the Chicago and Milwaukee Railway, 28 miles north of Chicago, and 7 miles south of Waukegan.

The *University of St. Mary of the Lake*, founded in 1843 by Bishop Quarters, is an unpretending structure in the North Division, on North State, corner of Superior Street.

The *Presbyterian Theological Seminary*, founded in 1859, has a fine building recently erected at the corner of Fullerton Avenue and Halsted Street. It is five stories high, and contains a fine library.

Chicago also contains three medical colleges, the most noteworthy of which is the *Rush Medical College*, founded in 1842, and located at the corner of North Dearborn and Indiana Streets; 3 *Commercial Colleges*, 24 Roman Catholic convents and schools, and 27 public schools. The latter, which are under the charge of a superintendent (office, 76 Lasalle Street), give instruction to 30,000 pupils, and are many of them worth visiting. The *High School* stands on Monroe Street, between Halsted and Desplaines Streets; and *Dearborn School*, erected in 1844, and the oldest now standing, is on Madison between State and Dearborn Streets.

Among the purely literary and scientific institutions the *Academy of Sciences* and the *Historical Society* are best worth visiting. The former was organized in 1856, and incorporated in 1865. The rooms of the society occupy the upper part of the Metropolitan block, corner of Randolph and Lasalle Streets, and contain 38,000 specimens in the several departments of natural history. The Historical Society, organized April, 1856, under the zealous and efficient management of the secretary, Rev. Wm. Barry, has made rapid progress in its collections within the past few years. The library

now numbers upward of 85,000 bound and unbound books and pamphlets. The historical department of the collection embraces many extremely rare and valuable works, and constitutes by far the most valuable collection, public or private, in the Northwest. A day or two may be profitably spent by the traveller in examining the shelves of this fine library, which has recently been placed in the new building of the society, on the northwest corner of Dearborn and Ontario Streets, North Division.

The Library of the *Young Men's Association* is in the Portland Block, corner of Washington and Dearborn Streets. It numbers about 10,000 volumes.

The *Law Institute*, incorporated in 1857, has a collection of upward of 7,000 volumes.

Among the CHARITABLE AND BENEVOLENT INSTITUTIONS worthy a visit are the *United States Marine Hospital*, occupying a prominent locale on Michigan Avenue, a little south of the site of Old Fort Dearborn. The building has been sold, and is now used for commercial purposes. *Cook County Hospital*, erected in 1856, on the corner of Eighteenth and Arnold Streets; the *Magdalen Asylum*, on North Market Street; the *Protestant Orphan Asylum*, corner of Michigan Avenue and Twenty-second Street; the *Home for the Friendless*, 911 Wabash Avenue, and *St. Joseph's* (male) and *St. Mary's* (female) *Orphan Asylums*, North State corner of Superior. The two last-named institutions are under the charge of the Sisters of Mercy.

The *Soldier's Home*, organized in 1863, has a spacious building, just completed, at a cost of \$30,504. It is at Cottage Grove (Fairview), and can be visited, in connection with the University and the Douglas Monument.

AMUSEMENTS, ETC. — *Crosby's Opera-House*. (see PUBLIC BUILDINGS).

McVickers's Theatre, on Madison Street, is the oldest and most popular theatrical establishment in the city. *Rice's Theatre*, the first "temple of the drama" erected in Chicago, stood on Randolph, between Clark and Dearborn Streets. It was a wooden structure, erected in 1847, and having been destroyed by fire, was rebuilt in 1850, and occupied as a theatre

till 1858, when it was remodelled and used as stores. The present edifice (*McVickers's*) is a spacious and well appointed building, opened October 5, 1857. It cost \$93,000, and has sittings for 1,800 persons.

Wood's Museum, on Randolph Street, east of Clark (curiosities and dramatic performances).

Academy of Music, Washington, between Clark and Dearborn Streets (Ethiopian minstrelsy).

The *German Theatre*, corner of Wells and Indiana Streets.

The *Variety Theatre*, 115 and 117 Dearborn Street, is a smaller dramatic establishment.

The rooms of the *Chicago Chess-Club* are in Portland Block, Dearborn, corner Washington Street. Admission by introduction. Those visiting Chicago during the winter season will find the Skating-Ponds, or "Rinks," among the attractions of the place. The most desirable resorts of this character are the *Washington Park* and *Wabash Avenue Rinks*. One of the greatest attractions of Chicago, combining as it does three of its leading objects of interest, is Cottage Grove. This pleasant resort is situated on the edge of Lake Michigan, directly south of the city, four miles from the Tremont and Sherman Houses, and, as already stated, is reached by the city cars, on State Street, from the intersection of Lake. Here are located the University, the Soldier's Home, and the Douglas Monument, the two first-named of which have already been described.

The *Douglas Monument* occupies a site formerly owned by Mr. Douglas himself. The tract, one acre in extent, was purchased from Mrs. Douglas for the sum of \$30,000. The monument consists of a circular base, 52 feet in diameter, a pedestal, 21 feet high, and column of 43 feet, surmounted by a sphere, upon which it is proposed to place a bronze statue of Douglas, 12 feet high. The entire height of the monument, when completed, will be 100 feet, and the cost \$75,000. It is from designs of L. W. Volk, of Chicago.

The railway system, of which Chicago is the centre, embraces 15 main lines and branches, with an aggregate length of

4,725 miles. Upward of 100 trains arrive and depart daily. The roads running East are:

The *Michigan Central Railway*, to Detroit, 284 miles, from Central Depot.

The *Michigan Southern and Northern Indiana Railway*, to Toledo and Detroit, with branches to Monroe, Adrian, and Jackson. Total length, 535 miles. Depot, Sherman, corner Van Buren Street.

The *Pittsburg, Fort Wayne, and Chicago Railway*, to Pittsburg, 468 miles. Depot, corner Madison and Canal Streets.

The *Chicago and Great Eastern Railway*, to Cincinnati, 294 miles. Depot, corner of Canal and Kinzie Streets.

Westward:

The *Chicago, Burlington, and Quincy Railway*, to Burlington, 204 miles, and Quincy, 265 miles. Total length of line and branches, 400 miles. From Central Depot.

The *Chicago and Rock Island Railway*, to Rock Island, 182 miles. Depot, corner Van Buren and Sherman Streets.

The *Chicago and Northwestern Railway*, to Freeport (121 miles), Fulton (138 miles), and Boonesboro, Iowa (342 miles). Depot, corner Canal and Kinzie Streets.

Southward:

The *Illinois Central Railway*, to Cairo (365 miles), and from Dunleith to Centralia (343 miles). Total length, 708 miles. From Central Depot.

The *Chicago, Alton, and St. Louis Railway*, to St. Louis, 281 miles. Depot, corner of Madison and Canal Streets.

Northward:

The *Chicago and Milwaukee Railway*, to Milwaukee, 85 miles. Depot, corner of Canal and West Kinzie Streets.

The *Chicago and Northwestern Railway*, to Fort Howard, 242 miles. Boat on Green Bay to Escanaba, 372 miles; Marquette, 447 miles.

Branch, *Chicago to Madison*, 138 miles.

Branch, *Chicago to Geneva Lake*, 85 miles.

Several steamship lines ply between Chicago and the various ports on Lakes Michigan, Superior, and Huron. The principal are the Lake Superior line (A. T. Spencer, agent), and Goodrich's Lake Shore line, the office of which is on the

dock, south side, near Rush Street bridge.

The offices of the principal express and telegraph lines are on Lake and LaSalle Streets, with branches at the leading hotels.

The *British Consulate* in Chicago is No. 30 Reynolds's Block, on Dearborn and Madison Streets.

Springfield.—HOTELS: The *Leland House*, just opened, is one of the best houses in the State. The *St. Nicholas* is also a good house, but of smaller capacity, near the railway station.

Springfield, the State capital, and the seat of justice of Sangamon County, lies southwest of the centre of the State, near the Sangamon River, upon the confines of a beautiful prairie district, 97 miles north-northeast of St. Louis, and 188 miles southwest of Chicago. It was laid out in 1822. In the centre of the city is a square, occupied by the *State Capitol* and other public edifices, and compassed by spacious and elegant streets. Springfield was the residence and is now the burial-place of Abraham Lincoln, late President of the United States.

Oak Ridge Cemetery, two miles north of the city, is a picturesque rural burying-ground. It embraces 72 acres, and was laid off in May, 1856. Six acres, near the southeastern extremity of the cemetery, are set apart for the purposes of the National Lincoln Monument Association. It is estimated that the monument will cost \$250,000. The vault in which the remains of the late lamented President and his two young sons, Eddie and Willie, are temporarily placed, crowns the summit of a little hill facing the northeast. It is of brick, with stone copings, and about ten feet high. The names of upward of 30,000 visitors have already been registered in the curator's book.

The *Springfield High School*, established in 1818, is worthy a visit. The new building, on the corner of Madison and Fourth Streets, is a fine four-story brick building, just completed, at a cost of \$75,000. The hall, on the fourth floor, has sittings for 600. The pupils number 160, and are under the charge of William M. Baker, principal.

The *Great Western Railway* runs

through Springfield, intersecting the *Chicago, Alton, and St. Louis Railway*, and connecting Springfield with Toledo on the east, and with Quincy, Keokuk, and Central Iowa on the west. Next to the State-House, the most prominent buildings are the *Court-House*, *Arsenal*, and one or two churches. There is a theatre, and a commodious lecture and concert hall. Some of the private residences in the southern part of the city are conspicuous for their size and elegance. From the observatories of the Leland House and the State-House extended views are to be obtained. Population, estimated at 15,000.

Peoria.—HOTEL, *Peoria House*.

Peoria lies northwest of the centre of the State, upon the Illinois River, at the outlet of Peoria Lake. It is 161 miles from Chicago, by the *Chicago and Rock Island Railway*. It has direct communication with Logansport, Indiana, and with all important points in Illinois and the adjoining States. Distance from Rock Island, 114 miles; from Springfield, 70 miles north; from St. Louis, 167 miles.

Peoria is the most populous place upon the Illinois River, and commercially one of the most important in the State. It is situated upon rising ground, a broad plateau, extending back from the bluff and the river expanding into a broad, deep lake. This lake is the most beautiful feature in the scenery of Peoria, and as useful as it is beautiful, for it supplies the inhabitants with ample stores of fish, and in winter with abundance of purest ice. It is often frozen to such a thickness that heavy teams can pass securely over it. A substantial drawbridge connects the town with the opposite shore. The city is laid out in rectangular blocks, the streets being wide and well graded. The schools and churches are prosperous, and the society good. A public square has been reserved near the centre. Back of the town extends one of the finest rolling prairies in the State, which already furnishes to Peoria its supplies and much of its business. Peoria was first visited by Joseph Marquette and M. Joliette in 1673. The second visit was by Robert Chevalier de la Salle, accompanied by Louis Hennepin and M. Tonti, in 1680. They proceeded

thither in the "Griffin," built near Black Rock, on the Niagara River. Their route was up the St. Joseph River, across to Kankakee, thence down the Illinois River to "Pieddu lac Pemiteouii" (Lake Peoria). "Crève-Cœur"—*Broken Heart*—the name given to a fortification erected by La Salle, stood on the southeastern side of the river, about three miles distant from the present city of Peoria. *Fort St. Louis* was built by La Salle, in 1683, on a detached bluff, seven miles below the city of Ottawa, known to early settlers as "Starved Rock." *Fort Clark*, erected in 1813, under Governor Ninian Edwards, was destroyed by Indians in 1819. The population, in 1860, amounted to 14,425; in 1866, to 17,460. The history of the present town dates from 1819. It was incorporated in 1844.

Alton.—HOTEL, the *Alton House*. Alton is upon the Mississippi, 23 miles above St. Louis, on the *Terre Haute and Alton Railway*, 174 miles from Terre Haute, 247 from Indianapolis, 257 miles below Chicago, and 72 below Springfield, by the *Chicago, Alton, and St. Louis* line. The Missouri enters the Mississippi three miles below Alton, contributing greatly to the commercial value of its position. It possesses one of the best landings on the great river. The present city, of about 11,000 people, has grown up since 1832, at which time the Penitentiary was established here. The Penitentiary has since been removed to Joliet. Upper Alton is the seat of the Shurtleff (Baptist) College. It is also the seat of the diocese of the Roman Catholic Church for Southern Illinois, and has a fine cathedral. Limestone and stone-coal abound in the vicinity. Lime is shipped in large quantities.

Quincy.—HOTEL, the *Quincy House*. Quincy is on the Mississippi, 170 miles above St. Louis, and 104 miles west of Springfield; 265 miles from Chicago, by the *Chicago and Burlington* road, 100 miles from Galesburg. By these lines Quincy is connected also with Galena, Rock Island, Peoria, and other cities. The town is built upon a limestone bluff, 125 feet above the river, in the vicinity of a fertile, rolling prairie. It contains a fine square, court-house, and two handsome church edifices.

Rock Island.—HOTELS, the *Fanshaw House*; the *Fuller House*. Rock Island is two miles above the mouth of the Rock River, on the Mississippi, opposite Davenport, Iowa, at the foot of the upper rapids, which extend 15 miles. It is the State terminus of the *Rock Island Railroad*, on the great highway of travel from the Eastern States *via* Chicago (182 miles) to Iowa and the Far West; 56 miles east of Iowa City. This city is named after a large island near by, which is much resorted to during the summer months. A bridge connects it with Davenport. It is a picturesque and most thriving place. The *Island House*.

Peru.—HOTEL, *Moore's*.

Peru is in LaSalle County, upon the Illinois River, and the *Chicago and Rock Island Railway* at its intersection with the *Illinois Central* road. From Chicago, 100 miles; from Rock Island, 82 miles. The Illinois and Michigan Canal terminates near Peru. The town is very advantageously situated, with ready and general railway access, and at the head of ordinary navigation on the Illinois River. Population, 4,500.

Nauvoo is on the Mississippi River, at the second and last rapids below the Falls of St. Anthony, which extend up the river about 12 miles. It is 52 miles above Quincy, and 220 above St. Louis. (For routes, see QUINCY AND BURLINGTON.) This is the site of the famous Mormon city, which was founded in 1840 by "Joe Smith" and his followers, and once contained a population of 18,000. It is located on a bluff, but is distinguished from every thing on the river bearing that name by an easy, graceful slope, of very great extent, rising to an unusual height, and containing a smooth, regular surface, which, with the plain at its summit, is sufficient for the erection of an immense city. Nauvoo was laid out on a very extensive plan, and many of the houses were handsome structures. The great *Mormon Temple*, an object of attraction, and seen very distinctly from the river, was 128 feet long, 88 feet wide, 65 feet high to the top of the cornice, and 163 feet to the top of the cupola. It would accommodate an assemblage of

3,000 persons. The architecture, although of a mixed order, in its main features resembled Doric. It was built of compact, polished limestone, obtained on the spot, resembling marble. In the basement of the temple was a basin, 15 feet high, supported by 12 oxen of colossal size, cut in stone. In this font the Mormons were baptized. This building, without an equal in the West, and worth half a million of dollars, was fired by an incendiary, on the 9th of October, 1848, and reduced to a heap of ruins. Joe Smith and a number of his followers were arrested, and confined in the county prison, where, in June, 1844, they were put to death by a mob, disguised and armed. Expelled from Illinois by force of arms, the Mormon community removed to their present settlements in Utah. In May, 1850, a company of French socialists (Icarians), led by M. Étienne Cabet, established themselves here, but have since been dispersed.

Joliet, the capital of Will County, is pleasantly situated at the intersection of the *Chicago and Rock Island* and *Chicago, Alton, and St. Louis Railways*, 40 miles from Chicago by the former and 37 miles by the latter line. The Desplaines River and the Illinois and Michigan Canal pass through the city, and afford fine manufacturing power. The *State Penitentiary* is an imposing edifice of gray limestone, quarried in the vicinity. One million dollars were expended in its construction. Population, about 10,000.

Ottawa, the capital of LaSalle County, stands on the Illinois River, near the mouth of the Fox River, and on the *Chicago and Rock Island Railway*, 84 miles from Chicago. It is lighted with gas, and contains some handsome buildings. A fall of nearly 30 feet in the Fox River affords fine manufacturing privileges. Coal is extensively mined in the vicinity. The population exceeds 10,000.

LaSalle, named after the early explorer of the Illinois River and State, is the terminus of the Illinois and Michigan Canal, 100 miles long, which connects the navigable waters of the river with Lake Michigan, at Chicago. It is reached from that city by the *Rock Island Rail-*

way. Coal and zinc are among the principal exports. Population, between four and five thousand.

Bloomington, the thriving capital of McLean County, is pleasantly situated near the centre of the State, in the midst of a rich farming region. It is 126 miles south of Chicago, by the *Chicago, Alton, and St. Louis Railway*, which intersects the *Illinois Central* road from Dunleith to Cairo, two miles north of the town. The *State Normal University* and the *Wesleyan University* are well worthy a visit. The former is an imposing edifice, erected in 1857-'58, at a cost of \$200,000.

Aurora, a thriving town in Kane County, is pleasantly situated on the Fox River and the *Chicago, Burlington, and Quincy Railway*, 40 miles west of the first-named city. The Fox River affords abundant water-power, and Aurora is becoming a place of extensive manufactures. The workshops of the Chicago, Burlington, and Quincy road are located here. The *City Hall* is a fine edifice. Population, nearly 10,000.

Galena, the capital of Jo Daviess County, is one of the oldest as well as the most interesting towns in the State. It is reached from Chicago (172 miles) by the Galena division of the *Northwestern Railway*, and from St. Louis (450 miles) by packets on the Mississippi River. It is situated on Fevre River, six miles from its entrance into the Mississippi, in the extreme northwestern corner of the State, 40 miles north of Cairo, with which it has daily connection by the *Illinois Central Railway*. The city, which is built on the slope and summit of a rocky ledge of considerable altitude, presents a very unique appearance, and commands extensive and varied views. The town owes its growth to the production and shipment of the lead mined in the vicinity. A visit to one or more of these mines and the adjacent furnaces will repay the traveller. Population of the city in 1860 was 8,200, which has since been increased to nearly 12,000.

Galesburg, in Knox County, is a thriving city on the *Chicago, Burlington, and Quincy* road, 165 miles southwest of Chicago, and 53 miles west-northwest of Keosauqua. It has several fine educational

institutions, among the most prominent of which are *Knox College* and *Lombard College*. Population, 8,200.

Waukegan (formerly called *Littlefort*) is delightfully situated on the western shore of Lake Michigan, 35 miles north of Chicago, and 50 miles south of Milwaukee by rail. The residence portion of the village is built on a bluff, nearly 50 feet from the level of the lake, which is here upward of 70 miles wide, and commands attractive views. It contains a lecture-hall, newspaper (*Gazette*) office, and several good stores; and being a remarkably healthy place, is much resorted to by Chicago families during the summer months. Population, 5,000. *Evanston*, *Glencoe*, *Lake Forest*, and *Rockland* are pleasant summer residence spots suburban to Chicago, and located on the line of the *Chicago and Milwaukee* road, between the former city and Waukegan.

Evanston, 10 miles north of Chicago, is the seat of the *Northwestern University* and a flourishing *Female College*, founded in 1855. The village was laid out in 1852-'53, and is named after Dr. John Evans, ex-Governor of Colorado.

Freeport, the capital of Stephenson County, is a thriving town on the Pekatonica River at the junction of the *Chicago and Galena*, the *Illinois Central*, and *Western Union Railways*, 121 miles west of Chicago, 51 miles south of Galena, and 67 miles from Dunleith. It contains a good hotel, several handsome churches, and three newspaper offices. Present population (estimated), 8,600.

Rockford, one of the most attractive and flourishing cities of Illinois, is delightfully located on the east and west banks of the Rock River, nearly midway between Chicago (92 miles) and Dunleith, being reached from either city by rail in four hours. The river supplies it with a fine water-power, which has been greatly improved. The county buildings are commodious. Laid out in 1834-'35, it now contains nearly 9,000 inhabitants.

Dixon, also on Rock River, is reached by the *Chicago and Northwestern Railway*, 98 miles from Chicago. The *Central* road intersects the *Northwestern* at this point. A branch of the *Northwestern* road extends 73 miles to Kenosha, Wisconsin.

Jacksonville, the capital of Morgan County, is pleasantly situated in the midst of a fertile prairie, near the Moresta Creek, 32 miles west of Springfield by the *Great Western Railway*. The town is noteworthy for the prominence of its public buildings and educational and charitable institutions. The *Illinois College*, founded in 1830, occupies a commanding *locale* and is in a flourishing condition. It has a library of 5,000 volumes.

The *Blind*, *Insane*, and *Deaf and Dumb Asylums* are spacious edifices, each located about a mile from the municipal centre. The streets are generally wide and adorned with shade-trees. Population, 7,528.

Decatur, the capital of Macon County, is at the intersection of the *Central* and *Great Western Railways*, 40 miles east of Springfield, and 44 miles south of Bloomington. Population, about 6,000.

Cairo is situated at the southern extremity of the State, on a promontory formed by the confluence of the Ohio and Mississippi Rivers. The town lies low, and formerly suffered much from inundations caused by the periodical rise in these great rivers; but a levee, erected some years ago at cost of \$1,000,000, has greatly protected it and added to the growth and prosperity of the place. Steamboats plying between St. Louis, Cincinnati, and New Orleans call here, and during the late military and naval operations on the Mississippi River it occupied considerable prominence as a depot and shipping port. A steam packet, plying between Columbus (Ky.) and Cairo, forms the connecting link in the chain of railway communication by the *Mobile and Ohio* and *Illinois Central Railways* between New Orleans and Chicago. Population (estimated), 4,300. The *St. Charles* is the leading hotel. The *International*.

MISSOURI.

MISSOURI formed part of the ancient territory of Louisiana, purchased by the United States from France. It is one of the largest of the United States, being 285 miles long, and nearly 280 miles wide, and embraces an area of 43,000,000 acres. It was the first State formed wholly west of the Mississippi. A settlement called Fort Orleans was made within its limits by the French in 1719. The oldest town in the State, St. Genevieve, was founded in 1755. St. Louis was commenced in 1764. The State was visited in 1811 and in 1812 by a memorable series of earthquakes, which occurred in the vicinage of New Madrid. The face of the country was greatly altered by these events; hills entirely disappeared, lakes were obliterated, and new ones formed. The waters of the Mississippi River were turned back with such accumulations, that they overran the levees built to hem them in, and inundated whole regions, leaving it in its present marshy state.

The more recent history of Missouri has been an eventful one. It was the scene of active and widely-extended operations by both Federal and Confederate forces during the war of 1861-'65. As the only slaveholding State on the western border, it early attracted the attention of the Government. A convention met at Jefferson City, February 28, 1861, which was adjourned to meet at St. Louis, March 4th, following. On the 16th of May, 1861, a camp of instruction, located in the western suburbs of St. Louis, and known as "Camp Jackson," and composed of State militia under the command of General Frost, surrendered to the United States troops under General Lyon. In marching out a riot took place, in which twenty-five persons were killed

and wounded. The respective forces in the State in November of that year were estimated to amount to 42,000 men, 27,000 of whom were Federals. The State was the scene of almost continuous invasion, fighting, bushwhacking, and rioting during 1862-'63, and indeed until nearly the close of the war. In October, 1864, the rebels under Price were routed near the crossing of the Little Osage River, and the discomfited forces either taken prisoners or driven out of the State.

The surface of this great State is in many parts level or but slightly undulating. A wide marshy tract occupies an area of 3,000 square miles in the southeastern part, near the Mississippi. In other sections are vast reaches of prairie lands, extending to the Rocky Mountains. The Ozark Mountains, which we have seen traversing the State of Arkansas, extend through Missouri, centrally, from north to south in the form of elevated table-lands. The rich alluvial tracts of the Mississippi lie east of this district, and westward are boundless deserts and treeless plains, sweeping away to the base of the Rocky Mountain ranges. Missouri is divided into 113 counties, and contained in 1860 a population of 1,182,012.

The State is remarkably rich in iron ore, lead and copper and coal mines, and in nearly all the mineral products. It possesses, too, a great variety of marbles, some of them beautifully variegated, and other valuable building-stones. *Pilot Knob* and *Iron Mountain*, 85 miles south of St. Louis, are mineral curiosities well worthy a visit.

The chief staples of Missouri are Indian corn, hemp, tobacco, flax, and all the varieties of grains, fruits, vegetables, and grasses, for the successful growth of which the soil is admirably adapted.

RIVERS.—The *Missouri River*. The restless, turbid waters of this magnificent river flow fretfully, 3,096 miles from their sources in the remote West, to their *débouchure* in the Mississippi, not far above the city of St. Louis. The entire length of the river, including its course to the Gulf of Mexico by the Mississippi (1,253 miles more), is 4,349 miles. The headwaters of the Missouri are very near the springs which find their way to the Pacific through the channels of the Columbia River. Their course is northward for 600 miles, until they reach the remarkable cataracts known as the *Great Falls*. Before their arrival here, however, and at a distance of 411 miles from their source, the waters make the passage of the bold chasms called the “Gates of the Rocky Mountains.”—“Here, through a length of six miles, the giant rocks rise perpendicularly to an elevation of 1,200 feet. The dark waters, in their narrow bed, wash the base of these huge walls so closely, that not a foothold is anywhere to be found. It is a ghostly gorge on the sunniest day, but when its habitual gloom is deepened by the shadow of a stormy sky, its solitude grows painfully impressive. Let a thunder-peal reverberate, as often happens, in a thousand wailing voices through the rocky windings of this glen, and let the blackness of darkness be increased by the vanished gleams of the lightning-flash, and you think you have left this fair world far behind you.” A writer has thus described his experiences on a recent visit made to this region:

“We were once, with some friends, traversing this passage at such a fearful moment as we have described, when we became aware that we were pursued by a party of Indians. Noiselessly and breathlessly we urged on our canoes, pausing at intervals only, to ascertain the progress of our foes; hope and despair alternately filling our breasts, as we seemed at one moment to be gaining, and at another losing ground. It was only now and then that we caught a glimpse of the savages, and the sound of their unceasing and unearthly yells came to our ears with such uncertainty, that it gave us no clew to their position. The excitement of the struggle was intense, as their random ar-

rows flew about our ears, and as the deadly effect of our fatal shots was told to us by the death-cries from their own ranks.

“We took fresh courage, as the increasing light spoke our approach to the terminus of the glen, and gave us hope, once on *terra firma*, of distancing our foes. New fears, though, seized upon us, lest our scanty supply of ammunition should be exhausted before we reached the prayed-for sanctuary. Happily, the dread vanished, as the arrows of the savages sensibly decreased in numbers, and the chorus of their infernal shrieks died away.

“When we at last leaped, panting, upon the shore, not a sound of pursuit was to be heard, leaving us the glad hope that we had slain them all, or so many as to secure us from further danger. But not stopping to verify this supposition, we made all possible haste to reach the camp which we had so gayly left a few hours before. Once safe among our companions, we mentally vowed to be wary henceforth, how we ventured within the gates of the Rocky Mountains.”

The *Great Falls of the Missouri* are located 2,575 miles from its mouth, and 40 miles above Fort Benton. The descent of the swift river, at this point, is 357 feet in 13½ miles. The falls embrace four cascades, the first of which is 26 feet, the next 27 feet, a third of 19 feet, and a fourth and lowest of 87 feet. Between and below these cataracts there are stretches of angry rapids. This passage is one of extreme beauty and grandeur, and at some day, not very distant, perhaps, when these Western wilds shall be covered with cities, and towns, and peaceful hamlets, this spot will be one of no less eager and numerous pilgrimage than many far less imposing scenes are now. The falls of the Missouri are esteemed, by the few tourists whose good fortune it has been to look upon these wonders, as holding rank scarcely below the cataracts of Niagara.

A late writer on the western territories says: “The thunder of the falling waters, veiled in snowy foam, the bold, wild banks, the dazzling rainbows, and the immense volume of water, will make the spot a favorite one for tourists in all coming time.” The best, and indeed only

travelled approach is by boat from St. Louis, during the "spring rise" in the Missouri, to Fort Benton, 2,570 miles, and thence 25 miles by land. Fort Union, 400 miles below Fort Benton, is the head of steamboat navigation during the summer months. (See MONTANA, also DAKOTA).

The upper waters of the Missouri flow through a wild, sterile country, and below pass vast prairie stretches. Above the River Platte, the open and prairie character of the country begins to develop, extending quite to the banks of the river, and stretching from it indefinitely in naked grass plains, where the traveller may wander for days without seeing either wood or water. Beyond the Council Bluffs (see OMAHA), which are situated about 600 miles up the Missouri, commences a country of great interest and grandeur, denominated the Upper Missouri. It is composed of vast and almost boundless grass plains, through which run the Platte, the Yellowstone, and the other rivers of this ocean of grass. Buffaloes, elk, antelopes, and mountain sheep abound. Lewis and Clark, and other respectable travellers, relate having found here large and singular petrifications, both animal and vegetable. On the top of a hill they found a petrified skeleton of a huge fish, forty-five feet in length. The herds of gregarious animals, particularly of the buffalo, are almost countless.

The *Yellowstone*, one of the principal tributaries of the Missouri, rises in the same range of mountains with the main stream. It enters from the south by a mouth 850 yards wide, and is a broad and deep river, having a course of about 1,600 miles.

The *Platte*, another tributary of the Missouri, rises in the same range of mountains with the parent stream, and, measured by its meanderings, is supposed to have a course of about 2,000 miles, before it joins that river. At its mouth it is nearly a mile wide, but it is very shallow, and is not boatable, except at its highest floods.

The *Kansas*, or *Kaw River*, is a very large tributary, having a course of about 1,200 miles, and is boatable for most of the distance. Lawrence, Topeka, Fort Riley, and other towns in Kansas, are on its banks.

The *Osage* is a large and important branch of the Missouri; it is boatable for 200 miles, and interlocks with the waters of the Arkansas.

The *Gasconade*, boatable for 66 miles, is important from having on its banks extensive pine forests, from which the great supply of plank and timber of that kind is brought to St. Louis.

RAILWAYS.—This State, though until within a comparatively recent period dependent almost wholly upon its unequalled river communications for commercial intercourse, is destined, as the chief depot for the products of the great West, to become an important railway centre. The following lines, embracing nearly one thousand miles of road, are now in operation, affording rapid intercourse with the Missouri River as far as Leavenworth, and with the frontier States of Nebraska, Kansas, and the outlying territories of Dakota, Colorado, and Utah.

The *Pacific Railway*, from St. Louis to Kansas City, 283 miles, where it connects, *via* Wyandotte, Kansas, with the eastern division of the Union Pacific to Fort Riley, 125 miles.

Southwest Pacific (Branch Pacific Railway) from Franklin (37 miles) to Rolla, 113 miles.

The *North Missouri Railway*, from St. Louis 170 miles, to Macon City, where it connects with the Hannibal and St. Joseph Railway.

The *Hannibal and St. Joseph Railway*, from Hannibal, on the Mississippi River, 206 miles, to St. Joseph, on the Missouri River.

The *St. Louis and Iron Mountain Railway*, from St. Louis, 87 miles, to Pilot Knob.

A short road, known as the *Platte County Railway*, connects St. Joseph with Weston and Savannah, 52 miles.

(For fuller information in regard to the railway system of the State and the connections formed with other routes of travel east and west, centring in that city, see ST. LOUIS.)

ST. LOUIS.

HOTELS, *Lindell House*, *Southern*, *Barnum's*, *Everett House*, the *Planters'*, and the *Olive St. House*.

ROUTES.—From New York, *via* Chicago (see CHICAGO), and thence by the *Chicago, Alton, and St. Louis* road (280 miles). Or to Cleveland, Ohio, by the *Atlantic and Great Western Railway*, 629 miles; thence to Crestline, by the *Cleveland, Cincinnati, and Columbus Railway*, 75 miles; Crestline to Indianapolis (*Bellefontaine line*) 207 miles; Indianapolis to Terre Haute, 73 miles; and *via* Terre Haute to St. Louis, by the *St. Louis, Alton, and Terre Haute Railway*, 189 miles; total, 1,173 miles. Or by the *Atlantic and Great Western*, 862 miles, to Cincinnati, and thence, 340 miles, by the *Ohio and Mississippi Railway*. Total distance, 1,202 miles. From Philadelphia to Pittsburg, by the *Pennsylvania Railway*, 355 miles; Pittsburg to Crestline (*Pittsburg, Fort Wayne, and Chicago* road), 187 miles; Crestline to Indianapolis (*Bellefontaine* road), 203 miles; Indianapolis to St. Louis, *via* Terre Haute, 262 miles: total, 1,010 miles. From Baltimore, *Baltimore and Ohio* road to Wheeling (Bellaire), 379 miles; to Columbus, 137 miles; to Cincinnati, 120 miles; to St. Louis, 340 miles: total, 976 miles.

The *Lindell* and the *Southern* rank among the finest hotels in the United States, being excelled by none either in respect to size or appointments. The *Lindell* occupies the entire block facing Washington Avenue, between Sixth and Seventh Streets, and, from its mammoth proportions and elegant design, presents a most imposing appearance. It is one of the ornaments of the city, of which its citizens feel justly proud, and will well repay a visit from every stranger visiting St. Louis. It contains 500 rooms, adapted to the wants and tastes of all travelers, from a full suite of parlor, chambers, and bath-room, on the second and third floors, to the single chamber, adapted specially to the taste of single gentlemen. The gentlemen's reading-room, on the ground floor, is a handsome apartment. The *Southern*, which stands on the square bounded by Walnut, Fourth, Fifth, and Elm, will attract every stranger in that quarter by the elegance of its exterior. It is of enormous size, being 270 feet long on Walnut Street, and 113 feet on Fourth and Fifth Streets. The foundations were laid in 1858, and the work completed in

1862. It is built of Athens stone, closely resembling marble, in the Anglo-Italian style, from designs by George J. Barnett, and is six stories high. The gentlemen's dining-room, ladies' ordinary and grand parlor, are magnificent apartments.

Guenedon's Restaurant, 105 Washington Avenue, near the Lindell Hotel, serves excellent dinners on the European plan.

St. Louis, the chief city and port of entry of Missouri, and the commercial metropolis of the Upper and Central Mississippi Valley, lies upon the right bank of the Mississippi River, 20 miles below its confluence with the Missouri, and 174 miles above the mouth of the Ohio. It is 744 miles below the Falls of St. Anthony, and 1,194 miles above the city of New Orleans. It is built upon two limestone plateaus, one 20 and the other 60 feet above the waters of the Mississippi. From the plain, into which the upper terrace widens, fine views of the city and its surroundings are presented. The entire extent of St. Louis along the curves of the river is about 7 miles, and westward $3\frac{1}{2}$ miles. The densely settled portion, however, is confined to a district of about two miles along the river, and a little more than a mile in width. The streets are of good width, and regular. Front Street, stretching along the levee, is 100 feet in breadth. This highway, and Main and Second Streets, back of and parallel with it, are the great commercial streets. Chestnut and Market Streets are also fine thoroughfares.

Local authorities differ as to the precise date of the selection of the site. Pierre Laclède Lignest landed on the present site of Barnum's Hotel, northeast corner Walnut and Second Streets, December 9, 1763; Auguste and Pierre Chouteau, on the 14th February, 1764. A map drawn by Auguste Chouteau in that year, gives Third Street, then *Rue de Grange*, as the limit of the young city westward as then laid out. It was settled as a trading station for the trappers of the West. The annual average value of furs, brought here during the fifteen successive years ending with 1804, was \$203,750. The number of deer skins was 158,000; beaver, 36,900; otter, 8,000; bear, 5,100; buffalo, 850, and so on. At this period of wild life, the population of St. Louis was between 1,500

and 2,000, half of whom were always away as *voyageurs* and trappers. Up to 1820, the number of the people had not reached 5,000.

In 1763 (August 11th), Rious and his band of Spanish troops took possession of the place, in behalf of her Catholic majesty, who kept possession until it was transferred to the United States, March 26, 1804. The first brick house was built in 1813. The first steamboat arrived in 1817. The history of St. Louis as a city began in 1822, with the name bestowed upon it by Laclède, in honor of Louis XV. of France. Between 1825 and 1830, emigration began to flow in from Illinois, and the place thrived. The population in 1830 had reached 6,694; in 1840, it had swelled to 16,469; in 1850, it was 77,850; 1852, it contained, including the rapidly growing suburbs, slightly over 100,000, and the last census, 1860, gave it 160,773. The estimated population in 1866 was 190,000. The boundaries are Keokuk Street southward, and Grand Avenue west and north. It is divided into 10 wards. Street cars have been successfully introduced, and the different portions of the city and suburbs are now readily reached by this means. Those desiring to hire carriages, etc., will find Arnot's stables, 63 Chestnut Street, and the City Stables, 119 North Third Street, among the best establishments to deal with. *Lafayette Square* is almost the only public park of importance which the city yet possesses.

PUBLIC BUILDINGS.—The *public edifices* of St. Louis are in every way creditable to the taste, munificence, and enterprise of the people. The *City Hall*, the *Custom-House*, and the *Court-House*, are among the most prominent and noteworthy.

The *Court-House*, completed in 1860, at a cost of upward of one million and a quarter dollars, is one of the finest edifices of its kind in the United States. It occupies the square adjoining the Planters' House on the south, bounded by Fourth, Fifth, Chestnut, and Market Streets; is built of Genevieve limestone, and presents an imposing appearance. The fronts are adorned with porticoes. Owing to defects in lighting, the rotunda, and generally the interior of the building, presents a dark and gloomy appearance.

The dome is of fine proportions, and though considerably smaller, greatly resembles that on the Capitol at Washington.

The *Custom-House*, at the southeast corner of Third and Olive Streets, is a spacious, substantial edifice of Missouri marble. It occupies the site of one of the first theatres erected in St. Louis, and is built upon piles driven upward of twenty feet into the ground. It was erected from designs by Barnett, Peck, and Thomas Walsh, and cost \$356,000. Underneath the Post-Office, which occupies the main floor of the building, is a vault which extends throughout the basement of the building. The second story is used for the purposes of the customs and United States Courts.

The *Merchants' Exchange*, fronting on Main and Commercial Streets, between Market and Walnut Streets, is a fine edifice. It was erected in 1856-'57 from designs by Barnett & Wiler, architects of the city, at a cost of \$75,000. The height on Main Street is 75 feet, length 125 feet, and depth 85 feet. The main hall, or "Exchange," is a fine room, 102 by 81 feet. The reading-room is on the south side of the main hall. The best time to visit this building is between 11½ and 12 o'clock when the merchants are "on 'Change." A permit from the superintendent is necessary.

The *United States Arsenal* is a grand structure, in the southeast part of the city; and 13 miles below, on the river banks, are the *Jefferson Barracks*.

CHURCHES, ETC.—Of the churches, which exceed 80 in number, the following are the best worth visiting: The Catholic *Cathedral* of St. Louis, on Walnut, between Second and Third Streets; *St. George's*, Episcopal (Rev. Dr. Berkeley), at the corner of Locust and Seventh Streets, erected 1845, and the church of the *Messiah* (Unitarian), erected 1851, at the corner of Ohio and Ninth. The *Cathedral*, erected in 1833; is 136 feet long and 84 feet wide, and has a front of polished freestone, 58 feet high, with a Doric portico. In the tower is a fine chime of bells. The old churches, four in number, which were standing in 1829, have long since been removed.

Among the more prominent benevolent

institutions of the city are the *City Hospital*, the *Marine Hospital* (3 miles below the city), the *Home for the Friendless*, the *Sisters' Hospital*, and ten *Orphan Asylums*.

EDUCATIONAL INSTITUTIONS, ETC.—*St. Louis University*, founded in 1829 by members of the Society of Jesus and incorporated in 1832, is located between Washington Avenue, Green, and Ninth Streets; *Pope's Medical College*; the *Washington University*, southwest corner of Washington Avenue and Seventeenth Street; the *Carcudin College* of the Germans; the *Missouri University*, are among the most prominent educational institutions of the city. There are three Commercial Colleges and a Polytechnic Institute (O. Fallon). The latter, organized in 1855, has a handsome stone edifice at the corner of Chestnut and Seventh Streets, and a library of 7,000 volumes. There are five other libraries in the city, the most prominent and popular of which is that of the Mercantile Library Association. The *High School*, corner of Fifteenth and Olive Streets, is a fine building, erected in 1855 at a cost of \$50,000. The dimensions of the building are 67 by 84 feet. In the third floor is an *Assembly Hall* with seats for 700 persons. The public schools of the city number 30.

Bellefontaine Cemetery is a beautiful burial-ground, situated about one mile from the river, on the road of the same name, five miles from the Court-House. It embraces about 350 acres of land and is tastefully decorated with shade-trees and shrubbery, and contains the remains of most of the old settlers and residents of St. Louis. Route by Fourth Street and Broadway cars to the Toll-gate, and thence by stage: through fare, 20 cents. There are 19 other cemeteries, some of which are very tastefully ornamented.

Jefferson City.—**HOTEL, McCarty's.**—Jefferson City, the capital of Missouri, is upon the Missouri River, 125 miles west of St. Louis by the *Pacific Railway*, or 155 miles by steamboat up the river. The situation is bold and beautiful, overlooking the turbid waters of the Missouri and their cliff-bound shores. The population in 1853 amounted to about 3,000. Jefferson City is on the great route to Kansas, Nebraska, Utah, Califor-

nia, and all the Rocky Mountain region.

St. Joseph.—**HOTEL, the Pacific.** St. Joseph is upon the Missouri River, 340 miles above Jefferson City, and 496 miles, by water, from St. Louis. It is the most important place in the western part of the State, and a great point of departure for the Western emigrants. Population, 5,000. (See HANNIBAL.)

Columbia, the capital of Boone County, is 35 miles north-northwest of Jefferson City. It is the seat of the *State University*, a large and elegant edifice.

Hannibal.—**HOTEL, Planters' House.**

Hannibal is upon the Mississippi, 153 miles above St. Louis, and 15 miles below Quincy, Illinois. A railway, 206 miles long, connects Hannibal with St. Joseph, on the western boundary. Population, 3,500.

Lexington.—**HOTELS, City Hotel, Virginia Hotel.**

Lexington is upon the Missouri River, 120 miles, by land, from Jefferson City. The town has prospered by its trade with the Santa Fé and Great Salt Lake caravans. Lexington was the scene of a gallant defence made by Colonel Mulligan, with 3,000 State troops, against the rebel General Sterling Price. The siege lasted four days (September 16 to 20, 1861), when the garrison surrendered. Population, in 1860, about 4,000.

St. Charles City.—**HOTELS, the Virginia House, the City Hotel.**

St. Charles City is situated upon the Missouri, 22 miles from its mouth. By land, it is 6 miles below the Mississippi. It is *Les Petites Cotes* of the early French, established by Blanchette Chasseur, in 1769. Population, between 3,000 and 4,000.

Cape Girardeau.—**HOTEL, St. Charles.**

Cape Girardeau is upon the Mississippi, 45 miles above the mouth of the Ohio. The *St. Vincent College* is located here.

Weston.—**HOTEL, the St. George.**

Weston is upon the Missouri, 200 miles by railway beyond Jefferson City, and 5 miles above Fort Leavenworth.

Palmyra is 6 miles from Marion City, its landing-place on the Mississippi River. The Quincy and Hannibal branches

of the Hannibal and St. Joseph Railway intersect at this point.

Carondelet is 6 miles below St. Louis, on the Mississippi. It was founded by Delor de Tregette, in 1767, and is known among the early settlers as *Vide Poche* (Empty Pocket).

St. Genevieve is 61 miles below St. Louis, on the Mississippi. It is the shipping-point for the products of the iron-works at Iron Mountain.

New Madrid, settled in 1780, was formerly a noted place, but, owing to the dreadful earthquakes it experienced in 1811 and 1812, it has sunk into comparative insignificance. It is situated on a great curve or bend of the river, the land being extremely low, and the trees along the bank presenting a great uniformity of appearance. The view is most monotonous—a feature, indeed, characteristic of much of the scenery of the Lower Mississippi. On this side there is scarce-

ly a dozen feet elevation for the distance of 100 miles. By the earthquake thousands of acres were sunk, and multitudes of lakes and ponds were created. The churchyard of this village, with its sleeping tenants, was precipitated into the river. The earth burst in what are called sand-blows. Earth, sand, and water were thrown up to great heights in the air. The river was dammed up, and flowed backward. Birds descended from the air, and took shelter in the bosoms of people that were passing. The whole country was inundated. A great number of boats passing on the river were sunk. One or two that were fastened to islands, went down with the islands. The country was but sparsely peopled, and most of the buildings were cabins, or of logs; and it was from these circumstances that but few people perished. (For description of points below on the river, see MISSISSIPPI RIVER.)

I O W A .

IOWA is one of the new States. It was organized as a Territory in 1838, and admitted into the Union in 1846. It originally formed a part of the Louisiana purchase, and subsequently a part of Missouri and Wisconsin. It lies wholly beyond the Mississippi, which washes all its eastern boundary. On this side, its neighbors are Wisconsin and Illinois. On the north is Minnesota; on the west, Minnesota and Nebraska; and upon the south, Missouri. It is 287 miles long from east to west, and 210 miles broad, and embraces an area of thirty-two and a half millions of acres, of which about one-sixth is under cultivation. The State has no very notable history, beyond the usual adventure and hardship of a forest life among savage tribes. The settlement of the region was commenced at Burlington, in the year 1833. The landscape of Iowa is marked by the features which we have traced in our visit to neighboring portions of the Northwest. The surface is, for the most part, one of undulating prairie, varied with ridges or plateaus, whose extra elevations impel the diverse course of the rivers and streams. The Coteau des Prairies enters the State from Minnesota, and forms its highest ground. On the Mississippi, in the northeast, the landscape assumes a bolder aspect, and pictures of rugged, rocky height and bluff are seen. A few miles above Dubuque, Table Mound will interest the traveller. It is a conical hill, perhaps 500 feet high, flattened at the summit.

The *Prairies*, which are sometimes 20 miles across, present many scenes of interest, in their way—and it is a way not ungrateful to the unaccustomed eyes of the visitor from the Atlantic States—mo-

notonous as it may, possibly, grow in time. The rivers in some parts of the State wind through ravines of magnesian limestone, amidst which they have gradually worked their way, leaving the rocks in every grotesque form of imagery. The depressions in the ground, called sinks, are curious objects. These singular places, which are numerous, are circular holes, 10 and sometimes 20 feet across. They abound more particularly on Turkey River, in the upper part of the State. Near the mouth of this stream there are also to be seen many small mounds, sometimes rows of them, varying in height from 4 to 6 feet. Iowa has many mineral products, among which is an abundant supply of lead. Copper and zinc are also freely found, and plenty of coal.

RIVERS.—The *Des Moines River*, the most important stream in Iowa, rises in Minnesota, and flows 450 miles through the State, to its southeast extremity, where it enters the Mississippi, 4 miles below Keokuk. It is navigable for small steamers 250 miles, or may be made so with some practicable improvements. The *Iowa River* is 300 miles in length, and is navigable from the Mississippi upward (80 miles) to Iowa City. The *Skunk River* (200 miles), the *Cedar*, the *Makoketa*, and the *Wapsipinicon*, are all tributaries of the Mississippi. The *Missouri* and the *Great Sioux* Rivers form the entire western boundary of Iowa.

RAILWAYS.—The State of Iowa is, like all the Northwest, being rapidly covered by an endless network of rails. The lines all radiate from points on the Mississippi River, being extensions of the great through lines from the Atlantic westward, *via* Chicago. They are the *Burlington and*

Missouri River Railway, from Burlington to Ottumwa (75 miles), where it connects with the *Des Moines Valley Railway* from Keokuk to Des Moines (162 miles).

The *Mississippi and Missouri Railway*, from Davenport, opposite Rock Island, *via* Iowa City (54 miles) to Kellogg (131 miles).

The *Dubuque and Sioux City* and *Dubuque Southwestern Railway*, from Dubuque, *via* Farley (23 miles)—branch to Cedar Rapids (79 miles), and Cedar Falls (99 miles)—to Iowa Falls (143 miles), in progress to Fort Dodge.

The *Cedar Rapids and Missouri River* line (C. & N. W. R. R.), from Clinton, *via* Cedar Rapids (82 miles), to Boonesboro' (205 miles).

The *McGregor Western Railway*, from McGregor (opposite Prairie du Chien, Wis.) to Conover (50 miles).

These lines embrace 800 miles of road, completed and in operation, with extensions in rapid progress, which, when completed, will make a total of upward of 1,000 miles.

The State is divided into 99 counties, and contains a population estimated at 930,000. Des Moines is the capital, and Dubuque, Davenport, Keokuk, Burlington, and Iowa City, are the principal commercial towns.

Dubuque.—HOTELS, *Washington House*; *Julien House*.

ROUTES.—From Chicago, by the *Galena and Chicago (Central North Western)* and *Illinois Central Railways* to Dunleith (188 miles). From St. Louis, steamer up the Mississippi River, 450 miles, or by railway through Illinois. Dubuque is upon the west bank of the Upper Mississippi, in the midst of a very picturesque country. It is the most populous, and, with the possible exception of Iowa City, the most beautiful town in the State. It occupies a broad terrace, elevated about 30 feet above high water in the river, and nearly 600 feet above the waters of the Mexican Gulf. Many fine buildings are to be seen here; among others the *Custom-House* and *Episcopal Seminary* and *Cathedral*. It contains 19 church edifices and no less than 9 newspaper offices. Dubuque is the oldest town in Iowa, having been settled by French missionaries as early as 1673. The first land grant was obtained

(1788) by Julien Du Buque, after whom the city is named. The city was incorporated in 1847, and is divided into five wards. Dubuque is the centre of the lead region west of the Mississippi, as Galena is east of it, and also the *entrepôt* for the rapidly growing trade of Northern Iowa. The average annual shipment of lead ore from this point amounts to five million pounds. It is the eastern terminus of the *Sioux City Railway*, which is in operation to Iowa Falls, 143 miles. Population (estimated), 20,000. Passengers for the Upper and Lower Mississippi can proceed thither either by river or railway.

Burlington.—HOTEL, *Bassett House*.

Burlington, formerly the capital of Iowa, and one of the most populous and important places in the State, is upon the Mississippi River, 259 miles above St. Louis, 45 miles above Keokuk, and 88 miles east-southeast of Iowa City. (See CHICAGO, for routes thither from the Atlantic cities.) From that point proceed by the *Chicago, Burlington, and Quincy Railway*, 210 miles southwesterly, across the State of Illinois to Burlington. Burlington is partly built upon the bluffs which characterize the shores of the Mississippi in this the most picturesque portion of its course from the Great Lakes to the Gulf of Mexico. Notwithstanding the removal of the seat of government (1839), it continued to grow rapidly; its population in 1854 being about 7,000. The famous Indian chieftain, Black Hawk, once dwelt at Burlington, and here his bones lie buried. The *Baptist College* and two of the church edifices are noteworthy structures. It is the eastern terminus of the *Burlington and Missouri River Railway*. Packets on the Mississippi River call here. Population (1866), 12,320.

Davenport.—HOTEL, *Le Claire House*.

Davenport, the capital of Scott County, is on the Mississippi, at the foot of the Upper Rapids, opposite Rock Island, Illinois, 184 miles southwest of Chicago, and 354 miles above St. Louis. It is the second city of the State in population and trade, and the third in manufactures. *Griswold College*, established in 1847, is a flourishing institution. The landscape

of this region is extremely attractive. The town was first settled in 1837, and is largely inhabited by Germans. It is the eastern terminus of the *Mississippi and Missouri Railway*, which will soon be in operation to Council Bluffs and Omaha on the Missouri River. A fine bridge connects the city with Rock Island. Population (estimated), 17,000.

Iowa City.—HOTEL, the *Clinton House*.

Iowa City, the former capital of the State, is charmingly situated upon a range of bluffs, which form the left bank of the Iowa River, about 80 miles from the meeting of that water with the Mississippi. It may be reached from Chicago by the *Chicago and Rock Island Railway*, 182 miles from Chicago to Rock Island, on the Mississippi; and thence 54 miles by the *Mississippi and Missouri Railway*. From St. Louis, by the Illinois railways, or by the Mississippi River, to Davenport, and thence 54 miles, as above.

The site of Iowa City was a wilderness in 1839, when it was selected as the seat of government of the then prospective State. Within one short year it had a population of 600 or 700 people. In 1860 it had increased to upward of 5,000, and now it is estimated to contain 7,300. The town is delightfully embosomed in shady groves, and surrounded by fertile prairies. At the intersection of the chief streets—Iowa Avenue and Capitol Street, which are each 100 feet wide—stands the former *State-House*, a handsome Doric building, 120 feet in length. It is constructed of ringed and spotted stone, called “bird’s-eye marble,” which was quarried in the neighborhood. This edifice and its extensive grounds have been granted to the *State University*. The *Asylums* for the deaf, the blind, and the dumb, are spacious edifices. The city has an academy and several flourishing schools. The Iowa River, which is navigable to the city in good stages of water, affords fine water-power.

Keokuk.—HOTEL, the *Billings House*.

Keokuk is at the foot of the Lower Rapids of the Mississippi, 212 miles above St. Louis, 47 miles below Burlington, and 125 miles below Iowa City. (See

BURLINGTON, for route from Chicago and the Eastern cities to that place.) The rapids are 11 miles in length, and have a descent of 24 feet. This is the head of navigation for the largest steamers, and the outlet for the rich valley of the Des Moines, the most populous portion of the State. Fine steamers run daily between Keokuk and St. Louis. The Mississippi is here about one mile wide. The *Des Moines Valley Railway* connects it with Ottumwa (76 miles) and Des Moines (162 miles). The *Medical Department* of the *State University* is located here. It has also three academies and several good schools. Population (estimated), 12,500.

Muscatine, formerly Bloomington, the flourishing capital of Muscatine County, is upon the Mississippi, 112 miles above Keokuk, and 30 miles below Davenport. From Chicago take the *Chicago and Rock Island Railway*, 182 miles to Rock Island; thence, *via* the *Mississippi and Missouri Railway*, 27 miles to Wilton Junction, and thence 13 miles by branch road to Muscatine.

Muscatine is at the apex of a bend in the Mississippi, on the summit of a bold range of rocky bluffs, which are seen from the water a distance of 40 miles. It was first settled by the whites in 1836; before that period it was an Indian trading-post, called Manatheka. It was incorporated in 1853, and now contains a population of nearly 10,000.

Fort Madison is a growing town upon the Mississippi, 22 miles above Keokuk, and the same distance below Burlington.

Des Moines, selected as the capital of Iowa in 1855, is at the junction of the Des Moines and Raccoon Rivers, 120 miles west of Iowa City. It is 162 miles from Burlington and Keokuk by the *Burlington and Mississippi River* and *Des Moines Valley Railways*. Steamboats ascend the Des Moines to this point from the Mississippi. The railway from Davenport to Council Bluffs is to pass through Fort Des Moines. The place was formerly a United States military post, but was evacuated in 1840. Population, 7,000.

Cedar Falls and Cedar Rapids are thriving young towns on Cedar

River, connected by rail with Chicago and the principal towns of Iowa and Illinois.

Grinnell is on the *Mississippi and Missouri Railway*, 120 miles west of

Davenport, and 66 miles west of Iowa City. It is the seat of *Iowa College*, formerly located at Davenport. It is in the heart of one of the best portions of the State, and is growing rapidly.

MINNESOTA.

ROMANTIC stories of the wonders of the land, which now forms the new State of Minnesota, were told more than two centuries ago by the zealous French missionaries, who had even at that remote period pushed their adventures thither; nevertheless, only a very few years have elapsed, since immigration has earnestly set that way, creating populous towns and cultivated farms along the rivers and valleys, before occupied by the canoe and the wigwam of the savage alone. Some idea of the marvellous productive progress of this young State may be gained from the fact that the crop of wheat—the staple product of the State—for 1866, amounted to fifteen millions of bushels. The magical development of Minnesota is in keeping with that marvellous spirit of progress so characteristic of the Western sections of the United States. So rapid is this growth, and on such a sure and enlightened basis, that the church and the school-house spring up in the wilderness before there are inhabitants to occupy them. In Minnesota, one of the earliest foundations was that of an Historical Society (1849), established almost before the history of the country had begun. As a field of adventure, both for the student and the sportsman, it offers greater attractions than perhaps any other State in the West; while the beauty of its scenery and the salubrity of its climate present inducements to the lover of nature and the invalid which will always make it a desirable region for exploration and settlement. Minnesota occupies an area almost four times as great as that of the State of Ohio, extending from the Mississippi and the St. Croix Rivers, and from Lake Superior on the east to the Missouri

and the White-Earth Rivers on the west, a distance of more than 400 miles; and from the Iowa line on the south to the British borders on the north—also 400 miles apart. The entire area embraces 53,760,000 acres. Almost the whole of this vast region is a fine rolling prairie of rich soil, a sandy loam adapted to the short summers of the climate, and which produces bounteously. The surface of the country, excepting the Missouri plains, is interspersed with numerous beautiful lakes of fresh water—all abounding in the finest fish, and their banks covered with a rich growth of woodland. The land is about equally divided between oak openings and prairies, the whole well watered by numerous navigable streams.

In the eastern section, on the headwaters of the Mississippi, Rum River, and the St. Croix, are extensive pine and hardwood forests, apparently inexhaustible for centuries; while from the mouth of *Crowwing River*, a tributary of the Mississippi, an extensive forest of hard-wood timber, fifty miles in width, extends southwestwardly into the country watered by the Blue-Earth River, a tributary of the *Minnesota River*, emptying into it 150 miles above its mouth. The latter stream, rising near Lac Traverse, flows southeasterly a distance of 450 miles, and empties into the Mississippi at Fort Snelling, seven miles above St. Paul, and the same distance below St. Anthony. This is one of the finest streams in the valley of the Mississippi, and the country through which it flows is not excelled for salubrity of climate and fertility of soil by any part of the United States. In a good stage of water, steamboats can ascend it almost to its source. A portage of three miles then connects it

with Lac Traverse ; and the outlet of the latter, the Sioux Wood River, with the famous *Red River* of the North. This stream is navigable at all seasons for steamboats from Bois de Sioux (Sioux City) to Pembina, on the British line, to the Selkirk settlements, 100 miles beyond and even to Lake Winnipeg. The trade of these extensive regions will eventually seek a market, following down the Minnesota to the Mississippi at St. Paul, and thence to the States below. A railroad connection is already made, *via* St. Cloud with the *St. Paul and Pacific Railway* to St. Paul, whence work is rapidly progressing on the extension to Winona. (See RAILWAYS.)

The only interruption to the navigation of the Lower Minnesota River in dry seasons is what are called the "Rapids," some 40 miles above its mouth. This is a ledge of sandstone rock, extending across the stream, and will soon be removed.

The *Mississippi* above St. Anthony is navigable in good stages of water for light-draught boats an almost indefinite distance to the north, and packets have run regularly as far as the Sauk Rapids (80 miles), which, with the Little Falls (40 miles beyond), are the main obstacles in a navigation of over 400 miles from St. Anthony to the Falls of the Pokegama. The *Pacific Road* being now in operation from St. Paul to St. Cloud, and rapidly progressing northward, travel will henceforth seek the land route. *St. Croix Lake* and *River* are navigable to the Falls, 60 miles above the junction of the lake and Mississippi ; and the *St. Louis River* is navigable from Lake Superior 20 miles to Fond du Lac. Numerous other streams are navigable for light-draught steamers and flat-boats from 50 to 100 miles, penetrating into the interior to the pineries, and giving easy access into the country in all directions. These are the *Blue-Earth*, *Rum*, *Elk*, *Sauk*, *Crow*, *Crow-wing*, *Vermilion*, and *Cannon Rivers*.

On the northeastern border of the territory is Lake Superior, with its valuable fisheries and its shores abounding in inexhaustible mines of copper, coal, iron, etc., besides affording the facility of that vast inland sea for immigration and commerce. (See THE LAKE REGION.)

The *Mississippi*, taking its rise in Itasca

Lake, in the northern portion of the State, flows by a devious course for some 800 miles through the eastern part, and below the mouth of the St. Croix forms the dividing line between Minnesota and Wisconsin for some 200 miles more to the Iowa line. This mighty river gives the State the whole lower valley to the Gulf of Mexico for a perpetual market for its agricultural produce, lumber, and manufactures. Various elevated ridges traverse the territory of Minnesota, though the State is far from being of a mountainous character. The plateau called the *Coteau des Prairies*, or the Prairie Heights, is one of these singular terraces. It extends 200 miles, with a breadth varying from 20 to 40 miles. The average elevation of this lofty plain is some 1,500 feet, and in some parts it rises nearly 2,000 feet above the level of the sea. In the north it is about 900 feet above the neighboring waters of Big-Stone Lake. There is another range of wooded heights, reaching 100 miles or more, called the "Coteau du Grand Bois." Then there are the "Hauteurs de Terre," highlands which extend some 300 miles. These last-mentioned ridges form the dividing line of the rivers, which flow to Hudson's Bay on one side and to the Mississippi and Lake Superior on the other.

The *Lakes of Minnesota*, which are very numerous, form one of the most inviting and picturesque features of the State. They are found in every section, and are annually visited by large numbers of tourists and sportsmen. Sometimes they are little ponds a mile in circumference, and again sheets of water 40 or 50 miles in extent. Their shores are charmingly wooded, and frequently present fine pictures of cliff and headland. The waters are pure and transparent, and are filled with white-fish, trout, pike, pickerel, sucker, perch, and other finny inhabitants. The largest of these lakes are the *Minnetonka*, the *Osakis* or *Spirit Lake*, *White Bear*, *Kandiyohi*, *Otter-tail*, and *Lille Lac*. *Lake Pepin*, a beautiful expansion of the Mississippi, is in this region. On its east bank is the famous *Maiden's Rock*, 400 feet high ; and near the northern end the *La Grange Mountain* rises in a bold headland, 230 feet above the water. (See LAKE CITY.) *Rainy Lake*, *Minnie-Waken*

or *Devil Lake*, *Red* and *Leach Lakes*, are all in this State.

St. Paul.—HOTELS, the *International*, the *Merchants'*; both spacious and elegant establishments. The *Globe* is conducted on the European plan.

ROUTES.—From Chicago, via the *Northwestern* and *Milwaukee and St. Paul Railways* to the Mississippi, at La Crosse; thence by steamer to Winona; and thence by *Winona and St. Peter* and *Minnesota Central Railways*, via Owatonna, to St. Paul: or the *Chicago and St. Paul Railway*, from Chicago to Prairie du Chien, on the Mississippi; thence by steamer in summer and stages in winter.—Total distance, 412 miles.

St. Paul, the capital and chief city of Minnesota, and the commercial metropolis of the extreme Northwest, is pleasantly situated on the east bank of the Mississippi, 2,116 miles north of New Orleans, and 798 above St. Louis. It occupies a picturesque and commanding position upon what was formerly a bluff 70 feet high, but which the rapidly increasing demands of travel and traffic have accommodated to a row of terraces or benches, on which a large portion of the business of the city is now carried on.

St. Paul is one of the oldest settlements in the State. Father Hennepin visited it in 1680. He was followed by Carver, who made a treaty with the Dakotah Indians in 1766. *Carver's Cave*, under Dayton's Bluff, where this treaty is said to have been made, forms one of the "sights" of the place. Imminijaska, or "White Rock," the name by which the site of the town was known to the Indians, was doubtless given to it on account of its location on a high bluff of white sandstone which then formed a prominent landmark from the river. The first actual settlement was made in 1838, by Parraut, a Canadian. Father Gaultier, a Catholic missionary, built a log chapel near the edge of the bluff in 1840, which he named St. Paul, by which appellation the settlement then became known. The singular and somewhat unworthy name of "Pig's Eye" was given it in 1848, but shortly after changed. Upon the organization of the Territory (1849) the capital was located at St. Paul, since which time

the place has grown and improved rapidly. The town was incorporated in 1849, and the city of St. Paul, March 4, 1854. It has a front on the river of between three and four miles, and embraces an area of 3,200 acres. The streets laid out and partially built upon number over 200. At the organization of the territory, in 1849, the white inhabitants of the place numbered 50; in 1860, the population had increased to 10,277, and in 1865 to 15,107.

The city, considering the natural difficulties to be overcome in preparing the site, is regularly laid out and well built; the abundance of excellent limestone and building material in the vicinity contributing largely to its substantial and handsome appearance. It is divided into five wards, is lighted with gas, and contains a population estimated (1867) at 17,500.

Among the prominent public buildings, the *State-House*, from its conspicuous locale, will attract the stranger's attention. It is a brick edifice, 140 feet long by 53 wide, and surmounted by a dome. The *New Opera-House* is a commodious brick building, stuccoed, and capable of seating 2,000 persons. The *State Arsenal* is on St. Peter Street, near Eighth. The *Cathedral of St. Paul*, erected in 1854, is centrally located at the corner of St. Peter and Sixth Streets. There are nineteen other church edifices, a majority of which are of recent construction. Among the educational and literary institutions, the most noteworthy is the *Historical Society* which occupies rooms in Ingersoll's Hall, at the intersection of Wabashaw and Third Streets. It was incorporated in 1849, and has a library of several thousand volumes. The *Athenaeum* is at the corner of Exchange and Pine Streets. Besides these, there are fifteen colleges, and male and female schools, and eight public halls, concert, and assembly rooms. Many of the views in the vicinity of St. Paul are very beautiful, and they have been faithfully photographed by Whitney and Martin, whose galleries, on Third Street, are well worthy a visit.

The vicinity of St. Paul has many pleasant walks and drives. The *City Park* in front of the City Hall, the

Park Place grounds on Summit Avenue and the bluff tops between the upper and lower towns, including *Dayton's Bluff* and *Carver's Cave*, all command fine views.

Among the drives, those to *Lake Como*, *Oakland Cemetery*, *Minnehaha Falls*, and the *Falls of St. Anthony* are the most attractive and most popular. "Oakland" is one mile and a half from the city, and embraces about 200 acres of land, exclusive of the Episcopal Cemetery, which adjoins it. Beyond Lake Como are White Bear Lake, Bass Lake, and numerous other choice waters, abounding in fish.

Fountain Cave is a remarkable spot two or three miles above St. Paul. A passage-way, 25 feet high, and nearly as wide, leads into a cavern of white sandstone, which has been penetrated for 1,000 feet; first by a gallery 150 feet in length and 20 feet broad, and afterward through narrow passes. A rivulet follows the course of this cave.

In favorable weather one of the most delightful drives in the neighborhood of St. Paul is that to St. Anthony and Minneapolis, returning by the Falls (Minnehaha) and Fort Snelling.

The excursion will occupy the whole or greater portion of the day, affording ample opportunity to see these towns and all the points of interest by the way. A more expeditious and cheaper, but not so pleasant a route, is that by the *St. Paul and Pacific Railway* to St. Anthony (10 miles), thence by stage to Minneapolis (1 mile), thence by *Minnesota Central Railway* to Minnehaha (5 miles), thence to Fort Snelling (2 miles), thence to Mendota (2 miles), and thence to St. Paul (6 miles).

St. Anthony.—St. Anthony is a thriving town on the left bank of the Mississippi, at the famous Falls of St. Anthony, 10 miles above St. Paul. The village is situated upon a lofty terrace overlooking the falls. It was incorporated in 1855 and contains 3,500 inhabitants. Its position at the head of navigation on the Father of Waters, below the falls, is of immense commercial consideration, and the falls afford incalculable water-power for manufactories. The *State University*, and the *Winslow House* building, now used for the purposes of a

Hygienic Water Cure, are seen in approaching or entering the town. It is connected with Minneapolis by a suspension bridge 620 feet in length, erected in 1855.

The Falls of St. Anthony, the principal attraction hereabouts, can be seen with about equal advantage from either shore. The fall is 18 feet perpendicular with a rapid descent of 50 feet within a distance of one mile. The river at this point is divided by an island (Nicollet), as at Niagara, where it rushes over a bold and broad ledge of limestone.

A friend visiting these falls in 1856 wrote: "I know not how other men feel when standing there, nor how men will feel a century hence, when standing there—then, not in the *west*, but almost in the centre of our great nation. But when I stood there, and reflected on the distance between that and the place of my birth and my home; on the prairies over which I had passed; and the stream—the 'Father of Rivers'—up which I had sailed some 500 miles, into a new and unsettled land—where the children of the forest still live and roam—I had views of the greatness of my country, such as I have never had in the crowded capitals and smiling villages of the East. Far in the distance did they then seem to be, and there came over the soul the idea of greatness and vastness, which no figures, no description, had ever conveyed to my mind. To an inexperienced traveller, too, how strange is the appearance of all that land! Those boundless prairies seem as if they had been cleared by the patient labor of another race of men, removing all the forests, and roots, and stumps, and brambles, and smoothing them down as if with mighty rollers, and sowing them with grass and flowers: a race which then passed away, having built no houses of their own, and made no fences, and set out no trees, and established no landmarks, to lay the foundation of any future claim. The mounds, which you here and there see, look, indeed, as if a portion of them had died and had been buried there; but those mounds and those boundless fields had been forsaken together. You ascend the Mississippi amid scenery unsurpassed in beauty prob-

ably in the world. You see the waters making their way along an interval of from two to four miles in width, between bluffs of from 100 to 500 feet in height. Now the river makes its way along the eastern range of bluffs, and now the western, and now in the centre, and now it divides itself into numerous channels, forming thousands of beautiful islands, covered with long grass ready for the scythe of the mower. Those bluffs, rounded with taste and skill, such as could be imitated by no art of man, and set out with trees here and there, gracefully arranged like orchards, seem to have been sown with grain to the summit, and are clothed with beautiful green. You look out instinctively for the house and barn; for flocks and herds; for men, and women, and children; but they are not there. A race that is gone seems to have cultivated those fields, and then to have silently disappeared—leaving them for the first man that should come from the older parts of our own country, or from foreign lands, to take possession of them. It is only by a process of reflection that you are convinced that it is not so. But it is not the work of man. It is God who has done it, when there was no man there save the wandering savage, alike ignorant and unconcerned as to the design of the great processes in the land where he roamed—God who did all this, that He might prepare it for the abode of a civilized and Christian people.”

The scene even now (1866) is not much changed. To be sure, there is a busy settlement at and around St. Anthony. The whirring sound of the saw-mill and the “busy hum of industry” are heard, but still it is nature and nature alone that impresses and possesses you.

Nicollet Island lies between the two villages, and affords, by means of a bridge at this point, some pleasant rambles. The larger fall is on the western side of the island. It is 310 yards in width. It is estimated that about seventy-five million feet of lumber are annually made at these falls.

Minneapolis, the capital of Hennepin County, and one of the most populous and flourishing points in the State, is situated on the west bank of the Mississippi in full view of the falls and the

town of St. Anthony. It is the northern terminus of the *Minnesota Central Railway* and has immediate connection with St. Paul, Winona, Mendota, and all other important towns in the State. The town is well built and contains several commodious buildings, among which the *Court-House*, the various mills, and the two leading hotels, the *Nicollet House*, and *First National Hotel*, are the most prominent. The *Music Hall*, *Athenæum* (Post-Office), and *Harrison Hall* are also among the principal buildings. Like its neighbor, St. Anthony, Minneapolis derives much of its prosperity from the adjacent falls. The saw and grist mills are numerous and extensive. A short distance south of the town is an enclosure of 75 acres which is used as a *Driving Park*. *Silver Cascade* and *Bridal Veil Falls* are reached in an easy ride from Minneapolis. *Lakes Harriet* and *Calhoun* afford delightful drives and sport. *Lake Minnetonka* is 12 miles westward. The village of *Excelsior*, on the south side of the lake, 18 miles from Minneapolis and 27 miles from St. Paul, is a pleasant summer resort.

Minnehaha Falls—sometimes but erroneously called Brown’s Falls—is a beautiful cascade located between four and five miles from Minneapolis on the direct road to Fort Snelling and Mendota. They are the outlet of several small lakes, and have a perpendicular descent of 57 feet. Refreshments may be obtained during the season at a house a few rods below the falls.

Two miles from this lovely fall stands Fort Snelling.

Fort Snelling, 6 miles from St. Paul, at the confluence of the Minnesota or St. Peter and Mississippi Rivers, on the west side of the latter river, should not be omitted by the stranger in making his tour in this locality. For half a century it has been known far and wide for the prominence and beauty of its situation. On the 23d of September, 1805, Lieutenant Z. M. Pike held a conference with the Sioux Indians on the island at the confluence of the Mississippi and Minnesota Rivers, which now bears his name, and which has since become famous as an Indian treaty-ground. The corner-stone of the present fort, which was then known

as Fort St. Anthony, was laid September 10, 1820, and so far completed as to be occupied by troops in 1822. It was visited by General Scott in 1824, and the name changed to Fort Snelling in compliment to Colonel Josiah Snelling, who commanded the post and under whose supervision it was constructed. The *reservation* embraces 10,000 acres. Colonel Alexander is the present commandant at the fort. General Terry, the hero of Fort Fisher, has lately been ordered to the command of this department, with headquarters at Fort Snelling. The buildings of the garrison are upon a high bluff, probably 200 feet above the level of the water in the rivers. This bluff extends to the north and west in a gently undulating and very fertile prairie, interspersed here and there with groves of heavy timber.

Mendota, which lies about half a mile below the mouth of the Minnesota and 2 miles by rail from Fort Snelling was formerly a trading-post of the American Fur Company, but is now mainly important to the traveller as a point of convergence and radiation for the several railway lines leading to and from St. Paul, Minneapolis, and Winona. Until within a few years it was included in the military reserve of Fort Snelling. It has not attained that degree of prosperity so remarkable in the villages of St. Paul and Minneapolis, and which its far more favorable position might justly have secured for it. The vicinity commands some fine views. From *Pilot Knob*, which lies back of Mendota, a view may be obtained of the surrounding country as far as the eye can reach, affording to the spectator a sight of one of the most charming natural pictures to be found in this State, so justly celebrated for scenic beauty. The view embraces within a circle of eight or nine miles, a grand spectacle of rolling prairie, extended plain and groves, the valley of the Minnesota with its meandering stream, a bird's-eye view of Fort Snelling, Lake Harriet in the distance—the town of St. Anthony just visible through the nooks of the intervening groves—and St. Paul, looking like a city set upon a hill, its buildings and spires distinctly visible, and presenting in appearance the distant view of a city containing a population of a hundred thousand human beings.

The *St. Croix Falls*, or Rapids, are in the St. Croix River, 54 miles from its mouth. The St. Croix continues the boundary line between Wisconsin and Minnesota, in the upper half of the State, formed below by the waters of the Mississippi. The falls in the St. Croix have a descent of 50 feet in 300 yards. The perpendicular walls of trap rock, between which the waters make their boisterous way, present a scene of remarkably picturesque interest. This wild pass is about half a mile below the Rapids. It is called the Dalles of the St. Croix.

Lake St. Croix, an expansion of the river, 36 miles in length, which opens out shortly after leaving the Mississippi, is a beautiful sheet of water. Steamers run up the St. Croix Lake and River to the falls.

The *Sioux Rapids*, in the Sioux River, form another striking feature in the varied landscape of this region. The pass is through a grand quartz formation. The descent of the waters is 100 feet in 400 yards. There are three perpendicular falls of from 10 to 20 feet.

The *Falls of the St. Louis River* are a series of rapids extending 16 miles, the waters making, in that distance, a descent of 320 feet. These cataracts terminate about 20 miles from the mouth of the river.

In our enumeration of the landscape features and attractions of Minnesota, we have included only a few of the leading and most accessible scenes. The sportsman here will find plenty to do, whether it be with his gun in the woods, or with his line by the marge of the graceful waters. Immense herds of buffalo, deer, elk, antelope, and other noble denizens of the forest, still roam over the western plains, and the moose and the grizzly bear, the otter and the wolf, may all yet be found in the northern and north-western sections of the State.

After the traveller has spent a few days in St. Paul and its vicinity, and still feels disposed to lengthen his stay in Minnesota, he will find both pleasure and profit in visiting the towns along the Pacific route from St. Anthony northward, pushing his explorations into the Selkirk Settlement and British America. For the guidance of such as propose making the trip, we

append the names and locations of such points on the route as through necessity or choice he may sojourn at.

Manomin, the capital of the county of the same name, is a small village on the east bank of the Mississippi, 17 miles north of St. Paul. Population, 700.

Anoka (25 miles), the county seat of Anoka County, is situated at the mouth of Mille Lac (Rum River), at its confluence with the Mississippi. It was surveyed in 1854 and contains a hotel, three churches, several stores, and about 1,200 inhabitants.

St. Cloud (74 miles), on the west side of the Mississippi, at the foot of Sauk Rapids, is the present (1866) northern terminus of the *St. Paul and Pacific Railway*, and a thriving place of 1,500 inhabitants. A railway is projected from St. Cloud to Superior City, 120 miles. There is a good hotel (Fletcher House), and several fine buildings.

From St. Cloud the adventurous traveller may pursue his journey 200 miles to the Red River, or still farther to Fort Garry, in British America. The writer has made the distance in mid-winter in moccasins and snow-shoes, in company with the drivers of the Hudson Bay Company's carts, and enjoyed it heartily.

Two miles north of St. Cloud lies the village of *Sauk Rapids*. The river here falls 15 feet in a distance of half a mile, and furnishes a valuable water-power. The Mississippi above the rapids flows through a level country, interspersed with timber, as far as *Crow Wing*. *Watab* and *Little Falls* are as yet small places lying on the great river between St. Cloud and Crow Wing.

Crow Wing, on the east bank of the Mississippi River, and opposite the mouth of Crow-Wing River, is an important Indian trading-post, and prospectively a place of considerable importance, in connection with the *Pacific Railway* which will eventually be extended northward to Pembina. It is 120 miles from St. Paul, and can be reached, with the aid of the railway to St. Cloud, in two days and a half. The *Chippewa Agency* is on Crow-Wing River, 23 miles west of the Mississippi. Here the annual payments are made in October. In favorable weather this affords a pleasant *détour* from the

line of travel to Pembina and the Selkirk Settlement. *Otter-Tail Lake* and the adjacent waters lie about two days' journey northwest of the Agency, and offer great attractions to sportsmen. A recent writer describes them as being of the purest water, and abounding in delicious fish of different kinds. "The principal game left is wild fowl, among which may be named as most plenty the prairie chicken, grouse, partridges, ducks, and wild geese. Deer, elk, bear, foxes, badgers, and other fur-bearing animals, heretofore numerous, are now scarce, being nearly exterminated by the Indians, who are expert huntsmen. The healthy influence of this section of the country is unrivalled, it being a luxury to breathe the pure air of this region. Buffalo and other large game may be found west of Red River, affording wholesome food, while wheat and vegetables are raised in great abundance wherever settlements have been made." The entire trip from St. Paul to Red Lake and River, *via* St. Cloud, Crow Wing, the Chippewa Agency, and Otter-Tail Lake, and return, might be made very comfortably in from four to six weeks. The best season in which to make the trip is during the months of September and October, though it might be made later without serious personal discomfort. (See LAKE REGION.)

The Minnesota Valley.—(See MINNESOTA RIVER.)—Tourists desirous to see this lovely valley will take the *Valley Railway* at St. Paul or Mendota, visiting the different towns through which it passes. Nicollet and Hamilton are stations on this road—the former 11, the latter 18 miles from St. Paul.

Shakopee, the capital of Scott County, is pleasantly situated on the south bank of the river (Minnesota), 28 miles by railway and 32 by boat from St. Paul. It occupies the site of an Indian village, named after the chief who inhabited it, and was laid out by Thomas Holmes in 1852. The *St. Paul House* is the leading hotel.

Chaska and **Carver** (32 miles) are growing towns, the former situated on the north, the latter on the south bank of the Minnesota River. The *Moravian Academy* at Chaska, established in 1864, is a flourishing institution. Carver is at

the head of navigation during the season of low water, and merchandise is here transshipped in considerable quantities.

Belle Plaine (47 miles) was laid out in 1854, and now contains about 1,000 inhabitants. It is the present terminus of the *Valley Railway*. It is 49 miles by steamboat from St. Paul. *Henderson* and *Le Seur*, the county seats of Sibley and Le Seur Counties, are on the line of the *Minnesota Valley* road, between Belle Plaine and Mankato. The trade of these points is as yet conducted by river during the season of navigation. The distance from St. Paul by river is 80 and 90 miles respectively.

St. Peter, the capital of Nicollet County, is advantageously situated on the Minnesota River, 118 miles from St. Paul. It is the proposed terminus of the *Winona and St. Peter Railway*, at present operated to Wautonna. Distance from Winona, 150 miles.

Mankato, the county seat of Blue-Earth County, is at the head of permanent navigation in the Minnesota or St. Peter River, 148 miles from its mouth. It is in the midst of a fertile country, and must eventually become a place of considerable importance. Population 3,000.

New Ulm is a flourishing village on the Minnesota River, 55 miles above Mankato. It was laid out in 1856, and was the scene of the Indian massacre, August 19, 1862. It now contains 1,000 inhabitants, mostly Germans.

Faribault, the capital of Rice County, situated at the confluence of the Cannon and Straight Rivers, and on the *Minnesota Central Railway*, is one of the most populous and thriving interior towns in the State. In 1853 it was the site of Alexander Faribault's trading-post. Since 1857 its growth has been rapid, and the present population is estimated at 3,000. The *State Asylum* for the deaf and dumb, and an Episcopal College, are located here. The *National* and the *Barron House* are the leading hotels.

Hastings, the county town of Dakota County, is situated on the west bank of the Mississippi River, three miles above the mouth of Lake St. Croix. It lies upon a bed of limestone, which furnishes abundant building material. It was laid out in 1853, and now contains a popula-

tion of between 3,000 and 4,000. It is the seat of the *Minnesota Central University*. The Falls of the Vermilion River, south of the town, are 60 feet high, and well worthy a visit.

Stillwater.—*St. Croix House*.—Stillwater, in Washington County, upon the west bank of Lake St. Croix, 20 miles from St. Paul, was first settled in 1843, and is rapidly becoming a populous and important place. Large steamers ply here. This is the point from which to visit the Lake and Falls of the St. Croix.

Taylor's Falls, the county seat of Chisago County, is on the west bank of St. Croix River, just below the Falls of St. Croix. A bridge connects the village with the Wisconsin shore. The *Cascade House* is the leading hotel.

Lake City is pleasantly situated on the west shore of Lake Pepin, of which, and the villages of Pepin, Stockholm, and Maiden Rock, on the opposite or Wisconsin shore, it commands a fine view. It occupies the site of Fort Perrot, the first French military establishment in this region, erected in 1689. The town was surveyed and laid out in May, 1856. The *Sugar-Loaf Peak* and *Maiden Rock* or *Lover's Leap* should be visited. The lake affords fine fishing. The *Ellsworth* and *Lyon House* are the leading hotels.

Red Wing, the county town of Goodhue County, is on the right bank of the Mississippi, just below the mouth of Cannon River, and 6 miles north of Lake Pepin. Large amounts of grain are shipped here. It is on the proposed line of the *St. Paul and Pacific Railway* to Winona. It is the seat of *Hamlin University*, and contains several church edifices and hotels. Population 2,600.

Wabashaw, the county seat of Wabashaw County, is on the southwest bank of the Mississippi, about opposite the mouth of the Chippewa River, 4 miles below Lake Pepin. It is 91 miles by water from St. Paul, and about 75 by land. The *Court-House* and one of the churches are fine edifices. Population, 2,500. *Hurd's Hotel*.

Watonna, the capital of Steele County, is situated on the east side of Straight River, at the junction of the *Winona and St. Peter* and *Minnesota Central Railways*. It is 15 miles south of Fari-

bault, and 40 miles west of Rochester. Population, 1,200. *Eureka House*.

Rochester, the capital of Olmsted County, is situated on the west bank of the Zumbro River, in the midst of a rich agricultural section, on the line of the *Winona and St. Peter Railway*, 40 miles west of the former town. The first settlements were made in 1854, near Cascade Creek. It is the most important wheat shipping station on the line of road west of Winona, and one of the most flourishing interior towns in the State. It contains a new *Court-House*, five church edifices, two newspaper offices (*Republican* and *Post*), and two good hotels, the *American* and *Stevens Houses*. Population, 4,500.

Redwood Falls, in the County of Redwood, 79 miles west of St. Peter, will eventually attract tourists. The town is in its infancy, containing about 300 inhabitants. The fall is 30 feet perpendicular, over a solid granite ledge. The prairies in this neighborhood are very extensive, and herds of buffalo are often seen. Hunting parties frequently meet here for the chase.

Cannon Falls are in Goodhue County. The village is situated at the confluence of the Big and Little Cannon Rivers. It was laid out in 1856, and has a fine water-power.

Chisago Lake and *Green Lake* afford fine fishing. They are in Chisago County, 38 miles northeast of St. Paul, and 14 from Taylor's Falls. *Chisago City* is pleasantly situated between the two lakes, and contains a good hotel. The neighborhood of *Columbus*, in Onoka County, abounds in game, and the lakes with fish.

Winona, the capital of Winona County, and one of the most flourishing cities of the State, is pleasantly situated on a beautiful prairie, on the west bank of the Mississippi River, 30 miles north of La Crosse, and 105 miles by land below St. Paul. With the latter cities it has daily communication by the *Winona and St. Peter* and *Minnesota Central Railways*, via Owatonna. The Winona branch of the *St. Paul and Pacific Railway* will be completed to this point in 1868. The first white settlement was made here in 1851, and was laid out as a town in the following year. In 1857 it was chartered as a city. It is the largest wheat market in the State, the receipts and shipments for 1865 amounting to three millions of bushels. It contains a spacious court-house and twelve church-edifices. The *State Normal School* has a fine building. The *High School* is also a spacious edifice, recently erected. Population (estimated), 6,000. *Huff's Hotel*, on Third Street, has excellent accommodation.

WISCONSIN.

WISCONSIN was formed into a Territory in 1836, and came into the Union as late as 1848, though the country was visited, as was all the wilderness of which it was then a part, by the French missionaries two centuries ago. Its growth has been, and continues to be, unexampled anywhere, excepting in the surrounding new States and Territories.

It is bounded on the north by Minnesota, part of Michigan, and Lake Superior; on the east by Lake Michigan; on the south by Illinois, and on the west by Iowa and Minnesota. It is 285 miles long and 250 broad, and embraces an area of thirty-four and a half millions of acres.

The topographical aspect of Wisconsin is very similar to that of other portions of the Northwest section of the Union, presenting, for the most part, grand stretches of elevated prairie-land, sometimes 1,000 feet higher than the level of the sea. Though there are no mountains in this State, there are the characteristic plateau ridges of the latitude, formed by depressions, which drain the waters, and afford beds for the rivers and lakes. The descent of the land toward Lake Superior is very sudden, and the streams are full of falls and rapids.

The waters of Lake Superior and Lake Michigan wash the northern and eastern boundaries of Wisconsin, and numberless lesser waters are scattered through the interior, and more abundantly over the northwestern counties. The shores of these lakes abound in rich forest growth and in rocky precipice, affording numerous picturesque views. The waters are clear, and full of delicious fish.

Lake Winnebago, the largest of the

interior waters of Wisconsin, lies southeast of the middle of the State. Its length is about 28 miles, with a width of 10 miles. The Fox or Neenah River unites with Green Bay, an arm of Lake Michigan. A singular rocky wall which might, in its regular formation, easily be supposed the work of art, instead of nature, follows the eastern shore of Winnebago Lake for 15 miles. This wall rises through all its extent about five feet above the surface of the water, and sinks in places hundreds of feet below. Steamboats navigate the lake. (See OSUKOSH.)

The *Mississippi River* forms much of the western boundary of Wisconsin, separating it from Iowa and Minnesota, with which States it thus shares the charming scenery of this portion of the great river—the noble expansion of Lake Pepin, with its bold precipices, and headland of the Maiden Rock, and the La Grange Mountain; Mount Trempeleau, in La Crosse County, with its perpendicular cliffs, 500 feet in height, and many other striking scenes.

The *Wisconsin River*, the largest stream in the State, rises in a small lake called Vieux Desert, on the northern boundary, and flows southwesterly 600 miles to the Mississippi at Prairie du Chien. Shifting sandbars obstruct the navigation very much, yet steamboats ascend as high as Portage City, 200 miles distant, by the windings of the river. At Portage City a ship-canal conducts small steamers to the waters of the Neenah or Fox River (the outlet of Lake Winnebago), by which the navigation is continued through the State, from the Mississippi to Lake Michigan.

The Wisconsin River presents many

beautiful pictures to the eye of the traveler. The remarkable passage called the *Grandfather Bull Falls*, where the waters break through a bold gorge a mile and a half in length, and flanked on either hand with rugged walls 150 feet in height, are well worth visiting. Some fine chalybeate springs add to the attractions of this charming spot, and promise to make it before long a favorite summer resort.

Petenwell Peak, on the Wisconsin, 60 miles below Grandfather Bull Falls, is a singular oval mass of rock, 900 feet in length and 300 wide, with an elevation above the surrounding country of 200 feet. The summit for 70 feet is perpendicular, and the rocks in their fantastic groupings assume the most wonderful architectural appearances, almost persuading the voyager that he is transported back to feudal ages, and is passing through a barbaric land of castled and battlemented heights.

Fortification Rock is another interesting scene, a few miles below Petenwell Peak. The cliffs here have a vertical elevation of 100 feet. At the *Dalles of the Wisconsin* the water passes for about six miles between hills of solid rock, in height from 30 to 100 feet. The narrowest width of the river here is 55 feet.

The *St. Louis River*, which forms part of the boundary between Minnesota and Wisconsin, is the original source of the St. Lawrence, and is remarkable for a series of bold rapids, called the Falls of St. Louis. Of this scene we have spoken in our mention of the landscape of Minnesota. The *Bad-axe*, *Black*, *Chippewa*, the *Rock*, the *Des Plaines*, the *Fox*, and other rivers of Wisconsin, are much broken by cataracts and rapids.

The antiquary, no less than the lover of natural beauty, may find in this State sources of pleasure, in objects scarcely less strange than the mystical relics of the Old World. Scattered everywhere over the plains of Wisconsin, are singular structures of earth, known generally as "Mounds." At Prairieville, there is one of these weird works, 56 feet in length, which is in the similitude of a turtle; near the Blue Mounds is another, 120 feet in length, representing a man in a recumbent attitude; near Cassville

yet another of these eccentric labors has been found, made in the image of the extinct mastodon. At Aztalan, in Jefferson County, there is an old fortification 550 yards in length, and 275 wide. The walls are from 4 to 5 feet high, and more than 20 feet thick.

The *Blue Mounds* are in Dane county. The most elevated rises nearly 1,200 feet above the waters of the Wisconsin River.

The forest scenery, and the ever-welcome oak openings—the oases of the prairie—will be among the gratifications of the nature-loving tourist in Wisconsin. The hunter may indulge his passion for the chase at will, whether he aspire to the wild game of the wilderness, or to the gentler sports by the brook-side.

The State is divided into 58 counties, and contained a population in 1860 of 775,881, of whom 1,171 were colored, and 1,014 Indians. The entire population of the State is now estimated at one million.

Madison is the capital, and Milwaukee the chief commercial city. Racine, Janesville, Oshkosh, Watertown, Beloit, Fond du Lac, Kenosha, and La Crosse are thriving cities. Manitowoc, Portage City, and Green Bay are also rapidly becoming important places.

RAILWAYS.—The principal railway lines in Wisconsin extend from Milwaukee westward across the State to the Mississippi. The following list embraces all the lines now operated within the State, viz.:

The *Milwaukee and Prairie du Chien Railway* from Milwaukee to Milton (64 miles); Chicago and Northwestern crossing and branch *via* Janesville (72 miles), and Monroe (106 miles); Madison (96 miles); Prairie du Chien (194 miles). The *Milwaukee and St. Paul Railway* from Milwaukee, *via* Watertown (43 miles); Portage City (91 miles); to La Crosse (195 miles); *Madison Branch* (in progress) from Watertown Junction (44 miles) to Sun Prairie (71 miles); *Horicon Division*, *via* Horicon Junction (52 miles); to Berlin (94 miles); and Winneconna (103 miles). *Chicago and Milwaukee Railway*, from Milwaukee *via* Racine (23 miles); Kenosha (33 miles); to State line (30 miles); and Chicago (85 miles). *Western Union Railway* from Racine *via* Elkhorn (40 miles); to Beloit (69 miles). *Chicago and North-*

western Railway from Chicago *via* Crystal Lake (43 miles); Harvard (63 miles); Janesville (91 miles); Watertown (130 miles); Fond du Lac (177 miles); Oshkosh (194 miles); to Fort Howard (242 miles); connecting at Fort Howard with steamers on Green Bay for Escanaba, whence the Peninsular division of the *C. & N. W. R. R.* connects with Marquette (75 miles). *Kenosha and Rockford Division* from Kenosha to Harvard (45 miles); where it connects with the main line. *Beloit and Madison Branch*, from Harvard, *via* Beloit (27 miles), to Madison (75 miles). *Milwaukee and Minnesota Railway*, from Milwaukee, *via* Horicon Junction (52 miles); to Portage City (96 miles).

MILWAUKEE.

HOTELS: The *Newhall House* is desirably located and handsomely furnished. The table fare is inferior. The *Walker House* (recently enlarged) and the *Juneau House* are on East Water Street, convenient to the business portion of the city.

ROUTE.—From Chicago (85 miles), *via Chicago and Milwaukee Railway*. From Detroit, by *Detroit and Milwaukee Railway* to Grand Haven (189 miles), and thence 85 miles by steamer across Lake Michigan.

Milwaukee, the commercial capital of Wisconsin, and, next to Chicago, the largest city in the Northwest, is pleasantly situated on the west shore of Lake Michigan, at the mouth of the Milwaukee River. This river flows through the town, and, with the Menomonee, with which it forms a junction, divides it into three nearly equal districts, which are severally known as the East, West, and South divisions. The town lies upon the river flats, and upon the bluffs which overlook the lake. The Milwaukee River is navigable for the largest class of lake vessels for 2 miles from its mouth, and forms one of the best harbors on the entire northwestern lake coast. Nearly half a million dollars have been expended in its protection and improvement. The peculiar color of the "Milwaukee brick," of which many of the buildings are made, gives the city a very unique and pretty air. These famous bricks, which are much in fashion

now all over the country, have a delicate cream or straw tint. Four steam brick-mills are in constant operation. In growth, this city of promise has kept pace with the rapid progress characteristic of the region. It was settled in 1835, incorporated in 1846, had a population in 1840, of 1,751; in 1850, of 20,061; in 1860, more than 45,000. Its present population is 65,000. There are 54 church edifices of various denominations here, and numerous excellent literary institutions and schools. The most prominent church edifice is the Catholic *Cathedral of St. John*. The new Baptist church is also a handsome structure, just completed, at a cost of \$35,000. The city, which embraces an area of 17 miles' square, is divided into 9 wards, and contains 130 streets, and upward of 12,000 dwellings, 1,200 of which have been erected since 1865. East Water and Spring Streets are very wide, handsome thoroughfares, and the beautiful cream color and finish of the bricks with which they are largely constructed give to them, and indeed to the whole city, a peculiarly chaste and attractive appearance. Indeed, the quality and color of the building material is quite characteristic of the locality, and has earned for it a preëminence as the "Cream City" of the lakes. The city is well lighted and paved.

Among the prominent public buildings are the *United States Custom-House*, which also embraces the Post-Office and United States courts. It is of Athens stone and stands on the corner of Wisconsin and Milwaukee Streets. An appropriation of \$120,000 is expected to be made for the purpose of a *Court-House*. There are eight banking houses, two of which are handsome edifices. The *Music Hall* is a handsome apartment, with sittings for 2,300 persons. It was erected in 1864, at a cost of \$65,000, and is still owned by the German Musical Society. The Germans constitute nearly one-half of the entire population, and their influence upon the social life of the inhabitants is everywhere seen. Breweries and lager-bier saloons, gardens, gasthausen, music halls, and restaurants abound. Two distilleries and two breweries, costing in the aggregate \$130,000, have recently been erected. The consumption of lager, for which Milwaukee

is now so famous throughout the whole West, is estimated at upward of 1,000,000 gallons annually. Twenty-five firms are engaged in its manufacture, and the aggregate annual product is 2,600,000 gallons.

The theatre building known as the *Academy of Music* has 800 sittings. Besides these places of public resort, the city contains 15 halls and public assembly-rooms.

The Milwaukee River has been dammed, and affords fine manufacturing facilities. Among the more prominent industrial establishments are the flouring-mills, four of which have been erected during the past year. That just built by Betschey and Kern, at a cost of \$150,000, has a capacity for making 1,000 barrels of flour daily, and is well worth visiting, as is also the grain elevator of the *Milwaukee and St. Paul Railway*. This immense structure has a storage capacity of one million and a half bushels of wheat, and is one of the largest on the continent. Upward of 13,250,000 bushels of wheat, largely the product of the State, were exported either in bulk or in flour in 1865. The total storage capacity of the grain elevators is estimated at five millions of bushels. One of the largest rolling-mills in the West, that constructed by E. B. Ward, is located here. It is just completed, at a cost of \$300,000, and is well worthy a visit from the stranger who has the necessary time at his disposal. Milwaukee, during late years, has become a great railroad centre, being second only to Chicago in that respect among the cities of the Northwest. The following embraces the most usually travelled routes: *Milwaukee and Minnesota*, foot of Chestnut; *Chicago and Northwestern*, foot of Barclay; *Detroit and Mil.*, *Mil. and Prairie du Chien*, foot of Third Street; *Mil. and St. Paul*, Union Depot. Steamers ply daily on Lake Michigan to Chicago and Green Bay during the season of navigation.

Madison.—HOTEL, the *Capitol House*.

ROUTE: See CHICAGO and MILWAUKEE for route from New York, Boston, etc. Thence by rail.

Madison, the capital of the State, and the county seat of Dane County, is one

of the most beautiful and attractive towns in the Northwest. It is situated in the centre of a broad valley, enclosed by high grounds, occupying an isthmus between the Third and Fourth (Mendota) Lake. Mendota or Fourth Lake upon the upper side of the city, is about six miles by four miles in area. The Third Lake is somewhat smaller; both are exceedingly picturesque waters, deep enough for steamboat navigation. The city lies in the very heart of the "Four Lake Country," which may be regarded as the Westmoreland of the New World. The lakes are severally known as *Mendota*, *Monona*, *Waubesa*, *Yahara*, and *Peshigo*. Except a log cabin, there was not a single structure upon the site of Madison, when it was selected in 1836 for the capital of the State; yet in 1860 the population had reached nearly 7,000. The streets of this beautiful city drop down pleasantly toward the shores of the surrounding lakes. Madison perhaps combines and overlooks more charming and diversified scenery than any other town in the West, or than any other State capital in the Union. Its high lakes, fresh groves, rippling rivulets, shady dales, and flowery meadow lawns, are commingled in greater profusion, and disposed in more picturesque order, than we have ever elsewhere beheld. The *Capitol* cost \$150,000 to build. It is a limestone edifice, situated in the centre of a public park of 14 acres, 70 feet above the level of the lakes. This site, being the highest land between Lakes Mendota and Monona, commands some fine views. The *University of Wisconsin*, founded in 1849, occupies an eminence (College Hill) a mile west of the capitol, and 125 feet above the lakes. The *State Historical Society* and the *State Lunatic Asylum* are located here. The *Court-House* and *Jail* occupy the southern corner of the public square.

Kenosha.—HOTEL, *City Hotel*.—Kenosha is pleasantly situated on a bluff which rises on the western shore of Lake Michigan, 8 miles below Racine. It has railway communication north, south, and west by the *Chicago and Milwaukee* and the *Kenosha and Rockford Railways*. It is 52 miles above Chicago (by railroad or by water), and 33 miles below Milwaukee. The town was laid out in 1836, and being

the most southerly port in the State, was long known as Southport. Population, 5,000.

Janesville.—HOTEL, the *Hyatt House*.—Janesville, the capital of Rock County, and one of the most attractive and flourishing towns in the State, is delightfully located upon Rock River, 45 miles southeast of Madison. A branch of the railway between Milwaukee and Madison, extends to Janesville; junction, at Milton. It is reached from Chicago, 91 miles, by the *Northwestern Railway*, and from Milwaukee, 70 miles, by the *Milwaukee and Prairie du Chien Railway*, via Milton junction. The *Court-House* and other public buildings are fine structures. It was settled in 1836, and incorporated 1853. The vicinity has pleasant walks and drives. Population, 8,500. The manufacture of paper is extensively prosecuted here.

Fond du Lac—HOTEL, the *Lewes House*—at the south end or head of Winnebago Lake and on the *Chicago and Northwestern Railway*, 177 miles north of Chicago and 65 miles south of Fort Howard—is a place much resorted to by travellers in the Northwest. It is on the direct route to Green Bay and the copper region of Lake Superior. (See the LAKE REGION.) Fond du Lac is remarkable, among other things, for its Artesian wells, which are so numerous that nearly every household has its own. They vary in depth from 90 to 130 feet. The lumber business is extensively carried on. Population, 10,700. Communication between Winnebago Lake and Green Bay is carried on by steamboats on Fox River. (See LAKE WINNEBAGO.)

Neenah, at the foot of the lake on the west bank, is a pretty little village, with a population of between 2,000 and 3,000, and good hotel accommodations for visitors.

Menasha is a small town on *Lake Butte des Morts*, 35 miles from Green Bay.

Oshkosh, 17 miles north of Fond du Lac, and 194 miles north of Chicago by the *Northwestern* road, lies pleasantly on the west side of Lake Winnebago, near the mouth of Fox River. It is a very flourishing town, already numbering over 9,000 inhabitants, and is much resorted

to during the summer months. Immediately above the town the Fox River widens out into the *Lake Butte des Morts*. Oshkosh is the entrance to the great pine region of Wisconsin. A visit to the saw-mills will repay the traveller. More than 50,000,000 feet of lumber are manufactured annually. Wolf River, the main channel of communication with the pine region, is navigable for steamboats a distance of 100 miles. (See LAKE WINNEBAGO.)

Appleton is pleasantly situated on an eminence overlooking the Fox River, 30 miles from its mouth, 5 miles from Lake Winnebago, and 214 from Chicago by the *Northwestern Railway*; from Milwaukee 77 miles, via *Milton Junction*. The rapids, known as the *Grand Chute*, have a descent of about 30 feet in a distance of one mile and a half. It is the seat of *Lawrence University*. The scenery in the vicinity is attractive. The approach to Appleton from Green Bay presents some of the most picturesque scenes to be found in this region.

Little Chute, *Kaukauna*, *Wrightstown*, and *De Père*, are small places having stations on the *Northwestern* road, between Appleton and Fort Howard, the terminus of the Wisconsin division of the *Northwestern Railway*.

Green Bay City, opposite Fort Howard, with which it is connected by a free drawbridge, is a place of some interest to Lake Superior and Green Bay tourists. The steamers on Lake Michigan and the bay all stop here. The descent in the Fox River affords fine manufacturing facilities, which have been considerably employed. (See GREEN BAY.) The trip northward up the lake is a favorite one with those who have taken it during the summer months. The steamer runs daily during the season of navigation, on the arrival of the cars from Chicago, for Escanaba, Marquette, and ports on Lake Superior. The trip between Fort Howard and Marquette occupies 15 hours, 12 of which are passed in making the voyage on Green Bay.

Beloit.—Beloit is upon the southern boundary of the State, on the *Beloit and Madison Branch* of the *Northwestern Railway*, 90 miles from Chicago and 48 miles from Madison. From Milwaukee,

by railway, it is distant 78 miles. Beloit is built on a beautiful plain, on the banks of the picturesque Rock River. It was incorporated in 1856, and is famous for its elegant churches and fine streets. *Beloit College*, founded in 1846, is a flourishing institution.

Watertown, on Rock River, at the intersection of the *Chicago and North-western* and the *Milwaukee and St. Paul Railways*, 43 miles from Milwaukee and 130 from Chicago, has grown to be a place of considerable importance in the last few years. It was settled in 1836, and now contains upward of 7,000 inhabitants. The rapids in the Rock River above the town should be visited. The fall of 24 feet furnishes an abundant water-power.

Fort Atkinson, on the *North-western* road, 19 miles north of Watertown, is an old military post and settlement on Rock River.

Waukesha, once called Prairieville, is upon the *Milwaukee and Prairie du Chien Railway*, 25 miles from Milwaukee and 71 from Madison. It is situated upon Pishtuka or Fox River, at the extremity of a fine prairie. It is the seat of *Carroll College*, founded 1846. Population, 3,000.

White Water, 30 miles from Waukesha and 51 from Milwaukee, by the *Prairie du Chien* line, is a thriving town, laid out in 1840. It has an extensive paper-mill and other manufacturing establishments. Population, 3,000, and increasing rapidly.

Prairie du Chien, the terminus of the *Milwaukee and Prairie du Chien Railway*, is situated on the Mississippi River, 194 miles west of Milwaukee, 229 miles northwest of Chicago, and 4 miles north of the Wisconsin River. It is connected with the young town of McGregor, Iowa, by ferry.

Portage City is at the head of navigation on the Wisconsin River. It is upon the route of the *La Crosse Railway*, 91 miles from Milwaukee. The site of Portage City was formerly known as *Winnebago Portage*, and still earlier as *Old Fort Winnebago*. The *Fox River Canal*, which unites the waters of the Wisconsin River with Lake Michigan, passes near the town.

Lumber constitutes the staple article of commerce.

Sheboygan is at the entrance of Sheboygan River into Lake Michigan, 62 miles north of Milwaukee. Steamboats up and down the lake call here.

Manitowoc is also upon Lake Michigan, 30 miles above Sheboygan, and 93 miles north of Milwaukee.

Racine.—HOTEL, *Congress Hall*.

Racine is a beautiful city, situated on the west shore of Lake Michigan, at the mouth of Root River, 23 miles south by east of Milwaukee, and 62 north of Chicago. It is the second city of the State in population and commerce, and has one of the best harbors on the lake, formed by the mouth of the river, which admits vessels drawing over 12 feet of water. It was settled in 1835 and incorporated in 1848. The *Racine and Mississippi Railway* connects the city with the Mississippi River at Savanna, Ill. Population, 11,000. The public schools are among the best in the State. Over \$80,000 have been expended by the citizens in the construction of a harbor, \$30,000 for school buildings, and \$350,000 for railways.

Platteville and *Mineral Point* are growing places in the heart of the lead region of Southwestern Wisconsin and Northwestern Illinois. The former is in Grant, the latter in Iowa County. (For routes, see GALENA.) A branch of the *Illinois Central* from Warren leads to Mineral Point.

Green Bay.—On leaving the City of Green Bay in one of the steamers of the *Green Bay Transit Company* for Escanaba, 100 miles, the tourist passes through one of the most beautiful sheets of water, connecting with Lake Michigan on the north.

The harbor of Green Bay is formed by the Fox or Neenah River, which here enters from the south, the outward channel being crooked and circuitous until the light-house, 7 miles distant, is passed, when the bay widens, and a large expanse of water is presented to view.

Oconto, 30 miles north of Green Bay, having daily communication by steamboat, is a flourishing lumbering village lying on the west side of the bay, near the mouth of a river of the same name.

Little Sturgeon Point (40 miles) lies on the east shore of the bay.

Sturgeon Bay is a deep indentation, running nearly across the neck of land which separates Green Bay from Lake Michigan; it is proposed to construct a ship canal to connect them.

Menomonce (58 miles) lies at the mouth of the river of the same name, which forms the dividing line between the States of Wisconsin and Michigan. This is a large and flourishing lumbering village, whence are annually shipped large quantities of lumber to Chicago and Eastern markets.

Green Island (60 miles), nearly midway between the termini of the boat route, lies in the middle of the bay, where is a light-house to guide the mariner.

Hat Island and *Strawberry Island* are small tracts of land passed on the east, near the main shore.

Chambers's Island (75 miles) is a large and fertile body of land, lying near the middle of the bay, which is here about 20 miles wide.

Porte des Morts (*Death's Door*) is the entrance into Lake Michigan, separating the mainland from Washington Island, on the north, which is attached to the State of Michigan. To the east lie the broad waters of Lake Michigan.

Cedar River (90 miles) enters from the west, where is a lumbering establishment, the whole west shore of Green Bay producing a heavy growth of pine and other kinds of timber.

Leaving Cedar River the steamer's course lies for *Little Bay de Noquet*, 30 miles distant, affording a view of the waters of Lake Michigan on the east, while to the north lies *Great Bay de Noquet*, about 10 miles wide and 20 miles in length.

Pensaukee, *Peshtigo*, and other towns are springing up on the west shore of

Green Bay, where are to be found numerous large lumber establishments, situated on the streams running into the bay.

Escanaba is a new and promising town in Michigan, situated on the western shore of Little Bay de Noc, 120 miles north of the city of Green Bay, and is the southern terminus of the *Peninsular Railroad of Michigan*. This place, laid out in the spring of 1864, has a good and secure harbor, of easy access, with a sufficient depth of water for the largest class of vessels navigating the lakes. The docks erected by the railroad company are of a substantial and commodious character, intended for the transshipment of iron and copper ore from the Lake Superior mines, distant about 65 miles.

The site of the town lies on Sand Point, where is a favorable view of the waters of Green Bay lying to the south, and Little Bay de Noc on the north. The streets are laid out at right angles, with ample public grounds adjoining the waterfront. The future of this place is hard to predict, its growth being identified with the rich mineral deposits of the Upper Peninsula of Michigan, bordering on Lake Superior. Good hotel accommodation.

The *Peninsular Railroad* runs from the wharf at Escanaba, through a new and wild section of country to Negaunee, 62 miles, there intersecting the *Bay de Noquet and Marquette Railroad*, 13 miles above Marquette, forming a through line of travel.

The *Bay de Noquet and Marquette* and the *Marquette and Ontonagon Railroads* form a connection at the iron mines, and now extend to Lake Michigommi, 40 miles from Marquette. This important road is rapidly extending to Ontonagon, 120 miles, also, to Portage Lake, thus connecting the iron and copper regions of Lake Superior.

M I C H I G A N .

MICHIGAN, one of the more recently settled of the great States of the North-west, embraces two peninsulas, the lower or southern lying between Lake Michigan on the west and Lakes Huron, St. Clair, and Erie on the east; and the northern, between Lake Superior on the north, and Lakes Michigan and Huron on the south. The northern peninsula is about 320 miles long and 130 in its greatest breadth, and the southern 238 miles from north to south and 200 from east to west. Unitedly they embrace thirty-five and a half millions of acres, of which less than four millions are improved. The unique character of the scenery of the upper peninsula of Michigan, and the present easy means of access, promise in the course of a few years to make this region one of the most popular summer resorts in the Union. Excepting in portions of its southern boundary, this State is everywhere surrounded by the waters of the Great Lakes, insomuch that it has a coast of nearly 1,100 miles. Of this immense lake-coast, 350 miles belong to Lake Superior, as much more to Lake Michigan, 300 to Lake Huron, 40 to Lake Erie, and 30 to St. Clair. Besides these grand waters which encompass the State about like a girdle, there are many beautiful ponds scattered over the interior, and bearing thither the picturesque beauty of the shores. The southern peninsula is more interesting in an agricultural than in a pictorial point of view. It is in surface notably unvaried—a vast plain, undulating indeed, but not broken by any elevations worthy of mention. It has, however, peculiar features which will interest the traveller, in its great prairie lands and that special characteristic of

the Western landscape—the *Oak Openings*—a species of natural park meagrely covered with trees. The shores, however, even of this part of Michigan, are often picturesquely varied, with steep banks and bluffs, and shifting sand-hills, reaching, sometimes, a height of 200 feet or more. The romantic portion of the “Lake State” is in the upper peninsula, which is rich in all the features of rugged rocky coast, of the most fantastic and striking character, in beautiful streams, rapids, and cascades. Here, making a part of the scenery of Lake Superior (see the LAKE REGION), are the Wisconsin, or Porcupine Mountains, 2,000 feet in height, and those strange huge castellated masses of sandstone, celebrated as the Pictured Rocks. The famous straits of Mackinaw unite the converging floods of Lakes Huron and Michigan at the extreme northern apex of the lower peninsula, and the beautiful Sault de St. Marie conducts the wondering tourist from Lake Huron to Lake Superior on the north. The St. Mary separates the upper peninsula at its northeastern extremity from Canada. The Pictured Rocks are about 60 miles west of this passage. Here white-fish and other finny game are caught in great quantities. The rivers of Michigan are chiefly small streams, but many of them, especially those in the mountain districts of the north, are replete with pleasant subjects for the pencil of the artist.

The history of this State has more points of interest than we are apt to find in this section of the Union, recording as it does some memorable incidents of Indian adventure, and important exploits in the American and English War of 1812. The first settlements were made at De-

troit and Mackinaw, toward the close of the seventeenth century. After England had dispossessed the French, there arose among the Indian tribes the famous chief-tain Pontiac, who availed himself of the opportunity afforded by the outburst of the Revolution, to attempt the entire expulsion of the white invaders of his ancestral lands. The chief planned a general attack upon all the English forts on the lakes, massacred the garrison at Mackinaw, and laid siege, for some months, to Detroit. In 1805, Michigan, which prior to that date formed part of the Northwest Territory, was formed into a separate territory.

From its contiguity to Canada, Michigan was called early into the field in the War of 1812. Detroit was surrendered to the enemy by General Hull, August 15th, the fort at Mackinaw having already been captured. A number of American prisoners of war were butchered by the Indians at Frenchtown on the 22d of January, 1813. The State suffered at this period many trials, until General Harrison at length drove the British into Canada, carrying the war into their own country. Detroit was not surrendered to the United States until 1796. Michigan came into the Union as an independent State in the year 1837, and has since rapidly advanced in population, wealth, and production. The State is divided into 62 counties, and contains several handsome cities and towns; among the most important are Detroit, Lansing, the capital, Grand Rapids, Adrian, Kalamazoo, Ann Arbor, Jackson, and Monroe. The population of the State in 1860 was 749,113, of whom upward of 3,000 were Indians.

RAILWAYS. — The *Michigan Central Railway* extends 284 miles from Detroit to Chicago.

The *Jackson, Lansing, and Saginaw Railway*, 30 miles to Lansing.

The *Michigan Southern*, in connection with the *Northern Indiana Railway*, traverses the southern line of Michigan and the upper line of Indiana, 244 miles from Toledo to Chicago.

The *Detroit and Milwaukee Railway* crosses the State, 189 miles, from Detroit to Grand Haven, on Lake Michigan, opposite Milwaukee.

The *Amboy, Lansing, and Traverse Bay Railway*, 28 miles from Owosso to Lansing, the State capital.

The *Great Western (Canada) Railway* has its western terminus at Windsor, opposite Detroit. The *Grand Trunk Railway* connects at Detroit with the *Michigan Central*, *Detroit and Milwaukee*, and *Michigan Southern Railways*.

The *Detroit, Monroe, and Toledo Railway*, from Detroit south to Toledo, Ohio, 65 miles.

The *Jackson Branch* of the *Michigan Southern Railway*, from Adrian north to Jackson, on the *Michigan Central*, 45 miles.

The *Monroe Branch*, from Monroe to Adrian, 32 miles.

DETROIT.

HOTELS, the *Russell House*; the *Biddle House*; the *Michigan Exchange*.

ROUTES.—From *New York*. By the *Hudson River* or *Harlem Railway* to Albany, thence by the *Central Railway* to Buffalo or Niagara Falls, or to Buffalo and Niagara by the *New York and Erie Railway*. (See these routes elsewhere.) From Buffalo or Niagara take the *Great Western Railway (Canada)*, to Windsor, opposite Detroit. Total distance from New York, about 673 miles. Detroit may also be pleasantly reached from Buffalo or Dunkirk, *via* Cleveland, Sandusky City, and Toledo, Ohio, by the railways on the southern shore of Lake Erie, or by the Lake Erie steamers. From Chicago to Detroit, by the *Michigan Central* or by the *Michigan Southern and Northern Indiana Railways*; distance by the former 284 miles, by the latter 309 miles. Pullman's sleeping-cars on night trains.

Detroit is one of the great commercial depots of the West, and the chief city of Michigan. It is pleasantly situated upon the west side of the Detroit River, a link in the chain of waters which unite Lake Huron and Lake Erie. This strait, for such it is, gives the city its French name—*détroit*. It is here about half a mile in width, and is charmingly dotted with beautiful islands. The city is distant 18 miles from the head of Lake Erie, and 8 miles from the outlet of Lake St. Clair. It

occupies a position equally advantageous for commerce and picturesque for travel, being directly in the way of the tide of travel and transportation from the Atlantic to the Mississippi, and great railways and steamers, with their freights, necessarily paying it tribute. Detroit was founded by the French in 1870. It was the capital of the State from 1836 until 1847, when it was removed to Lansing. The city embraces an area of about 10 square miles, laid out in wide streets and avenues, and lighted with gas. *Jefferson* and *Woodward Avenues*, and *Congress Street*, are fine thoroughfares. The *Camillus Martinus* is its most attractive public square. There is a fine open area called the *Grand Circus*, toward which the avenues of that part of the city lying back of the river converge. The *Old State-House* is a noteworthy edifice, with its dome and its tall steeple overlooking the town and its environs, Lake St. Clair above, and the Canadian shores. The *City Hall* is a brick structure, with a façade 100 feet in length. The city possesses also a fine *Custom-House*, and other public edifices, and many elegant private residences.

Detroit has in late years become an extensive manufacturing point. The copper and iron smelting-works above and below the city are worth visiting.

Among the most noteworthy edifices are its churches, and its benevolent and charitable institutions. Of the latter, the *Industrial School*, the *Harper*, and *St. Mary's* and *Marine Hospitals*, and the *Orphan Asylum*, are the best worth visiting. Lines of street cars afford ready communication with every part of the city and suburbs. The residence of the late General Lewis Cass is among the objects of interest. Detroit has a large and growing trade with Lake Superior, and this is the best point from which to take steamer for the upper peninsula of Michigan, and the famous copper-mines of that region. Population, 63,000. Windsor, the terminus of the *Great Western* (Canada) *Railway*, opposite Detroit, is reached by ferry. (For means of communication with other cities, see RAILWAYS.)

Lansing.—HOTEL, the *Lansing House*.

Lansing, the capital of Michigan, is upon the Grand River, 110 miles northwest of Detroit. The *Amboy, Lansing, and Traverse Bay Railway* connects it with Owosso on the *Detroit and Milwaukee Railway* (28 miles). Lansing became the seat of the State government in 1847, at which period it was almost a wilderness. The *State-House* is a spacious structure situated on an eminence overlooking Grand River. The population of the city is now about 4,000.

Ann Arbor is a flourishing place of 9,000 inhabitants, upon the line of the *Michigan Central Railway*, 37 miles west of Detroit. It is the seat of the *State University*, founded in 1837. This institution is liberally endowed, and has about 800 students, and a library of 10,000 volumes.

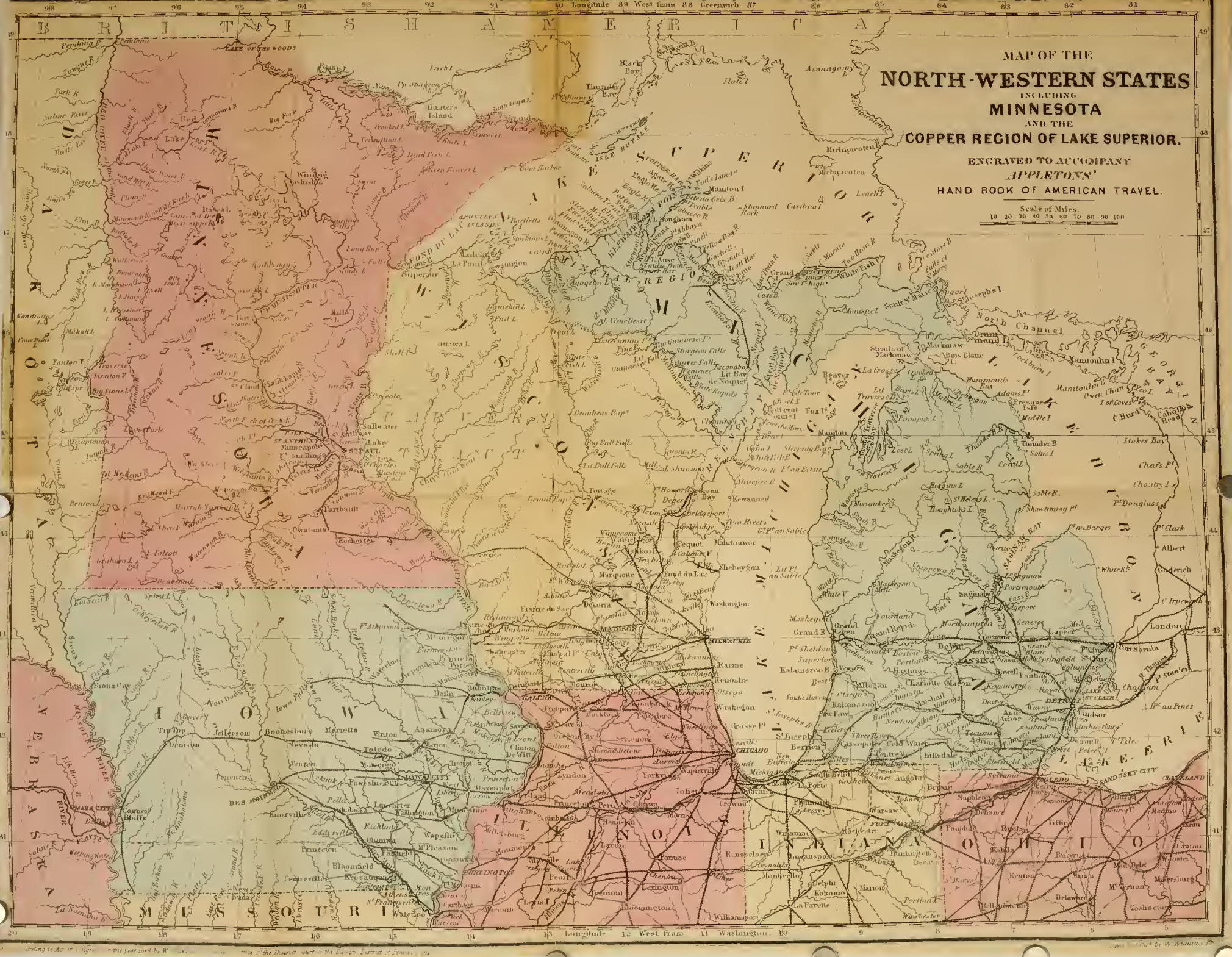
Ypsilanti.—HOTEL, the *Hawkins House*.

Ypsilanti, 30 miles west of Detroit, on the line of the *Central Railway*, is on the Huron River, and in the midst of a fine farming district. The *State Normal School* is a fine institution. It contains some important manufactories. Population, 3,700.

Monroe City.—HOTEL, *Strong's Hotel*.

Monroe City, one of the principal towns of Michigan, and the capital of Monroe County, is upon the Raisin River, 2 miles from Lake Erie, and 41 miles below Detroit, and 24 miles north of Toledo by the *Detroit, Monroe, and Toledo Railway*. The *Court-House* is a fine stone edifice, erected at a cost of \$35,000. Large quantities of wheat are shipped hence. Monroe was settled by the French about 1776.

Grand Haven, on Lake Michigan, is the western terminus of the *Detroit and Milwaukee Railway*. It is situated on a fine site at the mouth of the Grand River, directly opposite the beautiful and flourishing city of Milwaukee. It has an excellent harbor formed by the river and bays, extending some 15 miles, with a depth of water from 30 to 50 feet, sufficient for vessels of the largest size. The entrance to the harbor is 650 feet wide. The distance from Grand Haven to Milwaukee is 80 miles. A line of transit steamers, fitted up



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in the most costly manner, with every regard for safety and comfort of passengers, plies twice daily between the two ports, in connection with the regular trains over the *Detroit and Milwaukee* and *Milwaukee and St. Paul Railways*. Steamers up and down Lake Michigan touch here.

Jackson is situated on Grand River, and at the intersection of the *Michigan Central* and *Jackson Branch* of the *Michigan Southern Railways*, 76 miles west of Detroit. The *State Penitentiary* is well worthy a visit. About five hundred convicts are here employed at mechanical labor. It has several fine church edifices and a seminary for young ladies.

Grand Rapids, the capital of Kent County, and the second city of the State, is situated at the rapids of Grand River, 32 miles east of Grand Haven, and 157 miles west of Detroit. It is pleasantly located on both banks of the river, and commands some fine views. It was settled in 1833 and incorporated in 1850. The river is 300 yards wide, and falls 18

feet within a mile, producing abundant water-power. Pleasant trips may be made by boat above the falls to Lyons, 50 miles, or below to the mouth of the river, where connection is made with the lake steamers. Population, 9,000.

Adrian, the county seat of Lenawee County, lies on a branch of the Raisin River at the intersection of the *Michigan Southern* and the *Monroe and Jackson Branches*, 33 miles from Toledo, 32 miles from Monroe, 73 miles from Detroit, and 45 miles from Jackson. It has several large manufactories. The public buildings are commodious and substantial. Population, 7,000.

Kalamazoo, 143 miles west of Detroit and 141 east of Chicago, *via* the *Central Railway*, stands on the left bank of the Kalamazoo River. The *College* and *State Insane Asylum* are prominent edifices.

Marshall, 36 miles east of Kalamazoo, is mainly interesting to the traveler on the *Central* road, as the dining station on the morning trains from Chicago and Detroit.

K A N S A S .

KANSAS, one of the new States west of the Mississippi, extends from 37° to 40° north latitude, in the same belt as Northern Kentucky and Virginia, and Southern Indiana and Illinois. It is 630 miles in its extreme length and 209 miles in its greatest width. It is bounded eastward by Missouri, northward by Nebraska, westward by Colorado, and southward by New Mexico and Indian Territory. It is divided into 45 counties, and embraces an area of 80,000 square miles. The capital, Topeka, is pleasantly situated on the south bank of the Kansas River. Its principal city is Leavenworth on the Missouri. The other chief towns are Lawrence, Atchison, Wyandotte, Fort Scott, and Manhattan. It was organized as a Territory, May 29, 1854, and admitted as a State, January 30, 1861. The population, which now amounts to nearly 180,000, is mainly distributed through the eastern portion of the State.

The prevailing landscape features of Kansas are those of gently alternating ridges, or terrace and valley. The country is a vast undulating plain from the eastern side to the base of the mountain ranges on the west.

The face of the country is beautiful beyond comparison. The prairies, though broad and expansive, stretching away miles in many places, seem never lonely or wearisome, being gently undulating, or more abruptly rolling; and, at the ascent of each new roll of land, the traveller finds himself in the midst of new loveliness. There are also high bluffs, usually at some little distance from the rivers, running through the entire length of the country, while ravines run from them to the rivers. These are, at some

points, quite deep and difficult to cross, and, to a traveller unacquainted with the country, somewhat vexatious, especially where the prairie grass is as high as a person's head, while seated in a carriage. There is little trouble, however, if travellers keep back from the water-courses, and near the high lands. These ravines are, in many instances, pictures of beauty, with tall, graceful trees, cotton-wood, black walnut, hickory, oak, elm, and linwood, standing near, while springs of pure cold water gush from the rock. The bluffs are a formation unknown, in form and appearance, in any other portion of the West. At a little distance, a person can scarcely realize that art had not added her finishing touches to a work which nature had made singularly beautiful. Many of the bluffs appear like the cultivated grounds about fine old residences within the Eastern States, terrace rising above terrace, with great regularity; while others look like forts in the distance. In the eastern part of the State, most of the timber is upon the rivers and creeks; though there are in some places most delightful spots, high hills, crowned with a heavy growth of trees, and deep vales, where rippling waters gush amid a dense shade of flowering shrubbery.

Higher than the bluffs are natural mounds, which also have about them the look of art. They rise to such a height as to be seen at a great distance, and add peculiar beauty to the whole appearance of the country. From the summit of these the prospect is almost unlimited in extent, and unrivalled in beauty. The prairie, for miles, with its gentle undulations, lies before the eye. Rivers glistening in the sunlight, flow on between banks

crowned with tall trees; beyond these, other high points arise. Trees scattered here and there, like old orchards, and cattle in large numbers are grazing upon the hill-side and in the valleys, giving to all the look of cultivation and home-life. It is, indeed, difficult to realize that for thousands of years this country has been a waste, uncultivated and solitary, and that but a few years have elapsed since the white settler has sought here for a home.

The climate differs materially from that of the same latitude farther east. With a clear, dry atmosphere, and gentle, health-giving breezes, it is favorable to out-door pursuits and pleasures. The peculiar clearness of the atmosphere cannot be imagined by a non-resident. For miles here a person can clearly distinguish objects which at the same distance in any other part of this country he could not see at all.

The summers are long, and winters short. The winters are usually very mild and open, with little snow—none falling in the night, save what the morrow's sun will quickly cause to disappear. So mild are they that the cattle of the Indians, as those of the settlers in Western Missouri, feed the entire year in the prairies and river-bottoms. The Indians say that once in about seven years Kansas sees a cold and severe winter, with snows of a foot in depth. Two weeks of cold weather is called a severe winter. Then the spring-like weather comes in February; the earth begins to grow warm, and her fertile bosom ready to receive the care of the husbandman.

A few years ago, the only white settlements in Kansas as in Nebraska, were the United States military stations, but now pleasant cities and towns are springing up over all the land.

Pawnee, on the north branch of the Kansas, 12 miles west of the confluence of the Big Blue River, was designated as the place of meeting of the first Legislature, July 2, 1855. It was adjourned on the 6th of July, without the sanction of the Governor, to the Shawnee mission, near Westport.

ROUTES.—The most direct routes by which to reach Kansas from the East are the *Pacific* and the *North Missouri*

Railways, from St. Louis; and the *Chicago, Burlington, and Quincy*, and *Hannibal and St. Joseph Railways*, from Chicago. Connections are made on these routes at Leavenworth and Wyandotte by the *Union Pacific (E. D.) Railway* with Lawrence, Topeka, Manhattan, Fort Riley, and Junction City. The steamboat route from St. Louis by the Missouri River to Leavenworth (distance 495 miles) usually occupies three days. A trip over the *Union Pacific Road*, from Leavenworth or Wyandotte westward to Junction City, or up the Missouri to the several towns on that river, which can be accomplished comfortably in from one to two weeks, will afford the visitor an opportunity to see all the most important towns and objects of interest in the State, though months may be profitably and pleasantly spent in travelling through the interior.

Names of places and distances on the Missouri River, between St. Louis and Leavenworth: To mouth of Missouri River, 20 miles; St. Charles, Mo., 45; Augusta, Mo., 76; South Point, Mo., 82; Washington, Mo., 84; Miller's Landing, Mo., 98; Hermann, Mo., 120; Portland, Mo., 141; St. Aubert, Mo., 151; Jefferson City, Mo., 174; Providence, Mo., 207; Rocheport, Mo., 220; Boonville, Mo., 232; Arrow Rock, Mo., 247; Glasgow, Mo., 264; Cambridge, Mo., 273; Brunswick, Mo., 299; Miami, Mo., 314; Berlin, Mo., 360; Lexington, Mo., 370; Wellington, Mo., 378; Camden, Mo., 388; Sibley, Mo., 406; Richfield, Mo., 420; Liberty, Mo., 435; Kansas City, Mo., 456; Parkville, Mo., 471.

RIVERS.—The *Kansas River*, sometimes pronounced "Kaw," the largest stream of this region, excepting the Missouri, which washes its northeastern boundary, is formed by the Republican and the Smoky Hill Forks, which rise in the Rocky Mountains, and unite their waters at Fort Riley. The length of the Kansas, including its branches is nearly 1,000 miles. Its course is through a productive valley region or plain, covered with forest-trees, and varied here and there with picturesque bluffs and hills. The Kansas River is a tributary of the Missouri, and steamboats ascend, in good stages of water, from its mouth, 120 miles to Fort Riley.

The Arkansas River has nearly half its course within the borders of Kansas.

The *Osage River* rises south of the Kansas, flows nearly eastward 500 miles to the Missouri, which it enters ten miles below Jefferson City.

Kansas City*—the county seat of Jackson County, and one of the most important towns on the river—is well situated on the west bank of the Missouri, 456 miles by steamboat and 282 miles by the *Pacific Railway* from St. Louis. It has immediate daily connection by rail with Leavenworth, Lawrence, Topeka, and all river and interior towns in Kansas. It contains one or two substantial public buildings, 8 churches, 4 banks, and several extensive commercial and manufacturing establishments. The hotel accommodation is poor, the houses, of which there are four, being small and ill-kept. Population, 8,000.

Leavenworth City.—HOTEL, *Planters' House*. Leavenworth, the principal commercial city of Kansas, stands upon the west bank of the Missouri River, about midway between St. Joseph and Kansas City. It has daily communication by railway with Chicago, St. Louis, and the principal cities of the Union; also regular steamboat communication with all towns on the Missouri River. It contains several fine church edifices, a mercantile library, theatre, and medical college. Three daily newspapers are published here. *Fort Leavenworth*, one mile north of the city, is worth visiting. Population of the city is about 20,000.

Lawrence, one of the most attractive towns in Kansas, is pleasantly situated on the south bank of the Kansas River, 45 miles from its mouth. The *Union Pacific (E. D.) Railway* gives daily communication eastward with Leavenworth (33 miles), and Wyandotte (39 miles), and westward with Topeka, Manhattan, and Fort Riley. It was founded in 1854, and has been twice devastated by fire. It contains a good hotel, several substantial edifices, and promises to be one of the handsomest towns in the State. Population, 4,000.

* Kansas City, though in Missouri, is placed here to facilitate reference.

Topeka, the capital of the State, is prettily located on the south side of the Kansas River, and on the *Union Pacific (E. D.) Railway*, 30 miles west of Lawrence, and 68 miles west of Wyandotte. The streets are wide and well built, and the city presents a substantial and inviting appearance. The neighborhood has many pleasant drives. The population already numbers between 3,000 and 4,000, and is rapidly increasing.

Manhattan, 80 miles from Lawrence, and 119 from Wyandotte by rail, is situated at the confluence of the Big Blue with the Kansas River. The former stream affords a fine water-power. The *State Agricultural College* is worthy a visit.

Fort Riley, three miles east of Junction City, the present terminus of the *Union Pacific (E. D.) Railway*, is mainly interesting to the tourist as a military post. The barracks, built in 1853-'54, are of stone, and have accommodation for eight companies. The *Methodist Mission* in the vicinity should be visited. The Republican and Smoky Hill Forks unite their streams to form the Kansas River at this point.

Travellers bound still farther west will take stage at Junction City, 3 miles west of Fort Riley.

Fort Scott, another military post, is on the Marineton Creek, in the southern part of the State, 120 miles south of Leavenworth. The post was established in 1842, and the town incorporated in 1855. Population, 2,000.

Atchison, a thriving city on the west bank (Big Bend) of the Missouri, at the mouth of Independence Creek, was long famous as an outfitting depot and point of departure on the great overland route to the Pacific. It is connected with Leavenworth, St. Joseph, Omaha, and other towns on the Missouri, by river and rail. It contains a college, a bank, a hotel, and several fine public buildings. The *Free Press* and *Champion of Freedom* are published here. Population, 4,500.

Doniphan is a small grain-shipping port, on the river, a few miles north of Atchison.

NEBRASKA.

NEBRASKA, though the most recently admitted member of the Union, is neither the least important nor interesting. This State lies between 40° and 43° north latitude, and embraces an area of 76,000 square miles. It is bounded on the south by Kansas, on the east by the Missouri River, on the north by Dacotah, and on the west by the new Territory of Wyoming. The name of this Territory has not yet been determined by Congress. It has a river frontage of nearly 300 miles, and runs west about 450 miles.

The history of this young State may be thus briefly stated: Up to 1712 Nebraska formed a part of the great grant of the Mississippi Valley to Crozat, and was part of the territory included in Law's Mississippi scheme. As a portion of the Louisiana purchase it came into the possession of the United States in 1803. The first explorers of the territory of whom we have any authentic account, were Lewis and Clarke, who, after wintering at Fort Mandan (1804-'5), crossed the Rocky Mountains to Oregon. In 1854 the famous Nebraska Bill, repealing the Missouri Compromise, and limiting the extension of slavery, was passed; and on May 30th, of the same year, the territory was organized. It was, after much discussion, admitted as a State, January, 1867. The adjoining Territory of Dacotah was formed out of it in 1861. It is at present divided into 40 counties, and contains a population variously estimated at from 65,000 to 75,000. It is situated in the geographical centre of the continent, equidistant between the Atlantic and Pacific Oceans, on the great highway of trade and travel between the East and West, North and South, and must advance rapidly in population and

production. The Missouri River, which washes its entire eastern boundary, affords easy outlet to the St. Louis and Southern markets, for the products of the soil; while the *Union Pacific Railway*, now completed 350 miles westward, places the traveller in direct communication with the growing towns on the Platte, and its branches as far as the eastern boundary of Colorado. The agricultural and mineral resources of the State are now being rapidly developed, and new towns are springing up along the main avenues of travel with a rapidity which would seem marvellous anywhere save in the Great West. Thus far the railway system of the State is embraced by the *Union Pacific Railway*, which runs due west from Omaha to North Platte Station, where connection is made with *Wells, Fargo & Co's. Overland Stage Line* to Denver and all points west.

Omaha, the capital and chief commercial city of Nebraska, is pleasantly situated on the west bank of the Missouri River, 18 miles above the mouth of the Platte River, and immediately opposite the town of Council Bluffs, Iowa, with which it has constant communication by ferry. A bridge is in contemplation at this point. Omaha is one of the most important and thriving towns on the Missouri River, ranking next to Leavenworth and St. Joseph in point of population. The site is pleasantly undulating, commanding an extended view of the river, north and south. The name of the city is derived from a tribe of Indians who formerly inhabited this region. In 1853 the site of the present city was an uninhabited wild. In 1860 the population was but 1,883. In 1865 it had increased to 4,500, and it is now estimated at 6,000.

The *Capitol*, a brick edifice, occupies a commanding site on the Republican block. The *Herndon House* is the principal hotel. It affords but indifferent accommodation, a new hotel being much needed. Limestone of good quality is found in the vicinity of the city. *Fort Calhoun* and *Florence* are a short distance north of Omaha. Below are the stations on the *Union Pacific Railroad*: Omaha, to Papillion, 13 miles; Elkhorn, 29; Fremont, 47; North Bend, 61; Shell Creek, 76; Columbus, 91; Silver Creek, 109; Lone Tree, 132; Grand Island, 154; Wood River, 172; Kearney, 190; Elm Creek, 211; Plum Creek, 230; Willow Island, 250; Brady Island, 268; North Platte, 290.

Nebraska City, the second town of the State, is situated on the west bank of the Missouri, 86 miles south of Omaha by river. It is prettily situated on rising ground, and commands some fine views. It has been an important outfitting point, and still retains considerable trade. It is the seat of the Episcopal Bishop of the

Diocese. It contains 7 churches and one or two substantial public buildings—population, 4,500. *Kearney City* and *Brownsville* are small places on the river south of Nebraska City.

Plattsmouth, the capital of Cass County, is on the Missouri, $1\frac{1}{2}$ miles below the mouth of the Platte, and 38 miles, by water, south of Omaha. It has a good landing, and a population of 1,200.

The chief interior towns of Nebraska are Pawnee, Columbus, Fremont, Rulo, Decatur, Fall City, and Fontenelle.

DISTANCES.—From St. Louis to Omaha and Fort Pierre on Missouri River: To Leavenworth City, Kan., 495 miles; Weston, Mo., 505; Iatan, Mo., 518; Atchison, Kan., 532; St. Joseph, Mo., 565; Savannah, Mo., 583; Brownsville, Neb., 662; Nebraska City, Neb., 714; Omaha, Neb., 800; Council Bluffs, Iowa, 802; Florence, Neb., 815; De Soto, Neb., 843; Sioux City, Iowa, 1,050; Fort Vermilion, D. T., 1,129; Fort Randall, D. T., 1,285; Fort Lookout, D. T., 1,385; Fort Pierre, D. T., 1,535.

CALIFORNIA.

No traveller can be said to have made the "grand tour" of the American Continent, who has not visited California. This State contains a greater number and variety of natural objects of interest and beauty—more to impress the tourist with the magnitude and resources of the country and the future which lies before it, than perhaps any other State in the Union. This is, we believe, now generally conceded by intelligent judges. Independent, however, of its numerous and varied scenic attractions, California has a history all her own, which must ever be replete with interest for the traveller, the more so as he witnesses the astonishing progress which it has made during the last ten years. The peninsula of Lower California was discovered by the expeditions of Cortez in 1534-'35. Upper California was seen by Cabrillo in 1542. Sir Francis Drake visited the coast and discovered Jack's Harbor, on the bay of San Francisco, a few miles to the northward of the bay of San Francisco, in 1579. Francisco Vila landed in 1582, and Juan del Fuca in 1595. In 1596 a military post was established at Santa Cruz by Sebastian Vizcayno. In 1769 the bay of San Francisco was discovered by the early Spanish missionaries, who established some 18 missions in the country; these continued to flourish until after the Mexican Revolution in 1822, when they fell into decay under the new government.

Captain John Sutter established himself near the present site of Sacramento City in 1839. In 1846 the war broke out between the United States and Mexico, which resulted in the conquest and purchase of California by the United States.

The treaty ceding California and New Mexico to the United States was dated at the city of Guadalupe Hidalgo, February 2, 1848; ratified by the United States March 11, 1848, exchanged at Queretaro, May 30, 1848, and proclaimed by the President, July 4, 1848. It was organized as a State, December 15, 1849, and admitted into the Union, September 19, 1850.

Gold was discovered in January, 1848, by James W. Marshall, in the employ of Captain Sutter, at Sutter's Mill, on the South Fork of the American River, near the present city of Sacramento. From this date the unprecedented progress of the country commenced.

The State of California extends along the Pacific coast nearly 750 miles from southeast to northwest, with an average breadth from east to west of 250 miles, containing an area of 187,500 square miles, or nearly twice the size of Great Britain. The whole country naturally falls into three great divisions, viz.: First, the great valleys of the Sacramento and San Joaquin rivers, with all their lateral valleys; all of whose waters meet in the bay of San Francisco, passing through the Golden Gate to the Pacific Ocean. Second, the portions of the Coast Range north and south of the bay of San Francisco, where the country is drained by streams falling directly into the Pacific, as the Klamath, Eel River, Russian River, the Salinas, San Pedro, and San Bernardino, with others of lesser magnitude. Third, the country east of the Sierra Nevada chain, the waters of which fall into the Great Basin, having no outlet to the ocean.

The ranges of mountains comprise the

Sierra Nevada, which divides the State on the east from the Great Basin, and the Coast Range on the west. Between the Sierra Nevada and the Coast Range, lies the extensive country of the First Division, a valley of some 500 miles in length, with an average breadth of 80 miles, with a rich soil and warm climate, producing all the fruits of the warm region, with the products of the more temperate climes. The lateral valleys, with an elevation of from 1,000 to 5,000 feet above the level of the sea, produce the more hardy fruits and grains common to the more northern States of the Union.

A belt of gigantic timber, consisting of pines, firs, cedars, oaks, etc., etc., extends the entire length of the Sierra Nevada range, affording a supply of wood that can never be exhausted.

The mining region also stretches along this range, extending on the north into the Coast Mountains, passing into Oregon with an average breadth of 40 or 50 miles, at some points extending from the valley to near the summit of the Sierras, a distance of 100 miles in breadth.

The Second Division, located near the coast, contains thousands of beautiful valleys, some of which are very extensive, as that of the Salinas, whose outlet is at the bay of Monterey and the country adjoining Los Angeles and San Diego. This portion has a cooler climate than the lower valleys of the First Division, owing to their proximity to the sea. It yields every variety of product, from the orange and other fruits of the warm region at Los Angeles, to the more temperate clime and products of Humboldt Bay and Trinity River at the north. Gold is also found, and the richest quicksilver mines in the world. Oaks and gigantic redwoods afford fine lumber.

Of the Third Division, the country east of the Sierra Nevada, but little is known, especially to the southeast, yet many fine valleys occur, as that of Carson's Valley, which now contains a considerable population. Gold also is found along the eastern slope of the Sierra.

These, then, are the general features of the country. Much more might be said concerning the variety of climate incident to the location, the different natural productions, the mines of gold, quicksilver,

coal, and iron, which are being daily discovered, with the many advantages of soil and climate adapted to grazing and agricultural purposes.

It is divided into 45 counties. Sacramento is the capital, and San Francisco the chief commercial city.

ROUTES.—There are two routes by which to reach California from New York or the Eastern States. These are the Steamship routes, *via* Panama and Nicaragua, and the Consolidated Overland Railway and Stage route, *via* Omaha, Denver, Salt Lake City, and Sacramento. Two lines of steamers are now running between New York and San Francisco, viz.: the "Pacific Mail" and the "Opposition" or "Nicaragua Transit" line. The steamers comprising the former line leave on the 1st, 11th, and 21st of each month, from Pier No. 42, foot of Canal Street, for Aspinwall direct, where they connect with the *Panama Railway* and the company's steamers to San Francisco. The boats of the latter leave every 20 days from Pier No. 29, foot of Warren Street.

The cost of passage by the latter line is less than by the mail line, but the accommodations and fare are not so good. (See ADVERTISEMENTS.)

The routes overland have become by dint of travel numerous and reasonably easy and safe. Continuous lines of railway from the principal Eastern cities will carry the tourist or traveller to Omaha, Nebraska, whence the *Union Pacific Railway* and the *Overland Stages of Wells, Fargo & Co.*, conduct him to Sacramento, California, or any intermediate point on the great overland line. (See UNION PACIFIC RAILWAY and OVERLAND STAGE LINE.)

We will suppose the traveller to have selected, as he most probably will, the first and most popular of these routes, and will accompany him on his voyage.

Leaving New York, we pass down the beautiful bay and are soon upon the broad Atlantic. After crossing the Gulf Stream, in about the latitude of Cape Hatteras, we occasionally catch a glimpse of the low coral islands of the Bahamas. *Watling's Island*, one of this group, which forms the entrance to what is known as the Crooked Island passage, is usually reached on the fourth day from New York. Five days' good steaming bring



us to *Cape Maysi*, the eastern extremity of Cuba, whose highlands, with those of the more distant mountains of San Domingo, look beautiful in the warm tropical haze, as we pass between them. Eighty miles S. S. W., of Cape Maysi, is the island of *Nevassa*, famous for its large deposits of guano. Leaving this island, the blue mountains of Jamaica, in the neighborhood of Porto Bello, loom up, about 50 miles to our right. This is the last land seen until we arrive at Aspinwall, the Atlantic terminus of the *Isthmus Railroad*, which is usually reached in favorable weather after a voyage of six to seven days from New York. Distance, 1,980 miles.

Aspinwall.—HOTELS, *City, Howard.*

Aspinwall, known in Europe as Colon, is situated upon the island of Manzanilla, at the northeast entrance to Navy Bay, and owes its existence and present importance to the *Panama Railway*, in connection with the *Pacific Mail Steamship Company*. The population consists of the employés of the railway and steamship lines, together with a motley class of Jamaica negroes. Navy Bay is about three miles in length by two in width, and abounds in fish. Beyond the novel phases of life which Aspinwall presents, there is little of interest in the place, and the traveller is usually glad to take his seat in the cars for Panama.

In the early days of California immigration, Aspinwall, and indeed the whole isthmus in this latitude, was considered very unhealthy, and fearful are the tales told of the sufferings and privations of those who were exposed to what were then not inaptly called the "horrors of the middle passage;" but with the completion of the railway, fevers and malarial diseases have pretty much disappeared, and the transit is now comfortably made in about three hours.

Leaving Aspinwall, less than half a mile brings the traveller to that part of the island shore where the railway leaves it, and crosses over the frith to the swamps of the main-land beyond. The shores hereabouts are skirted with a dense grove of mangrove-bushes, which droop deep into the water, while directly in front the traveller looks through a vista, opened by the railway, into an

apparently interminable forest. These waters abound in beautiful varieties of fish, known among the natives as the *flores-del-mar*, or the "flowers of the sea." In shape and size these fish resemble the sun-fish of our Northern lakes, and are remarkable for their varied and brilliant colors. Passing Mount Hope, with its cemetery, we shortly cross the Mindee River, famous for its enormous alligators, which empties into Navy Bay, about a mile and a half from Aspinwall.

For several miles the road passes through a deep marsh, reaching Gatun Station, on the eastern bank of the Chagres River, seven miles from Aspinwall, in about half an hour. On the opposite shore of the river, stands the ancient native town of Gatun, situated on the edge of a broad savannah, and composed of some forty or fifty huts of cane and palm. This was a famous stopping-place in the early days of California immigration over the isthmus.

Leaving the river a mile or two to the right, we next traverse a dense tropical forest, with occasional clearings, and passing a few native huts, arrive at Barbacoas, crossing the Chagres River upon a handsome wrought-iron bridge, six hundred and twenty-five feet long, and forty feet above high water in the Rio Chagres. Beyond Barbacoas we enter a beautiful stretch of meadow-lands, bounded by high precipitous hills, while the river, broad and swift, pursues its serpentine course through its deep channel on the left, displaying along its banks, groups of a gigantic species of branchless ceiba, that breaks the outline of dense palm and cocoa groves. The cultivation of the lands at this point, is said to date back for more than two centuries, and to have been originally prosecuted by the Jesuits. The stations of San Pablo, Mamei, and the native settlement of Gorgona, are next quickly passed, and then we reach the beautiful meadow-lands of Matabin. Here, rising in all their stateliness, the classic sheaves of the royal palm shed an air of oriental beauty over the landscape. Beyond, the *cerro gigante* (summit), the highest point of the isthmus, is seen on our right. From this summit Balboa is said to have discovered the waters of the Pacific Ocean.

Moving westward, we get occasional views of the river, gleaming amid the rich verdure of gigantic trees and overhanging vines, until we reach the little hamlet of Matachin, and thence on to the summit. From this point we descend rapidly along the base of *Monument Hill*, through the valley of the Rio Obispo, past *Empire Station*, to the little native settlement of *Culebra* ("the Snake"), which was the terminus of the road in 1854. At this point commences the Pacific slope of the road, with a descending grade of 60 feet to the mile. A mile west from the summit, the road passes along the side of a huge basaltic cliff, whose gigantic crystals, nearly a foot in diameter, and from eight to twelve feet in length, appear to the beholder at an angle of forty degrees. This whole region gives unmistakable evidence that severe and comparatively recent volcanic forces have been instrumental in its formation. Endless growths of palm now interpose, and break the view for nearly three miles, beyond which the beautiful undulating valley of *Paraiso* (Paradise), the bold head of Mount Ancon, and the *Cerro de los Buccaneros* (or "Hill of the Buccaneers"), with the distant ocean, come in view. Still farther in the distance rise the towers and spires of the city of Panama.

Previous to the completion of the railroad, the steamers touched at Chagres, from which place the travel up the Chagres River was performed in native boats to Gorgona or Cruces, thence by animals to Panama; this generally occupied three or four days, and was attended with much exposure and discomfort, which very often resulted in an attack of Isthmus fever, so fatal in its consequences. In 1850 the survey of the railroad was commenced, under the superintendence of the well-known traveller, the late John L. Stephens. In July, 1852, 23 $\frac{1}{4}$ miles of the road were completed, from Aspinwall to Barbacoas, on the Chagres River, and opened for travel. From that date Chagres sunk into utter neglect, as all the travel was diverted to Aspinwall, passing up the river from Barbacoas. December, 1854, saw the road completed to Culebra, on the summit. Panama was reached from the latter place by animals. It was not until January 27, 1855, five years after

its commencement, that the first locomotive passed over the entire road from ocean to ocean, a distance of 49 miles. The isthmus afforded little or no material for its construction; not even food for the laborers. Every thing had to be imported from the United States or from Europe. A primeval forest was cut through, dense jungles were opened, deadly swamps were crossed, deep cuts were made, rivers spanned by bridges, whose timber was brought from afar; and, more than all, the pestilential climate swept thousands upon thousands into their graves ere the oceans were united. As a small steamer is lying at the terminus of the railroad to convey the California passengers on board the Pacific steamer, which is waiting for us at the Island of Perico, some two miles distant, we shall not have an opportunity of visiting the city of Panama. Yet we obtain a general view as we pass upon our transit to the steamer, its old towers and ramparts gleaming in the sun, overgrown with rank vegetation, presenting a time-worn and venerable appearance, finely relieved by the background of hills, clothed in the richest green.

Panama. — HOTEL, *Aspinwall House*. — The city of Panama stands upon a rocky peninsula that stretches out from the base of Mount Ancon, about a quarter of a mile into the sea. Its roadstead is one of the finest in the world. The city itself contains many objects of interest; but owing to the present arrangement, travellers *en route* for California have but a limited opportunity for visiting them, unless they should lie over one steamer; a delay which, in view of the greater attractions of San Francisco and the Golden Gate, few are willing to undergo. Three hours well spent will suffice to show the stranger the "*lions*" of the city, and these he will have at his command before the sailing of the steamer.

Panama contains, at present, a population of about 12,000. Previously to 1744, it was the principal entrepot of the Pacific coast trade, and continued so until its decline, together with that of the other Spanish possessions in America. Within the last few years its trade has greatly improved, and rents are now high and buildings in great demand. The

lands of *Perico*, *Flamenco*, and *Islñao*, in the harbor, abound in fine natural springs, and are well worth visiting. If opportunity present, the stranger should visit the site and ruins of "the city of Panama the ancient," destroyed by Sir Henry Morgan in 1661, which are located about six miles southeast of the present city.

A visit to the cathedral in new Panama will well repay the tourist. Visitation at the isthmus will do well to report ourselves to Captain George Butler, stationed at Panama, as acting resident U. S. Consul. His attentions to strangers desirous of seeing Panama, make him a most desirable acquaintance.

THE PACIFIC VOYAGE.—Safely on board the steamer, we are soon under way for San Francisco, steering south, past the beautiful islands of *Toboga* and *Toboquil*, which are twelve miles from the city. The former is quite an important place, also the works of the English Pacific Steam Navigation Company, whose ships sail to Valparaiso and Callao and other ports of the west coast of South America.

Soon after we pass the lovely islands of *Otoque* and *Bana*, while away to the southeast, glimpses of the Pearl and Hermes groups are obtained. Ninety miles W. from the anchorage, *Point Mala* is passed, and the next morning finds the steamer past the island of *Quibo*, whence we obtain a distant and last view of the mountains of the Isthmus.

The traveller will find the arrangements on board the splendid steamers composing the mail line all that can be desired for comfort and convenience, and with a pleasant company, which there usually is, on the Pacific side, his voyage will pass rapidly and pleasantly enough. On the sixth day from Panama, about *Sacrificios*, the northwest point of the Bay of Tehuantepec is usually sighted. Here, in fine weather, the traveller has a view of the mountains of Mexico. Two hundred and ten miles farther we enter the harbor of *Acapulco*. Here the steamer is usually detained from three to four days, for the purpose of coaling, when an opportunity is afforded for going ashore, of which passengers, so disposed, may avail themselves.

The harbor of *Acapulco* is one of the most perfect in the world, protected on

all sides by mountains, which rise almost from the water's edge. We gaze with delight upon the fine groves of cocoas and palms, and look with interest upon the faded glories of this once important place. The motley population of Mexicans observed in the streets, which are alive with venders of all sorts of fruits and curiosities, is a study of itself, seen nowhere save in a Spanish city. At the period of my visit (December, 1866), additional interest was given to the place by the presence of two French and one United States men-of-war which lay immediately off the town.

The place is similar in appearance to all other Spanish-American towns or cities. The houses are low, generally of one story, with thick walls and high-peaked roofs covered with tiles to protect the inmates from the intense heat. The plaza or public square, the church, consulate building, and one or two of the public buildings, will repay a visit. The fort (*Castle d'Acapulco*), an old-fashioned fortification which guards the entrance to the harbor a little east of the town, and commands a fine view, should be visited. In a grove to the left of the town are the graves of six American consuls, who have died at this place.

Resuming our voyage, we soon lose sight of the high mountain range of Mexico, the last land seen, until, on the fourth day, we approach the southern extremity of Lower California, Cape St. Lucas. From this point the weather suddenly becomes cold; and as we approach our destination thick clothing comes into requisition. As we coast northward we sometimes see land, perhaps one of the barren islands off the coast of Lower California; but, as the atmosphere along the coast is generally very hazy, especially during the summer time, we find but little of interest until we approach the Golden Gate, the entrance to the noble bay of San Francisco.

Upon the 12th day from Panama, usually 21st or 22d day from New York, we see the mountains of the Coast Range, among which Tamal-Pais stands preëminent, with Monte Diablo in the distance, looming up from the waters; and soon after we near Point Lobos, with Point Bonita on our left, as we enter the Golden

Gate; Fort Point is soon abreast, and we enter the bay of San Francisco. Two miles farther on we pass the *Presidio*, and catch a distant view of the western and northern portion of the metropolis of the Pacific. To our left, Alcatraz or Pelican Island rises from the surface of the bay, bristling with cannon, and surmounted by a lighthouse; while beyond, Angel Island rises to the height of 900 feet. Doubling Telegraph Hill, the city bursts upon our vision, rising picturesquely from the bay, which extends southward, like a vast inland sea. We are soon alongside of the wharf, and thus ends our pleasant voyage of three weeks from New York.

The following official table of distances to different points on the coast between San Francisco and Panama is inserted for the guidance of travellers:

	Miles.	Miles.
From San Francisco to Monterey.	78	
To San Miguel.....	181	259
" Cerros Island.....	442	701
" Point St. Lazzeri.....	261	962
" Cape San Lucas.....	180	1,142
" Cape Corrientes.....	274	1,416
" Manzanillo (Colima).....	102	1,518
" Acapulco.....	290	1,808
" Point Sacrificios.....	210	2,018
" Cape Blanco.....	548	2,766
" Bunca Point.....	168	2,934
" Hicarita Island.....	88	3,022
" Cape Malo.....	118	3,140
" Panama.....	90	3,230
Adding to this.....	3,230	
Across the Isthmus.....	49	
Aspinwall to New York.....	1,950	
Total distance from San Francisco to New York.....		5,259

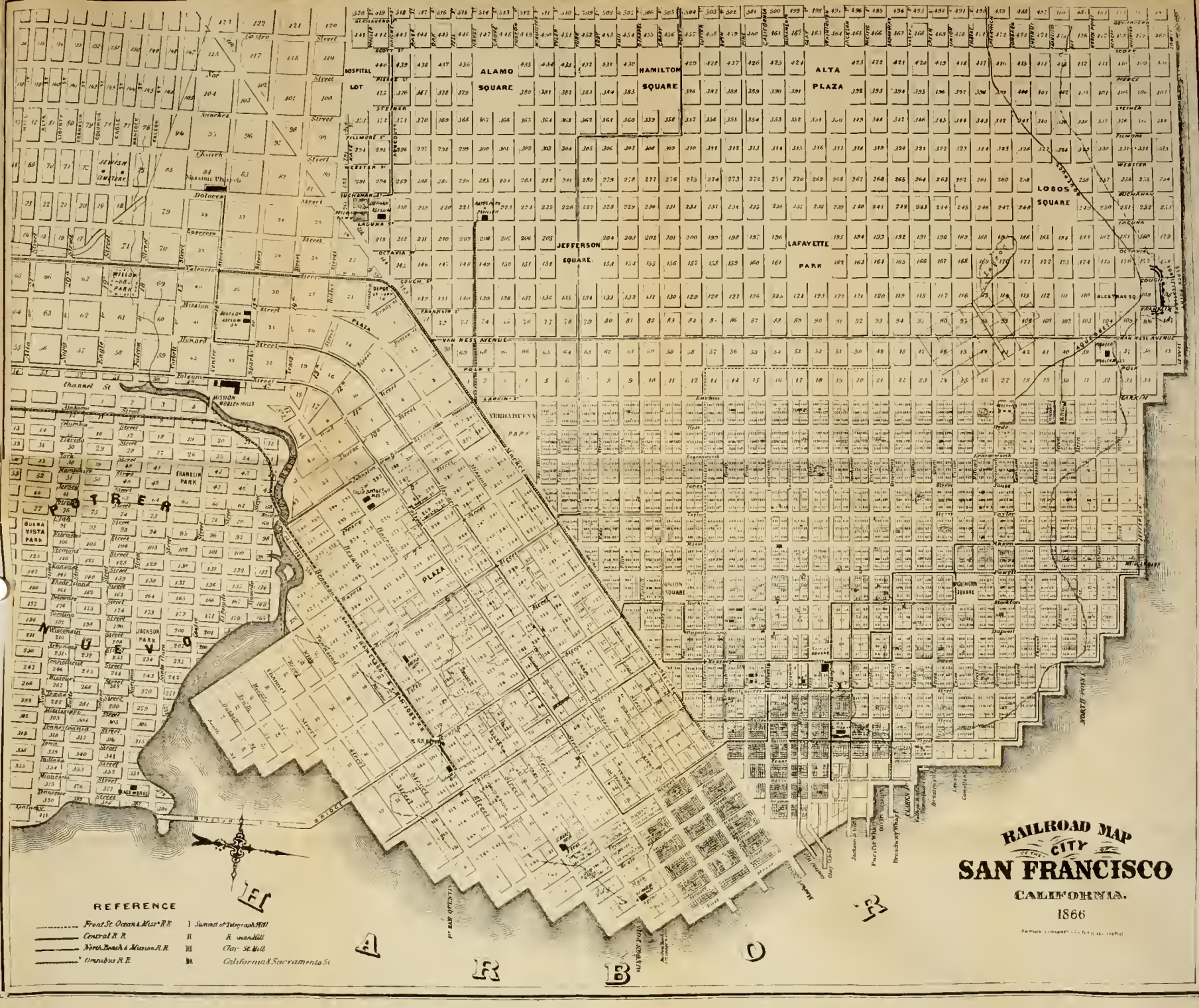
SAN FRANCISCO.

HOTELS.—The *Lick House*, *Occidental Hotel*, and *Russ House*, on Montgomery Street; the *Cosmopolitan*, on Bush Street; and the *Continental*, on Commercial, corner of Sanson Street, are all good houses, centrally located on the leading thoroughfares of the city. The *Lick House* has recently been enlarged and refurnished, and is now one of the best houses on the Pacific coast. The dining-room is unsurpassed for its design, and the elegance of its appointments. The *Occidental* is one of the finest buildings in the city, and under the able management of the Messrs. Leland will always sustain its reputation for comfort and good fare. Charges at the above

houses range from \$3 to \$3.50 (gold) per day. Furnished apartments are everywhere abundant. The restaurants are also numerous. That attached to the Union Club, over Wells, Fargo & Co.'s bank, is the most desirable for strangers (members' introduction, and card).

San Francisco, the principal city and seaport of California, and the metropolis of the Pacific coast, is situated upon the bay of San Francisco, four miles from its entrance to the sea, and lies in latitude 37° 48' north, and longitude 122° 30' west, from Greenwich. The Mission (Dolores) was founded and the Presidio established in 1776. The first tent was erected by Captain W. A. Richardson in 1835, and in the following year (1836) the first house was built by Jacob P. Lease, on the corner of Clay and Dupont Streets. Up to January, 1847, the city bore the name of *Yerba Buena*. At the time gold was discovered, in January, 1848, it contained but 200 buildings of all kinds, and a population of 800. In the year 1860 the city covered an area of 8 or 9 square miles, with a population of some 65,000. The population now numbers 115,000.

Among the principal buildings are the *City Hall*, fronting upon the Plaza or Portsmouth Square; the *United States Custom-House* and *Post-Office*, corner of Washington and Battery Streets; the *United States Marine Hospital*, Rincon Point; the *Occidental*, *Lick*, and *Cosmopolitan Hotels*, the new *Merchants' Exchange* and *Bank of California*, on California Street, near Montgomery, and many fine structures of lesser note, as the *Custom-House Block*, corner of Sanson and Sacramento Streets; *Mercantile Library Building*, corner of Bush and Montgomery Streets; *United States District Court Building*, corner of Washington and Battery Streets; *Masonic Hall*, junction of Post, Market, and Montgomery Streets; *Odd-Fellows' Hall*, corner of Bush and Kearney Streets. The *Mint*, which occupies an insignificant and rather gloomy-looking building on Commercial Street, is well worth visiting. Applications should be made to Mr. Frank B. Harte, the secretary. The site for a new *mint* has just been purchased by the Government. The *Lincoln School*, on Fifth, near Market Street, is a handsome brick



REFERENCE

- | | |
|----------------------------|--------------------------------|
| Front St. Ocean View R.R. | I Summit of Telegraph Hill |
| Central R.R. | II A. S. Hill |
| North Beach & Mission R.R. | III Clay St. Hill |
| Union R.R. | IV California & Sacramento St. |

RAILROAD MAP
OF THE
CITY OF
SAN FRANCISCO
CALIFORNIA.

1866

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building in the Renaissance style, and others that would compare favorably with any buildings to be found in the large Eastern cities.

Montgomery Street, the leading thoroughfare, is a handsome street, and is usually thronged with pedestrians. On California Street the principal banks, and brokers' and insurance offices are located.

The principal churches are: *First Presbyterian Church*, Stockton Street, between Clay and Washington; *Calvary Presbyterian Church*, Bush Street, between Montgomery and Sansom; *First Baptist Church*, Washington Street, between Dupont and Stockton; *First Congregational Church*, corner of Dupont and California Streets; *Grace Cathedral Church*, corner of Stockton and California Streets; *Church of the Advent*, Mission Street, below Second; *First Unitarian Church*, Geary, near Stockton; *M. E. Church*, Powell Street, between Washington and Jackson; *St. Mary's Cathedral*, corner of Dupont and California Streets; *St. Francis Church*, Vallejo Street, between Dupont and Stockton, *St. Ignatius Church and College*, on Market Street, and many other fine ones of less prominence. Those best worthy a visit are *Grace* and *St. Mary's Cathedrals*, and *Trinity* (building), and *St. Francis Churches*. The cornerstone of *Grace* was laid May, 1860. Its dimensions are 135 feet by 62 feet, and 66 feet high. *St. Mary's* is the largest and most costly church edifice in the city. It was commenced July 17, 1853, and dedicated December 25, 1854. It is in the Gothic style of architecture, and has seats for upward of 1,200 persons. It has cost thus far \$175,000. The Hebrew synagogue of *Emanu El*, on Sutter Street, between Stockton and Powell, should be visited. It occupies a commanding site, and is in itself an imposing structure. The auditorium is elegantly finished, and has accommodation for 1,200 persons. Many of the school buildings are also commodious and substantial structures.

The principal places of amusement are: *Maguire's Opera-House*, Washington Street, near Montgomery; *Academy of Music*, Pine, between Montgomery and Sansom Streets; *Metropolitan Theatre*, 719 Montgomery Street; *Platt's New Music Hall*, Montgomery Street, near the corner

of Bush, and many others of less note. The *Mercantile Library Association*, corner of Montgomery and Bush Streets, has a collection of upward of 25,000 volumes. Reading and chess rooms attached. A commodious structure, intended for the purpose of the library, is now in course of construction, on Bush Street, opposite the *Cosmopolitan Hotel*.

A visit to the *Mission*, three miles southwest of the city, will interest the stranger. The Market Street railroad cars start for that point each half hour in the day. Lines of omnibuses are running over the plank road to the same place by a more circuitous route, passing through "The Willows," a pleasant suburban retreat, on their way. Many fine gardens are in the vicinity. The race-course is a mile beyond. The *Protestant Orphan Asylum* is a fine building half a mile north. The *Mission* itself is an object of much interest. It is an adobe building of the old Spanish style, built in 1776. Adjoining is the cemetery, with its well-worn paths and fantastic monuments. Among the cemeteries, that of *Lone Mountain* is best worthy a visit.

Lone Mountain Cemetery.—This pretty ground is $2\frac{1}{2}$ miles west of the principal hotels, and is reached by street cars. It was dedicated May 30, 1854. The first interment was made June 2, 1854. It then consisted of 160 acres, which was enlarged to its present size in 1862. Upward of 12,000 interments have already been made. Large numbers of the Chinese have been placed in vaults in this cemetery, previous to their removal to China. Among the monuments, that erected to Senator Broderick, just completed from a design by William Craine, at an expense of \$15,000 is the most noteworthy. Ralston's, modelled after the Parthenon at Rome, and Luning's, are also fine structures.

The great feature of *Lone Mountain* is its unrivalled outlook, embracing fine bird's-eye views of the ocean, bay, and city, Mount Diablo, and the Coast Range. The quarries in the immediate neighborhood supply abundance of building material.

A line of omnibuses also runs to the *Presidio*, which is situated some three miles toward the *Golden Gate*; a mile

farther is *Fort Point*, so called from the fortification which protects the entrance to the harbor. Following the shore we pass *Point Lobos* and *Seal Rock House*, 3 miles, and the same distance farther reach the *Cliff House*, situated on a little arm of the sea. From this point, returning to the city, 8 miles distant, the road winds through and over the San Bruno Hills, from whose peaks—1,200 feet above the level of the sea—a fine view of the bay on one side, and of the ocean on the other, is to be had. The view from *Telegraph Hill*, 290 feet high, at the northern extremity of the city, is unsurpassed. This view embraces the city, stretching along the semi-amphitheatre of hills, and overflowing the depressions toward the *Presidio* on the west and the *Mission* on the south. both arms and the entrance to the bay, including the island of Alcatraz, which is fortified, Angel Island, over 700 feet in height, and *Yerba Buena* (Goat Island), the mountains of Marin County on the north, with the peak of *Tamal Pais*, 2,600 feet high; and the Contra Costa Range on the east, with *Monte Diablo* rising in the background to a height of 3,700 feet. The summits of Russian and Rincon Hills, and the Shot Tower, 200 feet high, on the corner of Shelby and First Streets, also afford fine views.

A ferry-boat (corner Pacific and Davis Streets) connects the city with Oakland every hour. Oakland lies across the bay, 8 miles distant, and contains 5,000 inhabitants and many fine residences. The *College of California* and the *Pacific Female College*, both flourishing institutions, are located here.

From Oakland stages leave daily for Somersville (35 miles), *via* Walnut Creek and Clayton. The Alameda ferry, from Pacific Street wharf, runs four times daily to Alameda, whence there is connection *via* San Leandro with Hayward's and Warm Springs. Delightful trips are made in the summer to the several points and objects of interest on this road. The old Spanish *Mission of San José* in Alameda County is worth visiting.

From San Francisco railway and steamship lines diverge to all parts of the interior, and the coast north and south. Steamers leave daily for various points on the bay—Petaluma, Sonoma, Napa, Sui-

sun, etc., north; and for Alviso, connecting with San José by stage, south—all connecting with stages for the interior. Street cars afford easy access to all parts of the city and suburbs.

The Chinese quarter of the city, especially the Chinese temples, Josh and To-Kahn, the former in Dupont Alley and the latter on Pine Street, near Dupont, should not be omitted by the stranger. The social life of the Chinese is most interesting, and it can be studied in San Francisco to great advantage, as there are nearly 10,000 of them there congregated. Their principal resorts are in Sacramento, Stockton, Dupont, Commercial, and Washington Streets, but indeed no street in San Francisco is without them. The British Consulate is at 428 California Street; W. L. Booker, Consul.

DISTANCES FROM SAN FRANCISCO TO VARIOUS POINTS.—To *Fort Point*, four miles, by omnibus; four trips a day. To *Lone Mountain*, three miles, by street railway. To *Seal Rocks*, six miles, by cars and omnibus; two trips a day. To *Mission Dolores*, by street railways; Ocean House, eight miles. To San Mateo, 20 miles, by railroad. To Crystal Springs, 23 miles, by railroad and stage. To Spanishtown, 32 miles, and to Half Moon Bay (Pescadero), 48 miles, *via* San Mateo. To Redwood City, 30 miles, by railroad and stage. To Mountain View, 38 miles, by railroad. To Santa Clara, 47 miles, by railroad. To San José, 50 miles, by railroad, or by steamer and stage, 54 miles. To Alviso, 46 miles, by steamer, daily. To New Almaden Quicksilver Mines, 67 miles, by steamer and stage, or by railway and stage, 64. To Santa Cruz, 78 miles, by railway and stage. To Oakland, 8 miles, by ferry and railway; six trips a day. To Alameda, 11 miles, by steamer; three trips a day. To Hayward's, 25 miles, by steamer; three trips a day. To San Leandro, 15 miles, by steamer and railway. To Mission San José, 34 miles, by steamer, railway, and stage. To Warm Springs, 37 miles, by Alameda ferry. To Benicia, 30 miles; steamer leaves at 4 p. m. daily. To Sacramento, 117 miles; steamer leaves at 4 p. m. daily. To Stockton, 117 miles; steamer leaves at 4 p. m. daily. To Martinez, 33 miles, by steamer. To Pacheco,

38 miles, by steamer and stage. To Mount Diablo Coal Mines, 44 miles, by steamer and stage. To Suisun, 50 miles by steamer, or 54 by steamer and stage. To Vallejo, 28 miles. To Mare Island, 37 miles. To Napa City, 50 miles. To White Sulphur Springs, 67 miles, by stage from Napa. To Geyser Springs, 118 miles, by stage from Napa. To Sonoma, 52 miles, by steamer, tri-weekly. To Petaluma, 48 miles, by steamer, daily. To Healdsburg, 80 miles, by stage daily from Petaluma. To San Quentin, 12 miles, by steamer. To Farallone Islands, 20 miles.

TOURS TO THE INTERIOR OF CALIFORNIA.

To the Yo-Semite Valley, the Geysers, and the Big Trees.

ROUTE I.

FROM SAN FRANCISCO TO SACRAMENTO, MARYSVILLE, ETC.

From San Francisco, *via* Sacramento, to Marysville, up through the valley of the Sacramento to the Oregon line; thence through the mining regions of the eastern tributaries of the Sacramento and San Joaquin Rivers, including, if time permit, a run over the Sierras, down the Truckee, into Carson Valley; returning from the southern mines, *via* Stockton, to San Francisco; thence proceeding, *via* San José, through the Santa Clara valley to Visalia and Los Angeles, through the southern part of the State, returning by the ocean from San Diego, the most southern port, touching at Santa Barbara, Monterey, etc., and finally taking a glimpse at the more northern sections along the coast, and a voyage to Oregon. By this arrangement, making an almost continuous tour of the State, all the principal objects of interest, including the famous Yo-Semite, the Geysers, and Big Trees, can be seen without loss of time, or unnecessary travel or expense. Those who are so fortunate as to have both time and means at their disposal, can of course see much more than even this extended trip will afford them; but as my object is to give essential information to

the largest number of readers, in the briefest possible compass, I shall, I think, accomplish it most satisfactorily by confining my chapter on California to the limits above described. (The distances are computed by the usually travelled routes, and, when not officially given, will be found approximately correct.)

For the Sacramento Region.—Leaving Broadway Wharf, San Francisco, by 4 o'clock afternoon steamer for Sacramento, we proceed northward toward Angel Island (batteries and government works), which we pass in the bay, on the right, 5 miles from the wharf. Soon after we sight Red Rock, formerly Treasure Rock, and enter the bay of San Pablo, through the straits of the same name, at a distance of about 15 miles from San Francisco. West of Red Rock lie the beautiful little villages of San Quentin and San Rafael. They are 5 miles apart, and are connected by stage. The former contains the state-prison buildings.

The *Bay of San Pablo* is a large and beautiful sheet of water, some 15 miles wide and 20 miles long, surrounded by picturesque ranges of mountains. The view looking westward is picturesquely fine; to the northward lie the fertile valleys of Petaluma, Sonoma, and Napa, bounded by the high mountains of the Coast Range, bathed in the warm summer haze so peculiar to California.

At the head of Napa valley are warm sulphur springs, which are a favorite place of resort, and offer fine accommodations to the visitor. Stages at Sonoma and Petaluma connect with Healdsburg, in the Russian River valley, one of the most fertile sections of the State.

In the vicinity of Mt. Putas, or Geyser Peak, about 40 miles north of Petaluma, are the hot steam springs called the Geysers. The best means of reaching them is through Healdsburg. The picturesque scenery, deep ravines, towering mountains, and the springs—second only to the far-famed Geysers of Iceland—in-vest this section with an interest unsurpassed. (See GEYSER SPRINGS.)

Still to the north the picturesque region of Clear Lake amply repays the tourist by its wild beauty and the fine hunting and fishing which the surrounding region and waters afford.

Resuming our voyage through San Pablo Bay, we pass Mare Island Navy Yard and Vallejo (railroad from Vallejo to Marysville), where the United States Government have established a dry dock and naval station, and soon after enter the Straits of Carquinez, which connect the bay of San Pablo with the bay of Suisun.

The Straits of Carquinez.

—These straits are about 8 miles in length, and generally three-fourths of a mile wide.

Benicia.—Benicia, the former capital of the State, is situated upon the north side of and near the entrance to Suisun Bay, 30 miles from San Francisco. The California Steam Navigation Company's boat plies tri-weekly, extending her trip to Suisun. Vessels of the largest size can reach this point. The steamers of the Pacific Mail Steamship line are refitted at this place. Their extensive foundery and machine-shop is the most important building in the place. The headquarters of the United States Army are also located here. The view as we approach Benicia is grand. Looking southeast, Monte Diablo, the most remarkable peak of the Coast Range, is seen rising to the height of 3,790 feet, while the little village of Martinez, with its groves of evergreen oaks, surrounded by hills, is a fine feature in the scene.

The Bay of Suisun.—We now enter the bay of Suisun, another arm or continuation of the great bay of San Francisco; here the waters of the Sacramento and San Joaquin unite, the former coming in from the north, and the latter from the south. The growing village of Suisun has become the outlet of a rich agricultural region on account of being connected with the north side of this bay by means of a navigable slough.

Sacramento River.—Passing through the bay, we soon enter the mouth of the Sacramento River, about 45 miles from San Francisco. Much of the land adjoining this bay and the Sacramento and San Joaquin Rivers is marshy, covered with *tules*, a kind of bulrush. Abundance of fine salmon are caught in this river. Proceeding toward Sacramento, we pass a low range of hills to the left. Farther on the banks are low and the country

is marshy. Beyond trees occur, and the river presents a more beautiful appearance. Sometimes in autumn the dry tules are on fire for miles, presenting a magnificent appearance to the passenger on the steamer. In 9 hours we arrive at Sacramento, the capital of the State, which is 125 miles from San Francisco.

Sacramento.—HOTELS, *Golden Eagle*, and *Toll's*, on K Street; *Orleans*, Second Street, between J and K.

Sacramento, the capital and second commercial city of the State, is situated at the confluence of the Sacramento and American Rivers, 125 miles from San Francisco by water, contains about 10,000 inhabitants, and is the centre of travel for the northern mines of California, and the Great Overland line from the Missouri to the Pacific. It was founded in the spring of 1849, near the site of Sutter's Fort, on the left bank of the American River, and was originally called *Nueva Helvetia*. It contains many fine buildings put up in the most substantial manner; and although it suffered, like San Francisco, from fires, in the early period of its growth, and more recently from flood, it has steadily improved, and is now the most important city in the interior. It is 3 miles in extent, and is divided into four wards. It is regularly laid out, the streets running parallel with the river, and numbered and lettered in regular succession. The principal commercial streets are embraced within an area formed by First and Sixth, and H and L Streets. The houses and stores within these limits are principally of brick. Great damage was caused by the flood of 1861-'62, and an artificial wall has been built round the American River, 4 feet above high water in the Sacramento River, at a cost of \$250,000. Indeed, the whole city has been raised 10 feet above its former level. The estimated value of real and personal property in the city is about \$12,000,000. The new *Capitol*, when completed, will be the finest edifice in the West, and, if the original plan is adhered to, one of the most commodious and substantial structures of its kind in the Union. The basement is of granite, from the Rocklin quarries. The *Court-House* is at present occupied for legislative purposes. The

State Agricultural *Pavilion* is one of the finest buildings in California. It was erected in 1859, by the people of the city, for the Fairs of the State Agricultural Society, which are held annually, in September. In style it approaches the Romanesque. The main hall is said to be the largest *clear* chamber in the United States, being 100 by 120 feet. The central chandelier contains 400 burners. The affairs of the Society are now in the hands of the State Board of Agriculture. The *Masonic Hall*, southwest corner of K and Sixth Streets, is also a commodious apartment. The cornerstone was laid June 24, 1865, and the hall formally opened December 12th of the same year. The first and second stories are occupied by the county courts. The whole cost of the edifice and lot was \$35,000.

Among the benevolent institutions worthy of note, may be mentioned the *Howard*, established October, 1857. The Society's rooms are on the west side of Sixth, between H and I Streets. For the year ending October 1, 1865, upward of 1,000 persons were relieved by this institution. The *County Hospital*, on L, between Tenth and Eleventh Streets, should be visited. The city contains 12 churches, most prominent among which are the *Congregationalist* (J. E. Dwinelle, D. D.), on Sixth Street, and the *Roman Catholic* (St. Rose), at the intersection of K and Seventh Streets. The *City Cemetery* is a pleasant enclosure of 10 acres, on Tenth Street, south of Y Street. It was located in 1850 and laid out in 1856. The gateway was added in 1858, at a cost of \$3,000. It contains the State, Firemen's, Masonic, Odd-Fellows', Pioneers', and upward of 500 family plots. The *New Helvetia Cemetery*, long known as the Sutter's Fort Burying-Ground, is also worthy a visit. It was the earliest burying-place near the present city, having been selected in 1849.

The schools of the city are numerous and flourishing. The first public school was opened February, 1854. The system now embraces a high school, a grammar school, and 11 primary and intermediate schools, with an aggregate attendance in 1865 of 3,537 pupils. The private schools number ten, including the *Sacramento*

College, a *Commercial Academy*, and three *Seminaries* for young ladies. There are three libraries, containing nearly 30,000 volumes. The *State Library*, organized April 9, 1850, has its rooms in the Hastings's Block, southwest corner of J and Second Streets. Its collection numbers 20,000. The Sacramento and Odd-Fellows' Libraries are in a flourishing condition.

The principal lines of travel radiating to and from Sacramento are the *Central Pacific Railroad*, completed 93 miles to Cisco, where it connects with the *Overland Stages* to Virginia City, Austin, and other towns in Nevada and the East. The *Sacramento Valley Railroad* to Folsom and Shingle Springs, where it communicates with stages to Placerville, towns in Nevada, and the East. Steamers run daily to San Francisco, Marysville, and all points on the upper Sacramento and Feather Rivers. Stages leave daily for Napa, Suisun, Rockville, Sonoma, Healdsburg, Stockton, and all the principal interior towns throughout the northern part of the State. Stages for Idaho, *via* Hunter's Station on the *Pacific Railroad*. Principal stage-offices at the corner of First and K Streets and at the *Golden Eagle Hotel*.

Leaving Sacramento, and proceeding on our journey through the great valley of the Sacramento, we reach Marysville by stage or steamer, distant by land 44 miles, and by water 64 miles.

Marysville, next to Sacramento, is the most important of the northern interior towns of California, and contains about 6,000 inhabitants. It is finely located near the confluence of the Feather and Yuba Rivers, 90 miles from Sacramento; accessible at all times by steamer from either San Francisco or Sacramento. It commands much of the trade with the rich mining districts situated upon the Feather and Yuba Rivers, having a fertile agricultural region in the immediate vicinity. Of late years it has been rather on the decline, and is now rated as the fourth city of the State. It is well built, giving the impression to the traveller who sees it for the first time from the steamboat-landing, of a substantial city, mostly built of brick. There is a fine agricultural region around

it, mostly comprised in the Yuba and Feather River bottoms. *Briggs's* fruit ranches, the most extensive orchards in the State, perhaps in the world, are near this city. It has connection northward, *via* the *California Northern Railway*, with Oroville, and by stage with North San Juan (37 miles), and French Corral (43 miles).

The Marysville Buttes.—From Marysville a fine view is obtained of the isolated chain of mountains known as the *Marysville Buttes*. They rise from the plain of the Sacramento valley to the height of 1,200 feet, and extend for some eight miles in length, forming a remarkable feature in the Valley of the Sacramento. They embrace three principal peaks and many subordinate ones, and from the central, elevated, broken, rocky mass, there run off spurs in all directions, forming valleys between them. It is about 30 miles around the Buttes. The view from the summit, which is easily accessible, is superb.

Daily lines of stages leave Marysville for all the mining localities to the north and east.

Oroville.—*HOTEL, St. Nicholas.*—Journeying north, we leave Marysville by the *California Northern Railroad* for Oroville, distant 26 miles. Oroville is situated at the base of the foot-hills upon the main Feather River, and is a mining town of considerable importance, while a rich agricultural region extends to the north and west. It is the county seat of Butte County, and contains about 2,500 inhabitants. At Oroville connection is made with the stages of the *California Stage Company* for Shasta, and the northern mines, La Parte, Quincy, Indian Valley, and Susanville.

Red Bluff.—Travelling through a rich agricultural region, over good roads, we cross the Sacramento River at Tehama, 50 miles north of Oroville, and, proceeding up the western bank of that stream 14 miles, we reach *Red Bluff*, a village of some 1,000 inhabitants, the county seat of Tehama County, and situated at the head of navigation on the Sacramento River. This place is the centre of trade for the more northern mines of California; goods reaching here from San Francisco by the river to Colusa on the Sacra-

mento, 75 miles below, or when the water is in a good stage, being shipped directly to this place. A steamer leaves San Francisco every Saturday morning for Red Bluff; distance, 275 miles.

Still journeying northward, we again take stage for Shasta City, distant from Marysville 132 miles. The road is generally good, and almost a perfect level the entire distance; passing through the centre of the valley of the Sacramento, crossing the Sacramento River at Tehama, the journey is made in two days, stopping over one night on the road.

As the traveller pursues his journey from Oroville toward the Oregon line, many fine farms or ranches are passed—Bidwell's at Chico, Neal's, and Lassen's being the oldest and best known, commanding many fine views of the mountains of the Coast Range, some of whose peaks rival those of the Sierra Nevada, especially Mount St. Helen, Mount Linn, and Mount St. John, which are each some 7,000 to 9,000 feet above the level of the sea. To the eastward, on our right, the snow-capped peaks of the Sierra Nevada rise gleaming in the sunshine.

Beyond *Red Bluff's* we obtain a fine view of the *Lassen Buttes*, among the most prominent peaks of the Sierras. Beyond Cottonwood Creek, near Major Reading's ranch, we get a splendid view of Mount Shasta, the highest mountain in California, a vast cone of snow rising to the height of 15,000 feet above the level of the sea, forming a magnificent landmark at the head of the Sacramento valley.

Mount Shasta, or Tchastō, not only the most striking topographical feature of northern California, but the largest and grandest peak of the Cascade and Sierra Nevada ranges, stands alone, at the southern end of Shasta Valley, in latitude $41^{\circ} 30'$ north, longitude about 122° west. In approaching it from the north and south, there is a gradual increase in the elevation of the country for about 50 miles. The region near the base itself thus attains an altitude of 3,500 feet above the sea, and forms a vast pedestal for the Giant Butte.

Until the visit of Colonel Fremont, in 1843, the summit of Shasta had generally been deemed inaccessible.

"Aspiring to the eagle's clondless height,
 No human foot hath stained its snowy side,
 Nor human breath has dimmed the icy mirror
 Which it holds unto the moon, and stars, and
 sovereign
 Sun. We may not grow familiar with the
 secrets
 Of its hoary top, whereon the Genius
 Of that mountain builds his glorious throne!"*

"The view of the mountain from Shasta plains is very grand. With no intervening mountains to obstruct the prospect, the base is seen resting among dense, evergreen forests; higher up, it is girdled with hardy plants and shrubs to the region of frosts, and thence the sheeting snow. From the northeast and southwest a double summit, of unequal heights, is presented—both rounded and loaded with perpetual snow; but, from most points, a single cone is shown. Rising abruptly in grandeur and great beauty of outline, its white, cloud-like form, drawn clearly against the sky, is plainly visible from points to the south more than 200 miles distant. There are seasons, however, when the monarch, shrouding the white robes that glisten in the summer sun, retires to gloomy solitudes, and sits a storm-king upon the clouds, invisible to mortal eye.

"In the forests around Mount Shasta are found the maple, evergreen oak, and several varieties of pine, including the spruce, cedar, and fir. Chief among them all for symmetry and perfection of figure, is the majestic sugar-pine, nearly equaling the red-wood in size, and excelled by none as a beautiful forest tree.

"The ascent may be accomplished in a favorable season—in August or September—without much danger or difficulty, by stout, resolute men. The extreme exhaustion realized in ascending Mounts Blanc or Popocatepetl, is not experienced; nor is the trial so dangerous, by reason of huge fissures and icy chasms; the main difficulty arises from the rarefied condition of the air, to which the system must adapt itself rather suddenly for comfort.

"Shasta Valley spread beneath our feet its grassy plains and evergreen groves, dotted with villages, mines, and farms, the whole affording scenes un-

equalled in beauty, variety, and extent of landscape, and which may not be adequately described."

All these excursions can be best accomplished on animals. A mule is preferable, at an expense of about \$2 per day, which includes every thing. Good meals and sleeping accommodations are found along the routes, which is truly surprising, considering the almost impracticable nature of the country traversed. There is a stage line from Oroville, *via* Pence's Ranch, Inskip, and Big Meadows, to Susanville (104 miles), which is a town of some importance, situated between Eagle and Honey Lakes, but the trip will hardly repay the tourist.

Shasta.—HOTELS, the *Empire* and *American*.

At a distance of 28 miles from Red Bluff we pass through Horsetown, a prosperous mining place of 500 inhabitants, and 9 miles farther we arrive at Shasta. This town is situated in the foot-hills of the mountains stretching across the northern end of the State, connecting the northern Sierras with the Coast Range. It is a mining town of 800 inhabitants, at the northern extremity of what was once wagon navigation. Formerly all goods destined for mines farther north, had to be packed on mules, but a good wagon-road has recently been constructed over the Siskiyou Mountains, by the California Stage Company, for the purpose of transporting the United States mail between Sacramento and Portland, Oregon.

From Shasta the rich mining localities in the vicinity of Weaverville, distant 38 miles, and Humboldt Bay, on the Pacific coast, some 75 miles distant, can be visited on animals.

If the traveller desire to pursue his journey still farther north, he may do so favorably by the following route:

Leaving Shasta for Yreka, we pass the Tower House, 12 miles; French Gulch, 15 miles; Mountain House, 23 miles; Gibb's Ferry, 35 miles; Chadbourne, 43 miles; Trinity Centre, 49 miles; and Thompson's, 60 miles; arriving at New York House, 64 miles, at the base of Scott Mountain, which is now to be climbed. In a distance of 6 miles farther we rise 2,060 feet. Every foot of the distance has been made into a superb roadway by

* Ode to Mount Shasta, by John R. Ridge.

cutting into the solid rock, bridging chasms, excavating the precipitous side of the mountain, walling up with stone, clearing away a dense growth of timber, and overcoming other obstacles. On the right rises the perpendicular embankment created in excavating for the road, while on the left the traveller looks down a fearful precipice, its side bristling with sharp and jagged rocks. The summit reached, we are upward of 5,000 feet above the level of the sea. Here, to the right, we again obtain a glorious view of Mount Shasta, covered with its snowy shroud. A continuous descent of 7 miles brings us to the head of *Scott Valley*, and 3 miles beyond is *Callahan's Ranch*. Scott Valley is a level area 40 miles long and from 3 to 9 miles wide, a beautiful tract of country, hemmed in on all sides by bold and precipitous mountains. Passing through *Fort Jones*, 22 miles north, and crossing a lofty divide at the termination of the valley, we arrive at Yreka, 116 miles from Shasta.

Yreka.—HOTELS, the *Metropolitan* and *Yreka*.

Yreka, the county seat of Siskiyou county, was formerly the most important mining town north of Oroville. The town contains about 1,500 inhabitants, is well laid out, has many fine buildings, and is lighted with gas. It is situated in the valley of Shasta Creek, is encompassed with mountains, and is distant from the Oregon State line 28 miles. The mines in the vicinity are very productive, giving the place a steady and rapid growth. A fine view of Mount Shasta, distant some 30 miles, is attained from the ridge east of the town.

Proceeding north we pass through *Cottonwood*, 20 miles, *Cole's*, 28 miles, where there is a good wayside inn. Here we ascend the Siskiyou Mountain, 4 miles, and from its summit get the last glimpse of Mount Shasta. Descending the mountain 4 miles to its base, and traversing 20 miles of rolling country, we arrive at Jacksonville, 56 miles from Yreka.

Jacksonville is a prominent town of Southern Oregon, situated in the fertile Rogue River valley, about 9 miles south of that river. From Jacksonville, *Althouse* lies about 60 miles west, and *Crescent City* on the Pacific coast south

of the boundary line, 125 miles, traversing an exceedingly rough country.

Having reached the northern limits of our journey through California, we now return to Marysville, *via* Yreka and Red Bluff. From Yreka the traveller, if so disposed, can make an excursion westward to the coast. Scott's Bar, a rich mining locality, lies some 25 miles distant; the Forks of Salmon, a mining locality in Klamath County, about 90 miles distant; the mouth of the Trinity River, 130 miles; and Trinidad on the coast, about 160 miles.

ROUTE II.

TO THE SIERRA NEVADA MOUNTAINS AND MINES.

HAVING returned to Marysville, we will now make an excursion among the Sierra Nevada Mountains, visiting the most celebrated mining regions which lie along their western slope.

Taking the Downieville stage, we pass through the once rich localities of Long Bar, 14 miles, Camptonville, 41 miles, and Goodyear's Bar, 57 miles, arriving at Downieville, 5 miles, making the total distance from Marysville 62 miles. By this route we visit what were once the most important river and hill diggings in the State, finding moderate accommodations and fare at all points upon the road.

Downieville.—HOTELS, *American Exchange*, *Andrews' Hotel*.

Downieville is the county seat of Sierra County, and contained, in 1862, about 1,500 inhabitants. It is situated at the junction of the east and south forks of the North Yuba River, high up in the mountains, its elevation being about 4,000 feet above the level of the sea. From Sacramento it can best be reached by stage, *via* Colfax Station (58 miles), on the *Central Pacific Railway*. The scenery is bold and impressive, the mountains rising to a great height on either hand. The *Sierra Buttes*, 12 miles east, and 9,000 feet high, form a notable feature in the landscape. An excursion from this point north would be of interest, affording the traveller an opportunity to pass through the rich and prosperous mining localities of *Monte*

Cristo, 4 miles; *Eureka*, 7; *Morristown*, 11; *La Porte*, 18; *Gibsonville*, 25; *Newark*, 27; *Onion Valley*, 30; *Nelson's Point*, 36, arriving at *Quincey*, 43 miles, over a very wild and rough country.

To the northeast of *Quincey*, which is the county seat of *Plumas County*, lie *Honey Lake*, *Honey Lake Valley*, and *Honey Lake Pass*. *Pilot Peak*, near *Onion Valley*, is, next to *Lassen's Butte*, the highest peak of the northern Sierras. A tri-weekly stage leaves *Downieville*, *via* *Mole Cañon*, for *La Porte*, 26 miles; also a weekly stage to *Virginia City*, Nevada, 64 miles.

Leaving *Downieville* for Nevada, we take a southerly direction through *Forest City*, 6 miles; *Comptonville*, 18; *North San Juan*, 26; arriving at Nevada, 38 miles in 12 hours. A cheaper and more expeditious route is now from *Colfax Station* on the *Central Pacific Railway*, *via* *Grass Valley*.

Nevada.—HOTELS, *United States Hotel*, *National Exchange*.

Nevada, once the largest mining town in the State, is still a flourishing place, and the county seat of *Nevada County*. It contains a population of about 4,000, and is the centre of a large, rich mining region. It is situated well up among the foot-hills, and contains many good hotels, stores, and churches. Having suffered like most of the cities of California from frequent fires, the business portion of the town has been built with substantial fire-proof structures. In the vicinity the hill diggings and tunnels are numerous and extensive.

It has ever been the first in using the improved methods of hydraulic pressure, ditches, tunnels, etc. Immense outlays in water canals, for mining purposes, have been made here and elsewhere in Nevada County.

A visit beyond the town toward the head of the *South Yuba* will interest the stranger. Besides affording him an opportunity to witness the rugged scenery of the region, it will perhaps serve to convince him of the exhaustless nature of the mining interests of California, as all the immense ridges dividing the *Yuba River*, extending for 20 or 30 miles in length, abound in the richest mines of gold, which will take many years of labor to develop. The country also affords exhaustless quan-

ties of the finest lumber, consisting of pine, cedar, fir, etc.

Nevada is the western terminus of an important route over the Sierras to *Virginia City*, in Nevada, called the *Henness Pass Route*. A good road has been constructed over this route, which has an easier grade than any of those farther south. The distance from Nevada to *Virginia City* is about 100 miles.

Grass Valley.—HOTEL, *Exchange Hotel*.

Grass Valley, 4 miles south of Nevada, and 66 northeast of *Sacramento*, *via* *Colfax*, is the quartz-mining centre of the State. It is finely located, and is noted for its hotels and beautiful residences, as well as numerous quartz-mills. It is said to contain more wealth, including its mills and machinery, than any other mining town in the State. The mines hereabouts are at present attracting immigration, and the population, variously estimated at from 2,000 to 4,000, is rapidly increasing.

Auburn.—HOTELS, *Empire*, *American*.—Journeying southward from *Grass Valley*, we wind along through the mountains and forests, crossing *Bear River*, arriving at *Auburn*, on the *Pacific Central Railway*, thirty-six miles northeast of *Sacramento*. This is a fine village of about 2,000 inhabitants, the county seat of *Placer County*, and the centre of a large farming region.

A rich mining region exists northeast of *Auburn*, between the north and middle forks of the *American River*, and many thriving mining towns have sprung up, among which are *Illinoistown*, *Iowa Hill*, *Ophir*, *Gold Hill*, *Forest Hill*, *Yankee Jim's*, *Michigan Bluffs*, and others, distant from 4 to 18 miles, and reached daily by stage.

Dutch Flat, 31 miles distant, was formerly the starting-point of what is called the *Dutch-Flat Wagon-Road* over the Sierras, *via* the *Truckee Pass*, to *Virginia City*.

Folsom.—HOTELS, *Patterson's*, *Central*.—*Folsom* is situated on the *Sacramento Valley Railway*, 22 miles east of *Sacramento*, and 18 miles south of *Auburn*. It stands at the base of the *Foot Hills*, and is surrounded by both a mining and an agricultural region. Trains now

run over the *Valley Road* to Shingle Springs, connecting Folsom with Placerville, and the stage line to Nevada. While in this neighborhood an opportunity is afforded of visiting the *Alabaster Cave*, 12 miles from Folsom. This cave, which was discovered in April, 1860, by two men who were quarrying limestone, is situated on the *Whiskey-Bar Road*, 5 miles from Centreville, in El Dorado County. It is thus described by a recent visitor: "A single step takes you from the street into the hall of the silent mansion. This entrance is not the one first discovered, but has been cut through the solid rock from another chamber to the outer world. Passing through this, the visitor is ushered into an irregular apartment two hundred feet in length by perhaps seventy-five in width, and of various heights, with numerous elevations, depressions, recesses, galleries, etc. A scene of wonderful magnificence is before him. Millions of jewels appear to be glittering from the walls. Shining pendants, some large, some small, some short, some very long, some reaching from ceiling to floor, some thick, some slender, some tapering, some uniform, some tubular, some solid, some clear as crystal, some of a bluish tinge, hang thickly from the marble roof. Here a little wrinkly stub of a stalagmite pushes itself up from the floor; and there stands Lot's wife turned not into a pillar of salt, but of marble; and there, again, is Mount Blanc rising with its snowy folds several feet above your head. Passing through this first chamber and descending a little, you turn to the left, through a cross-section, from which shoot out several passages, some brilliantly lit, and beautiful to behold, and others, one at least, as yet unexplored. Turning still to the left, you enter the last chamber, lying exactly parallel to the one first entered, but if any thing more beautiful. This is called the *Crystal Chapel*, and has its belfry and pulpit as well. The pulpit especially is a thing of rare beauty, probably built in the olden time, as it is rather too near the ceiling to be of modern design. It has been formed by droppings from above, catching on a projection of rock, and then rising and spreading and folding over with the most graceful drapery underneath."

Placerville.—HOTELS, *Cary House, Orleans Hotel*. Placerville, the county seat of El Dorado County, is 28 miles east of Folsom. The *Valley Railroad* is now in progress from that point, *via* Shingle Springs. It is one of the oldest and one of the largest of the mountain towns, containing about 4,000 inhabitants. It is on one of the principal routes of travel over the Sierra Nevada Mountains to the Washoe region in Carson Valley, and has long been a prominent out-fitting point. The town of Coloma, 10 miles northwest of Placerville, was formerly the county seat of El Dorado County, and is distinguished as the place where gold was first discovered. The remains of the old saw-mill of Captain Sutter are just below the present town, and will be looked upon with much interest by the stranger as a memento of the great event which has revolutionized the commerce of the world.

Carson Valley.—We will now accompany our traveller over the Sierras to Carson Valley, touching at other points on the eastern slope, where exist silver and gold mines of marvellous richness, which are attracting capitalists from the Old and New World. There is a finely-graded road the whole distance, and it winds through some of the wildest and most beautiful scenery in California, as well as affording glimpses of the most grand and sublime. The facilities for travel over the *Placerville and Virginia City Road* are of the best description. A line of *mail stages runs daily* between the two cities, bringing them within 30 hours of each other, allowing passengers time for meals and rest upon the road.

Leaving Placerville in the afternoon, we enter almost immediately upon the broad mountain road that by easy grades conducts us to the west summit of the Sierra Nevada, a height of 7,000 feet above the level of the sea. As we approach the *summit*, the pines, firs, and cedars attain a gigantic size, and constitute a dense forest. At Crippen's, 26 miles from Placerville, we pass the night. Renewing the journey at daybreak, we pass through *Strawberry Valley*, 50 miles from Placerville, where a good hotel affords the best of accommodation; and a few miles farther reach the western summit. From

this point of view we have a combination of mountain, lake, and valley scenery, unsurpassed in beauty and wild grandeur by any similar scene perhaps on the American continent. At our feet lies *Lake Valley*, more than a thousand feet below. Granite ledges gleam through the dark pines that fringe its sides, which rise in places to snow-covered peaks. On the left and northeastward, at a distance of 7 miles, repose the deep-blue waters of *Lake Tahoe* (Bigler), while beyond, the extremity of the valley loses itself in the distance. The effect of the whole scene is as charming as it is indescribable.

Lake Tahoe.—There is no lake in California, indeed there are few anywhere, that will compare with Tahoe for beauty and variety of scenery. It is 25 miles long, and about 6 in average width. The surrounding mountains rise from one to three, and in some cases four thousand feet above its surface. From the water's edge to the summits of these mountains, a dense pine forest extends, except at points where a peak of more than ordinary elevation rears its bald head above the waving forests. The lake abounds with fish. Boats and tackle can be obtained at the Glenbrook, Lake, and Tahoe City hotels. From the Glenbrook a delightful excursion can be made to Tahoe City, on the opposite side. The fishing and hunting on this side is considered the best on the lake. *Fallen Leaf Lake* and *Tahoe Mountain* should be visited. Descending into the valley by a roadway excavated from the side of the mountain, we pass over the east summit through *Daggett's Pass*, and 5 miles beyond find ourselves in the open, level, elevated plain of Carson Valley, 2 miles south of Genoa.

Carson Valley is a tract of nearly level land, about 30 miles long and 10 wide, three-fourths of which is well adapted for agricultural purposes. Although shut in by high mountains on the east and on the west, it is itself an elevated plateau, more than 4,000 feet above the level of the sea. Carson River, fringed with willows and occasional cottonwoods, flows through it in a northerly direction. The eastern slope of the Sierras is very abrupt, rising at a sharp angle from the western limit

of the valley, and is covered with pines, though none grow in the valley below. This was once, and is yet to many, the favorite route for overland immigrants to California; much the largest share of travel now proceeds by stage to Cisco and thence by railway to Sacramento, though other routes across the mountains are much used.

ROUTE III.

SAN FRANCISCO TO PETALUMA AND THE GEYSERS.

THE route to the far-famed Geysers of Sonoma County from San Francisco is by steamer to Petaluma, and thence by stage, *via* Santa Rosa and Healdsburg.

Leaving the city at Broadway Wharf, the course steered is due north, the same as that to Sacramento and Stockton, along the western shore of San Pablo Bay, affording the tourist a view of Tamalpais and the smiling little villages of San Quentin and San Rafael. A few miles north of the former place the boat enters the Petaluma Creek or "Slough," and after calling at *Lakeville*, on the east bank, reaches her landing, 23 miles north of that village and about two miles south of Petaluma, where a horse-car is in waiting to conduct us to the town. The entire distance of 48 miles from San Francisco is usually accomplished in about four hours.

Petaluma,* the county seat of Sonoma County, is pleasantly situated near the head of navigation on Petaluma Creek. Schooners and other small craft navigate the creek to this point. It was laid out in 1852, by Lewis & Hentzelman, near what was originally the Petaluma Grant, and known at that time as the *Brewster Survey*. It is in the centre of a fertile agricultural region, and large quantities of grain are annually shipped hence. Sonoma County is also famous for its vineyards.

Petaluma was incorporated in 1858, and now contains a population of 3,500. It is lighted with gas, and well supplied with water from Artesian wells. Excellent building material is obtained within

* Anglice, "Rolling Hills."

the limits of the town. Religious and educational institutions are numerous and flourishing. There are 7 church edifices and 12 public and private schools. The *Pacific College* (Baptist) is located here. *Henshaw Hall* has sittings for 750 persons. The town contains two flouring-mills, one iron foundry, a pottery, tannery, and several carriage manufactories and brick-yards, and, what is more desirable still to the traveller, it has a good hotel—the *American House*. The *Sonoma County Journal and Gazette* is published weekly. Petaluma is the radiating point of numerous stage lines. The following run regularly throughout the year viz., the *Petaluma and Cloverdale*, via Healdsburg (32 miles), to Cloverdale (49 miles), connecting there, semi-weekly, with stages to Mendocino (121 miles); *Petaluma and Duncan's Mill*, tri-weekly, via Bloomfield (14 miles) to Duncan's Mill (36 miles), where connection is made to Point Arenas, 50 miles beyond; and the *Petaluma and Bodega* line, via Sebastopol (16 miles) to Bodega (26 miles).

Leaving Petaluma at 7 A. M., we soon reach Santa Rosa (16 miles), a pleasant little town with a good hostelry (Colgan's), where passengers making the trip during the winter season have half an hour for dinner. Six miles beyond Santa Rosa we reach *Mark West* Station and post-office, and in six miles more *Windsor*, at both of which places short stoppages are made.

Healdsburg, 32 miles from Petaluma, is a thriving town, and the point of departure for the Geysers. In summer the stages run through from Petaluma to the Geysers in one day; but in winter, when the roads are heavy, and in some places well-nigh impassable, travellers will find it necessary to remain at Healdsburg (Wright's Hotel) over night, proceeding thence to the springs on horseback.

To those who have never visited the Geysers, a good guide is indispensable. Mr. Foss, who is to be found in Healdsburg when not engaged in piloting parties over the road, has the reputation of being the best Geyser man in the county, and tourists will do well to secure his services. Mr. Shafer, the proprietor of the Geyser Springs Hotel, will also furnish guides when desired.

Leaving Healdsburg early in the morning, a few miles' travel on the road brings the traveller to *Ray's Ranch*, situated among the foot-hills, 617 feet above the sea-level, and commanding a fine view of Russian River valley, the Coast Range, Mount St. Helens, etc. From this point the ascent is gradual for 3 miles, till we reach *Geyser* (Godwin's) *Peak*, which is 3,470 feet high. From this point the view is charming. The whole valley of Russian River lies at your feet, extending from southeast and south where it joins Petaluma Valley, round to the northwest. Beyond the valley extends the long line of the Coast Mountains. To the southeast rises Mount St. Helens, considered by many the most beautiful mountain in California. Directly south, at a distance of 60 to 70 miles, when the overhanging fog is not too dense, may be discerned the waters of the lovely bay and the blue waves of the mighty Pacific. In fine, clear weather the view from this Peak is amongst the finest to be had in all this lovely region. The sides of the Peak to its summit are covered with a thick growth of tangled chaparral. Leaving the summit, the trail conducts the traveller along a narrow ridge called by the unpoetical name of the "Hog's Back," which divides the waters of *Pluton River* and *Sulphur Creek*. Near the foot of the hill stands the *Geyser Springs Hotel*, which is open to visitors from May to October. The view of the Geysers from the hotel is an impressive one, more particularly in the morning, when the vapor can be plainly seen issuing from the earth in a hundred different places; the numerous columns uniting at some distance from the earth, and forming an immense cloud which overhangs the whole cañon. The unearthly-looking cañon in which most of the springs are situated, makes up into the mountains directly from the river. A short distance up the cañon is a deep shady pool which receives the united waters of all the springs above it, and which affords a most luxurious bath. Farther up is *Proserpine's Grotto*, a lovely nook, whence glimpses of the narrow gorge above with its cascades can be obtained. We are already amid the springs, which become more numerous and noisy as we advance up the cañon. They

number nearly 200, of every gradation of temperature, and impregnated with all sorts of mineral and chemical compounds. The *Steamboat Geyser*, the *Devil's Grist-Mill*, and the *Witches' Caldron*, are the most noteworthy. After inspecting the springs, it is worth the visitor's while to climb the mountains on the north side of the Pluton, and take a view of *Clear Lake* and the surrounding landscape. But, perhaps, as a late writer has remarked, the scene which would delight a lover of nature most can be obtained by rising early and walking back half a mile upon the trail which descends to the hotel. "It is to see the gorgeous tints of the eastern sky, as the sun comes climbing up behind the distant mountains, and afterward to watch his long slanting rays in the illuminated mist, as they come streaming down the cañon of the Pluton, flashing on the water in dots and splashes of dazzling light, and tipping the rich shadows of the closely-woven foliage with a fringe of gold."

Two days will amply suffice to see the Geysers, the round trip from Healdsburg and back being comfortably accomplished in two more. From Healdsburg the return trip to San Francisco can be profitably made through the Napa valley, *via* Coolestoga Springs, St. Helens, and Sebastopol, to Napa, whence a boat leaves daily for San Francisco.

Napa, the county seat of Napa County, is situated on the west bank of Napa River, 12 miles from its mouth, and about 20 miles above Benicia, on San Pablo Bay. Stages to Sacramento, 65 miles; to the Geysers, 70 miles.

ROUTE IV.

SAN FRANCISCO TO STOCKTON AND THE BIG TREE GROVES.

Stockton.—HOTEL, *Weber House*.

Stockton, the port and principal entrepot of the San Joaquin district, is situated upon a slough or arm of the San Joaquin River, 3 miles from its junction with that stream, and 125 miles from San Francisco, *via* the steamboat route, and 80 miles *via* the stage route through Alameda County to Oakland and across the bay. A railway is now in progress which

will eventually connect Stockton with San José, and other towns south. Stockton is the centre of trade and travel for all the country south of the Cosumnes River, the district generally known as the Southern Mines. The city, which was incorporated July 25, 1850, embraces an area of one mile square. It contains a population of 7,500 inhabitants, and has several good hotels, churches, and a theatre. The streets, 66 in number, are well graded and planked; many of the stores and other places of business are fine structures of brick. A daily line of steamers from San Francisco reach the place in the morning, and connect with the numerous lines of stages which leave every morning for the various mining towns in the interior. In the environs of Stockton, particularly toward the Calaveras River, many fine farms or ranches are located, and under good improvement. The *State Insane Asylum* should be visited. It is a large, substantial edifice, less than a mile from the centre of the city and admirably adapted to the purposes intended. The grounds attached to the asylum buildings embrace 120 acres, and are being tastefully laid out. The old building, or male department, should be first visited. The south wing was built in 1853, the central building added in 1854, and the north wing in 1859. The new building is an imposing structure of brick, 448 feet front, with two wings, each 150 feet. It was commenced in 1864, and will be completed in 1870, at a cost of \$275,000. It is intended for the accommodation of the female patients. The number of patients, male and female, confined here at present, is about 750. Strangers admitted daily on application to the Superintendent, Dr. Shurtleff, at the asylum.

The Presbyterian, Catholic, and Baptist churches are fine commodious structures. The Court-House, commenced in 1853, occupies the centre of the public square. The *Stockton Independent*, the leading newspaper of this section of the State, is among the noteworthy institutions of the city. The *Artesian Well*, 1,002 feet deep, and discharging 360,000 gallons of water *per diem*, is well worth inspecting. *Lindsey Point*, where Captain Lindsey was killed

by the Indians, is also a place of interest to visitors. The views obtained from Stockton are very fine. On the east the lofty Sierra Nevada, with its snow-capped summits, is ever visible, and on the west the peaks of Mount Diablo rise in towering magnificence. Stockton being the main starting-point for the famous Yo-Semite and Big Tree Groves of Calaveras and Mariposa, is usually visited by large numbers of strangers in the spring and summer months. Stages run to Sacramento (50 miles), San Andreas (45 miles), Copperopolis (36 miles), *Campo Seco* (38 miles). The *El Dorado Livery Stable* has good outfits.

Mokelumne Hill.—HOTELS, *Union House, La Fayette House.*

Mokelumne Hill, the county seat of Calaveras County, has a population of about 1,000, and contains many fine stone buildings, and other permanent structures. In the vicinity, some of the richest hill diggings in the State have been found. A canal for bringing water for mining purposes a distance of 40 miles, has been in use several years; lumber is also floated down from the lumber region above.

In speaking of the canals of the mining region, it will be proper to state that millions of dollars are most profitably employed in their structure, and they are found traversing almost every ravine and flat; brought from far up the mountains at the sources of the streams; sometimes constructed of plank the entire distance, as is the canal coming into Mokelumne Hill. These are among the greatest enterprises of the State, involving an immense outlay of capital and labor. In Calaveras County alone there are 54 canals and water ditches, whose aggregate length is 550 miles, and the cost of construction nearly two millions of dollars. Stages daily between Mokelumne Hill and Latrobe, *via* Sutter Creek, Amador, and Drytown.

San Andreas.—HOTELS, *Metropolitan, Kinderhook.*

Proceeding south from Mokelumne Hill by stage 9 miles, we arrive at San Andreas, a prosperous mining town of over 1,000 inhabitants, 45 miles from Stockton, *via* Spring Valley. It is beautifully situated in close proximity to well-wooded hills. Northward and eastward on Murray Creek

are a number of orchards, gardens, and grazing ranches; to the west is the regular wall-formed Bear Mountain, covered with grass and oak timber. Daily stage to Sonora, 26 miles.

Murphy's.—HOTEL, *Sperry's.*

A ride of 15 miles from San Andreas brings us to Murphy's, a village of 600 or 800 inhabitants, containing a fine hotel built of stone. In the immediate vicinity of the town were formerly rich, deep diggings which were worked on an extensive scale. A daily line of coaches reach Stockton from this point, *via* Angels and Copperopolis. The distance from Sacramento to Murphy's by stage route is 95 miles; from Stockton, 79 miles; from Columbia, 11 miles; from Sonora, 15 miles; from Copperopolis, 14 miles. We are now within 15 miles of the celebrated grove of mammoth trees in Calaveras County.

Mammoth Tree Grove.—

Leaving Murphy's in the morning, we arrive at the grove in 3 hours, by carriage or on horseback, the road winding through a fine open forest, consisting of immense pines, firs, cedars, etc.

“The giant trees, in silent majesty,
Like pillars, stand 'neath Heaven's mighty dome.
'Twould seem that, perched upon their topmost branch,
With outstretched finger, man might touch the stars;
Yet, could he gain that height, the boundless sky
Were still as far beyond his utmost reach
As from the burrowing toilers in a mine.
Their age unknown, into what depths of time
Might Fancy wander sportively, and deem
Some Monarch-Father of this grove set forth
His tiny shoot, when the primeval flood
Receded from the old and changed earth;
Perhaps, coeval with Assyrian kings.
His branches in dominion spread; from age
To age, his sapling heirs with empires grew.
When Time those patriarchs' leafy tresses
strewed
Upon the earth, while Art and Science slept,
And ruthless hordes drove back Improvement's stream,
Their sturdy oaklings throve, and, in their turn,
Rose, when Columbus gave to Spain a world.
How many races, savage or refined,
Have dwelt beneath their shelter! Who shall
say
(If hands irreverent molest them not)
But they may shadow mighty cities, reared
E'en at their roots, in centuries to come,
Till, with the “Everlasting hills” they bow,
When “Time shall be no longer!”

At the grove the *Mammoth Tree Hotel*

affords every accommodation to the visitor, and several days may be pleasantly spent at this point. The house faces the grove—having the greater number of the trees to the left, looking from the veranda, and the two “Sentinels” immediately in front, about 200 yards to the eastward. The valley contains something over 160 acres of land. It is 4,000 feet above the level of the sea. Ninety-three trees of this species (not including those of 1, 2, and 3 years’ growth) are now standing, and are all found within an area of 50 acres of the valley. They are evidently a gigantic species of cedar, as is indicated by the growth, bark, and leaf; according to botanists, however, they belong to the family of *Taxodiums*, and have been justly named *WASHINGTONIA GIGANTEA*, and are beyond doubt the most stupendous vegetable products upon earth. They were discovered in the spring of 1850, by Mr. A. T. Dowd, while on a hunt for deer, whose account to his companions of what he had seen, upon returning to camp, was considered fabulous and utterly discredited until proved by actual measurement. The valley enjoys a splendid climate during the spring, summer, and autumn months, being free from the heat of the lower country and from the cold of the higher mountains. Vegetation remains fresh and green until the middle of October, and the water is always pure and cold. Snow falls usually about the middle of December, often accumulating to a depth of 4 or 5 feet, and entirely disappears by the middle of April. The vicinity offers every inducement to sportsmen; all kinds of game common to the country abound, while the adjacent streams afford excellent trout-fishing. Delightful horseback or buggy rides conduct the visitor to many interesting points of scenery or objects of curiosity, among which may be mentioned the *Falls of the San Antonio*, and the *Basaltic Cliff* on the North Fork of the Stanislaus River.

In front of the hotel (100 yards distant) stands the stump of the Big TREE. It measures 96 feet in circumference, and is 7 feet high; a section of 2 feet was taken from this stump, also a section of bark 50 feet long, by Capt. Hanford, and carried to New York

for exhibition; they are now in Paris. The surface of the stump is smooth, and affords ample space for 32 persons to dance, it being 75 feet in circumference, solid timber. Theatrical performances have also been given upon it by the “Chapman Family” in May, 1855; also, the “Robinson Family,” July 4, 1855. This monster tree was cut down by boring with augers and sawing the spaces between. It required the labor of 5 men 25 days to effect its fall, the tree standing so nearly perpendicular that a wedge and battering-ram were necessary to cause its fall after being fully cut off. Near the stump lies a section of the trunk; this is 25 feet in diameter and 20 feet long; beyond lies the immense trunk as it fell, measuring 302 feet from the base of the stump to its extremity. Upon this is situated the bar room and ten-pin alley, stretching along its upper surface for a distance of 81 feet, affording ample space for two alley-beds, side by side. About 80 feet from this stump stand the “Two Sentinels,” each over 300 feet high, and the larger 23 feet in diameter. The carriage road, approaching the hotel, passes directly between the “Two Sentinels.” South of the “Sentinels,” and to the right of the road as you approach them on the hill-side, stands a tree over 14 feet in diameter, which has been named “Old Dowd,” in honor of the discoverer of the grove.

Leaving the hotel, the grove is best entered by the left-hand carriage road. By adopting this route, the trees will be visited in the following order: the “Three Sisters” on the left, about 120 yards from the hotel. Next come the “Eagle,” “Calaveras,” “Three Graces,” “Marble Heart,” “Nightingale,” “Pioneer’s Cabin,” “Mother of the Forest,” and “Father of the Forest.” The “Arbor Vitæ Queen,” 335 feet high, said to be the loftiest tree in the grove, stands near the “Fallen Monarch,” and is the object of much curiosity. “Hercules,” one of the most gigantic trees in the forest, stands leaning in our path; this tree, with others, has been burned at the base; it is 326 feet long and 97 feet in circumference. A group of seven trees stand around the prone body of the “Father of the Forest,” the two largest of which are respectively

18 and 20 feet diameter and 300 feet high. South of "Hercules," about 80 feet, are several young trees, from 2 to 4 feet diameter. Near these are two fallen ones, of very large size, and apparently for many years down. South of "Hercules," about 200 yards, are the "Mother and Son," and near these "General Scott." Crossing a small bridge, under which runs the limpid little stream that drains the grove, we observe on the hill-side the "Old Maid," and, 120 feet from her, the "Old Bachelor." This "Old Maid" is 60 feet around her waist and five or six times as high as the tallest Brobdignagian lass mentioned by Gulliver. We next come to the "Siamese Twins," and a nameless tree standing opposite them, 310 feet high. West of this tree is the "Granite State," 18 feet diameter and 300 feet high. Close at hand is a group of three which have not been named, all very large and beautiful trees. The "Horseback Ride" we reach next; this is an old fallen trunk of 150 feet in length, hollowed out by the fires which have in days gone by raged through the forest; the cavity is 12 feet in the clear in the narrowest place, and a person can ride through on horseback a distance of 75 feet. Passing onward, we observe several yew-trees; from this timber the Indians construct their bows, it being exceedingly close-grained and elastic. The next group embraces "Vermont," the "Empire State," "Old Dominion," and "Uncle Tom's Cabin." The "George Washington" is near these, a tree 21 feet in diameter. Twenty feet from it stands "The Leaning Tower," and near these two, from 30 to 100 feet off the road, are several quite young trees. On the west side of the road we observe the "Beauty of the Forest," a magnificent tree, without a blemish in its growth, and 300 feet high. Near it stand two young trees about 6 feet each in diameter. This brings us to the southern verge of the forest in sight of the hotel, and with the "Two Sentinels" looming grandly up right before us. Ninety-odd mammoth trees are now standing. Full twenty of these exceed 25 feet in diameter at the base, and several of them are more than 300 feet in height.

After seeing the Big Trees of Calaveras, the tourist should, if possible, visit the

Natural Caves and Bridges in the same county. These caves are situated on what is called McKinney's Humbug, a tributary of the Calaveras River, near the mouth of O'Neill's Creek, 14 miles west of the Big Trees, 16 miles south of Mokelumne Hill, and 9 miles east of San Andreas. The bridges are on Cayote Creek, midway between Valicita and McLane's Ferry, on the Stanislaus River. The entire water of Cayote Creek runs beneath these bridges. The bold, rocky, and precipitous banks of the stream, both above and below the bridges, present a counterpart of wild scenery in perfect keeping with the strange beauty and picturesque grandeur of their interior formation.

Columbia.—HOTELS, *Columbia, Mansion House.*

Returning to Murphy's we take the stage, *via* Douglas Flat, crossing the Stanislaus River at Abbey's Ferry, arriving at Columbia in 8 miles from Murphy's. Columbia is on the stage line from San Andreas to Sonora. Distance from Stockton, 64 miles, from San Andreas 19 miles. The scenery at the crossing of the Stanislaus is grand, and we find Columbia one of the largest and finest towns in the mining region, having a population of some 2,000, with fine brick stores, hotels, churches, etc. In the vicinity many large mining operations are being carried on, which will interest the traveller. Beyond, a little over a mile, is the thriving village of Springfield, and 2 miles farther lies Shaw's Flat, another important point. *Table Mountain*, also, is well worth a visit. Many tunnels are found piercing the mountain for thousands of feet. It is a formation of basaltic lava, and to the geologist its peculiar formation would be of much interest.

Sonora.—HOTELS, *City, Placer, United States.*

Hourly lines of stages connect Columbia with Sonora, the county seat of Tuolumne County, distance 7 miles. Sonora, one of the most important mining towns in the southern mines, contains about 2,700 inhabitants. A fine court-house, several churches, three or four good hotels, and many fine stores, adorn the place. Daily lines of stages leave and arrive from Stockton and Sacramento,

with many routes diverging north and south to way-places.

Coulterville.—HOTEL, *Lafayette*.

We will now take the stage for Coulterville, Mariposa County, passing through Jamestown, 5 miles; Montezuma, 9 miles; Chinese Camp, 11 miles; crossing the Tuolumne River at Don Pedro's Bar, 25 miles, arriving at Coulterville the same day; distance from Sonora 40 miles. Coulterville is a small mining town, containing a few stores, which supply the miners in the vicinity. It is on one of the four routes to the famous Yo-Semite Valley, and has this (as it will prove to many) strong recommendation, that it can be travelled the earliest in the season. Carriages, saddle-horses, guides, etc., can be had of Messrs. Smith & Scott, proprietors of the old-established stables.

ROUTE V.

TO THE MARIPOSA GROVES AND THE YO-SEMITE VALLEY.

Mariposa.—HOTELS, *Gischel's*, *Franklin House*.—From Coulterville we can reach Mariposa by mules, crossing the Merced River, distance 29 miles; or by returning toward the plains and taking a circuitous route by stage, 50 miles. Mariposa, the county seat of Mariposa County, is 90 miles from Stockton, with which it is connected by a daily line of stages, the trip occupying 25 hours. It is the most southerly of all the mining towns of importance in the State, and contains about 1,300 inhabitants. There are valuable quartz leads, and rich flat, gulch, and hill diggings, in the vicinity. It is here, in the valley of the Mariposa Creek, that the celebrated Fremont Grant is located. There is a good trail from Mariposa to the Yo-Semite Valley, distant 51 miles, and to the Big Trees, 31 miles. J. R. McCready will supply good livery.

While in this neighborhood, the traveller should not omit to visit the Mariposa Grove. Though not so well known nor so famous as the Calaveras Grove, it nevertheless forms one of the great natural wonders of the State, and will amply repay the time and labor of reaching it. It is distant from Mariposa 31 miles, and from Stock-

ton 121 miles. The group of trees embrace about 600, covering between 200 and 300 acres of land, and lie in a triangular form. They were first discovered in August, 1855. The *South* and *Fresno Groves*, the latter 6 to 8 miles distant from the Mariposa Grove, are also worth visiting if the tourist has time.

The Yo-Semite Valley.

Innumerable lessons to relate
And myriad voices rushing to baptize
These chosen lips, which send into the skies
Their oracles, to awe and elevate.
The world's chief mouth-piece is this marvellous
gate,
That lavish nature wholly sanctifies
With majesty and beauty. Here my eyes
Some revelation seem to penetrate—
For *God*, begetting mysteries from the first,
All-glorified, stood down upon the rock,
And smiting through, the curious earth was
riven—
A thousand silver arteries were burst—
The mountains staggered from the fearful
shock—
Her heart lay bare to the soft eyes of Heaven.

ROUTES, DISTANCES, ETC.—The principal starting-point to the Yo-Semite Valley, as already stated, is Stockton. Thence there are four main routes, viz.: *via* Big Oak Flat, Coulterville, Bear Valley, and Mariposa. That by Big Oak Flat is the shortest and affords a view of the Golden Rock Water Co.'s flume, 264 feet high, and 2,200 feet long. That *via* Coulterville can be travelled the earliest in the season, and has the beautifully unique "Bower Cave" on the way. That by Bear Valley and Mariposa affords the earliest opportunity of visiting the Mariposa Grove of Big Trees, and gives the best general view of the valley. There is yet another route, indirectly—that *via* Copperopolis to the Calaveras Big Tree Grove. Going *via* Big Oak Flat, you change stages at Chinese Camp; *via* Coulterville, change at the Crimea House.

From Stockton, *via* Big Oak Flat:

	Miles.
Copperopolis*.....	36
Chinese Camp.....	15
Jacksonville.....	4
Big Oak Flat.....	8
Sprague's Ranch.....	9½
Golden Rock Flume.....	3½

* Parties bound for the Calaveras Big Trees, take the Murphy's stage at Copperopolis.

Hardin's Ranch.....	7
Crane Creek.....	6½
Dividing Ridge.....	4½
Tamarack Flat.....	3
Top of Mountain.....	3
Foot of Mountain (Yo-Semite).....	2½
Forks of Trail, near Ferry.....	4½
Hutchings's.....	1½

Total108

Murphy's.....	20
Big Trees.....	15
Murphy's to Sonora.....	14
Chinese Camp.....	10½
Big Oak Flat.....	12
Chinese Camp to Coulterville, <i>via</i> Crimea House.....	27

From Stockton, *via* Coulterville.

Knight's Ferry.....	36
Crimea House.....	12
Don Pedro's Bar.....	9
Coulterville.....	14
Bower Cave.....	12
Black's.....	5
Deer Flat.....	6
Hazel Green.....	6
Crane Flat.....	6
Junction of Big Oak Flat Trail.....	2¾
Tamarack Flat.....	3
Hutchings's.....	11½

Total122

From Stockton, *via* Bear Valley and Mariposa.

Morley's (Tuolumne River).....	45
Snellings.....	12
Hornitos.....	12
Bear Valley.....	9
Mariposa.....	12
White & Hatch's.....	12
Clark's Ranch (South Fork Merced).....	13

To Mariposa Big Trees,* 6 miles.

Alder Creek.....	6½
Empire Camp.....	3
Westfall's Cabin.....	3½
Inspiration Point.....	5
Foot of Trail.....	3
Hutchings's.....	5

Total141

Procuring animals at Coulterville for the trip, and providing ourselves with blankets and provisions, we start for the Yo-Semite. Four days are needed to do the trip comfortably and profitably. At a distance of 12 miles is *Bower Cave*, a singular, grotto-like formation, that lures the traveller aside for a few moments. Passing on to Deer Flat, 23 miles from Coulterville, we camp for the night. The next day we reach Crane Flat, 12 miles farther, in time

for an early lunch. Here the snow-clad Sierras begin to rise in serrated peaks above the horizon. To the right, about 2 miles distant, is a grove of mammoth oak-trees, similar to those in Calaveras County, but fewer in number. One of these, consisting of two joined at their base, is called the Siamese Twins, and is 114 feet in circumference. Two hours will bring us to Inspiration Point, 9 miles beyond, whence we first look down into the wonderful cleft of the Sierras called the Yo-Semite. Descending into the valley, it is 7 miles to the foot of the trail, and 6 miles thence to "Hutchings's." After resting here over night, we will inspect the wonders of the valley. The Yo-Semite valley is between 7 and 8 miles long, rarely exceeding a mile in width, walled in by perpendicular rocks from 3,000 to 5,000 feet high on either hand. The Merced River, which winds through the grassy meadows at the bottom of the valley, receives several tributaries, which pour over these granite walls at various points, forming waterfalls on a magnificent scale. The most remarkable of these has been called the Yo-Semite Fall. It descends in two unbroken sheets, the upper one 1,600 feet in height, and the lower one 600 feet, while the rapids between the two have a fall of 434 feet, giving the total height 2,634 feet. Among the other falls are the Fall of the North Fork of the Merced, about 750 feet high; the Pi-wyack, or Vernal Fall, about 300 feet high; the Yo-wi-ye, or Nevada Fall, about 700 feet high; and numerous others of lesser note. Not the least remarkable objects of interest are the two domes, presenting nearly perpendicular faces on opposite sides of the valley. The North Dome, or To-coy-ee, is about 3,725 feet high. The South Dome, or Tis-sa-ack, is 6,000 feet, the lower two-thirds of which is a sheer perpendicular rock, so that a stone tossed from its top would fall at its base. The volume of water pouring over the various falls varies according to the season of the year, being quite inconsiderable in the month of September; and one or two little lakes gem the valley. As much curiosity is felt among travellers to learn the precise height of these mountains and waterfalls, I append the following table, carefully compiled from official sources:

TABLE OF ALTITUDES IN YO-SEMITE VALLEY.

WATERFALLS.

<i>Indian name.</i>	<i>Signification.</i>	<i>American name.</i>	<i>Height above valley.</i>
Po-ho-no.....	Spirit of the evil wind.....	Bridal Veil.....	940 feet.
Lung-oo-too-koo-ya....	The tall and slender fall.....	The Ribbon Fall..	3,300 feet.
Yo-Semite.....	Large grizzly bear.....		2,634 feet.

(First fall, 1,600 feet; second fall, 434 feet; third fall, 600 feet.)

Pi-wy-ack.....	Cataract of Diamonds.....	Vernal.....	350 feet.
Yo-wi-ye.....	Meandering.....	Nevada.....	700 feet.
To-lool-we-ack.....		South Cañon.....	600 feet.

MOUNTAINS.

Tis-sa-ack.....	Goddess of the Valley.....	South Dome.....	6,000 feet.
.....	.....	Cloud's Rest.....	6,450 feet.
To-coy-ee.....	Shade to Indian Baby-basket..	North Dome.....	3,725 feet.
Mah-ta.....	Martyr Mountain.....	Cap of Liberty...	4,600 feet.
See-wah-lam.....	.....	Mt. Starr King...	5,600 feet.
Er-na-ting Law-oo-too..	Bear-skin Mountain.....	Glacier Rock.....	3,700 feet.
Tu-toch-ah nu-lah.....	Great Chief of the Valley.....	El Capitan.....	3,300 feet.
Wah-wah-le-na.....	.....	Three Graces.....	3,750 feet.
Pom-pom-pa-sus.....	Mountains playing leap-frog...	Three Brothers...	4,200 feet.
Poo-see-nah Chuck-ka..	Large acorn cache.....	Cathedral Rock...	2,400 feet.
.....	.....	Sentinel Dome...	4,000 feet.
Loya.....	.....	Sentinel Rock....	3,270 feet.

The best general view of this unrivalled valley is to be had from Inspiration Point on the Mariposa trail, 8 miles from *Hutchings's*.

ROUTE VI.

SAN FRANCISCO TO SAN JOSÉ AND THE ALMADEN MINES.

FROM San Francisco southward, the traveller has choice of railway or steam-boat travel to San José. The following are the stations on the railway line: Mission, 3¼ miles; Bernal, 4¼ miles; San Miguel, 6¼ miles; San Bruno, 14¼ miles; San Mateo, 20¾ miles; Belmont, 25 miles; Redwood City, 28 miles; Mayfield, 34½ miles; Mountain View, 40¾ miles; Santa Clara 46½ miles; San José, 50 miles.

San Jose.—HOTEL, the *Auzerais House*.

A daily line of steamers runs to Alviso, situated on a slough at the southern extremity of the bay, and there connects by stages with San José, 7 miles distant.

This is a delightful trip in the summer season. From Oakland, opposite San Francisco, a stage runs to San José, *via* San Lorenzo, 12 miles; and Warm Springs, 30 miles.

San José, the garden city of California, is situated in the midst of a very fertile valley. It is the third city of the State, contains about 6,000 inhabitants, and has some fine public buildings and many elegant private residences. Besides the beauty of the valley of San José and its climate of perpetual spring, its gardens and Artesian wells, many places in the vicinity are worthy of a visit, especially the Quicksilver Mines, and the Missions of Santa Clara and San José. The New Almaden mines are about 12 miles south, and Monterey, on the coast, 126 miles. The new *Court-House* is a handsome, commodious structure just completed. It is the largest public building of its kind in the State. The *Convent* and *Seminary of Notre Dame*, and the *Cathedral*, the *College*, *University*, and schools in the adjoining village of Santa Clara, are well worth visiting. San José and Santa Clara are connected by stage

with Santa Cruz (35 miles); Lexington and San Juan (42 miles); Monterey (80 miles).

From San José southward we can select between the route, *via* Hot Springs and Santa Barbara to Los Angeles, or that to Visalia. Proceeding on our journey by the latter, we emerge from the valley of the Santa Clara River through the Pacheco Pass in the Coast Range, into the valley of the San Joaquin. Travelling up the western side of the valley, we first touch the river at Firebaum's Ferry, 165 miles from San Francisco. Continuing on the same side we pass the great bend of the San Joaquin, and soon reach Fresno City, 182 miles from San Francisco. Crossing the little stream which seems to connect Tulare Lake with the San Joaquin, we cross King's River, 40 miles beyond, and soon arrive at Visalia 248 miles from San Francisco, and 192 miles from San José.

Visalia.—HOTELS, *Exchange, Warren's*.—This is the only town of much importance between San José and Los Angeles on the Overland Route, and contains about 1,200 inhabitants. It is located on the banks of the Kaweah River, about 18 miles from the mountains on the east, and 20 from Tulare Lake on the west, in the centre of a large body of oak timber, and in the midst of a rich alluvial delta. The several creeks north and south of Visalia in its immediate vicinity, spread out on the large meadows and lose themselves and their channels before reaching the great Tulare Lake, which ordinarily has no well-defined outlet itself. The Coso silver mines lie about 100 miles east, and are reached by a trail over the Sierra Nevada Mountains. Stage lines to Hornitas (120 miles), *via* Millerton's and Mariposa Creek.

Proceeding southward, we cross Tule River, 27 miles; Kern River, 87 miles; arriving at Tejon Cañon, 128 miles from Visalia, and 376 from San Francisco.

Fort Tejon.—Tejon Pass is at the head of the San Joaquin Valley. The Coast Range and Sierra Nevada, gradually converging, join at this point. A fort has been built high up in this romantic pass, about 3,000 feet above the level of the sea, where there is a small spot of level land between the mountains,

with fertile soil, grass, a pleasant brook, and fine oak-trees.

From Tejon Cañon we descend into and cross the arid plains of Palm Valley, part of the Great Basin, whose waters never find the sea. Then our road lies over the Coast Range, through the San Francisquito Cañon which opens into Santa Clara Valley, and crossing the Santa Clara River, our way lies through the San Fernando Pass, over a spur of the Coast Range, whence we emerge into the vine-clad valley of the Rio Los Angeles, and in a few hours reach the "City of the Angels," 491 miles from San Francisco, or *via* Hot Springs, San Luis Obispo, and Santa Barbara, 472 miles.

Los Angeles.—HOTELS, *Bella Union, La Fayette*.—Los Angeles is situated near the foot of the Coast Range, on the Los Angeles River. Most of the land in the valley which can be irrigated is planted with vines. The city contains about 5,000 inhabitants. The houses are many of them of the Spanish style, one story, with flat roofs covered with asphaltum, which abounds in the vicinity. On the northwestern side of the town, and very near the busiest part of it, is a hill about 60 feet high, whence an excellent view of the whole place may be obtained. Along the banks of the river for miles are situated the vineyards and orange-groves, the pride of Los Angeles. Vast tracts of the fertile plains and river bottoms are irrigated by the waters of the river, producing every variety of fruit and vegetable common to the warm and temperate climes. In the months of March and April, looking over these fertile plains, covered with the richest verdure, the snow-clad heights beyond contrast beautifully with the flowers at their feet. To the east, *Mount San Bernardino* rises covered with snow, 80 miles distant. Its altitude is about 8,000 feet, and it marks the site of the pleasant valley in which the village of San Bernardino is situated. Silver lodes of more or less promise have been discovered in various parts of the neighboring mountains. A rich tin mine has been discovered at Temescal, about 60 miles distant, on the Overland Route. The San Gabriel placer gold mines lie about 20 miles to the northeast. The sites of several old missions are in Los

Angeles County. From Los Angeles there are several stage lines, affording communication with all towns on the coast and in the interior. The principal of these are the overland line, *via* Tucson and Prescott, to St. Louis, Mo.; the San Diego line, *via* San Luis Rey (93 miles), to San Diego (130 miles); San Bernardino line, *via* Cocamongo, to San Bernardino (65 miles); the San Pedro line (daily), *via* Los Cuervos (11 miles), to San Pedro (26 miles); and the Clear Creek line, *via* San Fernando (32 miles), to the mines, Havilah City (140 miles). The route from Los Angeles to Prescott and Central Arizona is by way of San Bernardino and Hardyville; distance, 430 miles. The entire distance from San Francisco to St. Louis, by the Overland Mail Route through Los Angeles, is 2,880 miles, the last 353 of which is performed by railroad. The distance is usually accomplished in 22 to 23 days. The traveller can obtain meals at way-stations, which occur from 15 to 40 miles apart. He rides night and day without cessation, soon getting used to the motion of the stage so that he can get refreshing sleep at night, and arrives well and hearty at his journey's end. The distance from Los Angeles to St. Louis is 2,390 miles, divided as follows:

From Los Angeles

	Miles.	Miles
To Fort Yuma	281	288
Tucson	281	569
El Paso	339	908
Fort Chadbourne	428	1,336
Red River	384	1,720
Fort Smith	192	1,912
St. Louis	478	2,390

From Los Angeles a pleasant journey can be made to San Diego in two days. Setting out for Anaheim, 30 miles, we travel along the coast, passing through San Juan Capistrano, 60 miles; San Luis Rey, 93; San Dieguito, 105; arriving at San Diego, 130 miles from Los Angeles.

San Diego.—HOTEL, *Franklin House*.—San Diego is a small town of 500 inhabitants, situated upon a harbor of the same name. San Diego harbor, next to that of San Francisco, is the best on the coast of California, being well protected, capacious, and having a fine depth of water. There is nothing remarkable about the town or surrounding scenery.

A fine grazing country lies back of it, abounding in large cattle-ranches. San Diego is connected with San Francisco by an ocean steamer, which makes two trips a month, touching at the intermediate ports of San Pedro, the ports of Los Angeles, Santa Barbara, San Luis Obispo, and Monterey, and sometimes Santa Cruz. Should the traveller prefer to return to San Francisco by land, he will find the route along the shore very pleasant, full of beautiful and romantic scenery; the mountains of the Coast Range and its spurs rising loftily on his right, and at times the waves of the sea dashing at his feet. In proceeding northward then, the first point of interest is Santa Barbara, about 180 miles from San Diego by water, and 100 from Los Angeles by land.

Santa Barbara.—HOTEL, *City Hotel*.—The steamers afford a fine view of the coast, as they pass near the land; and approaching Santa Barbara, the view is very imposing. High ranges of mountains bound the view to the eastward, while the beautiful valley in which the town is situated, stretches far to the northward, finely relieved by a background of misty mountains, grand in outline. This place, with the other ports along the coast, is famous for the hide business, formerly the staple product of California. Santa Barbara has no protected harbor like San Pedro, and other places along the coast; it is only an open roadstead, dangerous during a southeaster, which, however, occurs only during the rainy season. This town, like Monterey and the other old places in California, retains much of its old Spanish look—the buildings, of adobes or sun-dried bricks, roofed with tiles, presenting a venerable appearance. A ride to the *Mission of Santa Barbara*, about three miles distant, is replete with interest. The climate below Point Conception (which lies between Monterey and Santa Barbara) is quite mild, the northwest winds which prevail in the vicinity of San Francisco not being felt in this latitude. Continuing on our way up the coast, we touch the shore 110 miles above Santa Barbara, for the benefit of those who wish to go to San Luis Obispo, the county seat of San Luis Obispo County, and a

small, unimportant Spanish town, in the midst of a beautiful grazing country.

Monterey.—HOTEL, *Washington*. The large open bay of Monterey lies about 120 miles north of San Luis Obispo, and 78 south of San Francisco by water. The town of Monterey is beautifully situated upon the southern extremity of this bay. It was formerly the seat of government, and principal port on the coast of California. But since the rise of San Francisco, its commerce and business have dwindled away, and now it is one of the most quiet places in the State, containing about 1,500 inhabitants. The view of the town from the anchorage is very fine, especially if visited in the months of April or May. The green slopes upon which the town is built, contrast beautifully with the forest of pines which grow upon the ridges beyond. The Rocky Bluffs afford fine views.

Santa Cruz.—HOTEL, *Exchange*. It is 20 miles across the bay from Monterey to Santa Cruz, the county seat of Santa Cruz County. The town contains about 800 inhabitants, and is surrounded by a mountainous country covered with immense forests of redwood timber. The *Mission Church* is an object of interest. The bluff and beach afford pleasant walks or drives. The distance from Santa Cruz to San Francisco by water is about 70 miles. To San José and Santa Clara—delightful watering-places—crossing the Santa Cruz Mountains, *via* Salinas, Natividad, and San Juan, the distance is 80 miles.

ROUTE VII.

SAN FRANCISCO UP THE COAST.

STEAMERS leave San Francisco semi-monthly for Oregon, Washington Territory, and Victoria, in the British possessions, touching at Mendocino, Humboldt Bay, Trinidad, Crescent City, Port Oxford, Portland, and sometimes Vancouver, on the Columbia River, and various points on Puget Sound, and Victoria on Vancouver's Island. Sailing vessels are also constantly leaving San Francisco for Humboldt Bay, Port Oxford, the Columbia River, Puget Sound, and Vancouver's Island.

Many of the northern mines near the coast are easily accessible from Humboldt Bay, Trinidad, Crescent City, and Port Oxford in Oregon, the gold range approaching the coast. Coal is also found in immense beds in the vicinity of Coosa Bay, Oregon. Embarking on one of the California Steam Navigation or California and Oregon Steamship Company's lines for a trip up the coast, we touch at Mendocino, or pass it, 130 miles from San Francisco; Humboldt Bay, upon which the thriving towns of Eureka and Arcata are situated, 230 miles; arriving at Crescent City, some 300 miles from San Francisco.

Crescent City.—HOTELS, *Patchin House, American*.—Crescent City, the county seat of Del Norte County, is a thriving place of some 600 inhabitants. Most of the interior mining localities through a considerable range of country obtain their supplies through this post. Extensive veins of copper have been discovered in the vicinity, some of which have been worked with profit. The surrounding region also abounds in gold and other minerals, but for want of systematic supplies of water have not yet been much worked.

Proceeding north we touch at Port Oxford (70 miles), a port from which much lumber is exported; Fort Umpqua (140 miles), near the mouth of Umpqua River, which drains a fertile and productive valley; and arrive at Astoria on the Columbia River, some 300 miles north of Crescent City, and about 600 miles north of San Francisco. The scenery of the Columbia River is wild and grand beyond description. Vessels of the largest size proceed up the river from Astoria, at the mouth, to Vancouver, a distance of about 100 miles, and beyond to the falls of the river, where the Cascade Range of mountains cross. Some of the mountain peaks of the Cascade Range, among which may be mentioned *Mount Hood*, *Mount Jefferson*, and *Mount St. Helens*, rival those of the Andes. They are covered with perpetual snow, and can be seen from various parts of the river.

Portland, the chief city of Oregon, is situated on the Willamette River, near its confluence with the Columbia, and contains about 8,000 inhabitants. The Willamette River, flowing north between

Coast and Cascade Ranges of mountains, empties into the Columbia about miles from the ocean. The valley of the Willamette is the garden of Oregon, and contains a large population of permanent settlers, many of whom had settled on farms some time before the settlement of California by Americans commenced. A month's travel to the various places and points of interest on the Columbia would amply repay the cost, and can be made from San Francisco at an expense of from 150 to 200 dollars, including the fare each way. For continuation of the route, see chapter on OREGON and WASHINGTON.)

Puget Sound. — Proceeding up the coast we find no other seaport till we reach Puget Sound, one of the most magnificent harbors in the world. While the sound is so deep that vessels of the heaviest burden can traverse any part with safety, it is nowhere too deep for convenient anchorage; and in many places vessels can ride boldly up to the shore for purposes of loading, without the intervention of wharves. The lumber trade in some of the saw-mills on the sound is shipped in this way. Puget Sound is reached by a daily line of steamers from Portland, Oregon, to Monticello, Washington, situated on the Cowlitz River, 2 miles above its mouth, thence by stage to Olympia twice a week. Entire distance from Portland to Olympia, 92 miles. From Olympia the route is continued tri-weekly, to Victoria, Vancouver's Island, by steamer (New World), which touches at the principal landings on the sound. Agriculture and the manufacture of lumber form the leading interests of this region. Four thrifty towns have sprung upon different inlets of the sound, viz.: *Port Townsend*, with 500 inhabitants and Custom-House; *Olympia*, with 1,000 inhabitants, the capital of Washington Territory, situated in the vicinity of the great water-power of Tum-water; *Steilacoom*, with 800 inhabitants; and *Seattle*, which are the termini of trails and military roads leading through the Cascade Range to the mineral regions beyond. *Abby's Island*, at the entrance of the sound, contains many fine farms, and its steep bluffs, rising boldly from the water's edge, are very beautiful in spring

and summer. Several majestic mountain peaks are visible from the waters of the sound, forming some of the most sublime scenes on the western coast of America. Among these are *Mount Baker*, *Mount St. Helens*, and *Mount Rainier*, whose summits are from 12,000 to 15,000 feet above the level of the sea, and covered with perpetual snow. Some of these have shown volcanic action within the last few years. *Mount Baker*, 14,000 feet high, was in active eruption in 1860. From Port Townsend the traveller can reach the mouth of the Columbia, or indeed Sacramento in California, without returning by the ocean route. Proceeding by steamer to the head of the sound at Olympia, or by stage on the west side of the sound to the same point, he can proceed from thence through the Cowlitz farms to Vancouver on the Columbia River. Vancouver, the present capital, is one of the most promising places in Washington Territory, containing about 1,000 inhabitants besides the soldiers of the United States military post stationed near. The distance from Vancouver to Portland is 18 miles, and the entire distance from Port Townsend to Portland is about 230 miles. From Portland the daily overland mail to Sacramento takes the traveller up the valley of the Willamette, across Umpqua and Rogue Rivers to Jacksonville, and thence through Yreka, Shasta, and Marysville to Sacramento, 642 miles from Portland, making the longest stage route in the Union, with the exception of those across the continent between California and the Missouri River. The eastern slope of the Cascade Range in Washington Territory, though but partially developed, gives indications of great mineral wealth. The Wenatchee, Samilkameen, and Rock Creek gold regions, have attracted many adventurers, and yielded their treasures bountifully. From Steilacoom a military wagon-road leads through a pass in the Cascade Range to Walla-Walla, 250 miles southeast on the Columbia River. Beyond Walla-Walla lies the Nez Perces gold region.

Victoria, on Vancouver Island, the principal town of the British possessions, contains about 3,000 inhabitants. It is the entrepot of goods for Fraser

River. The gold diggings of the latter are still being successfully worked. *New Westminster*, the capital of British Columbia, and next to Victoria the largest town in the British dominions on the Pacific, is situated on Fraser River, near the head of navigation. The mines and inhabitants are protected from the depredations of Indians by the presence of soldiers at Fort Hope, Fort Yale, etc. (See chapters on OREGON and WASHINGTON TERRITORY.)

SUMMARY OF ROUTES FROM SAN FRANCISCO TO

	Miles.
Mendocino.....	128
Enreka.....	225
Trinidad.....	240
Crescent City.....	280
Port Oxford.....	340
Fort Umpqua.....	400
Astoria.....	558
Portland.....	642
Vancouver.....	682
Victoria.....	753
Port Townsend.....	773
Seattle.....	810
Steilacoom.....	836
Olympia.....	855
Santa Cruz.....	80
Monterey.....	92
San Luis Obispo.....	200
Santa Barbara.....	238
San Pedro.....	373
Los Angeles.....	395
San Diego.....	456
San Quentin.....	15
Petaluma.....	48
Healdsburg.....	32
Geysers.....	50
Sonoma.....	45
Vallejo.....	25
Napa.....	50
Sulphur Springs.....	18
Suisun.....	60
Benicia.....	30
Sacramento.....	120
Stockton.....	120
Alviso.....	45
San José.....	52
Santa Clara.....	54
Redwood City.....	30
Visalia.....	248
Fort Tejon.....	376
Los Angeles.....	491
Fort Yuma.....	779
Tucson.....	1060
Mesilla.....	1358
El Paso.....	1399
Monterey.....	130
Oakland.....	8

SUMMARY OF ROUTES FROM STOCKTON TO

	Miles.
Mokelumne Hill.....	50
San Andreas.....	45
Murphy's.....	66
Big Trees.....	81

Knight's Ferry.....	36
Sonora.....	64
Columbia.....	68
Coulterville.....	85
Yo-Semite.....	130
Mariposa.....	91

SUMMARY OF ROUTES FROM SACRAMENTO TO

	Miles.
Marysville.....	44
Colusa.....	120
Red Bluff.....	275
Nevada.....	70
Auburn.....	40
Folsom.....	22
Alabaster Cave.....	35
Placerville.....	50
Lake Tahoe.....	110
Carson City.....	145
Virginia City.....	163
Jackson.....	50
Mokelumne Hill.....	55
Sonora.....	80
Stockton.....	45
Napa.....	61

SUMMARY OF ROUTES FROM MARYSVILLE TO

	Miles.
Oroville.....	23
Red Bluff.....	92
Shasta.....	128
Yreka.....	236
Downieville.....	76
Nevada.....	40
Auburn.....	40
Colusa.....	23

All the numerous mining towns in the counties of Calaveras, Tuolumne, Stanislaus, Merced, Mariposa, etc., can be reached by one or other of the above routes, or by lines of coaches in connection with the above, departing and arriving with excellent dispatch. As times of departure and arrival, kinds of conveyance and fares, however, are subject to frequent change, it will always be advisable for the traveler to consult local authorities on these points.

RAILROADS.

	Miles.
<i>Central Pacific</i> —Sacramento to Cisco.....	93
<i>Sacramento Valley</i> —Sacramento to Folsom.....	22½
<i>Placerville and Sacramento Valley</i> —Folsom to Shingle Springs.....	26
<i>California Central</i> —Folsom to Lincoln... ..	21
<i>Yuba</i> —Lincoln to —.....	16
<i>Northern California</i> —Marysville to Oroville.....	26
<i>San Francisco and San José</i> —San Francisco to San José.....	50
<i>Western Pacific</i> —San José to Alameda Cañon.....	20
<i>San Francisco and Alameda</i> —Encinal to Hayward's.....	14
<i>Napa Valley</i> —Suscol to Napa.....	4
<i>Oakland</i> —Oakland Point to San Antonio..	6

O R E G O N .

OREGON was organized as a Territory August 16, 1848, and was admitted into the Union as a State, February 16, 1859. It lies upon the Pacific, north of California, and contains an area of 95,274 square miles. The first visit of the white race to Oregon was in 1775, when a Spanish voyageur entered the Juan del Fuca Straits. Three years afterward (1778), the celebrated navigator, Captain Cook, sailed along its shores. In 1791 the waters of the Columbia River were discovered by Captain Gray, of Boston. An expedition, or exploring party, was sent out in the year 1804 by the United States, commanded by Lewis and Clark, who wintered in 1805-'6 at the mouth of the Columbia. From that period the coast has been the resort of both English and American fur-traders. By the treaty concluded with Great Britain in 1846, this great territory, which had up to that time been jointly occupied by English and American adventurers, was divided—the one taking the portion above the parallel of 49° north latitude, and the other all the country south of that line.

Emigration to Oregon was earnestly commenced in 1839, the first settlers crossing through the South Pass into Willamette Valley. For some years the settlement of the country was retarded by the more brilliant attractions of California, though the ultimate result of this neighborhood will be to stimulate development.

Washington Territory, on the north, was a part of Oregon until the year 1853, when it was erected into a distinct government.

The coast of Oregon, viewed from the sea, is, like that of California, stern and rockbound, except that while in the

latter region the nearer mountains follow the line of the shore, in Oregon they approach the ocean at a great angle. The lower or Pacific country occupies an area of from 75 to 120 miles wide, in which lie the great valleys of Willamette, Umpqua, and Rogue Rivers. Though the valley lands of the Willamette and the adjacent regions are extremely fertile, yet the greater portion of Oregon is not well adapted for tillage. Nature here assumes its sublimest forms, and the scenery is among the grandest to be found on the entire continent. Heavy rains usually prevail in December, January, and February, at which season the roads are well-nigh impassable. The climate here, as on all the Pacific coast, is milder than in corresponding latitudes near the Atlantic. The winters are comparatively brief, and the snows, when snow falls at all, are very light. Oregon is prolific in grain, grass, fruit, and timber. Gold is found in various parts of southern Oregon, and silver, lead, and copper in the Cascade Mountains. Coal is abundant at Coose Bay and other points. Iron is to be had in abundance within a few miles of Portland. (See ROUTES.)

RIVERS. — **The Columbia River**, of Oregon, is the greatest on the Pacific slope of this continent. It rises in a small lake among the western acclivities of the Rocky Mountains, and flows in a devious course 1,200 miles to the Pacific, forming a great portion of the dividing line between Oregon and Washington Territory on the north. Its first meanderings are northward along the base of its great hill ranges, and afterward its course is due west to the sea, though very capriciously. It is a rapid river, pushing its

way through mighty mountain passes, and in many a cataract of marvellous beauty. In its course through the Cascade Range, it falls into a series of charming rapids, which may be numbered among the chief natural attractions of the country. The tide sets up to this point, 140 miles. For 30 or 40 miles from its mouth, the Columbia spreads out into a chain of bay-like expansions, from 4 to 7 miles or more in width. Its average width is less than a mile. The shores are lined with grand mountain heights, making the landscape everywhere extremely interesting and impressive. We should far exceed our present opportunity in attempting even the briefest catalogue of the pictures on these noble waters. Vessels of 200 or 300 tons' burden may ascend to the foot of the cascades, of which we have already spoken. Above this point the river is navigable for small vessels only, and but at intervals in its course.

The Willamette River flows from the foot of the Cascade Range, 200 miles, first northwest, and then north to the Columbia, 8 miles below Fort Vancouver. Its way is through the beautiful valley lands which bear its name, and upon its banks are Oregon City, Portland, Corvallis, Eugene City, and other thriving places. Ocean steamers ascend 15 miles to Portland. Ten miles beyond this point, a series of fine falls occur in the passage of the river, above which the waters are again navigable, perhaps 60 miles, for small steamboats. The Falls of the Willamette is a famous place for the capture of the finest salmon. Among the tributaries of the Willamette are the Tualatin, Yamhill, La Creole, Luckamute, Long Tom, and Mary Rivers, coming from the base of the Callapoosa and Coast Range Mountains, and the McKenzie, Santiam, Pudding, and Clackamas from the Cascade Range.

The Valley of the Willamette is a most fertile region, and very attractive in its natural curiosities. It is 50 miles by 100 in extent, and subsists nearly one-half of the entire population of the State. Many remarkable instances are to be found here of those eccentric mountain formations known as Beetlers—huge, conical, insulated hills. Near the mouth of the Coupe River, there

are two of these heights, which tower up 1,000 feet, but half a mile removed from each other at their base. They are called *Pisgah* and *Sinai*. They stand in the midst of a plain of many miles in extent. At a point near the Rickreall River, in the Willamette Valley, no less than seven snow-capped peaks of the Cascade Range may be seen.

The Cascade Range includes some of the loftiest mountain peaks in the United States, among which are Mount Hood, Mount Jefferson, and Mount Pitt. The first of this grand trio has a volcanic crest 14,000 feet above the level of the sea.* Between the Blue Mountains and the Cascade Range lie a number of small lakes.

The view from the summit of Mount Hood is thus described by a recent visitor: "From south to north," he says, "its whole line is at once under the eye from Diamond Peak to Ranier, a distance of not less than 400 miles. Within that distance are Mounts St. Helen, Baker, Jefferson, and the Three Sisters, making, with Mount Hood, eight snowy mountains: Eastward the Blue Mountains are in distinct view for at least 500 hundred miles in length, and lying between us and them are the broad plain of the Des Chutes, John Day's, and Umatilla Rivers, 150 miles in width. On the west, the piny crests of the Cascades cut clear against the sky, with the Willamette Valley sleeping in quiet beauty at their feet. The broad belt of the Columbia winds gracefully through the evergreen valley toward the ocean. Within these wide limits is every variety of mountain and valley, lake and prairie, bold beetling precipices, and graceful rounded summits, blending and melting away into each other, forming a picture of unutterable magnificence. On its northern side, Mt. Hood is nearly vertical for 7,000 feet; there the snows of winter accumulate until they reach the very summit, but, when the summer thaw commences, all this vast body of snow becomes disinte-

* The following altitudes were computed by Professor Wood, in a recent survey and exploration: "At the summit of the Cascade Range, and foot of Mount Hood proper, 4,400 feet; at the limit of forest trees, about 9,000 feet; at the highest limit of vegetation, 11,000 feet; at the summit of the mountain, 17,000 feet.

grated at once, and, in a sweeping avalanche, carrying all before it, buries itself in the deep furrows at its base, and leaves the precipice bare."

Forest Trees.—Oregon, like California, is famous for its wonderful forest growth. The Lambert pine, a species of fir, sometimes reaches, in the lower part of the country, the magnificent height of 300 feet.

PORTLAND.

HOTELS, *Arrigoni's, What Cheer, Lincoln, Western, and New Columbian.*

Portland, the largest and most important town in Oregon, is pleasantly located upon the west bank of the Willamette River, at the head of ship navigation, 15 miles from its entrance into the Columbia, and about 111 miles from the ocean. The distance to San Francisco by land is 642, and by water 652 miles.

The city stands on a plateau, which gradually increases in height as it recedes from the river, until it forms a range of hills at the western extremity of the city. From the summit of this range a fine view is obtained of Mounts Hood, Jefferson, and St. Helen, of the Cascade Range and the windings of the Columbia and Willamette Rivers. The city is the centre of a large and prosperous trade with the State east of the Cascade Range, *Mount Hood*, and the adjoining Territories of Washington and Idaho. It was founded in 1845, by Messrs. Pettigrew and Lovejoy. The former was from Portland, Maine, after which the place is named. It contains between 1,200 and 1,300 buildings, and a population of nearly 7,000. The *State Penitentiary* and the *Presbyterian* and *Catholic Churches* are commodious edifices. The Portland Library Association has its rooms at 66 First Street. Twenty river steamers ply between Portland and the various towns on the Willamette and Columbia Rivers. The principal lines are those to Eugene City (200 miles), Jefferson (166 miles), Scio Landing (122 miles), and to the Dalles (115 miles). Stages daily to Sacramento, California, distant 642 miles.

A daily line of steamers (O. S. N. Co.) leaves Portland for the Lower Cascades of the Columbia (65 miles), passing *Cape Horn* and *Castle Rock*; thence by rail

five miles to the Upper Cascades, whence the traveller can again take boat on the river for the Dalles. In the language of an old resident of the valley, "No pen can do justice to the imposing grandeur and sublimity of the scenery presented in the passage through the Cascade Mountains."

Dalles City, or "The Dalles," is a thriving town of 2,000 inhabitants, on the south bank of the Columbia, 120 miles east of Portland. A railway, 15 miles long, connects it with Celilo, on the Columbia. The river at the Dalles is confined between basaltic cliffs in a channel less than 100 yards wide. A fine view of Mount Hood is here obtained.

From Celilo eastward the tourist may profitably pursue his trip to Umatilla (97 miles), Wallula (110 miles), Walla-Walla (140 miles), and Lewiston, Idaho (223 miles). Umatilla may be fairly regarded as the head of certain navigation on the Columbia. Hence, and from Wallula, daily stages run over the Blue Mountains to Boise and towns in Idaho. (See SUMMARY OF DISTANCES, etc.)

St. Helen stands upon a rocky bluff on the west side of the Columbia, 30 miles from Portland. The river is here a mile wide, and forms a fine harbor.

Oregon City.—**HOTEL,** *United States.*—Oregon City, the former capital of the Territory, is upon the Willamette, hidden in a narrow, high-walled valley or cañon. Falls on the river at this point afford fine manufacturing facilities to the growing settlement. The manufacture of blankets and cloths is extensively carried on.

Salem.—**HOTELS,** *Bennett House, Marion Hotel.*—Salem, the capital of Oregon, is on the Willamette River, 50 miles above Oregon City. Population, 2,000.

Astoria, named in honor of its founder, John Jacob Astor, is on the south side of the Columbia River, some 10 miles from its mouth. This was at one time an important fur-depot.

ROUTES, DISTANCES, ETC.

	Miles.
Portland to Lower Cascades.....	65
Across Portage.....	5
Upper Cascades to Dalles.....	45

Boats run daily :	Miles.
Dalles to Celilo.....	15
Celilo to Wallula.....	110
Wallula to Walla-Walla.....	30
	155

Boats run 3 times a week :	
Dalles to Umatilla.....	111
Walla-Walla to Lewiston.....	83

Stages run 3 times a week :	
Lewiston to Florence.....	120
Lewiston to Elk City.....	142
Lewiston to Oro Fino.....	83

CAÑON CITY TO DALLS :

	Miles.
Wallhagan's Ranch.....	17
South Fork.....	17
Rock Creek.....	17
Mountain House.....	9
Alkali Flat.....	14
Muddy.....	22
Antelope Valley.....	16
Buck Hollow.....	15
Haystack.....	12
Cold Spring.....	10
Dixon's Bridge.....	15
Dalles.....	13
	177

Stages run 3 times a week.
268

WALLA-WALLA TO PLACERVILLE :
(Boise Mines.)

	Miles.
Walla-Walla to W. W. River.....	13
Liukton's Mill.....	9
Mountain House.....	12
Phillips.....	13
Willow Creek	11
Hendershott's.....	16
Uniontown.....	6
Pyles.....	6
Quigley's.....	12
Bouldock's.....	13
Illinois.....	16
Express Ranch.....	12
Stout and Moody's.....	14
Miller's.....	10
Olds's Ferry.....	6
Weiser River....	15
Galena.....	20
Payette Ranch.....	15
Burners'.....	15
Schaeffer's	12
Placerville.....	16

	262
Placerville to Centreville.....	43
Placerville to Idaho City.....	13
Placerville to Pioneer City.....	9
Idaho City to Boise City.....	30
Boise City to Owyhee.....	55
Boise City to South Boise.....	85
Idaho City (by trail) to South Boise.....	52

Stages run regularly to all the above-named
places, except South Boise.

WASHINGTON TERRITORY.

WASHINGTON TERRITORY, until recently a part of Oregon, occupies the extreme northwest corner of the domain of the United States. Its greatest extent is about 600 miles from east to west and 200 from north to south. On the north, it is separated from British America by the Straits of Juan del Fuca. The Rocky Mountains lie on its eastern boundary, Oregon on the south, and the Pacific Ocean on the west. The general appearance of this region is very similar to that of Oregon—traversed, as both countries are by the same mountain ranges and rivers. The Columbia traverses the Territory, dividing it into unequal parts and separating it from Oregon on the south. Mount Olympus, the chief peak here of the Coast Range, is 8,197 feet high, covered, like most of the summits of the region, with perpetual snows. Mount St. Helen, one of the spurs of the Cascade Range, has an elevation of 12,000 feet; and Mount Rainier, on the same chain, rises 13,000 feet. Mounts Adams and Baker are other grand peaks of the Cascade Range. This Range, which crosses the Territory from north to south 100 miles from the coast, is a continuation of the Sierra Nevada. It is from 40 to 60 miles wide at its base, and has an average elevation of 6,000 feet. Spurs of the Rocky Mountains are scattered through the eastern portion of the Territory. The chief source of wealth to the people of Oregon at present is in the utilization of their immense forests of fir, and spruce, and cedar, though by and by, as the land becomes cleared, it can be made productive by agricultural industry, especially in the culture of grass and raising of live-stock.

The mammoth trees of California and Oregon are found also in this region. The wilds of Washington Territory abound in elk, deer, and other game. Wild fowl, also, of many varieties, are plentiful; and in no part of the world are there finer fish than may be caught here. The rivers of Washington are rapid mountain streams, replete with picturesque beauty in bold rocky cliffs and precipices, and in charming cascades.

The readiest route to Washington from Oregon, which should be first visited, is by steamer down the Willamette and Columbia Rivers, 50 miles, and up the Cowlitz, two miles, to Monticello. Thence stage-wagons, twice a week, perform the service—not always a very agreeable one—of transporting the traveller to Olympia, 40 miles. Between Monticello and Olympia are seen some of the grandest woods on the continent. Here, in the words of a late traveller in that region, is the forest primeval, thick with slender pine, fir, hemlock, spruce, cedar, and arbor vitæ, the trunks gloved in moss of orange-green, the branches hung with brown Spanish moss, the ground white, yellow, and purple, with luxuriant flowers.

Olympia, the capital of Washington Territory, stands on the east side of Tenalquet's River, at its entrance into Puget's Sound, in the extreme western or Pacific section, esteemed as the best part of the country. The other principal towns and settlements of this Territory are Nesqually, Steilacoom, Seattle, Port Townsend, New York, and New Dungeness, on Puget's Sound and Admiralty Inlet; Pacific City, Catalamet, Fort Vancouver, Monticello, and Cascade City, on the Columbia River; Wabassport

and Cowlitz Farms, on the Cowlitz River; and Penn's Cove, on Whidby's Island.

The easiest and most comfortable way to see the different towns and points of interest in the Territory is to take steamer (New World) from Portland down Puget's Sound. This is one of the loveliest sheets of water on the continent. It has 1,400 miles of navigation, and is bounded by solemn pine forests sentinelled by snow-capped mountain peaks. Hundreds of islands dot its shining surface, while its clear depths are almost transparent. The mountain views from the sound will engross the tourist's attention. Lumber constitutes the basis of trade and business carried on at the different towns and villages on these waters. The trade in this article exceeds a million dollars annually. Every town has its saw-mill, some of them of large size and capacity. Fish and coal are also largely obtained and exported. The Indians on Whidby's Island and in the neighborhood of Seattle will attract the traveller's attention. They belong to the Skagit tribe.

From the north end of Puget Sound the traveller can cross the Straits of Fuca and visit the British possessions upon Vancouver Island.

The population of the island is between 7,000 and 8,000, four-fifths of which reside in the pleasant, prosperous little city of Victoria.

The climate of Vancouver is similar to that of New York, though it is much farther north. Delicious fruits and flowers grow in abundance.

Victoria, the capital of the British Colony of Vancouver Island is situated on the southeast end of that island. It was originally the depot of the Hudson Bay Company, and came into prominence and population during the Frazer River excitement. It is well built, of brick and stone, and wears a cheerful, attractive appearance. The *Government House* and the *Governor's Mansion* are worth visiting. Population 5,000. Here our journey northward through Oregon and Washington terminates, and we return to Olympia, Portland, or San Francisco, as our future movements eastward may best determine.

A R I Z O N A .

ARIZONA was organized as a Territory February 24, 1863. Its area is estimated to be 120,912 square miles. It is formed from a portion of the old Territory of New Mexico, and is bounded on the south by Texas and Sonora; on the west by the Colorado River and California, and on the north by Utah and Nevada. It is about 400 miles long, with an average width of 400 miles. The Commissioner of the General Land-Office, in his report to Congress in December, 1863, says of this region, that it "is believed to be stocked with mineral wealth beyond that of any other Territory of equal extent in the great plateau between the Rocky Mountains and the Sierra Nevada." The country east of the Rio Grande is a great plain broken only by the Sacramento and Guadalupe Mountains. The population is mainly confined to the towns along the rivers. The climate, except on the lower Gila and the Colorado, is delicious. Snow seldom falls, and never lies long. The rainy season extends from June to September, inclusive. The mineral resources of the Territory are considerable, and mining districts and towns are to be found through the interior of the region. The principal route to the Territory is that by the overland stage from Wilmington and Los Angeles, *via* San Bernardino, to La Paz, 264 miles, and Prescott, 445 miles. (See ROUTES.) Freight can be shipped by sailing vessels from San Francisco to Point Isabel, at the mouth of the Colorado, and thence by steamer. The Colorado is the only navigable stream in Arizona. The Territory is divided into four counties, Pima, Yuma, Mojave, and Yavapai.

Prescott, the capital of the Terri-

tory, and the seat of justice for Yavapai County, is pleasantly situated among the Pine Mountains, 150 miles east of the Colorado, and 450 miles south of Salt Lake City. It is the centre of an extensive gold and silver mining district. The first house was built, June, 1864. Population estimated at 500.

Other towns, with a mixed population of Spaniards, Mexicans, and Americans, are scattered through the interior of the Territory. The principal are Tucson and Tubac in Pima; La Paz, Castle Dome, Mineral City, and Olive City, in Yuma; Mojave City, Hardyville, in Mojave County; and Prescott, Weaver, and Wickenburg, in Yavapai County.

Among the leading objects of interest to be found in the Territory are extensive ruins of cities, aqueducts, etc., the remains of early Spanish settlements in Yavapai County, near the Rio Verde and Rio Salinas.

ROUTES.—The following are the principal routes to, from, and through Arizona, viz.:

From Wilmington, Cal., *via* San Bernardino, to La Paz, 264 miles; to Prescott, 445 miles.

From Fort Whipple (Prescott), to Santa Fé, 523 miles.

From La Paz to Bill Williams's Fork, 65 miles.

From La Paz to Castle Dome, 63 miles.

From La Paz to Weaver, 128 miles.

From Wilmington to Hardyville, 310 miles.

From Hardyville to Prescott, 161 miles.

From San Diego, Cal., to Fort Yuma, 239 miles.

From Fort Yuma to Wickenburg, 177

miles; Weaver and Prescott, 246 miles, *via* north side of Gila River.

From Fort Goodwin to Las Cruces, N. M., 263½ miles.

From Fort Yuma, *via* Pimos Villages, 424 miles; Tucson, 562 miles; Fort Bowie, 183 miles; Fort Cummings, 316 miles; to Santa Fé, 918 miles.

From Tucson to Mesilla, N. M., 263 miles.

From Prescott to Fort Goodwin, 236½ miles.

From Tucson to La Libertad (Gulf of Cal.), 227 miles.

From Pimos Villages to Prescott, 144 miles.

Travellers through Arizona, desirous to visit New Mexico, will find the stage route from Fort Whipple to Santa Fé, or the wagon routes from Tucson to Mesilla, and from Fort Goodwin to Las Cruces, the most desirable. The distance by the former is 523 miles, by the two latter, 263 miles.

NEW MEXICO.

NEW MEXICO is a portion of the Territory ceded to the United States by the treaty with Mexico of 1848 and of 1854. It was organized as a Territory, September 9, 1850. Its area is at present (as reduced by the subsequent formation of new Territories), 121,201 square miles. It is bounded on the north by Utah and Colorado, on the east by Texas and the Indian Territory, south by Texas and Chihuahua, and west by Arizona and Lower California. Like the adjacent country, it is a region of high table-lands, crossed by mountain ranges, and barren to the last degree. In the eastern part of this Territory are the valleys of the Rio Grande, and its tributary waters skirting the base of various chains of the Rocky Mountains, as the Sierra Madre range, the Jumanes, and the Del Cabello. *Mount Taylor*, among the Sierra Madre, is said to rise 10,000 feet above the valley of the Rio Grande, which is itself a table-land of many thousand feet elevation. Valuable mineral deposits—gold, silver, and other metals—exist in New Mexico, though the resources of the mines have not yet been very much developed. New Mexico is full of wonderful natural curiosities and beauties, though but a few of its many surprising scenes have been yet explored. Immense cañons exist among the mountains of the Sierra Nevada; deep ravines, where rivers flow in darkness hundreds of feet down below the surface of the valleys. Red and white sandstone bluffs, too, abound; grand and lofty perpendicular precipices of rocks, wearing every varying semblance of cliff-lodged castle and fortress. The principal rivers are the Rio Grande, Pecos, Salinas, and the Puerco. Waterfalls of surpassing

beauty are scattered through the mountain fastnesses. The *Cascade Grotto* is described as a series of falls, which, coming from a mineral spring in the hills, leap from cliff to cliff, a thousand feet down to the Gila below. A wonderful cavern, in which are some curious petrifications, may be entered beneath the first of these cascades. Two marvellous falls have been discovered in the Rio Virgen, one of which, 200 miles from its mouth, has a perpendicular descent of 1,000 feet. The present inhabitants of New Mexico consist chiefly of domesticated nomad Indians, with a sprinkling of Mexicans and Americans. Immigration from the States has not yet turned much in this direction. The ruins of the ancient *pueblos*, which are scattered throughout the Territory, are well worthy inspection. The most noteworthy are the Pueblos Pintado, Weggigi, Una-Vida, Hungo Paire, Penasca, Blanca, and Taos. New Mexico is divided into ten counties.

Santa Fe.—Santa Fé is the capital of the Territory. It is situated on the Rio Chicito, or the Santa Fé River, 20 miles from its entrance into the Rio Grande. It is the great depot of the overland trade, which has been carried on for 30 or 40 years past with Missouri. The town is built on a plateau elevated 7,000 feet above the level of the sea, and surrounded by snow-capped mountains, 5,000 feet yet higher. The people are but a miserable set, and their home recommends itself to the stranger scarcely more than they do themselves. The houses here, as elsewhere in the region, are built of dark adobes or sun-dried bricks. Each building usually forms a square, in the interior of which is a court,

upon which all the apartments open. The only entrance is made of sufficient size to admit animals with their burdens.

The other principal settlements are Albuquerque, Mesilla, Valencia, Las Vegas, and Tuckelata.

ROUTE FROM INDEPENDENCE CITY, MO., TO SANTA FÉ.

	Miles.	Miles.
From Independence City to the Kansas boundary.....	22	
To Lone Elm.....	7	29
" Round Grove.....	6	35
" The Narrows.....	30	65
" Black Jack.....	3	68
" One-hundred Creek.....	32	100
" Switzer's Creek.....	9	109
" Dragoon Creek.....	5	114
Several creeks are then crossed, after which		
To Big John Spring.....	34	148
" Council Grove.....	1	149
" Kaw Village and Placeto, in Council Grove.....	1	150
" Sylvan Camp, in Council Grove....	2	152
" Willow Spring.....	6	158
" Diamond Spring.....	13	171
" Lost Spring.....	16	187
" Cottonwood Fork of Grand River..	12	199
" Turkey Creek.....	29	228
" Mud Creek.....	19	247
" Little Arkansas.....	3	250
" Cow Creek.....	20	270
" Plum Buttes.....	14	284
" Great Bend of the Arkansas.....	2	286
The trail then ascends the northern bank of the Arkansas River for 130 miles.		
To Walnut Creek.....	7	293
" Pawnee Rock.....	14	307
" Ash Creek.....	6	313
" Pawnee Fork of the Arkansas.....	6	319
" Coon Creek.....	33	352
" Caches.....	36	388
" Old Fort Mann.....	14	402
" Fort Sumner.....	4	406
" Ford of the Arkansas.....	10	416
" Jornada to Sand Creek.....	49	465
" Lower Spring, on the Cimarron....	11	476
" Middle Spring, on the Cimarron....	37	513
" Willow Bar.....	30	543
" Upper Spring, on the Cimarron....	17	560

	Miles.	Miles.
To Cold Springs.....	6	566
" McNee's Creek.....	26	592
" Rabbit-ear.....	19	611
" Round Mound.....	8	619
" Rock Creek.....	13	632
" Point of Rocks.....	17	649
" Rio Colorado.....	20	669
" Ocate.....	7	676
" Wagon Mound.....	19	695
" Santa Clara Spring.....	2	697
" Fort Barclay, on Rio Mora.....	22	719
" Las Vegas, on Rio Gallinas.....	19	738
" Natural Gate.....	6	744
" Ojo de Bernal.....	11	755
" San Miguel.....	8	763
" Pecos Ruins.....	24	787
" Santa Fé.....	25	812

ROUTES.—From Santa Fé, *via* Fort Larned (555 miles), to Kansas City, Mo., 843 miles.

From Santa Fé, *via* Fort Craig (179 miles), and Las Cruces (278 miles), to Denver, Col., 431 miles. To Franklin, Texas, the distance is 327 miles.

From Mesilla to Chihuahua, Mexico, 282 miles.

From Santa Fé to Fort Sumner, 181 miles; *via* Taos (85 miles), to Fort Garland, 190 miles.

From Fort Bascom to Fort Sumner, 81 miles.

From Fort Bascom to Fort Union, 129 miles.

From Fort Union to Fort Sumner, 149 miles.

From Fort Union to Fort Stanton, 271 miles.

From Albuquerque, *via* Perdinale (73 miles), to Bosque Redonda, 168 miles.

From Fort Sumner to Fort Stanton, 125 miles.

From Santa Fé to Fort Stanton, 191 miles.

N E V A D A .

NEVADA forms the western side of the great basin enclosed by the Rocky Mountains on the east and the Sierra Nevada range on the west; the average elevation of its valleys being at least 5,000 feet above tide-water, while very little of it is as low as 4,000 feet. It is bounded on the north by Oregon and Idaho, on the south and west by California, and on the east by Utah, and embraces an area of upward of fifty-three millions of acres. It has few inland waters. The Humboldt, Walker, and Carson Rivers and Lakes are the most important. Lakes Tahoe and Donner, Crystal and Pyramid Lakes, near its western boundary, are well worth visiting.

The history of Nevada dates from a very recent period. It was organized into a Territory, March 2, 1861, up to which time it formed part of the adjoining Territory of Utah. It was admitted into the Union in October, 1864. It is divided into 11 counties, and contains a population variously estimated at from 40,000 to 60,000. It is divided into two main geographical divisions known as Western and Eastern Nevada. Of the former, popularly known as "Washoe," Virginia is the principal town; of the latter, Austin, Carson City is the capital. Star City, Humboldt, Silver City, Unionville, Dayton, Aurora, and Belmont, are smaller towns and centres of mining districts, scattered through the State.

The State of Nevada abounds in rich stores of mineral wealth, including gold, silver, quicksilver, lead, antimony, and other precious metals. The finest silver deposits in the United States are said to exist in Storey County, in this State; and the silver mines of Lander County are reported to have increased the population there sev-

eral thousands during the lapse of a single year. The mining region of Nevada is described as an elevated semi-desert country; its surface a constant succession of longitudinal mountain ranges, with intervening valleys and plains, most of which are independent basins, hemmed in by mountains on all sides, and the whole system without drainage to the sea.

ROUTES.—Virginia City, *via* Silver City (3½ miles), Empire City (13 miles), to Carson (16 miles); stage twice daily.

Virginia to Dayton (8 miles); daily.

Virginia, *via* Ophir (11 miles), to Washoe (14 miles); daily.

Virginia, *via* Buffalo Springs (132 mil.), to Star City (161 miles); tri-weekly.

Star City, *via* Owyhee (159 miles), Ruby City (245 miles), Boise (306 miles), to Idaho City (342 miles); weekly.

Dayton, *via* Empire City (11 miles), to Carson (14 miles); daily.

Washoe City, *via* Ophir (3 miles), to Carson (14 miles); daily.

Carson to Aurora (107 miles); tri-weekly.

Aurora to Brodie (10 miles); daily.

Virginia.—HOTEL, the *International*.—Virginia, the chief city of the Territory, and the most important town on the overland line between Salt Lake City and Sacramento, is situated on the eastern slope of Mount Davidson, 291 miles northeast of San Francisco, and 572 miles west of Salt Lake City. It stands at an elevation of 6,200 feet above the sea level, and owes its foundation and much of its growth to the discovery and working of the famous Comstock silver lode, which underlies a great portion of the city. This lode has already yielded

nearly sixty millions of dollars since its discovery in June, 1859. The mines constitute the great "sight" of the place. The "Savage" and "Gould & Curry" mines are the best worth visiting. Application for permission should be made to the resident superintendents at the works. Among the public buildings and objects of interest are the *Court-House*, on B Street, the Episcopal, Catholic, and Presbyterian churches, the *Bank of California*, and the express and banking house of Wells, Fargo & Co. *Mount Davidson*, 1,500 feet high, commands fine views. Virginia City, with *Gold Hill*, which adjoins it, contains a population of about 15,000. The streets are well paved and lighted with gas. The *Territorial Enterprise* and *News* are published daily.

The stages of the Overland Mail (Wells, Fargo & Co's.) leave Virginia City daily for Austin, Salt Lake City, and Sacramento, and all points east and west.

Hot Springs are found within a few miles of Virginia, accessible by stage, and delightful for bathing.

Carson City, the capital of the State, is situated in a pleasant valley at the foot of the east slope of the Sierra Nevada range, 4 miles west of Carson River, and 16 miles southwest of Virginia. It was founded in 1858. The views of the mountain ranges are fine. Population, 2,500. The *Court-House*, *State Prison*, and *United States Mint* are among the principal buildings. The *St. Charles* is the leading hotel.

The other principal towns and settlements in Nevada are *Washoe City*, *Ophir*, *Silver City*, *Star City*, *Unionville*, *Humboldt*, *Dayton*, *Genoa*, and *Aurora*.

Hot Springs, 1 mile from Carson, on the road to Virginia, and *Walley's Warm Springs*, 2 miles south of Genoa, should be visited. The *Steamboat Springs*, 3 miles south of Washoe City, are

also worth seeing. The road from Carson westward to California commands some magnificent views. From the foot of the Sierras it winds among deep green valleys and huge granite hills studded with giant pine-trees.

Lake Tahoe, 13 miles from Carson, is one of the most lovely resorts in the United States. It is thus described by a late writer: "Among the clouds, one mile above the sea, this shining mirror lies for 20 miles, fringed with sombre pines and walled in by dark mountains. Though at some points 1,500 feet deep, it is almost as transparent as the air, distinctly revealing the bottom through 100 feet of water. In summer the little steamer *Governor Blaisdell* plies upon it for the pleasure-seekers who board at the Glen Brook House and the Lake House. It is the highest water on the globe navigated by steamboat. The State line between California and Nevada crosses the lake."

Austin, the chief city of Eastern Nevada, and the centre of the famous Reese River mining district, is situated at the head of Pony Cañon, 185 miles east of Virginia and 387 miles west of Salt Lake City. The young city stands at an elevation of 6,000 feet above the sea level, and commands from the upper end of the cañon fine views of the valleys to the west and east. The first discovery of silver here was made in July, 1862. The yield since has been very considerable, and the population now numbers 4,000. The *Manhattan* and *Empire* mines and mills are well worth visiting, as are also the *Belmont*, *Pahranagat*, and other mining districts, which are readily reached by stage. Austin has one or two good church edifices and two banks. The *Reveille*, published daily, contains the latest mining news from the Reese River district. Hotel, *Mollinelli*.

U T A H .

UTAH formerly extended some 700 miles from east to west, and 347 miles from north to south; but this vast region has been greatly reduced by the recent formation of Nevada and the adjacent Territories. Its present area is 109,600 square miles; its population about 140,000. It is bounded on the north by Idaho, east by Colorado, south by Arizona, and west by Nevada. It is a country of elevated, sterile table-lands, divided in unequal parts by the Sierra Madre Mountains. The Great Basin, or Fremont's Basin, as it is sometimes called, extends over the western part, 500 miles from east to west, and 350 from north to south. This vast tract lies at an elevation of nearly 5,000 feet above the level of the sea. Some portion of it is covered by a yielding mass, composed of sand, salt, and clay, and others with a crust of alkaline and saline substance. Great hills surround it on all sides, and detached groups cross its whole area. Near the centre it is traversed by the Humboldt River Mountains, which rise from 5,000 to 7,000 feet above the adjacent country. There are other great valley stretches in Utah, more sterile even than the Great Basin, as that lying between the Rocky and the Wahsatch Mountains. Only a small portion of this wide region can be turned to account for agricultural purposes. The little fertile land it possesses is that which skirts the streams and narrow tracts at the base of the mountain ranges. The most productive portion probably is that of the valleys extending north and south, west of the Wahsatch Mountains, and which is occupied by the Mormon settlements. These settlements are 96 in number. Of

the entire population upward of 10,000 are farmers who cultivate 140,000 acres of land. The Territory produces about half a million sacks of flour annually.

Utah is historically known as a Mormon colony. This extraordinary people pitched their tents here in 1847, after they were driven out of Illinois and Missouri. They are the sole occupants of the region, excepting a few Gentiles and the native Indian tribes. They seem to be a prosperous and increasing community; for an enumeration of their numbers, made in 1863, exhibited a population of over 83,000, exclusive of the Indians. The first settlements were made in July, 1847, and it was organized as a Territory, September 9, 1850. The navigation of the Colorado River for 600 miles from its mouth to Callville, Arizona, has opened a new era for Utah. The Pacific and Colorado Steam Navigation Company has been organized, and will add much to the growth and prosperity of the Territory.

The climate of Utah is said to resemble that of the great Tartar plains of Asia, the days in summer-time being hot and the nights cool. The winters are mild in the valleys, and except in the mountain ranges, but little snow falls. There snow falls deep, and the thermometer ranges from zero to 30° below for days and even weeks together. The temperature is liable to great and quick transitions from the changing currents of the winds.

The Great Salt Lake is perhaps the most remarkable of all the many natural wonders of the Territory. This singular body of water lies northeast of the centre of the Territory, and 20 miles west of the City of the Saints. It is over 100 miles long and 35 wide. It is so highly im-

pregnated with salt that no life is found in it, and a thick saline incrustation is deposited upon its banks by evaporation in hot weather; and yet all its tributary waters are fresh. In some of its features, as in the wild and weird aspect of much of the surrounding scenery, it has been compared to the Dead Sea of Palestine. It is 4,000 feet above the sea level, and contains seven islands.

Utah Lake is a body of fresh water 35 miles in length. It lies south of the Great Salt Lake, to which it is tributary, by the channel of the connecting river, called the *Jordan*. Like its saline neighbor, the Utah Lake is elevated 4,000 feet above the level of the sea. It is abundantly supplied with fine trout and other fish.

Pyramid Lake lies on the slope of the Sierra Nevada Mountains, 700 feet yet above the Great Salt Lake. It is enclosed everywhere by giant rocky precipices, which rise vertically to the sublime height of 3,000 feet. From the bosom of the translucent waters of this wonderful lake there springs a strange pyramidal rock 600 feet in air. In the interior of the Territory there are other smaller ponds, as Nicollet Lake near the centre, and 70 miles yet southward, Lake Ashley. Mud, Pyramid, Walker's, and Carson's Lakes are near the eastern base of the Sierra Nevada Mountains; Humboldt's Lake, formed by the waters of Humboldt River, is about 50 miles east of Pyramid Lake. (See NEVADA.)

Canons.—Near Brown's Hole, in the vicinity of Green River, there are many of those singular ravines of the Great West, known as cañons. They are sudden depressions in the surface of the earth, sometimes of a vertical depth of 1,500 feet. Nothing can be more surprising and more grand than the pictures presented in these strange passages; the effect, too, is always heightened by the unexpected manner in which the traveller comes upon them, as no previous intimation is afforded, by the topography of the land, of their proximity.

Routes.—Salt Lake City, *via* Eagan Cañon (269 miles), to Ruby Valley (311 miles); daily.

Salt Lake City, *via* Fort Bridger to North Platte Station (596 miles).

Salt Lake City, *via* Pleasant Grove (36 miles), Provo (43 miles), to Payson (62 miles); semi-weekly.

Payson, *via* Nephi (26 miles), to Fillmore (77 miles); semi-weekly.

Fillmore, *via* Parowan (95 miles), to Cedar City (113 miles); weekly.

Cedar City, *via* Santa Clara (64 miles), to Callville, Arizona, head of navigation on Colorado River (100 miles); weekly. Callville is 410 miles from Salt Lake City and 600 miles from the Gulf of Mexico.

Springville, *via* Mount Pleasant (48 miles), to Gunnison (88 miles); semi-weekly.

Salt Creek, *via* Moroni (20 miles), to Manti (40 miles); daily.

Great Salt Lake City, the capital of Utah, and the largest city on the overland line between Chicago and Sacramento, is delightfully situated in the centre of the valley of Great Salt Lake, 1,166 miles west from Omaha, and 854 miles east of San Francisco. It has a fine agricultural and mining region contiguous to it, and is the centre of a large and growing trade. The traveller should be prepared to spend at least one week in the city and neighborhood; longer if possible. The town covers an area of about 9 miles—that is, 3 miles each way. It is one of the most beautifully laid-out cities in the world. The streets are very wide, with water running through nearly every one of them. Every block is surrounded with beautiful shade-trees, and almost every house has its neat little orchard of apple, peach, apricot, and cherry trees. In fact, the whole 9 square miles is almost one continuous orchard. From *Ensign Peak*, one of the finest views on the whole overland line is obtained. The most noteworthy objects in the city are the *Tabernacle*, now nearly completed and capable of holding 15,000 people; the *Temple*; *Presidential Mansion*, consisting of the "Bee-Hive" House and "Lion House," and enclosed within a high and substantial stone wall; the *Theatre*, *City Hall*, and the residences of some of the Mormon bishops and elders. The Theatre is an imposing edifice erected at a cost of \$250,000, and capable of seating 1,800 people. Excellent accommodation can be had at *Townsend's Hotel* or the *Revere*.

Salt Lake City has three newspapers, the *Telegraph*, *Vidette*, and *Deseret News*, the last-named being the organ of the Mormon Church.

Most charming walks and rides may be made to the Hot and Tepid Sulphur Springs (baths at the latter), to *Camp Douglas*, miles distant, and to *Great Salt and Utah Lakes*. Outside of the City of Salt Lake, Mormon settlements extend hundreds of miles in all directions. The

principal towns and villages are Provo, Ogden, Brownsville, Franklin, Springville, Nephi, Stockton, Payson, etc.

Fillmore City, once the capital of the Territory, is situated on the Nuquin, a branch of the Nicollet River. Stages to Payson and Cedar City on the Provo or Timpanogos River. Seven miles above Provo City are some remarkable cataracts, well worthy a visit from travelers in that region.

IDAHO.

IDAHO was organized as a Territory, March 3, 1863. Its area was originally 333,200 square miles, but of this immense area Montana has now nearly two-thirds. It is formed from the eastern halves of the old Washington and Oregon Territories, the western half of Nebraska, and a small part of Northern Utah. It extends from Utah and Colorado on the south to the British possessions on the north. It is said that the Indian word Idaho is, in English, "a star;" and again, that it stands for "the gem of the mountains." The Idaho region includes the rich gold-fields of Salmon River, a stream of remarkably picturesque beauty, flowing, here and there, between grand perpendicular walls varying in height from 500 to 2,000 feet. The very recent and rapid settlement of Idaho, commenced within two or three years past, has grown out of the gold discoveries. These discoveries attracted thousands of adventarers from California, who soon afterward pushed their explorations toward Eastern Oregon and Western Idaho. From that period to the present a steady and increasing tide of immigration has set thitherward, and the resources of the land are being daily revealed and utilized, both in its mineral stores and its capacities in soil, climate, etc. Settlements are rapidly growing up, roads are being constructed, the waters are navigated, schools and churches are appearing, with all other adjuncts of permanent and progressive civilization. The mineral resources of Idaho, even as at present known, compare well with the other great mining portions of the great Rocky Mountain region. Gold is found in most of the tributaries of the Missouri

and the Yellowstone. Platina, too, has been obtained in small quantities, while extensive deposits of this valuable metal are supposed to exist. Copper, iron, and salt are abundant; and coal is found upon the Pacific slope of the Rocky Mountains, and on the upper Missouri and Yellowstone Rivers. The climate of the Idaho region is bleak in the mountain ranges, but mild and agreeable in the valley districts. Bois  is the capital, and Idaho City, Lewiston, Ruby City, and Star City, the principal towns.

The leading approaches to the Territory are from the Pacific by the Humboldt route from Hunter's Station, on the overland (Wells, Fargo & Co's.) mail line to Bois , the capital, or from Portland, Oregon, by way of the Columbia and Snake Rivers to Lewiston, and from Umatilla and Wallula to Bois  and Idaho Cities. From Salt Lake City, *via* Bear River (84 miles), to Bois  (393 miles.)

Boisee or Bois  City, the capital and chief commercial town of Idaho, is situated on a level plain on the north bank of the Bois  River, about 30 miles southwest of Idaho City, and 393 miles from Great Salt Lake City. It became the capital in 1864. Its broad, level, treeless avenues, with their low, white-verandahed warehouses, log cabins, new, neat cottages, and ever-shifting panorama of wagons and coaches, Indians, miners, farmers, and speculators, remind one of a prairie-town in Kansas or Iowa. It is overlooked by *Fort Bois *, which has a noble parade-ground, surrounded by tasteful buildings of sandstone, and is the most beautiful of all our frontier posts, except Fort Davis, in Texas. *Ruby City*, *Silver City*, and *Boonville*, are trading towns in

the mountain mining district of Owyhee. They are reached over a rough dreary road from Boisé in one day. Ruby City is in the heart of the Owyhee district, and 6 miles from the Oregon line. It stands at the bottom of a deep cañon overlooked by mountain summits which tower from 800 to 1,500 feet above it. *War Eagle*, the highest, is 2,000 feet above the town and 5,000 feet above the sea. This mountain is rich in mineral. The *Morning Star* and *Oro Fino Mills* should be visited. The Great Falls of the Snake, 185 miles from Boisé City, and 6 miles from the stage road, should be visited. They are thus described by a recent traveller in Idaho: "The roar grew loud as we approached; yet we could not see the river, for it runs through a winding chasm, hundreds of feet below the surface of the plain. But we could detect its mist, with violet tinge of rainbow, and hear its thundering voice. At last we alighted on a broken floor of brown lava, descended the precipice for three hundred feet, by a natural rock stairway, walked a few hundred yards across a terrace of grass, lava, and cedars, and stood upon a second precipice. Peering over the edge, five hundred feet beneath us we saw the river, after its terrific leap, peaceful and placid as a mirror. Half a mile above, in full view, was the cataract. It is unequalled in the world, save by Niagara, of which it vividly reminded us. It is not all height, like Yosemite, nor all breadth and power, like the Great Falls of the Missouri, nor all strength and volume, like Niagara, but combines the three elements. Like most

cataracts, it has the horse-shoe form and the undying rainbow. The volume of water is less than at Niagara, for its crescent summit is only eight hundred feet wide. But the descent—two hundred feet—is one-third greater, while above the brink, solemn portals of lava, rising for hundreds of feet on each bank, supply an element of grandeur which the monarch of cataracts altogether lacks. One of these lava columns is crowned with an eagle's nest. Below the fall, over the cañon side, shrivelled cedars cling to the rock, with roots like claws. Upon the withered branch of one perched a white-tailed magpie, while upon another, statue-like and motionless, was an enormous raven, black as jet." *

Lewiston, the county seat of Nez Perce County and once the capital of the Territory, is on the Lewis Fork of the Columbia River, 353 miles east of Portland, Oregon, with which it has daily communication. It contains several substantial buildings and a population of 2,000.

Idaho City (formerly Bannack) is situated at the confluence of Elk and Moore's Creeks, in the midst of the placer gold mines of the Boisé Basin. Boisé City is 30 miles distant. A fire destroyed a great part of the town in May, 1865, but it has been wholly rebuilt. Population, about 4,000.

The mining town of *Buena Vista Bar*, opposite Idaho City, has a population of 1,600.

* From "West of the Mississippi," by Albert D. Richardson.

MONTANA.

MONTANA formed a part of Idaho until May, 1864, at which time it was organized into a distinct Territory. It is bounded on the north by the British possessions, on the east by Dacotah, and on the south by Dacotah and Idaho, and on the west by Idaho. Its length is about 560 miles, and its breadth about 250 miles.

The surface of the country is generally mountainous. The great Rocky Mountain range crosses the Territory. Commencing at the northern boundary, this range extends for a distance of about 200 miles in a S. S. E. direction, after which it describes a great curve westward until it touches the border of Idaho. From this point the range winds along the south-west boundary of Montana for nearly 200 miles. The Bitter-Root Mountains also form a part of the western boundary. The country bordering on the Jefferson, Gallatin, and Madison Forks of the Missouri is among the most fertile and beautiful to be found west of the Mississippi. The country is a gently undulating prairie, dotted here and there with clumps of timber. The streams are beautifully fringed with forest growth; the soil is rich, and the climate generally mild and invigorating.

The principal rivers are the Missouri, the Yellowstone, and their tributaries; the Big Horn, Powder, Milk, and Manas Rivers.

Gold and silver have been found in great abundance, and mining is now the most important industry of the Territory. Indeed, Montana is believed by many who have visited and examined it to be the richest placer-mining region in the United States.

The Great Falls of the Missouri are regarded as the leading object of interest to travellers.

ROUTES.—The principal routes to the Territory are the overland route from Salt Lake City, *via* Bear River, and Bannack to Virginia City and Helena; and the Missouri River route to Fort Benton. The latter cannot be travelled except during the rise in the river, which usually takes place in June, and ordinarily affords navigation for about six weeks. Fort Union, 400 miles below Fort Benton, is the head of summer navigation. For all practical purposes of travel the overland route by Salt Lake City is the only route.

From Fort Benton, *via* Mullan's Pass and Stevens's Pass, to Walla-Walla, Oregon, a distance of 618 miles, the road crosses the northern part of the Territory.

From Great Salt Lake City to Virginia City and Helena, the stations and distances are as follow, viz. :

	Miles.	Miles.
To Centreville.....	12	12
" Kays Ward.....	12	24
" Ogden City.....	15	39
" Big Dam.....	11	50
" Brigham City.....	11	61
" Mormon City.....	10	71
" BEAR RIVER.....	13	84
" Mound Springs.....	12	96
" Henderson Creek.....	11	107
" Mallade City.....	9	116
" Devil's Creek.....	10	126
" Marsh Valley.....	9	135
" Carpenter's.....	14	149
" Robbers' Retreat.....	12	161
" Black Rock.....	13	174
" Pocatello.....	10	184
" Ross' Fork.....	12	196
" Blackfoot River.....	10	206
" Yampatch.....	15	221
" Cedar Point.....	11	232
" Big Bend.....	12	244
" Eagle Rock.....	10	254
" Market Lake.....	10	264

	Miles.	Miles.
To Desert Wells.....	18	282
" Kamas Creek.....	12	294
" Dry Creek.....	22	316
" Pleasant Valley.....	12	328
" Summit.....	9	337
" Junction Rancho.....	10	347
" Missouri Spring.....	9	356
" Red Rock.....	13	369
" Table Rock.....	10	379
" Horse Prairie.....	15	394
" Bannack City.....	10	404
" Rattlesnake.....	15	419
" Stone Rancho.....	15	434
" Beaver Head.....	10	444
" Stinking-Water Branch.....	12	456
" Lorrain's.....	11	467
" Virginia City.....	10	477
" Helena.....	120	597

Leaving the City of the Saints the road lies along the northeast bank of the Great Salt Lake, past thrifty Mormon villages of dull-brown adobe houses, with smiling orchards overspreading cottonwood-trees and streets watered by small artificial streams.

After crossing the Idaho line a little north of Bear River, the road passes through Port Neuf Cañon, thirty miles long, and soon after the traveller reaches the Snake or Shoshonee (Winding) River, the old Lewis Fork of the Columbia.

This dim, crooked artery of the great desert's heart, fifteen hundred miles in length, rises from springs within half a mile of those forming the head-waters of the Missouri. It is the river of desolation. Unrelieved by forests or green banks for nearly the entire length, it is a natural ditch sunk in the sand—filled with clear water, and faintly fringed with scattering willows and cottonwoods.

Beyond Snake River the road crosses miles of sand. To the east rise the *Three Tétos*, a unique spur of the Rocky Mountains, called by the Indians the "Three Pinnacles." Climbing over the "divide" of the Rocky Mountains, just beyond *Pleasant Valley Station*, we leave the Pacific slope behind, entering Montana among the tributaries of the Missouri.

Bannack, the pioneer town of

Montana, is first reached. It lies in the gulch of Grasshopper Creek, enclosed by lofty mountains, 70 miles from Virginia City and 400 from Salt Lake City.

Virginia City.—HOTEL, *Planters'*. Virginia, the capital and chief city of Montana, is situated on Alder Creek, a tributary of Jefferson's Fork of the Missouri. It was settled in July, 1862, and with its suburbs *Nevada City* and *Junction*, contains a population of between 4,000 and 5,000. Alder Gulch is about 13 miles in length, and presents to the eye of one unacquainted with mining operations, a curious spectacle. Millions of dollars of gold have been taken out of it. The *Post*, one of the best newspapers in the Territory, is published here. Stages and stage expresses leave daily and tri-weekly for Helena, Bannack, and Salmon River, Silver Bow, Red Mountain City, Deer Lodge, Blackfoot, Reynolds City, Beartown, and Hellgate.

Between Virginia City and Helena the distance, 120 miles, is usually travelled by stage in 14 to 16 hours. Views of the junction of the Jefferson, Gallatin, and Madison Forks, which form the Missouri, and of the Hot Springs, four miles from Helena, and White-tailed Deer Cañon are obtained *en route*. These springs have fine medicinal properties, and are largely patronized by visitors from Helena.

Helena.—HOTEL, *Broadway House*. Helena is a thriving three-year-old city, with a population of nearly 6,000. It is the supply-point of the rich placer mines of the Blackfoot country and other sections of Northern Montana, embracing some of the most valuable diggings on the continent. It is 18 miles west of the Missouri River, and 120 miles north of Virginia City. The first settlement was made here in *Last Chance Gulch*, in the fall of 1864. In the vicinity are extensive quarries of granite and blue limestone. The city contains several banks and wholesale stores. The *Herald* is published daily, with all the mining and Territorial news.

C O L O R A D O .

COLORADO was organized as a Territory March 2, 1861. Its area is 106,475 square miles. It lies directly west of Kansas, and comprises the western part of the old Territory of Kansas, and portions of the former Territories of Nebraska, New Mexico, and Utah. Knowledge of this region continued very meagre till 1858, at which time mining operations were first commenced. In May, 1859, the famous Gregory mines were discovered, and immigration set in rapidly. The estimated population of Colorado, in 1863, was 45,000, exclusive of 15,000 tribal Indians. The principal pursuits of the people are mining and agriculture.

Golden City, the capital of Colorado, has a population of about 1,000. It is situated at the base of the mountains, 15 miles from Denver.

Denver.—HOTELS, the *Pacific*, corner of Larimer and G Streets, is a well-kept house; the *Tremont* and the *Planters'*.—DENVER, the principal city of Colorado, is at the confluence of Cherry Creek with the South Fork of the Platte River, 13 miles from the base of the Rocky Mountains. It is one of the main points on the great overland line between Omaha and Great Salt Lake, and commands considerable trade and travel. It is distant 580 miles west of Omaha, and 586 miles east of Salt Lake City. The first house in this vicinity was built in the fall of 1857, at a place then called Montana, which was deserted in 1859. Denver, formerly St. Charles, and named after Governor Denver, was commenced October, 1858. The first coach of the Leavenworth and Pike's Peak Express Company arrived May 7, 1859. The city was incorporated November 7, 1860. It now contains about 6,000

inhabitants and several fine buildings, among which are 3 hotels, 2 theatres, and 2 printing-offices and newspapers — the *Rocky Mountain News* and *Denver Daily*. The *Mint* is worth visiting. But the main attractions of Denver and its locality are the views of the mountains which raise their lofty summits to the west, north, and south. Seventy miles to the south *Pike's Peak*, like some old castle, "majestic though in ruin," lies dim and soft against the sky. The mountain is well worthy to name a noble State. Though not the highest, it is probably the grandest of the whole Rocky Mountain range. The view from the summit is thus described by a recent traveller: "Eastward, for a hundred miles, our eyes wandered over the dim, dreamy prairies, spotted by the dark shadows of the clouds, and the deeper green of the pineries, intersected by the faint, gray lines of the roads, and emerald threads of timber along the streams, and banded, on the far horizon, with a girdle of gold. To the north we could trace the Platte for seventy miles, while far to the south swept the green timbers of the Arkansas, and then rose the Spanish Peaks of New Mexico, a hundred miles away. Eight or ten miles distant, two little gem-like lakes nestled among the rugged mountains, revealing even the shadows of the rocks and pines in their transparent waters. Far beyond, a group of tiny lakelets glittered and sparkled like a clusters of stars."

Forty miles to the north of the town stands *Long's Peak*, distinct, rugged, and corrugated—its feet wreathed in pine, and its head crested with snow. A dark, irregular, variegated wall sweeps grandly between them, at the verge of the sensible

horizon, and beyond, on either side, merges into the dreamy, debatable ground between earth and heaven. The mountains, at the nearest point, ten miles from Denver, afford a view unexcelled upon our continent. Some sixty miles south of Denver, on the road to Pike's Peak, is a remarkable region of natural monuments of stone, which assume various fantastic forms. Upright shafts of rock are standing, over a track twenty miles in length. Some crowning summits of hills look like immense castles built with perfect symmetry by human hands. But most have the size and shape of grave-stones and monuments, and thickly stud the ground for hundreds of acres. Standing in the midst of pine-groves, they give the precise effect of a well-shaded cemetery filled with memorials of the dead. Near Colorado City they culminate in an immense gateway of solid rock, known as the entrance to the Garden of the Gods.

STAGES FROM DENVER.--Wells, Fargo, and Co.'s stages, carrying the mails, leave Denver, for the mountain cities, every morning at seven. Fare, up, \$8.00.

The same stage line starts a coach from Denver to Omaha, *via* the Platte and U. P. R. R. route, every morning at six o'clock. Also, *via* Smoky Hill route to Leavenworth, every afternoon at four o'clock. Fare through by either route \$100. Their coaches start also daily for Salt Lake, Montana, and California, at seven o'clock each morning. Fare to Salt Lake City, \$125.

The Southern Colorado and New Mexico Stage Line leaves Denver every Monday, Wednesday, and Friday mornings. Fare to Santa Fé, \$105.

A mail hack leaves for the South Park, Blue River, and Upper Arkansas Mines, every Thursday morning. Fare \$12 to Buckskin Joe.

A mail hack leaves for Boulder County every Wednesday and Saturday morning. Fare to Boulder City, \$2.50.

Black Hawk is an important mining town in Gilpin County, 40 miles west of Denver. It contains 2 churches, and numerous schools. Stages connect it with Denver. The *Mining Journal* is published here. The *St. Charles Hotel* and *Mountain House* have moderate accommodations.

Central City, the capital of Gilpin County, and a mountain mining town of importance, is also west of Denver. It is the centre of the famous Gregory gold mines. A number of mills are in operation here, and large quantities of gold dust are exported. The *Times*, published daily, contains all items of interest to travellers through the Rocky Mountains. The first house was erected in 1859. It now contains 4 churches, 2 schools, and a population of 4,000. *St. Nicholas Hotel*, *Keystone House*, and *Connor House*.

Empire City, on the North Clear Creek, 15 miles from Central City, is in a rich lode-mining region. Its population is 1,000.

Colorado City is near the base of Pike's Peak, on *Fontaine que Brouille*, a tributary of the Arkansas. It is 100 miles south of Denver.

Canon City is on the Arkansas, 120 miles south of Denver. Pueblo is 40 miles below Cañon City, and 100 miles southwest of Denver.

Hamilton, *Montgomery*, and *Torry* are situated 100 miles west of Denver, among the southwestern lode mines. They are all growing settlements.

Other thriving settlements are found upon the western slope of the Snowy Range Mountains, among the silver mines and the quartz-lode mines of that region.

D A C O T A H .

DACOTAH was organized as a Territory March 2, 1861. It is situated directly west of Minnesota and on the northwestern part of Iowa. It has absorbed much of the western part of the old Territory of Minnesota, and of the eastern part of Nebraska. Its length from east to west is about 750 miles, and its area 152,000 square miles. The western part of the Territory is very mountainous. The Rocky Mountain range extends along the western boundary. The Black Hills, which belong to the Rocky Mountain range, traverse the more central and southern portion. Fremont's Peak and Laramie Peak belong to this range. The principal rivers are the Missouri, the Red River of the North, and the North Fork of the Platte. The Missouri washes its eastern and southern border, and drains a large portion of the Territory. The climate of Dacotah is healthful and genial, and the soil is well suited to agricultural and grazing purposes, being rich in the yield of grain, fruits, and vegetables. The first white settlements were made in 1858-'59 at Sioux Falls, Vermilion, and Yankton. The Yankton and the Ponca Indians, also the Winnebago, the Sioux, and the Santee tribes (recently removed from Minnesota), have extensive reservations on the Missouri River and on the Niobrara above Yankton. They

are reported to have become domesticated, and to be devoting themselves to agriculture and stock-raising. Dacotah has numerous lakes, the largest of which is Winni-Waken or Devil Lake. The principal avenues of travel to and through the Territory are by boat up the Missouri River to Yankton, or by the overland mail line to Fort Laramie. A bill organizing the Territory of Wyoming, out of Dacotah, was introduced in the 38th Congress, but failed to pass.

Yankton, the capital, is situated on the west bank of the Missouri, 7 miles above the mouth of the Dacotah River, and 65 miles north of the Iowa line. Population, 750. The other principal settlements are Big Sioux Point, Elk Point, Maley Creek, Vermilion, Bonhomme, Greenwood, and Fort Randall. Fort Abercrombie is on the Red River of the North, near the Minnesota line. Large quantities of valuable furs and peltries are obtained from Dacotah; and recently, indications have appeared of the existence, in the Black Hills, 300 miles west from Yankton, of good supplies of gold, iron, and coal.

Vermilion is on the Missouri River, 30 miles southeast of Yankton, near the mouth of the Big Sioux River. Here is located the United States Land-Office for the Territory.

ACROSS THE CONTINENT.

TABLE OF DISTANCES FROM SAN FRANCISCO TO NEW YORK, BY STEAMBOAT, STAGE, AND RAILWAY.

	Miles.	Miles.		Miles.	Miles.
From San Francisco			To Shell Creek	58	
To SACRAMENTO (by steamboat)	125		" Spring Valley	72	
From Sacramento			" Antelope Springs	88	
To Arcade	7½		" Eight-mile Station	111	
" Antelope	15		" Deep Creek	119	
" Junction	18		" Cañon Station (silver mines)	132	
" Rocklin	22		" Willow Springs	147	
" Pino	25		" Boyd's Well	157	
" Newcastle	31		" Fish Springs	168	
" Auburn	36		" Black Rock	171	
" Clipper Gap	43		" Dugway Station	187	
" Colfax	54		" River Bed	197	
" Gold Run	64		" Simpson's Springs	207	
" Dutch Flat	67		" Point Lookout	224	
" Alta	69		" Rush Valley	233	
" Shady Run	73		" Centre Station	244	
" Blue Cañon	78		" Fort Crittenden	254	
" Emigrant Gap	84		" Jordan River Station	265	
" *Cisco	93		" Point of Mountain	276	
" Summit	105½		" Mill Creek	301	
" Truckee River	120		" SALT LAKE CITY	311	311
" State Line	138		From San Francisco to Great Salt Lake	917	
" VIRGINIA CITY	162	162	From OMAHA		
From Virginia City			To Pappillion	17½	
To Nevada	33		" Elkhorn	28½	
" Cottonwood	50		" Tremont	40½	
" Old River	66		" North Bend	61½	
" Stillwater	81		" Shell Creek	75½	
" Mountain Wells	96		" Columbus	91½	
" Fairview	112		" Silver Creek	109	
" West Gate	127		" Lone Tree	131½	
" Cold Springs	141		" Grand Island	153½	
" Edwards's Creek	156		" Wood River	171½	
" New Pass	170		" Kearney	190	
" Mount Airy	184		" Elm Creek	211	
" Reese River	195		" Plum Creek	230	
" Austin	204		" Willow Island	250	
" Cape Horn	218		" Brady Island	268	
" Dry Creek	234		" NORTH PLATTE	290	290
" Grub's Wells	250		From North Platte		
" Roberts's Creek	263		To Bishop's (swing station)	10	
" Sulphur Springs	273		" Fremont Springs	20	
" Diamond Mountain Springs	292		" Bakers	29	
" Jacob's Well	304		" Bradstreet's	38	
" RUBY VALLEY	319	319	" Alkali (home station)	46	
From Ruby Valley			" Sand Hills	56	
To Mountain Springs	10		" Diamond Springs	67	
" Butte Wells Station	27		" Elbow	77	
" Egan Cañon	42		" Buttes	87	
Boundary Line between Nevada and Utah.			" Julesburg (home station)	96	
			" Fort Sedgwick	97	
			" Gillett's (swing station)	106	
			" Antelope	118	
			" Mound	129	
			" Riversides (home station)	139	
			" Valley Station (swing station)	149	

* See Central Pacific Railway connections, p. 288.

TABLE OF DISTANCES.

	Miles.	Miles.		Miles.
To Fairview.....	161		Cisco to Virginia City (stage).....	69
" Godfrey's (home station).....	172		Virginia City to Ruby Valley (stage).....	319
" Beaver Creek (swing station).....	183		Ruby Valley to Great Salt Lake City (stage)	311
" Douglas's Rancho.....	195		Great Salt Lake City to Denver (stage)....	596
" Junction (home station).....	206		Denver to North Platte, terminus of U. P.	
" Bijou (swing station).....	218		R. R. (stage).....	290
" Rock Bluffs.....	231		North Platte to Omaha (U. P. Railway)....	290
" Mule Creek.....	241		Omaha to Chicago (C. & N. W. R. R.).....	494
" Living Springs (home station).....	249		Chicago to New York, <i>via</i> Pittsburg.....	911
" Kiowa (swing station).....	259			
" Box Alder.....	270		Grand total.....	3,493
" Toll Gate.....	281			
" DENVER.....	290	290	Total distance by railway.....	1,788
" { GOLDEN CITY (swing station). ... }	303	303	" stage.....	1,585
" { Lake House (swing station)..... }	313	313	" steamboat.....	125
" { Michigan House (swing station).. }	319	319		—3,493
" CENTRAL CITY (swing station).....	331	331		

From Denver	
To Church's (swing station).....	11
" Boulder.....	22
" Burlington (home station).....	33
" Little Thompson (swing station)...	43
" Big Thompson.....	53
" Spring Cañon.....	63
" La Porte (home station).....	71
" Overland Park (swing station).....	81
" Virginia Dale (home station).....	89
" Willow Springs (swing station)....	103
" Big Laramie (home station).....	118
" Little Laramie (swing station)....	135
" Cooper's Creek (home station).....	150
" Medicine Bow (swing station).....	161
" Rock Creek.....	169
" Wagon Hound.....	171
" Elk Mountain (home station).....	179
" Pass Creek (swing station).....	191
" North Platte (home station).....	207
" Sage Creek (swing station).....	222
" Pine Grove.....	232
" Bridger Pass.....	242
" Sulphur Sprngs (home station)...	251
" Waskie (swing station).....	262
" Duck Lake.....	275
" Dng Spring.....	287
" La Clede (home station).....	303
" Big Pond (swing station).....	318
" Black Buttes (swing station).....	329
" Rock Point.....	343
" Salt Wells.....	356
" Rock Springs.....	361
" Green River (home station).....	378
" Lone Tree (swing station).....	393
" Antelope.....	401
" South Bend.....	410
" Church Buttes.....	422
" Millersville.....	450
" Fort Bridger (home station).....	463
" Muddy (swing station).....	475
" Quaking Asp.....	485
" Bear River (home station).....	495
" Needle Rock (swing station).....	505
" Echo Cañon.....	515
" Hanging Rock.....	523
" Weber (home station).....	535
" Daniel's (swing station).....	547
" Kimball's (home station).....	559
" Hardy's (swing station).....	573
" SALT LAKE CITY.....	596

Recapitulation.

San Francisco to Sacramento (steamboat)..	125
Sacramento to Cisco (railway).....	93

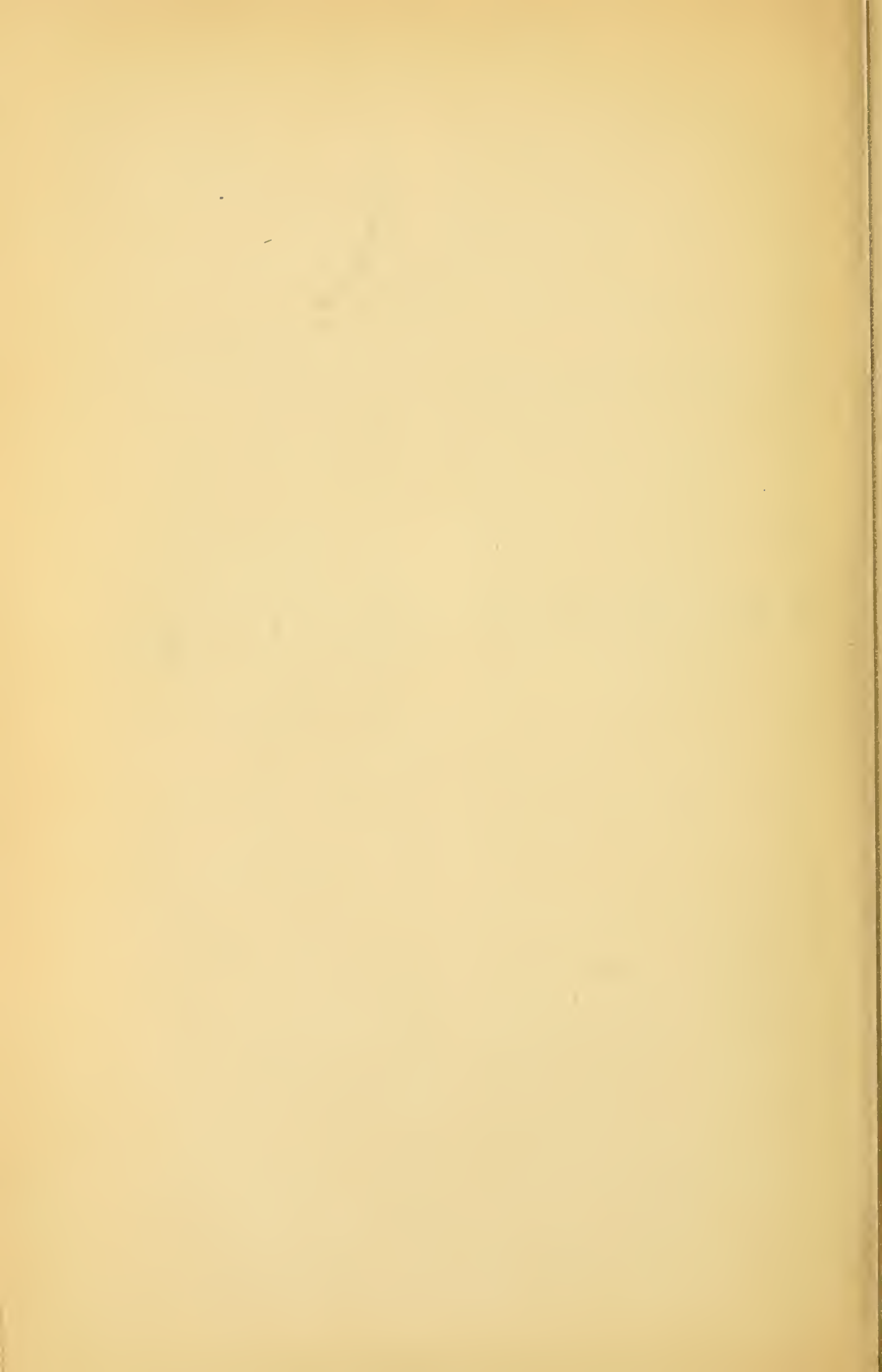
Table of Distances from Sacramento to Boise City, Idaho, by the Humboldt Route—

	Miles.	Miles.
Sacramento to Cisco by railroad.....	93	
Cisco to Crystal Peak, by stage.....	51	144
Crystal Peak to Hunter's.....	8	152
Hunter's to Big Bend of Truckee....	35	187
Big Bend to Humboldt Lake.....	41	223
Humboldt Lake to Star City.....	52	280
Star City to Dun Glen.....	18	293
Dun Glen to Humboldt Bridge.....	23½	321½
Humboldt Bridge to Toll House.....	11	332½
Toll House to Willow Point.....	8½	341
Willow Point to Cane Springs.....	15½	356½
Cane Springs to Rebel Creek.....	15	371½
Rebel Creek to Camp McDermott....	24	395½
Camp McDermott to Summit Springs..	25	420½
Summit Springs to Dry Creek.....	15	435½
Dry Creek to Owyhee River Ferry...	21½	457
Ferry to Inskip's or Cow Creek.....	19	476
Inskip's to Camp Lyon.....	18½	494½
Camp Lyon to Ruby City.....	14	508½
Ruby City to Snake River Ferry....	23	536½
Ferry to Boise City.....	26	562½
Distance by Railroad...	93	
Distance by Wagon-Road.....	469½	562½

Central Pacific Railroad Connections.

At *Junction*, 18 miles from Sacramento, the road connects with the *California Central and Yuba Railroads*, completed within 6 miles of Marysville, where a connection will be formed with the *Oroville Railroad*, and thence by stages, affording transportation to the following places: Lincoln, 11 miles from Junction; Marysville (33); Oroville (59); Chico (79); Tehama (111); Red Bluffs (123); Shasta (153); Trinity Centre (203); Callahan's (233); Yreka (273); Portland, Oregon, 622 miles. At *Auburn*, 36 miles from Sacramento, stages to Ophir (4), and Gold Hill (6 miles); also to Greenwood (12), and Georgetown (16 miles); also to Grizzly Bear House (6); Yankee Jim's (18); Forrest Hill (22); and Michigan Bluffs, 23 miles. At *Colfax*, 54 miles from Sacramento, with stages to Grass Valley (12); Nevada (16); San Juan (30); and Downieville (58 miles). Also to Iowa Hill (6), Wisconsin Hill (8), and Yankee Jim's (12 miles). Also to You Bet, Walloupa, Red Dog, and Little York, from 6 to 10 miles distant. At *Cisco*, 93 miles from Sacramento, with Enterprise (4), and Meadow Lake (12 miles). Also with stages of the Great Overland Route.

THE BRITISH PROVINCES.



THE BRITISH PROVINCES.

[THE possessions of the British Crown in North America occupy nearly all the upper half of the continent; a vast territory, reaching from the Arctic seas to the domains of the United States, and from the Atlantic to the Pacific Oceans. Of this great region, our present explorations will refer only to the lower and settled portions, known as the British Provinces, embracing the Canadas, New Brunswick, and Nova Scotia. The rest is, for the most part, yet a wilderness.]

CANADA.

GEOGRAPHY AND AREA.—Canada, the largest and most important of the settled portions of the British territory in North America, lies upon the northern border of the United States, from the Atlantic coast to the waters of Lake Superior and the Mississippi. The two provinces into which it is divided were formerly known as Lower and Upper Canada, or Canada East and Canada West; and thus, indeed, their differing manners, habits, and laws, still virtually divide and distinguish them, though they are now nominally and politically united. The entire length of the Canadian frontier, from east to west, is between 1,200 and 1,300 miles, with a breadth varying from 200 to 300 miles.

DISCOVERY, SETTLEMENT, AND RULERS.—The earliest discovery of Canada (1497) is ascribed to Sebastian Cabot. Jacques Cartier, a French adventurer, spent the winter of 1541 at St. Croix, now the River St. Charles, upon which Quebec is partly built. The first permanent settlement, however, was at Tadousac, at the confluence of the Saguenay and the St. Lawrence. From that time (about 1608) until 1759, the country continued under the rule of France; and then came the capture of Quebec by the English, under General Wolfe, and the transfer, within a year thereafter, of all the territory of New France, as the country was at that time called, to the British power, under which

it has ever since remained. The mutual disagreement which naturally arose from the conflicting interests and prejudices of the two opposing nationalities, threatened internal trouble from time to time, and finally displayed itself in the overt acts recorded in history as the rebellion of 1837. It was after these incidents, and as a consequence thereof, that the two sections of the territory were formed into one. This happened in 1840.

GOVERNMENT.—Canada is ruled by an executive, holding the title of Governor-General, received from the crown of Great Britain, and by a legislature called the Provincial Parliament. This body consists of an Upper and a Lower House; the members of the one were formerly appointed by the Queen, but now (as fast as those thus placed die) this body is, like the other branch, chosen by the people, each member for a term of eight years.

RELIGION.—The dominant religious faith in Lower Canada, or Canada East, is that of the Romish Church; while in the Upper Province the creed of the English Established Church prevails.

LANDSCAPE.—The general topography of Upper or Western Canada is that of a level country, with but few variations excepting the passage of some table-heights, extending southwesterly. It is the most fertile division of the territory, and thus, to the tourist in search of the picturesque, the least attractive. The Lower Province,

or Canada East, is extremely varied and beautiful in its physical aspect; presenting to the delighted eye a magnificent gallery of charming pictures of forest wilds, vast prairies, hill and rock-bound rivers, rushing waters, and bold mountain heights, everywhere intermingled, and their attractions embellished by intervening stretches of cultivated fields, rural villages, and villa homes.

MOUNTAINS.—The hill-ranges of Canada are confined entirely to the lower or eastern province. The chief lines, called the Green Mountains, follow a parallel course southwesterly. They lie along the St. Lawrence River, on its southern side, extending from the latitude of Quebec to the Gulf of St. Lawrence. There is another and corresponding range on the north side of the river, with a varying elevation of about 1,000 feet. The Mealy Mountains, which extend to Sandwich Bay, rise in snow-capped peaks to the height of 1,500 feet. The Watchish Mountains, a short, crescent-shaped group, lie between the Gulf of St. Lawrence and Hudson's Bay.

RIVERS.—Canada has many noble and beautiful rivers, as the St. Lawrence, one of the great waters of the world; the wild, mountain-shored floods of the Ottawa, and the Saguenay; and the lesser waters of the Sorel or Richelieu, the St. Francis, the Chaudière, and other streams.

SPRINGS.

The Caledonia Springs.—The Caledonia Springs, a place of much resort, are at the village of Caledonia, 72 miles from Montreal. Leave Montreal by the *Lachine Railway*, and take the steamer to Carillon. At Point Fortune, opposite Carillon, on the other side of the Ottawa, take stage to the Springs, arriving the same evening.

Plantagenet Springs.—From Montreal to Point Fortune, as in the route to the Caledonia Springs; and thence by stage, arriving same evening. Distance, 88 miles. The consumption of the "Plantagenet water" is said to be very great.

The St. Leon Springs are at the village of St. Leon, on the Rivière du Loup, "en haut," between Montreal and Quebec; 26 miles by stage from Three

Rivers, a landing of the St. Lawrence steamers.

St. Catharine's.—St. Catharine's, Canada West, on the *Great Western Railway*, 11 miles from Niagara Falls, and 32 miles from Hamilton. See St. Catharine's, *en route* from Montreal to Niagara, *via* the St. Lawrence.

WATERFALLS IN CANADA.

Niagara.—(See chapter on the STATE OF NEW YORK.)

Falls of Montmorenci.—(See QUEBEC.)

The Chaudiere Falls, on the Ottawa.

The Chaudiere Falls, Quebec.—(See CITY OF QUEBEC.)

The Rideau Falls.—(See OTTAWA RIVER.)

The Falls of Shawanegan are on the River St. Maurice, 25 miles from Three Rivers, on the St. Lawrence River, between Montreal and Quebec. The St. Maurice, 186 feet in breadth at this point, makes a perpendicular descent of about 200 feet. The imposing character of this scene is, as yet, but little known. Between the falls and the town of Three Rivers the St. Maurice affords excellent fishing.

St. Anne's Falls are 24 miles below Quebec.—(See QUEBEC.)

RAILWAYS.

The *Grand Trunk* connects Montreal with Quebec, and each with Portland in Maine. From Montreal it follows the upper shore of the St. Lawrence and of Lake Ontario to Toronto, and thence continues westward, across the peninsula of Canada West, *via* Port Sarnia, on the southern extremity of Lake Huron to the city of Detroit, in Michigan. The whole length of the road, with its present branches, is 1,050 miles. It connects with routes to Niagara Falls, with the line of the *Great Western* and *Detroit and Milwaukee Railways*, and with other routes to the West and Northwest.

The *Great Western Railway* extends from Niagara Falls, 229 miles, west to Detroit, Michigan, connecting with the Michigan Central route for Chicago, etc.

The *Montreal and New York* road ex-

tends from Montreal, 67 miles, to Plattsburg, and is a part of a route from Montreal to New York.

The *Champlain and St. Lawrence Railway* extends from Montreal, 44 miles, to Rouse's Point on Lake Champlain, thence to New York, Boston, etc.

The *Northern Railway of Canada* extends, 94 miles, from Toronto on Lake Ontario to Collingwood on the Georgian Bay, Lake Huron. It forms part of a pleasant route from New York to Lake Superior.

The *Ottawa and Prescott Railway* extends from Prescott (opposite Ogdensburg), on the St. Lawrence, 54 miles, to Ottawa, on the Ottawa River.

The *Hamilton and Toronto Branch* extends, 38 miles, from Toronto to Hamilton, connecting the *Grand Trunk* and the *Great Western* routes.

The *Coburg and Peterboro' Railway*, 28 miles, from Peterboro' to Coburg, on the line of the *Grand Trunk*, between Montreal and Toronto.

Many other routes are either in progress or in contemplation—Canada vying with the "States" in this field of enterprise.

MONTREAL.

HOTELS, the *St. Lawrence Hall*, Great St. James Street, a fine house, centrally located and well kept; the *Donegana*, Notre-Dame Street; the *Ottawa*, Great St. James Street; and the *Montreal House*, Custom-House Square, and opposite the Custom-House. Besides these leading establishments, there are many other comfortable houses and cafés, where travellers of all ranks and classes may be lodged and regaled according to the varied humors of their palates and their purses.

Montreal may be reached daily from New York in from 15 to 18 hours, by the *Hudson River* or *Harlem Railways* to Troy; rail to Whitehall, and steamer on Lake Champlain; or by rail through Vermont, *via* Rutland, Burlington, and St. Albans to Rouse's Point, or *via* Plattsburg on Lake Champlain. From Boston, *via* Albany, or other routes to Lake Champlain, etc.; or, *via* Portland and the *Grand Trunk Railway*; time 30 hours.

Montreal, the metropolis of British North America, is situated on an island of the same name, about thirty miles long and ten wide, which is formed by a branch of the Ottawa on the north and the St. Lawrence on the south, and lies at the foot of a mountain, to which Jacques Cartier, in 1535, surveying with delight the magnificent prospect, gave the name of "Mont Royal." The present site of Montreal was occupied, at the time of Cartier's first visit, by an Indian village called Hochelaga. In 1542 the first European settlers arrived, and just one century later the original Indian name, consequent on the consecration of the spot on which the future city was to stand and its commendation to *La Reine des Anges*, gave place to the French one of "Ville Marie." This new name, in its turn, was replaced by the present one, in 1760, the date of British possession; at which period Montreal had become a well-peopled and well-fortified town. Its population is now (1867) estimated at 125,000, and is rapidly on the increase. The main branch of the Ottawa, which is the timber highway to Quebec, passes north of Montreal Island, and enters the St. Lawrence about 18 miles below the city; about one-third of its waters is, however, discharged into Lake St. Louis, and joining but not mingling at Caughnawaga, the two distinct bodies pass over the Sault St. Louis and Lachine Rapids—the dark waters of the Ottawa washing the quays of Montreal, while the blue St. Lawrence occupies the other shore. Nor do they merge their distinctive character until they are several miles below Montreal. The quays of Montreal are unsurpassed by those of any city in America; built of solid limestone, and uniting with the locks and cut-stone wharves of the Lachine Canal, they present for several miles a display of continuous masonry, which has few parallels. Unlike the levees of the Ohio and the Mississippi, no unsightly warehouses disfigure the river-side. A broad esplanade or terrace, built of limestone, the parapets of which are surmounted with a substantial iron railing.

The houses in the suburbs are handsomely built in the modern style, and mostly inhabited by the wealthy merchants. Including its suburbs, of which it

has several, the city stretches along the river for two miles from southwest to northeast, and, for some distance, extends between one and two miles inland. St. Paul Street, the chief commercial thoroughfare, extends along the river the whole length of the city. Great St. James and Notre-Dame Streets are the fashionable promenades. Montreal, with its beautiful villas, its glittering roofs and domes (all the latter being covered with tin), its tall spires and lofty towers, and its majestic mountain in the background, bursting on the eye of the tourist, approach it from what direction he may, forms, together with the noble river, a vast and picturesque panorama that is, perhaps, unequalled in the whole of the American continent.

The "Ice Shove," a most imposing spectacle, may be witnessed by those travellers who arrive at Montreal toward the beginning of April. This strange phenomenon results from the crowding of the ice about a mile below the city, where the channel of the river is comparatively narrow; there it is *packed*, *piled*, and *frozen* into a solid mass of twenty to thirty feet in thickness, which, when lifted by the rising waters above, and set in motion again by the whole hydraulic power of the gigantic stream, rushes onward until again impeded by the banks of the narrowing river. The lateral pressure it there exerts forces the *bordage* up on the land, where it not unfrequently accumulates to the height of 50 feet. Montreal is conspicuous among the cities of the New World for the number and magnificence of her public buildings. The principal of these is the cathedral of *Notre-Dame*, said to be the largest church on the continent. The cost of the cathedral was \$400,000, and it is capable of seating 10,000 persons. It is surmounted by two stately towers, each 220 feet high, from the top of which is a complete view of the city, the River St. Lawrence, the colossal tubular bridge, and the blue hills of Vermont in the distance. At certain hours of the day a chime of bells peal forth their merry notes from the northeast tower, and from the northwest is sometimes heard the hoarse, hollow tone of the "Gros Bourdon," which weighs 29,400 pounds. This noble edi-

fice is 255 feet long and 135 broad. The *Bonsecours Market* is an imposing Doric edifice, erected at a cost of \$300,000, and, as regards the convenience of its arrangements and the spaciousness of its construction, it throws into the shade all similar structures on this continent. In one of the upper stories are the offices of the Corporation and Council Chamber, and a concert or ball room capable of accommodating 4,000 people. The view from the dome, overlooking the river and St. Helen's Isle, is truly grand.

The *Nelson Monument*, an elegant column erected to the memory of that renowned naval hero, stands at the head of the Place Jacques Cartier.

The *Seminary of St. Sulpice*, adjoining the Cathedral Notre Dame, is 132 feet long, and 29 deep, and is surrounded by spacious gardens and court-yards.

The *Bank of Montreal* and the *City Bank*, the first a fine example of Corinthian architecture, stand side by side on the Place d'Armes.

St. Patrick's Church (Catholic) occupies a commanding position at the west end of Lagauchetière Street. The *Bishop's Church* (Catholic), in St. Denis Street, is a very elegant structure. The remaining Catholic churches are the *Recollect* in Notre-Dame Street, the *Bonsecours*, near the large market, and *St. Mary's* in Griffintown. There are also chapels attached to all the nunneries, in some of which excellent pictures may be seen.

NUNNERIES.—The *Gray Nuns*, in Foundling Street, was founded in 1692, for the care of lunatics and children. The *Hôtel Dieu* was established in 1644, for the sick generally. The *Black*, or *Congregational Nunnery*, in Notre-Dame Street, dates from 1659. The sisterhood, at this third and last of the conventual establishments of Montreal, devote themselves to the education of young persons of their own sex. The stranger desirous of visiting either of the nunneries should apply to the Lady Superior for admission, which is seldom refused. The Protestant churches worthy of notice are *St. Andrew's Church*, a beautiful specimen of Gothic architecture, being a close imitation of Salisbury Cathedral, in England, though of course on a greatly reduced

ale. This, with *St. Paul's Church*, in Helen Street, are in connection with the Established Church of Scotland. The Episcopal churches are, the beautiful new edifice, *Christ Church Cathedral*, *George's Church*, in St. Joseph Street, *Stephen's*, in Griffintown, *Trinity*, in Paul Street, and *St. Thomas's*, in St. Mary Street. Various other denominations of Christians have churches—the Wesleyans, a large and very handsome building in St. James Street, and also others in Griffintown and Montcalm Street; the Independents formerly had two houses, but now only the one in McDougall Street. This last was the scene of the sad riot and loss of life on the occasion of Gavazzi's lecture in 1852. The newly-erected Jesuit church, in Mary Street, has the most highly ornamented interior to be found in the city. The Free Church has also two places of worship one in Côté Street, and one in St. Gabriel Street; besides these, there are the American and the United Presbyterian, the Baptist, and the Unitarian churches; and a small Jewish synagogue, the last named being classical in design. The *Court-House* is one of the most striking of the architectural specialities of the city. The *Post-Office* is in Great James Street. The *Custom-House* is a neat building on the site of an old market-place, between St. Paul Street and the River. The *Merchants' Exchange and Trading-Room* are in St. Sacrament Street. The latter is a large and comfortable room, well supplied with newspapers and periodicals, English and American, all at the service of the stranger when properly introduced. The *General Hospital* and *St. Patrick's Hospital* are in Dorchester Street, the latter, however, at the west end of the town. *McGill's College* is beautifully situated at the base of the mountain. The high-school department of the college is in Belmont Street. The city also possesses, besides the university of McGill's College, many excellent institutions for the promotion of learning—French and English seminaries, a royal grammar-school, with parochial, union, national, Sunday, and other public schools. It has numerous societies for the advancement of religion, science, and industry; and several public libraries.

The *Water-Works*, a mile or so from the city, are extremely interesting for their own sake, and for the delightful scenery in the vicinity.

The *Victoria Bridge*, which spans the great St. Lawrence at the city, is "the lion *par excellence* of Montreal, the eighth wonder of the world, the link of the *Grand Trunk Railway*, connecting (for railway purposes only) the city of Montreal, on the island, with the main-land to the south, giving to the ancient Hochelaga an unbroken railway communication of 1,100 miles in length, besides connections." It is one of the noblest structures which we shall see in the whole long course of our American journeyings. Its length is 9,194 feet, or nearly 2 miles. It rests, in this splendid transit, upon 24 piers and 2 abutments of solid masonry, the central span being 330 feet in length. The heavy iron tube through which the railway track is laid is, in its largest dimensions, 22 feet high and 16 feet wide. The total cost of this bridge was \$6,300,000. It was formally opened, with high pomp and ceremony, amidst great popular rejoicings, by the young heir to the British Crown, the Prince of Wales, during his visit to America in the summer of 1860.

The *Museum of the Natural History Society*, near the Crystal Palace, is well worth seeing. Admission 25 cents.

The *Mount Royal Cemetery* is 2 miles from the city, on the northern slope of the mountain. From the high road round its base, a broad avenue through the shaded hill-side gradually ascends to this pleasant spot. There are other romantic burying-grounds, both of the Catholic and the Protestant population, in the vicinity of Montreal, and other scenes which the visitor should enjoy—pleasant rides all about, around the mountain and by the river, before he bids good-by to the Queen City of Canada.

The Ottawa River flows 800 miles and enters the St. Lawrence on both sides of the Island of Montreal, traversing in its way Lake Temiscaming, Grand Lake, and others. Rapids and falls greatly impede the navigation of its waters; but lend to them wonderful beauty. It is a wild forest region, that of the Ottawa, but little occupied hereto-

fore by others than the rude lumbermen, though numerous settlements are now springing up, and its agricultural capacities are being developed.

MONTREAL TO NIAGARA FALLS—UP THE ST. LAWRENCE RIVER AND LAKE ONTARIO.

The traveller may go from Montreal to Niagara, either by steamer on the St. Lawrence, or by the *Grand Trunk Railway*, 333 miles to Toronto on Lake Ontario. At Toronto he may cross the western end of the lake to the town of Niagara, and thence reach the falls by the *Erie and Ontario Railway*, 14 miles long; or he may go less directly by water or by rail to Hamilton, and thence by rail again to the falls.

The St. Lawrence.—This grand river, which drains the vast inland seas of America, extends from Lake Ontario, 750 miles, to the Gulf of St. Lawrence, and thence to the sea. Its entire length, including the great chain of lakes by which it is fed, is not less than 2,200 miles. Ships of the largest size ascend the river as far as Montreal. Its chief affluents are the Saguenay, eastward, and the Ottawa on the west. The width of the St. Lawrence varies from about a mile to four miles; at its mouth it is 100 miles across. It abounds in beautiful islands, of which there is a vast group, near its egress from Lake Ontario, known and admired by all the world as the "Thousand Isles."

The Thousand Isles.—It is always a curious speculation to the voyager how his steamer is to find its way through the labyrinth of the Thousand Islands, which stud the broad waters like the countless tents of an encamped army, and ever and anon his interest is aroused to the highest pitch at the prospective danger of the passage of some angry rapid. All the journey east, from lake to lake of the great waters, past islands now miles in circuit, and now large enough only for the cottage of Lilliputian lovers, is replete with ever-changing pleasure.

Lachine.—From Montreal the traveller will proceed 9 miles to Lachine by railway, avoiding the rapids which the steamers sometimes descend. The latter

is termed "shooting the rapids;" and "it is one of the sublime experiences which can never be forgotten, and never adequately described. It is in the highest degree creditable to all connected with this branch of Canadian river navigation, that no accident of any consequence has ever happened, nor has a single life been lost in this beautiful but dangerous spot."

"And we have passed the terrible Lachine,
Have felt a fearless tremor through the soul,
As the huge waves upreared their crests of green,
Holding our feathery bark in their control,
As a strong eagle holds an oriole.
The brain grows dizzy with the whirl and hiss
Of the fast-crowding billows as they roll,
Like struggling demons to the vexed abyss,
Lashing the tortured crags with wild, demoniac
bliss."

Two miles above Lachine, on the Isle Dorval, was formerly the residence of Sir George Simpson, Governor of the Hudson's Bay Company, and of the officers of this, the chief post of that corporation. It was from this point that the orders from headquarters in London were sent to the numerous posts throughout the vast territory of the company; and near the end of April each year a body of trained *voyageurs* set out hence in large canoes, called *maîtres canots*, with packages and goods for the various posts in the wilderness. Two centuries ago, the companions of the explorer Cartier, on arriving here, thought they had discovered a route to China, and expressed their joy in the exclamation of "La Chine!" Hence the present name, or so at least says tradition. A costly canal overcomes the obstruction of the rapids at Lachine.

The Village of the Rapids; or, Caughnawaga.—An Iroquois settlement lies opposite Lachine, at the outlet of the expansion of the river called Lake St. Louis. The Indians at Caughnawaga subsist chiefly by navigating barges and rafts down to Montreal, and in winter, by a trade in moccasins, snow-shoes, etc. They are mostly Roman Catholics, and possess an elegant church.

Lake St. Louis.—The brown floods of the Ottawa assist in forming this great expanse of the St. Lawrence. They roll unmixed through the clearer water of the great river. On the northern shore of Lake St. Louis is the island of Mon-

treail, 30 miles long. At the western extremity is *Isle Perrot*. The *Cascade Rapids* separate the expanse just passed from Lake St. Francis. The Beauharnois Canal here is $11\frac{1}{2}$ miles in length, and has 9 locks.

Lake St. Francis, into which the voyager now enters, extends 40 miles. Midway on the right is the village of Lancaster, where a pile of stones or *cairn* has been thrown up in honor of Sir John Colborne, formerly Governor-General of Canada, now Lord Seaton. Leaving Lake St. Francis, we pass the passage of the celebrated *Long Sault* rapids. Here, too, is the *Cornwall Canal*, $11\frac{1}{2}$ miles in length, with 7 locks of noble size.

Cornwall is a pleasant town, formerly called "Pointe Maline," in memento of the labor of ascending the river at this point.

The Village of St. Regis lies across from Cornwall. It forms the boundary between Canada and the State of New York, and also intersects the tract of land occupied by the 1,000 Iroquois, American and British, who dwell here.

Dickenson Landing is at the head of the Cornwall Canal; within the space of the 38 miles which follow to Prescott, the villages of Moulinette, Maria Town, and Matilda, are successively passed.

The Battle-Field of Chryseler's Farm, where the Americans met a defeat in the war of 1812, lies a little above Maria Town.

Prescott is rapidly recovering its prestige, lost when the construction of the Rideau Canal won its trade away to Kingston; for now a railway from New York approaches it at Ogdensburg, and another connects it with Ottawa City, on the Ottawa River. Besides which advantages, it is on the line of the *Grand Trunk* route. From Prescott may be seen the windmill and the ruined houses, mementoes of the attempt at invasion by Schultz and his band in 1838. We shall now take a trip, on the *Ottawa and Prescott Railway*, to Ottawa.

Ottawa, the capital of Canada, stands on the river of the same name, 54 miles distant from Prescott, and 126 from Montreal. This prosperous little city,

which was originally called Bytown, in honor of Colonel By, of the Royal Engineers, under whose command it was laid out in 1823, is divided into *Lower Town*, *Central Town*, and *Upper Town*. On *Barrack Hill*, in many respects a counterpart of the citadel of Quebec, are situated the Parliament and departmental buildings. These are all in the Italian-Gothic style, and are built of a kind of stone found in the vicinity. There is connected with the legislative halls a library capable of containing 300,000 volumes. Among the other principal public edifices may be mentioned the Roman Catholic Church, one of the handsomest in Canada; the Queen's Printing-House, and numerous other buildings contributing to the stable appearance of the city. Ottawa is connected with Lake Ontario by the Rideau Canal, the entrance being at Kingston, 95 miles distant. It is the emporium of the Canadian staple, lumber.

The Rideau Falls, near the mouth of the Rideau, just below the city of Ottawa, is a charming scene. A mile lower it receives, from the north, its greatest tributary, the Gatineau, which, with a course probably of 420 miles, drains an area of 12,000 square miles. For about 200 miles the upper course of this river is in the unknown northern country. At the farthest point surveyed, 217 miles from its mouth, the Gatineau is still a noble stream, a thousand feet wide, diminished in depth but not in width. Eighteen miles lower down, the Rivière au Lièvre enters from the north, after running a course of 260 miles in length, and draining an area of 4,100 miles. Fifteen miles below it, the Ottawa receives the North and South Nation Rivers on either side, the former 95 and the latter 100 miles in length. Twenty-two miles farther, the River Rouge, 90 miles long, enters from the north. Twenty-one miles lower, the Rivière du Nord, 160 miles in length, comes in on the same side; and, lastly, just above its mouth, it receives the River Assumption, which has a course of 130 miles. From Ottawa the river is navigable to Grenville, a distance of 58 miles, where the rapids that occur for 12 miles are avoided by a succession of canals. Twenty-three miles lower, at one of the mouths

of the Ottawa, a single lock, to avoid a slight rapid, gives a passage into Lake St. Louis, an expansion of the St. Lawrence above Montreal. The remaining half of the Ottawa's waters find their way to the St. Lawrence by passing in two channels, behind the Island of Montreal and the Isle of Jesus, in a course of 31 miles. They are interrupted with rapids; still it is by one of them that all the Ottawa lumber passes to market. At *Bout de l'Isle*, therefore, the Ottawa is finally merged in the St. Lawrence, 130 miles below, from the city of Ottawa.

ROUTES FROM MONTREAL UP THE OTTAWA.—Steamers run daily, during the summer months, between Montreal and Ottawa, and Kingston and Ottawa, *via* the Rideau Canal. Above Ottawa the traveller may proceed, by carriage or by stage, nine miles, to the village of Aylmer, and thence by steamer to the Chats; thence by railway, two miles; then again by steamer to the Portage du Fort; now, wagons for a while, and then again a steamer to Pembroke, and yet another from thence to Deux Joachims; afterward he must canoe it. The Ottawa may also be reached by railway direct, from Prescott on the St. Lawrence to Ottawa City.

Ogdensburg, New York, the western terminus of the *Northern Railway* from Lake Champlain, is opposite Prescott.

Maitland, built upon the site of an old French fort, is seven miles above Prescott.

Brockville is yet 5 miles more, westward. It is one of the best-built towns in Canada West.

Gananoque is 32 miles above Brockville. At Kingston, 20 miles yet beyond Gananoque, we leave the St. Lawrence, and approach the waters of Lake Ontario. In descending the river, the wonderful labyrinth of the Thousand Isles is passed just east of Kingston. *Wolfe's Island*, a well-cultivated spot, is opposite Kingston.

Kingston.—HOTELS, *Kent's British American*, *Iron's Hotel*.

The city of Kingston, the original capital of Canada, modern as it appears, looks far back for its history, as its advantageous *locale* did not fail to attract the notice of the early French discoverers.

It was once occupied as a small fort called *Cataraqui*, otherwise known as Frontenac, in honor of the French count of that name, and was the scene of various sieges and exploits before it passed, with all the territory of the Canadas, from French to British rule. It was from this point that murderous expeditions were made by the Indians in the olden times against Albany and other English settlements of New York; which in turn sent back here its retributive blows. The present city was founded in 1783. It has now a population of about 16,000.

As a military station, it is only second to Quebec. Among its objects of interest are the fortifications of *Fort Henry*, on a hill upon the eastern side of the harbor; four fine Martello Towers off the town; and other defensive works; the *University of Queen's College*; the *Roman Catholic College of Regiopolis*, and the *Provincial Penitentiary*, a mile to the west of the city.

As the navigation of the St. Lawrence ends at Kingston, the river boats are exchanged here for others more suited to the lake voyages.

Lake Ontario.—American Shore.—Let us, before we enter the great waters of Ontario, say a word to the traveller who may prefer to make the voyage along the *American* or lower shore of the lake. From the boundary line 45° the entire *littoral* is in the State of New York.

French Creek comes into the St. Lawrence as we leave it. It was here that General Wilkinson embarked (November, 1813), with 7,000 men, with the purpose of descending the river and attacking Montreal. A week subsequently, an engagement took place near Williamsburg, on the Canadian side, when the Americans came off but poorly. General Wilkinson being disappointed in his expectation of reinforcements from Plattsburg, retired to French Mills, and there went into winter quarters. This place was afterward named Fort Covington, in memory of General Covington, who fell at the battle of Williamsburg.

Sackett's Harbor, (N. Y.)—(See NEW YORK STATE.)

Oswego.—HOTEL, *The American*.—Oswego (N. Y.) is the chief commercial

port of the American shore of Ontario. It is very agreeably situated at the mouth of the Oswego River. The Oswego Canal comes in here (38 miles) from Syracuse, and the railway, also from the same place.

Charlotte, the port of the city of Rochester (N. Y.), is at the approach to Lake Ontario, of the beautiful Genesee River.—(See NEW YORK STATE.)

From the mouth of the Genesee to Fort Niagara, a distance of 85 miles, the coast now presents a monotonous and forest-covered level, with clearing only here and there.

Having now peeped at the American, or southern shore, we will go back to Kingston, and start again on the upper side of the lake, making first for Toronto, 165 miles distant; from Montreal, 333 miles.

Coburg, with a population of about 5,000, is 70 miles from Toronto, and 90 miles from Kingston. It has many and varied manufactories; and owing to its comparative proximity to Rochester, it ranks only second to Toronto and Hamilton in point of general business. A railway from Peterboro' (30 miles distant) comes in here. In the vicinage is the *Victoria College*, founded by act of the Provincial Legislature in 1842, and attended by 150 students. There is a jail here, a strong, massive, and imposing structure.

Port Hope is seven miles above Coburg. From this point, or from Coburg, the journey to Kingston is often charmingly made overland, through a beautiful country at the head of the *Bay of Quinté*, a singular arm of the St. Lawrence.

Toronto.—HOTEL, *Lamb's*. Toronto is the largest and most populous city in Canada West. Some eighty years ago the site of the present busy mart was occupied by two Indian families only. In 1793, Governor Simcoe began the settlement under the name of York, changed, when it was incorporated, in 1834, to Toronto—meaning, in the Indian tongue, "The place of meeting." One of the principal thoroughfares, Yonge Street, extends, through a flourishing agricultural district, to the rare length (for a street) of 36 miles. The population, in 1817,

numbered only 1,200; in 1850, it had reached 25,000; and now, it is upward of 60,000.

Among the public buildings of Toronto, the traveller will perhaps please himself with a peep at the Catholic Church of St. Michael, the St. James's Cathedral (English), the University of Toronto, the St. Lawrence Hall and Market, the Parliament House, Osgoode Hall, the Post-Office, the Court-House, the Exchange, the Mechanics' Institute, Knox's Church, Trinity College, Upper Canada College, the Lunatic Asylum, the Jail, and the Normal and Model Schools. At Toronto, the traveller may, if he pleases, reach Niagara direct, without touching at Hamilton, as we propose to do in our present journey.

Hamilton.—HOTELS, *Anglo-American* and the *City Hotel*.

Hamilton is among the most beautiful and most prosperous cities of Canada. Many advantages promise it a brave future. From its zeal and eagerness it has been named the "ambitious little city." Its streets are wide and well-laid out, and its buildings are in general elegant; they are built for the most part of white stone, an ample supply of which is found near the city. The Post-Office is on James Street; and the principal banks and business houses are situated on that street and King Street. It was laid out and settled in 1813, by a person of the name of Hamilton; it is situated on Burlington Bay, at the head of the western extremity of Lake Ontario, connected with the Eastern capitals of the United States, and with Quebec, Montreal, and Toronto by the *Grand Trunk* and the *Hamilton and Toronto Railways*; and with Lake Huron and the Mississippi States by the *Great Western Railway*, which traverses the garden lands of Canada; and, *via* the Suspension Bridge at Niagara, with the whole railway system of New York. The distance from Toronto to Hamilton, by the steamer is 45 miles—time, two and a half hours; by railway, 38 miles—time (express), 1 hour 24 minutes. The population of Hamilton, in 1845, was 6,500; at this time it exceeds 25,000.

From Hamilton to the Falls.—Distance, by the *Great West-*

ern Railway, from Hamilton to the Suspension Bridge, 43 miles—time, 1 hour, 35 minutes. *Stations*, Ontario, Grimsby, Beamsville, Jordan, St. Catharine's, Thorold, Niagara Falls.

St. Catharine's is the chief point of interest on this part of our route. Its pleasant topography, and, more particularly, its *mineral springs*, make it a place of great summer resort. Here we leave the reader to establish himself at Niagara, and to see all its marvels, having elsewhere pointed out where he should go, and what should be his *itinéraire* while there. (See NIAGARA FALLS, New York.)

THE LAKE REGION.

A delightful tour of a few weeks may be made, in the heat of the summer, among the natural wonders of the region of the Great Lakes, to Mackinac, the Sault Ste. Marie, and the shores of Lake Superior, returning, perhaps, by some one of the lower routes to the Atlantic, from the head-waters of the Mississippi.

ROUTES.—The leading route through Canada is from Toronto, which may be easily and speedily reached by routes already described. From New York, by the Hudson River and Lake Champlain to Montreal, and thence by the *Grand Trunk Railway*; or by the *Central Road* from Albany to Buffalo, and by Niagara; or, by Niagara, *via* the *New York and Erie Railway*; or, from Portland or Boston, by railroad to Montreal, etc. By steamboat daily, from Buffalo, or from Chicago, etc., to Mackinac (or Mackinaw, as the word is pronounced).

At Toronto, the traveller will take the Collingwood route, by the *Ontario, Simcoe, and Huron Railway*, 94 miles, to Collingwood, at the head of the Georgian Bay or Manitoulin Lake, the northeast part of Lake Huron. Huron is the third in size of the five great inland seas, which pour their floods into the St. Lawrence. It lies between 43° and 46° 15' north latitude, having the State of Michigan on the south-southwest, and Canada West upon all other points, excepting where the Straits of Mackinac and the Falls, or Sault Ste. Marie enter it from Lakes

Michigan and Superior, and at its outlet in the St. Clair River. It is divided by the peninsula of Cabot's head, and the Manitoulin Islands, the upper portions being the north channel and the Georgian Bay, which we reach at Collingwood. The length of Lake Huron, following its crescent shape, is about 280 miles, and its greatest breadth, not including the Georgian Bay, is 105 miles; its average width is 70 miles. Lake Huron is 352 feet above Lake Ontario, and 600 feet above the level of the sea. The depth is 1,000 feet—greater than that of any other in the grand chain of which it is a link. Off Saginaw, leads, it is said, have been dropped to a depth of 1,800 feet, which is 1,200 feet below the level of the Atlantic, and yet without finding bottom. The waters here are so pure and clear that objects may be distinctly seen from 50 to 100 feet below the surface. In these notable waters there are said to be more than three thousand islands.

From Collingwood, the route is by suitable steamers to Mackinac, or the Straits of Mackinac, which are the connecting links between Lake Michigan and Lake Huron. The Island of Mackinac has a circumference of about nine miles, and its shores and vicinage are picturesque and romantic in the highest degree. The Arched Rock, facing the water, and rising to the elevation of some 200 feet, makes a bold and striking picture from all points on the lake, and especially as you look through its rude arches from the summit. Robinson's Folly is an attractive bluff on the north shore. Years ago a Mr. Robinson, after whom the bluff is named, erected a summer-house upon its crest. Here he passed his days, and oftentimes his nights, despite the cautions of the people about him, until, in an unlucky tempest, he and his aerie nest were swept away together.

The Cave of Skulls is upon the western shore of the island. Once upon a time, it is said, a party of Sioux Indians were pursued hither by the Ottawas, who imprisoned and destroyed their foes in this cavern, by building fires at its mouth. Hence the name of the cave. The traveller, Henry, was one

night secreted here by a friendly Indian, when, to his surprise and horror, the morning light showed that he had been sleeping soundly among a bed of human bones!

The Needles, another natural wonder of Mackinac, is a bold rock, in form not unlike a light-house. This elevation commands a panorama of the entire island, and a fine view of the crumbling and weed-covered ruins of Fort Holmes. Days of delight may be passed amidst the natural beauties of land and water at Mackinac, made doubly picturesque by the wild frontier life yet found here, and mingled, too, with the still existing homes and presence of the red men. *Fort Mackinac* stands upon a rocky height, 150 feet above the village, which it overlooks. An agency for Indian affairs is established here, which is, from time to time, the resort of deputations and bands of the wild dwellers of the surrounding wilderness. Immense quantities of fish are sent from Mackinac. Steamboats from Detroit, Chicago, and other places, stop here continually.

Sault Ste. Marie.—Passing on toward Lake Superior, a voyage of eight pleasant hours, in a steamer, will bring us to the famous Falls of St. Mary, in the Strait of St. Mary, which connects the waters of Lake Superior and Lake Huron, and separates Canada West from the upper part of Michigan. The strait extends 63 miles from the southeast extremity of Lake Superior until it reaches Lake Huron. Its course is sometimes narrow, and broken into angry rapids; again, it widens into beautiful lakelets, and winds amid enchanting islands. It is navigable for vessels drawing eight feet of water, up to within a mile of Lake Superior, where the passage is interrupted by the great "Sault" or Falls. The Sault is a series of turbulent rapids, with a total descent of 22 feet in the course of three-quarters of a mile. The passage of these falls, or the "running the rapids," as it is called, is most exhilarating sport. The rapids are broken up into several different channels, and among them are scattered little islands, such as you see at Niagara, and, like them, bristling with cedars in all possible attitudes. At this point, on the American side, is the little

village of the Sault—an old settlement in the State of Michigan, founded by the Jesuits about two centuries ago. It has evidently seen and felt nothing of the great progress which has been building up cities and States. Here is to be seen the native owner of the soil and the half-breed (a cross of the French and Indian blood), and many other objects of interest. These rapids are not unlike those of Niagara, excepting that, instead of ending upon the brink of a terrible precipice, they decline with the steady flow of a wide river, and steamers and canoes may fearlessly enter them. They run in different channels, everywhere dodging the numerous little cedar-covered islands in their way. The Sault yields abundant supplies of finny inhabitants; for the excellence of its white fish it is particularly renowned. Upon the British side of the river there is an ancient-looking establishment, occupied as an agency of the Hudson's Bay Company. The St. Mary's Ship Canal, a noble work, now overcomes the obstruction made by these rapids in the passage from Lake Huron to Lake Superior; the locks in this massive canal are, perhaps, the largest in the world. Heretofore, merchandise from Chicago, Detroit, Buffalo, and other places, had to be discharged and conveyed over a railroad to the upper end of the Sault, and then hauled down to the water-side at the opposite extremity. The Chippewa Hotel is a good house on the American side of the rapids; and Pine's Hotel is a well-kept establishment on the British shore. Steamers leave the Sault, daily, for all places on Lake Superior and the neighboring waters.

Lake Superior.—We enter Lake Superior after the passage of the *Sault Ste. Marie*, between two bold promontories, rising to the height of 200 to 300 feet, called Cape Gro and Cape Iroquois. This grand inland sea is the largest body of fresh water on the globe. Its greatest length is 420 miles, its extreme breadth is 160 miles, and its circuit, 1,750 miles. On its west and northwest shore is Minnesota, on the southern border are Wisconsin and Michigan, while British America lies on all other sides. The waters, which are wonderfully transparent, come, by more than 200 streams, from a basin

covering an area of 100,000 square miles. The north, and south, and western parts are full of islands, while in the central portions of the lake there are few or none. In the north, these islands are many of them large enough to afford ample shelter for vessels. The picturesque regions of the lake are along the northern shore. In this direction the scenery is of a very bold and striking character. For many miles here there are continuous ranges of cliffs, which reach sometimes an elevation of 1,500 feet; on the south the banks are low and sandy, except where they are broken by occasional limestone ridges. These ridges rise near the eastern extremity, upon this side 300 feet, in unique and surprising perpendicular walls and cliffs, broken into the oddest forms, indented with grotesque caverns, and jutting out into ghostly headlands. It is these strange formations which are famous under the name of the "Pictured Rocks." This range is on the east of Point Keweenaw. The rocks have been colored by continual mineral drippings. A similar rocky group lies to the west of the Apostle Islands. It is some hundred feet high, and is broken by numberless arches and caves of the most picturesque character. On the summit of these bluffs there is everywhere a stunted growth of Alpine trees. The Porcupine Mountains, upon the southern shore of the lake, appear, says a voyager, to be about as extensive (though not so lofty) as the Catskills. Of the islands of Lake Superior, the largest, which is some 40 miles in length, and from seven to ten broad, is called Royal Isle. Its hills rise to the altitude of 400 feet, with fine bold shores on the north, and many fine bays on the south. It is, like all this region, a famous fishing-ground. Near the western extremity of the lake, there is a group known as Apostle Islands. They form a trio of forest-covered heights, adding greatly to the beauty of the landscape around; on the extreme end of the largest, is the trading-post called *La Pointe*, inhabited by Indians and white adventurers. It is a great place of annual rendezvous for the red man and the trader, and a starting-point for tramps to the regions of the Mississippi. The shores of Lake Superior have long been extensively ex-

plored for their abundant copper wealth; and mines have been opened at all points. *Fond du Lac* (Superior City) is in Minnesota, on the Saint Louis River, 22 miles from its entrance into Lake Superior. It is accessible by steamboat; and its wonderfully wild and romantic hills, and rocks, and glens, are well worth a visit from the tourist of the Great Lakes.—(For continuation of this route, see chapters on MINNESOTA, MICHIGAN, WISCONSIN, etc.)

Having now visited the great Lake Region, the tourist can return by steamer either to Collingwood, Goderich, or Sarnia, thence by rail to Toronto, and from the latter city by steamer down Lake Ontario and the St. Lawrence River to Quebec.

QUEBEC.

HOTELS.—The leading hotels are the *St. Louis* and *Russell's*; they are the largest and most central and are moderate in their terms.

Quebec may be pleasantly reached from New York, *via* Boston to Portland, Maine, and thence 317 miles by the *Grand Trunk Railway*, total distance, by this route, from New York to Quebec, 650 miles; or from New York by the *Hudson River Railway* or steamboats; or by the *Harlem Railway* to Albany, thence to Whitehall, thence on Lake Champlain to Plattsburg, thence by the *Montreal and New York Railway* to Montreal, and from Montreal by steamer down the St. Lawrence, or by the *Grand Trunk Railway*. Distance by railway, from Montreal to Quebec, 168 miles. There are other railway routes from Boston to Quebec, *via* Albany, or by the *Vermont Central* and Vermont and Canada lines through St. Albans to Montreal.

Quebec is the oldest, and, after Montreal, the most populous city in British North America. It is upon the left bank of the St. Lawrence river, and some 340 miles from the ocean.

The city was founded in 1608, by the geographer Champlain. It fell into the possession of the British in 1629, but was restored three years later. The English made an unsuccessful attempt to regain possession of it in 1690. It was

finally captured by Wolfe, in 1759, after an heroic defence by Montcalm.

The city is divided into the Upper and Lower Town; the ascent from the latter being by a very steep and winding street, through Prescott Gate. The Upper Town occupies the highest part of the promontory, which is surrounded by strong walls and other fortifications; while the Lower Town is built around the base of Cape Diamond. The latter is the business quarter.

The Citadel, a massive defence crowning the summit of Cape Diamond (thus named from the circumstance of quartz crystals, sparkling like diamonds, being found in the dark-colored slate of which the cape is composed), covers about 40 acres with its numerous buildings. Its impregnable position makes it perhaps the strongest fortress on this continent; and the name of the "Gibraltar of America" has been often not given to it inaptly. The access to the Citadel is from the Upper Town, the walls of which are entered by five gates. Near the Palace gate is the Hospital and a large Guard-House. By St. Louis gate, on the southwest, the tourist will reach the memorable Plains of Abraham, the scene of Wolfe's victory and death, in the year 1759. The Prescott Gate is the only entrance on the St. Lawrence side of the fortress.

The view from the Citadel is remarkably fine, taking in, as it does, the opposite banks of the great river through many picturesque miles up and down. The promenade here, on the ramparts above the esplanade, is charming. In the public garden, on Des Carrières street, there is an obelisk to the memory of Wolfe and Montcalm. At the foot of the Citadel stands a tower, over which now floats the British flag, on the spot where Montgomery and his soldiers all fell, swept by the grape-shot of a single gun manned by a Canadian artillerist.

The Parliament House.—Among the chief public edifices of Quebec is the New Parliament House, which supplies the place of the building destroyed by fire in 1854.

The *Roman Catholic Cathedral* was erected under the auspices of the first Bishop of Quebec, and was consecrated

in 1666. It is 216 feet long, and 180 feet in breadth. There is in the Lower Town a chapel noticeable for its antiquity; it was built and used as a church before 1690. It is called *Notre Dame des Victoires*.

The *Ursuline Convent* and the *Church of St. Ursula* are striking buildings, encompassed by pleasant gardens. This establishment was founded in 1639, and holds a high position in the public esteem. It accommodates a superior, 50 nuns, and 6 novices, who give instruction in reading, writing, and needlework. The building was destroyed by fire in 1650, and again in 1686. The remains of the Marquis de Montcalm are buried here in an excavation made by the bursting of a shell within the precincts of the convent.

The *Artillery Barracks* form a range of stone buildings 5,000 feet in length.

Durham Terrace is the site of the old castle of St. Louis, which was entirely consumed by fire in 1834.

The *English Protestant Cathedral*, consecrated in 1804, is one of the finest modern edifices of the city. Tradition points to its site as the spot upon which Champlain erected his first tent.

St. Andrew's Church, in St. Anne Street, is in connection with the Scotch Establishment. The Methodists have a chapel in St. Stanislaus Street, and another in St. Louis suburb, called the Centenary Chapel.

The Lower Town.—It is in this portion of the city that the traveller will find the Exchange, the Post-Office, the banks, and other commercial establishments.

The Plains of Abraham may be reached *via* the St. Louis Gate, and the counterscarp on the left, leading to the glacis of the citadel hence toward the right; approaching one of the Martello Towers, where a fine view of the St. Lawrence opens. A little beyond, up the right bank, is the spot where General Wolfe fell on the famous historic ground of the Plains of Abraham. It is the highest ground, and is surrounded by wooden fences. Here stands the St. Foye monument, erected to the memory of Wolfe and Montcalm. It is of bronzed metal, standing on a stone base, and surmounted by a bronze

statue of Bellona. On the pedestal are simple and appropriate inscriptions. Within an enclosure lower down is a stone well, from which water was brought to the dying hero.

Wolfe's Cove, the spot where Montgomery was killed, and other scenes, telling tales of the memorable past, will be pointed out to the traveller in this neighborhood.

The Mount Hermon Cemetery is about 3 miles from the city, on the south side of the *St. Louis* road. The grounds are 32 acres in extent, sloping irregularly but beautifully down the precipices which overhang the *St. Lawrence*. They were laid out by the late Major Douglas, of the United States Engineers, who had previously displayed his skill and taste in the arrangements of the Greenwood Cemetery, near New York.

Lorette.—To see Lorette may be made the object of an agreeable excursion from Quebec, following the banks of the *St. Charles River*.

Lake St. Charles is 4 miles long and one broad. It is divided by projecting ledges into two parts. It is a delightful spot in its natural attractions, and in the fine sport it affords to the angler.

The Falls of Montmorenci. Nine miles below Quebec, the impetuous Montmorenci (so called after a French admiral of that name), after fretting itself a whirlpool route, and leaping for miles down the steps of a rocky bed, rushes with velocity toward the ledge, over which it falls pouring its fleecy cataract 250 feet into the chasm below. The foam rising from the foot of the falls becomes frozen in winter, and the ice accumulating, layer upon layer, forms two cones, one of which not unfrequently attains the height of 100 feet, offering to those who are courageous enough to ascend to its apex, a full front view of the edge of the precipice, and the still surface of the Montmorenci River sleeping in its icy bed. The second cone is much used for "toboggining." Experts in this exclusively Canadian amusement climb to the top of the cone; and then, perching themselves on their "toboggins" (a sort of light Indian sleigh), dash down the glassy

slope with a velocity which, increasing every instant, occasionally carries the hardy tobogginers a full half mile from the pinnacle whence they started. Before quitting the picturesque banks of the Montmorenci, the tourist should by all means visit the *Natural Steps*, 2 miles above the cataract. The limestone rock bordering the river is there formed for half a mile, into a succession of steps, each about a foot in depth, as regularly arranged as if they had been hewn out by human hands. The "Mansion House," in which the Duke of Kent passed the summer of 1791, stands at a short distance from the falls.

The Falls of St. Anne, in the river *St. Anne*, 24 miles below Quebec, are in the neighborhood of great picturesque beauty. Starting from the city in the morning betimes, one may visit Montmorenci, and proceed thence with ease the same evening to *St. Anne*. Next morning after a leisurely survey of these cascades, there will be most of the day left to get back, with any *détours* that may seem desirable, to Quebec.

The Falls of the Chaudière are reached *via* Point Levi. The rapid river plunges over a precipice of 130 feet, presenting very much the look of boiling water, whence its name of *chaudière*, or caldron. The cataract is broken into three separate parts by the intervention of huge projecting rocks, but it is reunited before it reaches the basin beneath. We now take our leave of Quebec with its unique natural beauties, and its winning stories, with the remembrance of some of the impressions it made upon Professor Silliman, when he visited it years ago: "Quebec," he writes, "at least for an American city, is certainly a very peculiar place. A military town—containing about 20,000 inhabitants—most compactly and permanently built—environed, as to its most important parts, by walls and gates, and defended by numerous heavy cannon—garrisoned by troops having the arms, the costume, the music, the discipline of Europe—foreign in language, features, and origin, from most of those whom they are sent to defend—founded upon a rock, and in its highest parts overlooking a great extent of country—between 300 and 400 miles

from the ocean, in the midst of a great continent, and yet displaying fleets of foreign merchantmen in its fine capacious bay, and showing all the bustle of a crowded seaport—its streets narrow, populous, and winding up and down almost mountainous declivities—situated in the latitude of the finest parts of Europe, exhibiting in its environs the beauty of a European capital, and yet in winter smarting with the cold of Siberia—governed by a people of different language and habits from the mass of the population, opposed in religion, and yet leaving that population without taxes, and in the full enjoyment of every privilege, civil and religious.”

There are pleasant drives to *Spencer Wood*, the Governor-General's residence, and to *Château-Bigot*, an antique and massive ruin, standing in solitary loneliness, at the foot of the Charlesbourg Mountain.

When in Quebec the tourist should by all means take a run down to the Saguenay River, which magnificent trip can be performed by taking the railway at Point Levi for Rivière du Loup, and there crossing by steamer; or, during the summer months he can take the steamer from Quebec direct to the Saguenay.

The Saguenay is the largest tributary of the St. Lawrence, and unquestionably one of the most remarkable rivers on the continent. Its head-water is Lake St. John, 40 miles long, which, although 11 large rivers fall into it, has no other outlet than the Saguenay. The original name of this river was *Chicoutimi*, an Indian word signifying deep water; and its present one is said to be a corruption of *Saint-Jean Nez*. The first place of interest to point out to the traveller is

Tadoussac, lying a short distance above *Pointe aux Vaches*, 140 miles from Quebec. Tadoussac, apart from its pleasant situation as a watering-place, is interesting from the circumstance of having been the spot on which stood the first stone-and-mortar building ever erected on the continent of America. The scenery here is wild and romantic in the extreme; and the waters all round abound in excellent salmon and trout. Just in the rear of Tadoussac, and at the Bergeronnes,

and on the opposite side of the Saguenay among the Canard Lakes, and at the Little Saguenay, St. John, Grand Bay, and Chicoutimi, Kenogami, and other lakes, the trout are only too plenty, very large and glad to be caught. Seal-hunting is also a favorite sport for those who resort to these shores; several varieties of the animal are here met with in abundance.

The journey up the Saguenay may be made semi-weekly by steamer from Quebec, or by the *Grand Trunk Railway*, 101 miles to St. Paschal, Rivière du Loup, opposite the mouth of the Saguenay, and thence by steamer. The course of the Saguenay—between lofty and precipitous heights, and, in its upper part, amid rushing cataracts—is 126 miles from Lake St. John to the St. Lawrence, which it enters 140 miles below Quebec. Large ships ascend 60 miles. In the trip from Quebec to the Saguenay beauties, there are many interesting points to be noticed in the preceding journey of 120 miles down the St. Lawrence—the ancient-looking settlements on its banks, and the not less picturesque *habitants* of the country. A day's sail lands the voyager at Rivière du Loup, where he passes the night on board his steamer, waiting for the following morning to resume his journey. The Saguenay is a perfectly straight river, with grand precipices on either side. It has neither windings nor projecting bluffs, nor sloping banks, nor winding shores, like other rivers, nor is its stern, strange aspect varied by either village or villa. “It is,” says a voyager thither, “as if the mountain range had been cleft asunder, leaving a horrid gulf of 60 miles in length and 4,000 feet in depth, through the gray mica schist, and still looking fresh and new. One thousand five hundred feet of this is perpendicular cliff, often too steep and solid for the hemlock or dwarf-oak to find root; in which case, being covered with colored lichens and moss, their fresh-looking fractures often appear, in shape and color, like painted fans, and are called the pictured rocks. But those parts more slanting are thickly covered with stunted trees, spruce and maple and birch growing wherever they can find crevices to extract nourishment; and the bare roots of the oak, grasping

the rock, have a resemblance to gigantic claws. The bases of these cliffs lie far under the water, to an unknown depth. For many miles from its mouth no soundings have been obtained with 2,000 feet of line; and for the entire distance of 60 miles, until you reach Ha-ha Bay, the largest ships can sail, without obstruction from banks or shoals, and, on reaching the extremity of the bay, can drop their anchors in 30 fathoms. The view up this river is singular in many respects; hour after hour, as you sail along, precipice after precipice unfolds itself to view, as a moving panorama; and you sometimes forget the size and height of the objects you are contemplating, until reminded by seeing a ship of 1,000 tons lying like a small pinnacle under the towering cliff to which she is moored; for even in these remote and desolate regions, industry is at work, and, although you cannot clearly discern them, saw-mills have been built on some of the tributary streams which fall into the Saguenay. But what strikes one most is the absence of beach or strand, except in a few places where mountain torrents, rushing through gloomy ravines, have washed down the *detritus* of the hills, and formed some alluvial land at the mouth, no coves, nor creeks, nor projecting rocks are seen in which a boat could find shelter, or any footing be obtained. The characteristic is a steep wall of rock rising abruptly from the water; a dark and desolate region, where all is cold and gloomy; the mountains hidden with driving mist, the water black as ink, and cold as ice. No ducks nor sea-gulls sitting on the water, or screaming for their prey. No hawks nor eagles soaring overhead, although there is an abundance of what might be called 'eagle cliffs.' No deer coming down to drink at the streams, no squirrels nor birds to be seen among the trees. No fly on the water, nor swallows skimming over the surface. It reminds you of

'That lake whose gloomy shore
Skylark never warbled o'er.'

Two living things you may see, but these are cold-blooded animals; you may see the cold seal, spreading himself upon his clammy rock, watching for his prey. You may see him make his sullen plunge into

the water, like to the Styx for blackness. You may see him emerge again, shaking his smooth oily sides, and holding a huge living salmon writhing in his teeth; and you may envy the fellow faring so sumptuously, until you recollect that you have just had a hearty breakfast of fresh-grilled salmon yourself, and that you enjoyed it as much as the seal is now enjoying his raw morsel. And this is all you see for the first twenty miles, save the ancient settlement of Tadoussac at the entrance, and the pretty cove of L'Ance à l'Eau, which is a fishing station. Now you reach Cape Eternity, Cape Trinity, and many other overhanging cliffs, remarkable for having such clean fractures, seldom equalled for boldness and effect, which create constant apprehensions of danger, even in a calm; but if you happen to be caught in a thunder-storm, the roar, and darkness, and flashes of lightning are perfectly frightful. At last you terminate your voyage at Ha-ha Bay—that is, Smiling or Laughing Bay, in the Indian tongue—for you are perfectly charmed and relieved to arrive at a beautiful spot, where you have sloping banks, a pebbly shore, boats and wherries, and vessels riding at anchor; birds and animals, a village, a church, French Canadians, and Scottish Highlanders." After duly enjoying the pleasant "let down" from the high tragic tone of the landscape you have been so long gazing upon and wondering at, formed in the comparatively pastoral character of this upper region of the Ottawa, you return to your steamer, and, descending the stern and solemn river, come again, at nightfall, to the Rivière du Loup, from whence you started in the morning. This is the second day of your journey, and on the third you are back once more in Quebec.

After leaving these delightful scenes, and returning to Quebec, those who choose so to do, can set out for home either by rail, *via* Richmond, Portland, Boston, and New York; or *via* Richmond by rail to Sherbrooke, thence by coaches to Magog, connecting with steamer for Newport (See LAKE MEMPHREMAGOG), thence by *Passumpsic Railway* to White and Franconia Mountains, Boston, or New York.

But some may prefer still to make the delightful and invigorating trip down the Gulf to New Brunswick and Nova Scotia, visiting numberless other points of interest on the way, and returning homeward by the *International Steamship Line* to

Portland or Boston, and thence by rail or steamer to New York. The best plan is to take either the steamers to *Percé*, and coast along as opportunity offers; or take passage on one of the Gulf steamers for *Gaspé*, *Shediac*, and *Pictou*.

NEW BRUNSWICK.

NEW BRUNSWICK, a Province of Great Britain, lies upon the eastern boundary of the State of Maine. The landscape is of great variety and of most picturesque beauty; the whole Province (excepting the dozen miles lying directly on the sea) being broken into attractive valleys and hills, which northward assume a very marked and sometimes a very rugged aspect. Much of its area of 230 miles in length, and 130 in breadth, is covered with magnificent forests, which, as in the neighboring State of Maine, constitute its chief source of industry and wealth.

The hills are nowhere of a very wonderful height, but they often rise in precipitous and sharp acclivities, which give them an almost Alpine aspect; all the more striking in contrast with the peaceful plains and vales which they protect from the tempests of the sea.

Like the neighboring Province of Nova Scotia, New Brunswick so abounds in lakes and rivers, that ready water access may be had, with the help of a short portage now and then, over its entire area. Thus a canoe may easily be floated from the interior to the Bay de Chaleur, the Gulf of St. Lawrence, and the ocean on the north, or to the St. John River, and thence to the Bay of Fundy on the south.

The St. John River is the largest in New Brunswick, and one of the most remarkable and beautiful in America. It rises in the highlands which separate Maine from Canada, not very far from the sources of the Connecticut. For 150 miles it flows in a northeast direction, to the junction of the St. Francis. From the mouth of the St. Francis, the course of the St. John is

irregularly east-southeast to the Grand Falls; at which point it makes a descent of from 70 to 80 feet, presenting a splendid picture for the gratification of the tourist. The leap of the Grand Falls passed, the river makes its way almost southward for some distance, after which it turns abruptly to the eastward, and so continues its way for 100 miles, passing Fredericton, to the outlet of the Grand Lake, in the southern central part of the Province. From Grand Lake its passage is in a wide channel, due south to Kingston, and thence southwest to St. John, at its mouth in St. John Harbor, on the Bay of Fundy.

The entire length of this beautiful river is about 600 miles, and from the Grand Falls to the sea, 225 miles, its course is within the British territory. The river and its affluents are thought to afford 1,300 miles of navigable waters. Very much of the shores of the St. John is wild forest-land. In some parts, the banks rise in grand rocky hills, forming in their lines and interlacings pictures of wonderful delight.

The chief tributaries of the St. John, besides the St. Francis and other waters already mentioned, are the Aroostook, the Oromocto, and the Eel, on the west; and the Salmon, the Nashwaak, the Tobique, the Kennebecasis, and the Washedemoak, on the east.

The coast, and bays, and lakes, and rivers of New Brunswick abound with fish of almost every variety and in immense supplies. The fisheries of the Bay of Fundy are of great value, and employ vast numbers of the population. In the harbor of St. John alone there have been, at one time, 200 boats with 500 men

taking salmon, shad, and other fish. Nearly 600 fishermen have been seen at one period at the Island of Grand Manan; while at the West Isles, about 700 men have been thus employed at one moment; and so on at many of the other countless fishing grounds and stations of the New Brunswick and the Nova Scotia coasts.

The climate here is healthful, but subject to great extremes of heat and cold; the mercury rising sometimes to 100° in the day-time, and falling to 50° at night.

INTERNAL COMMUNICATION.—Besides the steamers and stages which connect the various towns and cities of New Brunswick and Nova Scotia, lines of railway are in active progress, which will unite the two Provinces, and both to the Canadas and the States. A portion of the *European and North American Railway* was opened (August 1, 1860) from St. John to Shediac, 106 miles; from whence steamers connect with Charlottetown, P. E. Island; Pictou, N. S.; the northern ports of New Brunswick, and Quebec. This line opens up new and pleasant ground to the tourist. Another road is to extend from St. Andrews to Woodstock, and thence to Quebec. The magnetic telegraph already connects New Brunswick, Nova Scotia, and Prince Edward's Island with the States. The connection between Nova Scotia and Prince Edward's Island is by a submarine cable, nine miles from Cape Tormentine to Cape Traverse.

St. John.—HOTEL, *Waverley House*.

ROUTES.—From Boston, Mass., every Monday and Thursday, at 9 A. M., by steamer. From Halifax, *via* Windsor, N. S., 45 miles by rail, and thence by steamer, 110 miles, to St. John.

St. John, at the mouth of the St. John River, is the principal city of New Brunswick, with a population of over 30,000. It is superbly situated upon a bold, rocky peninsula, and is seen very imposingly from the sea. The scenery of the St. John River is very striking, in the passage immediately preceding its entrance into the harbor, and a mile and a half

above the city. It makes its impetuous way here in a chain of grand rapids, through rugged gaps, 240 feet wide and 1,200 feet long. The passage is navigable only during the very brief time of high and equal tides in the harbor and the river; for at low water the river is about 12 feet higher than the harbor, while at high water the harbor is five feet above the river. It is thus only, when the waters of the harbor and of the river are on a level, that vessels can pass; and this occurs only during a space of from fifteen to twenty minutes, at each ebb and flow of the tide. Immense quantities of timber are rafted down from the forests of the river above to St. John. It is the *entrepôt* also of the agricultural and mineral products of a wide region of country.

Fredericton.—HOTEL, *Barker House*.

ROUTES.—From Boston, *via* St. John.

Fredericton, the capital of New Brunswick, stands upon a flat tongue of land, in a bend of the St. John River, 80 miles from its mouth. This sandy plain is about three miles long, sometimes reaching a breadth of half a mile. The river, which is navigable up to this point, is here three-quarters of a mile wide. Small steamers ascend 60 miles yet above to Woodstock, and sometimes to the foot of the Great Falls.

The view, both up and down the valley, is most interesting—to the north an uncleared range of highlands, with detached cones and broken hills thrown out in bold relief upon the landscape. Villas enclosed in the woods, and farms upon the clearings, are the chief objects it presents; while to the south the river is seen winding, like a silver cord, through the dark woodlands, until it disappears among the islands in the distance.

St. Andrews, with a population of about 8,000, is at the northeast extremity of Passamaquoddy Bay, three miles from the shores of the United States, near Eastport, in Maine, and 60 miles from St. John. A railway will connect St. Andrews with Woodstock, 80 miles distant, and will be continued to Canada.

NOVA SCOTIA.

NOVA SCOTIA, the ancient Acadia, including the Island of Cape Breton and Sable Island, lies southeast of New Brunswick, from which it is separated by the Bay of Fundy, except only at the narrow isthmus of Chignecto. It may be reached at Halifax, its capital, by the British steamers from New York and Boston. The railways now in progress within its limits will soon more conveniently unite it with the cities of the Canadas and the United States. The area of the Province is 18,746 square miles, including the 3,000 of Cape Breton, and the 69 of Sable Island. The southern shores are often very rugged. The interior is diversified with hills and valleys, though not of very bold character, as the highest land is but 1,200 feet above the sea. The numerous lakes cover much of the southern part of the Province. The agricultural capabilities vary much for the area of the country. On the Atlantic coast much of the soil is rocky and barren. The richest soils are in that section of the country bordering upon the Bay of Fundy and the Gulf of St. Lawrence, and the streams emptying into them; and, generally speaking, this is the most thickly-settled region. Nova Scotia has become so much denuded of its valuable timber, that its lumber trade is now neither very large nor productive, compared with that of New Brunswick or Canada. Farming, however, especially in the finer agricultural districts just named, is extensively carried on, and is very remunerative.

The extensive mineral deposits of coal, iron, and copper, have become, of late years, an object of great and constantly increasing attention to the inhabitants;

the gypsum, grindstones, and building stone of various kinds, have long been important articles of export. Upon the Atlantic coast, too, many people are occupied in the extensive fishing trade, which has been prosecuted here more actively than upon any of the British-American shores, excepting only that of Newfoundland.

THE COAST OF NOVA SCOTIA.—The greatest length of Nova Scotia is 356 miles, and the greatest breadth 120 miles. The southeast coast, in a distance of 110 miles only from Cape Canso to Halifax, has no less than 12 ports capacious enough to receive ships-of-the-line, and 14 deep enough for merchantmen. A belt of rugged broken land, of which the greatest height is 500 feet, formed of granite and primary rock, extends along all the Atlantic shore, from Cape Canso to Cape Sable. This belt varies in breadth from 10 to 50 miles, and covers about one-third of the whole Province. From Briar's Island, off Digby Neck, 130 miles to Capes Split and Blomidon, along the northern coast on the Bay of Fundy, there is a ridge of wooded frowning precipices of trap rock, which overhang the waves at an elevation of from 100 to 600 feet. These magnificent cliffs are picturesque and grand in the extreme. They are, too (which is something in this utilitarian age), not only ornamental, but useful, for they serve to protect the interior from the terrible fogs of the bay.

THE RIVERS, LAKES, AND BAYS OF NOVA SCOTIA.—The lakes here, though generally small, are almost countless in number, covering the southern portions of the peninsula as with a network of smiling waters. In some instances, no

less than 100 are grouped within a space of 20 square miles. Lake Rossignol, the largest of the region, is 30 miles long. It is near the western end of the peninsula. Grand Lake comes next, then College Lake eastward. Minas Bay, on the north coast, the eastern arm of the Bay of Fundy, penetrating 60 miles inland, is very remarkable for the tremendous tides which rush in here, sometimes to the height of 60 to 70 feet, while they do not reach more than from 6 to 9 feet in the harbor of Halifax, directly opposite; these are the spring-tides. They form what is called the *bore*. The Bays of St. Mary's, the Gut of Canso, Townsend Bay, George Bay, and Chedabucto Bay, in the eastern part of the Province, and St. Margaret's and Mahone Bays, on the south, are all large and most interesting waters.

The *Annapolis River* flows into the Bay of Fundy, 100 miles from the Garden of Acadia. Besides this principal river there are many others navigable for greater or less distance from their mouths, as the Shubenacadie, which, by the help of a canal, connects Cobequid Bay, from the Bay of Fundy on the north side of the peninsula, with Halifax Harbor on the south; the Tusket and the Clyde in the southwest extremity of the Province, the Mersey, the Musquodobolt, and the St. Mary's. Indeed, rivers pour their waters into all the many bays and harbors which so thickly stud the whole line of these remarkable coasts.

Halifax.—HOTELS, *Waverley, Stewart's*, and *Halifax Hotel*.

ROUTES.—From New York direct, by the British mail steamers. From St. John, N. B., by steamer, 110 miles, to Windsor, thence by rail, 45 miles, to Halifax.

Halifax, the capital of Nova Scotia, is upon the south coast of the peninsula, on the declivity of a hill, about 250 feet high, rising from one of the finest harbors on the continent. The streets are generally broad, and for the most part macadamized. Viewed from the water, or from the opposite shore, the city is prepossessing and animated. In front, the town is lined with wharves, which, from the number of vessels constantly loading and discharging, always exhibit a spectacle of great commercial activity. Warehouses

rise over the wharves, or tower aloft in different parts of the town, and dwelling-houses and public buildings rear their heads over each other, as they stretch along and up the sides of the hill. The spires of the different churches, the building above the town in which the town-clock is fixed, a rotunda-built church, the signal-posts on Citadel Hill, the different batteries, the variety of style in which the houses are built (some of which are painted white, some blue, and some red); rows of trees showing themselves in different parts of the town; the ships moored opposite the dockyard, with the establishments and tall shears of the latter; the merchant vessels under sail, at anchor, or along the wharves; the wooded and rocky scenery of the background, with the islands and the small town of Dartmouth on the east shore—are all objects most agreeable to see.

Of the public buildings, the chief is a handsome edifice of stone, called the Province Building, 140 feet long by 70 broad, and ornamented with a colonnade of the Ionic order. It comprises suitable chambers for the accommodation of the Council and Legislative Assembly, and also for various Government offices. The Government House, in the southern part of the town, is a solid but gloomy-looking structure, near which is the residence of the military commandant. The admiral's residence, on the north side of the town, is a plain building of stone. The north and south barracks are capable of accommodating three regiments. The Wellington Barracks (in the northern part of the town), which comprises two long ranges of substantial stone and brick buildings, is the most extensive and costly establishment of the kind in North America. There is also a Military Hospital, erected by the late Duke of Kent. Dalhousie College is a handsome edifice of freestone. Among the churches of various denominations are several of the English establishment, and of the Presbyterian order, and two of the Roman Catholic faith. The Court-House is a spacious freestone structure, in the southern part of the town. In the suburbs is a new Hospital. The banking establishments are four in number. The hotels and boarding-houses are not of the highest order. The in-

habitants of Halifax are intelligent and social, and travellers will remark a tone of society here more decidedly English than in most of the other colonial cities.

The harbor opposite the town is more than a mile wide, and has, at medium tides, a depth of 12 fathoms. About a mile above the upper end of the town it narrows to one-fourth of a mile, and then expands into Bedford Basin, which has a surface of ten square miles, and is completely land-locked. On an island opposite the town are some strong mounted batteries. The harbor is also defended by some other minor fortifications. The Citadel occupies the summit of the heights commanding the town, and is a mile in circumference. It is a costly work, and, after that of Quebec, is the strongest fortress in the British North American colonies.

Halifax, ever since its settlement in 1749, has been the seat of a profitable fishery. Its trade, which is in a very prosperous condition, is principally with the West Indies and other British colonies, with the United States, and the mother country. It is also the chief rendezvous and naval depot for the British navy on the North American station. The British Government having made Halifax one of the stopping-places of the Cunard line of steamers, in their trips either way across the Atlantic, has added greatly to its importance as a maritime city, as well as advanced its commercial prosperity.

From Halifax the traveller can return to New York by rail to Windsor, and thence by *International Steamship Line* to Portland or Boston, thence by rail or steamer to New York.

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JUNE	1	JANUARY	1	2	3	4
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	15	16	17	18	19	20	21		12	13	14	15	16	17	18
	22	23	24	25	26	27	28		19	20	21	22	23	24	25
	29	30	31		26	27	28	29	30	31	..

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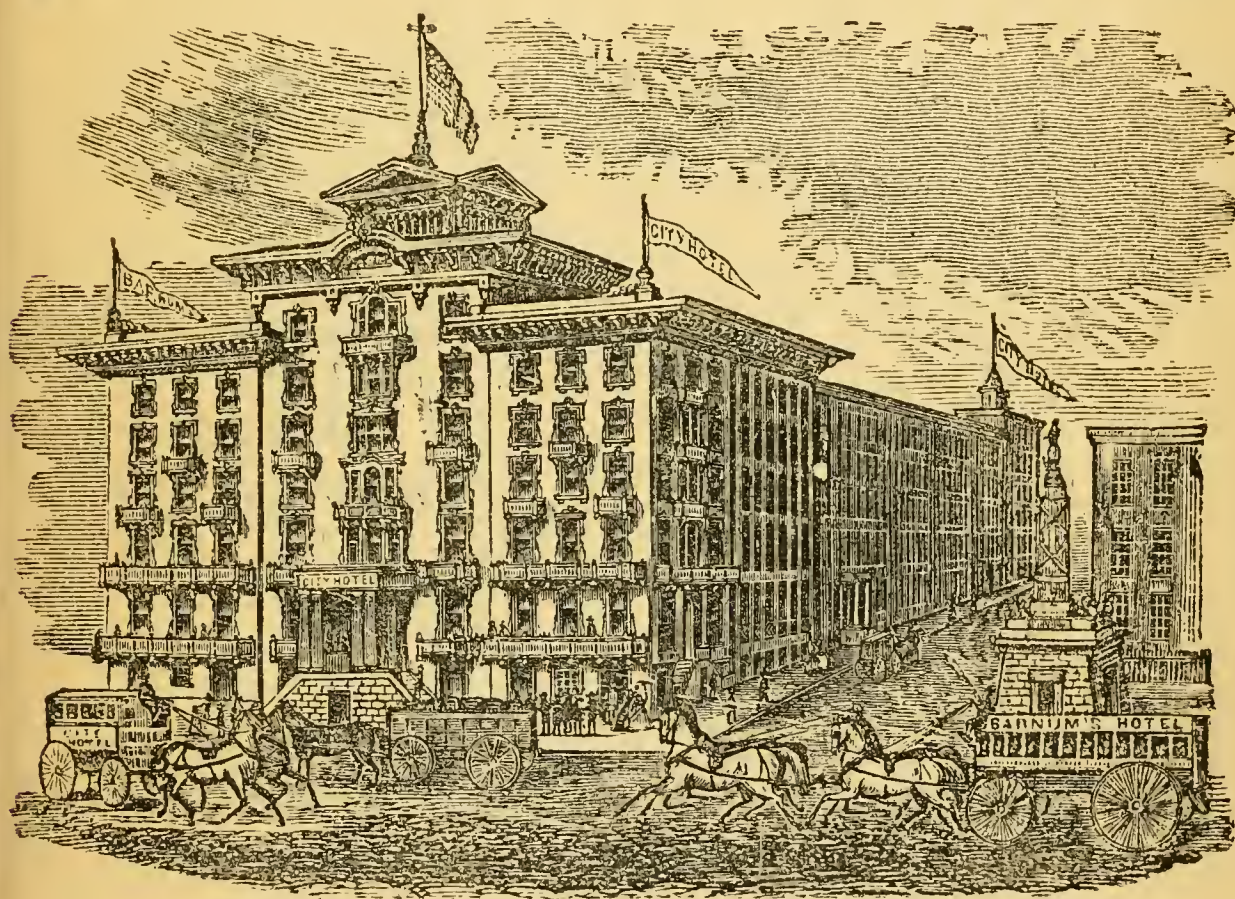
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
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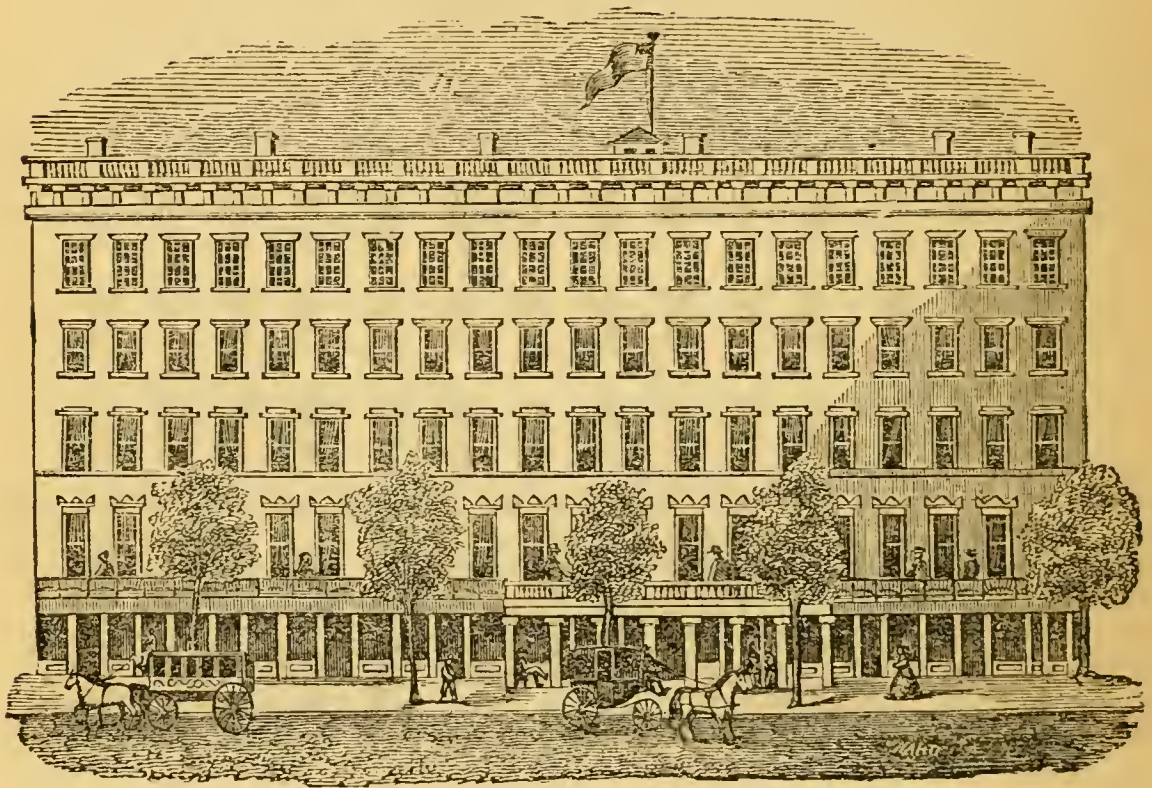
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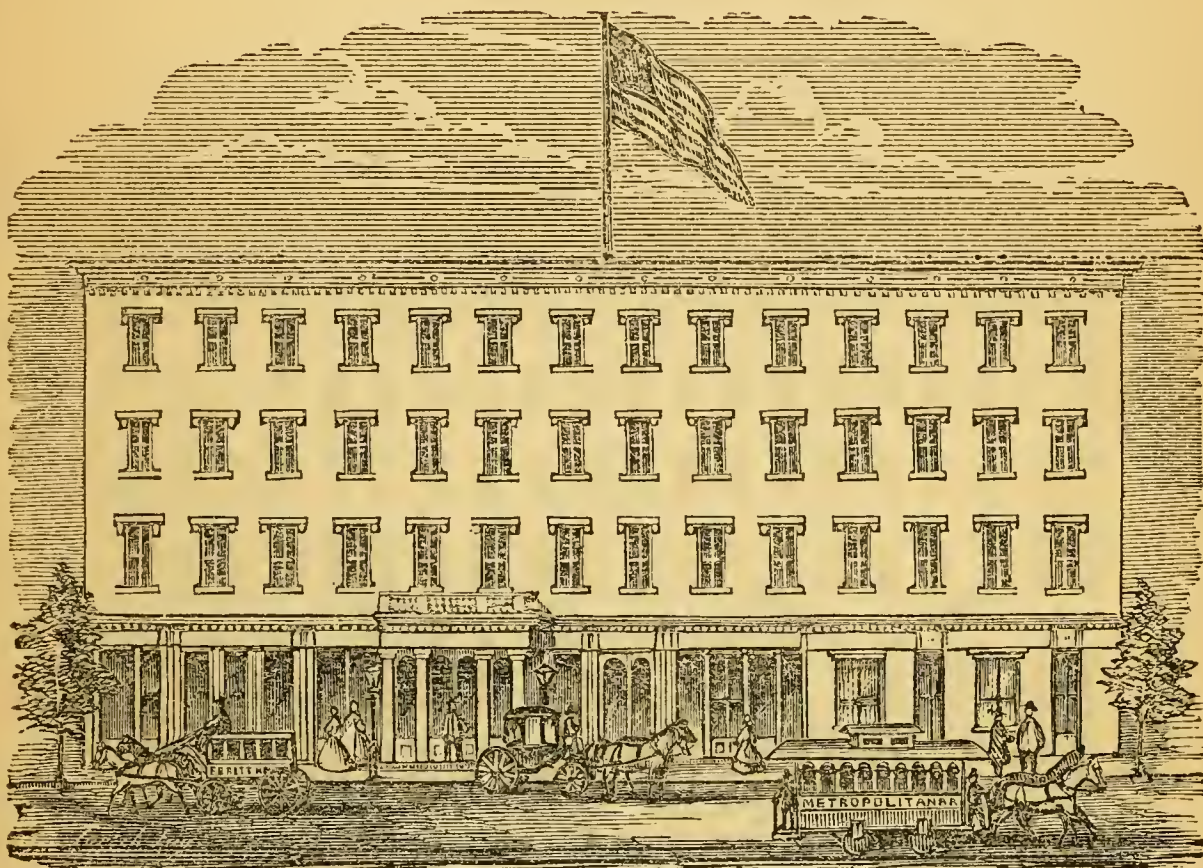
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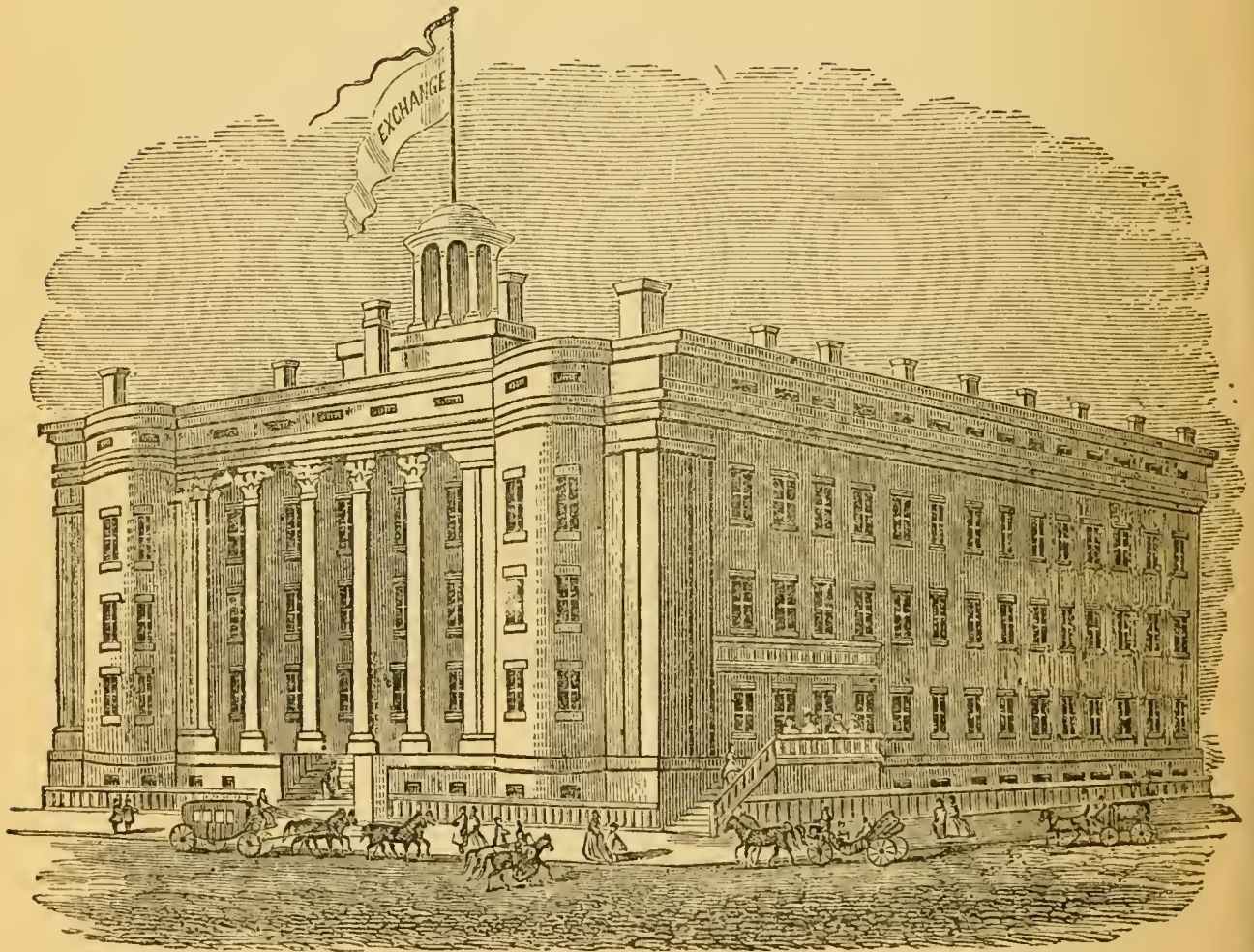
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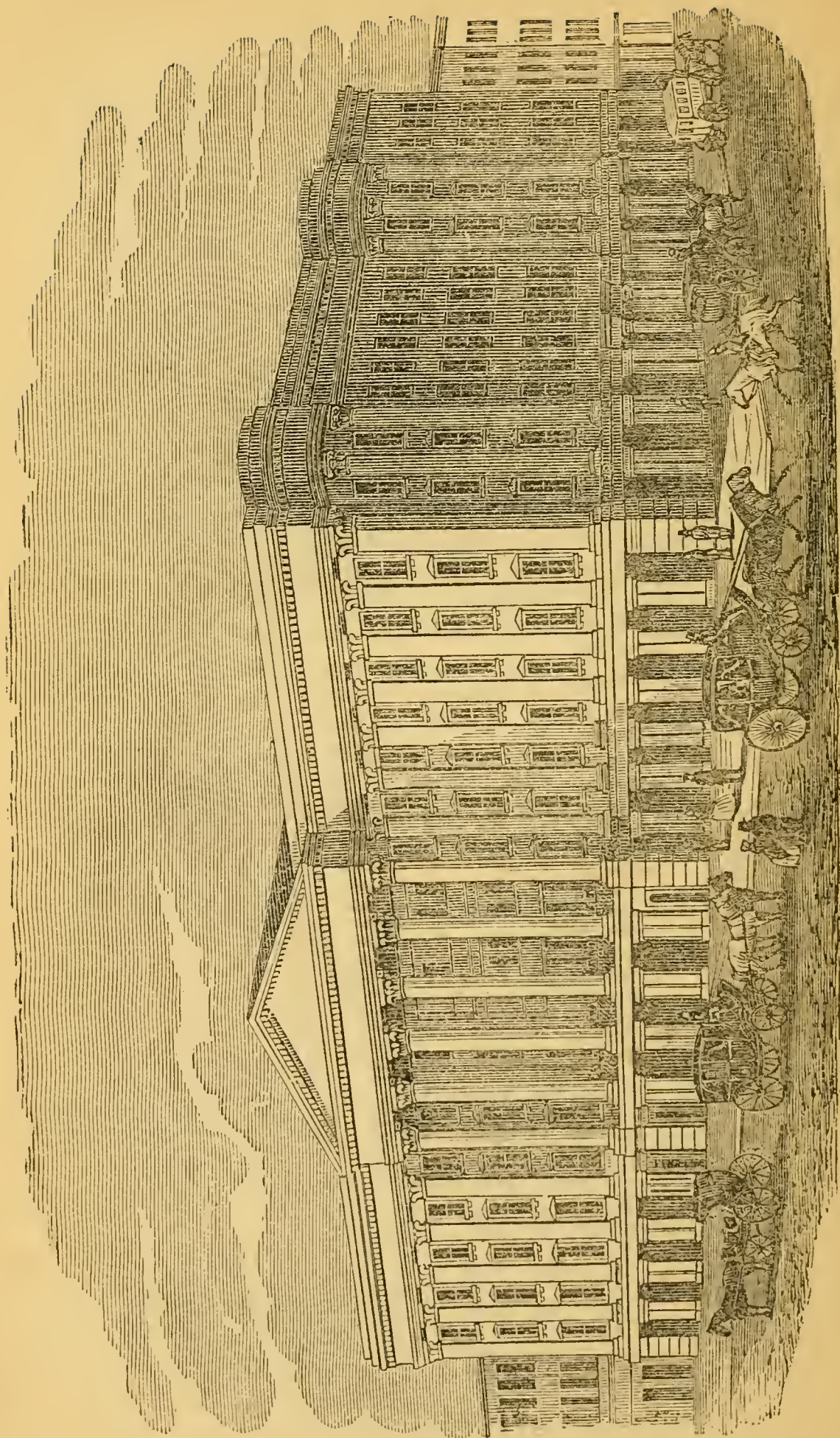
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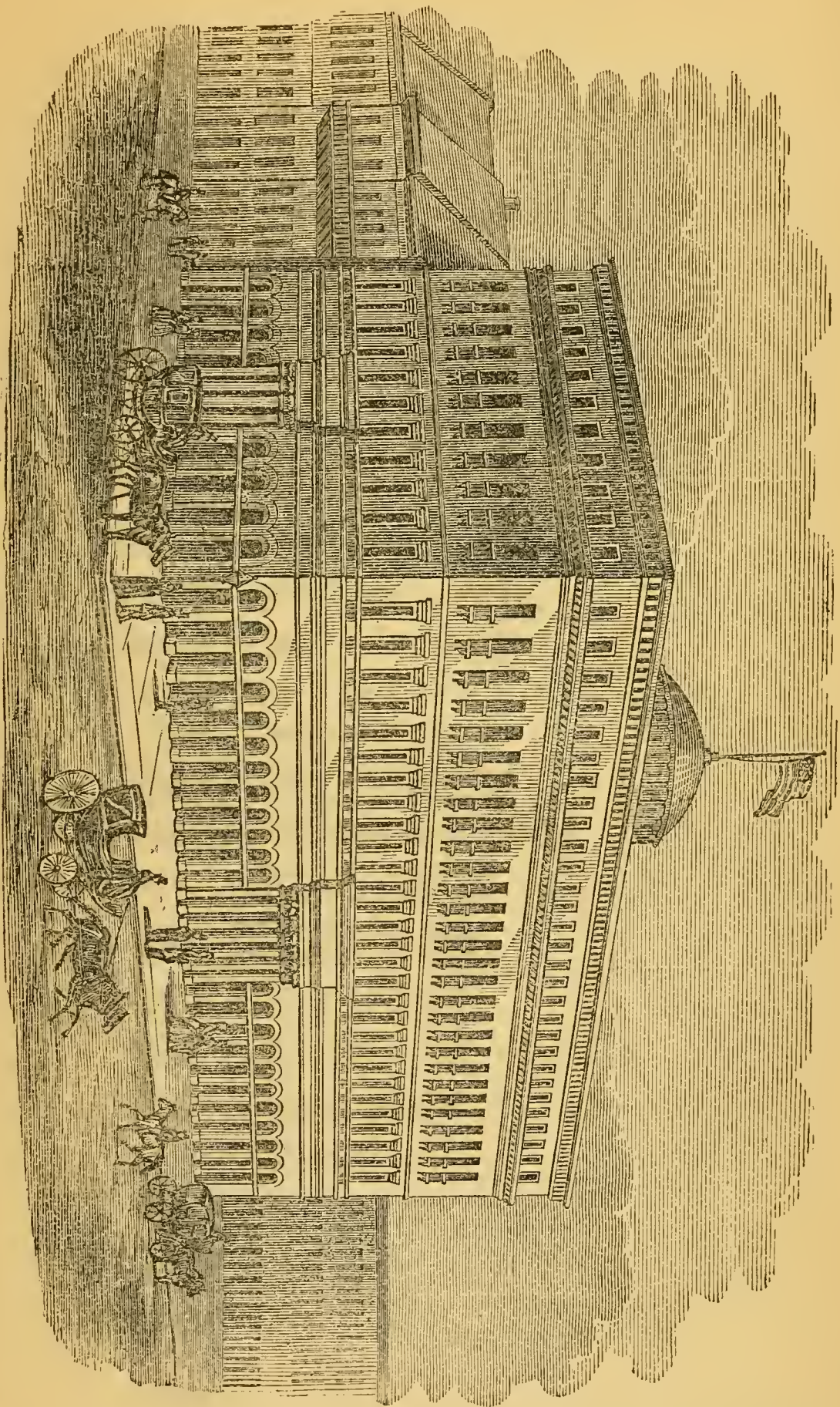
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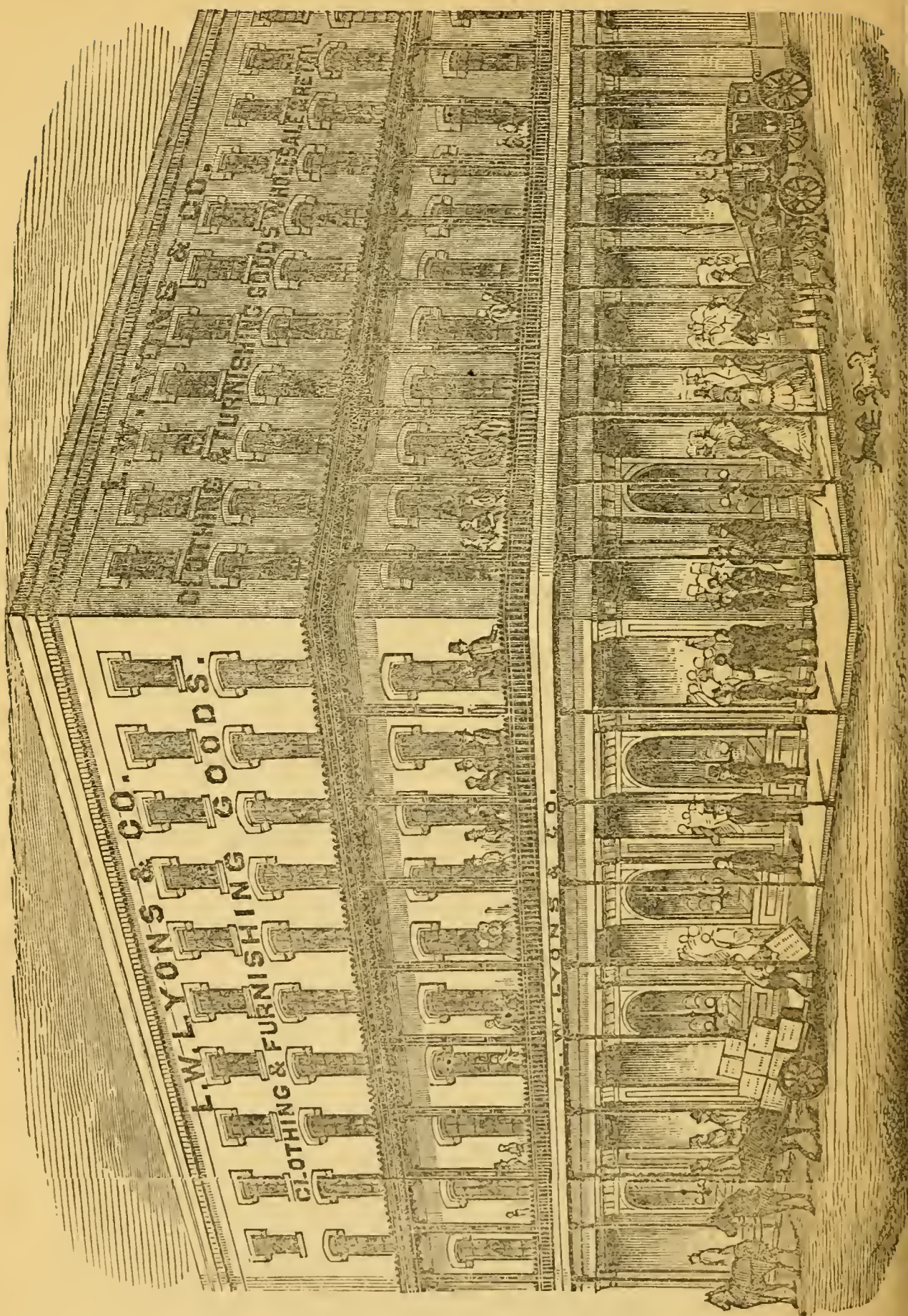
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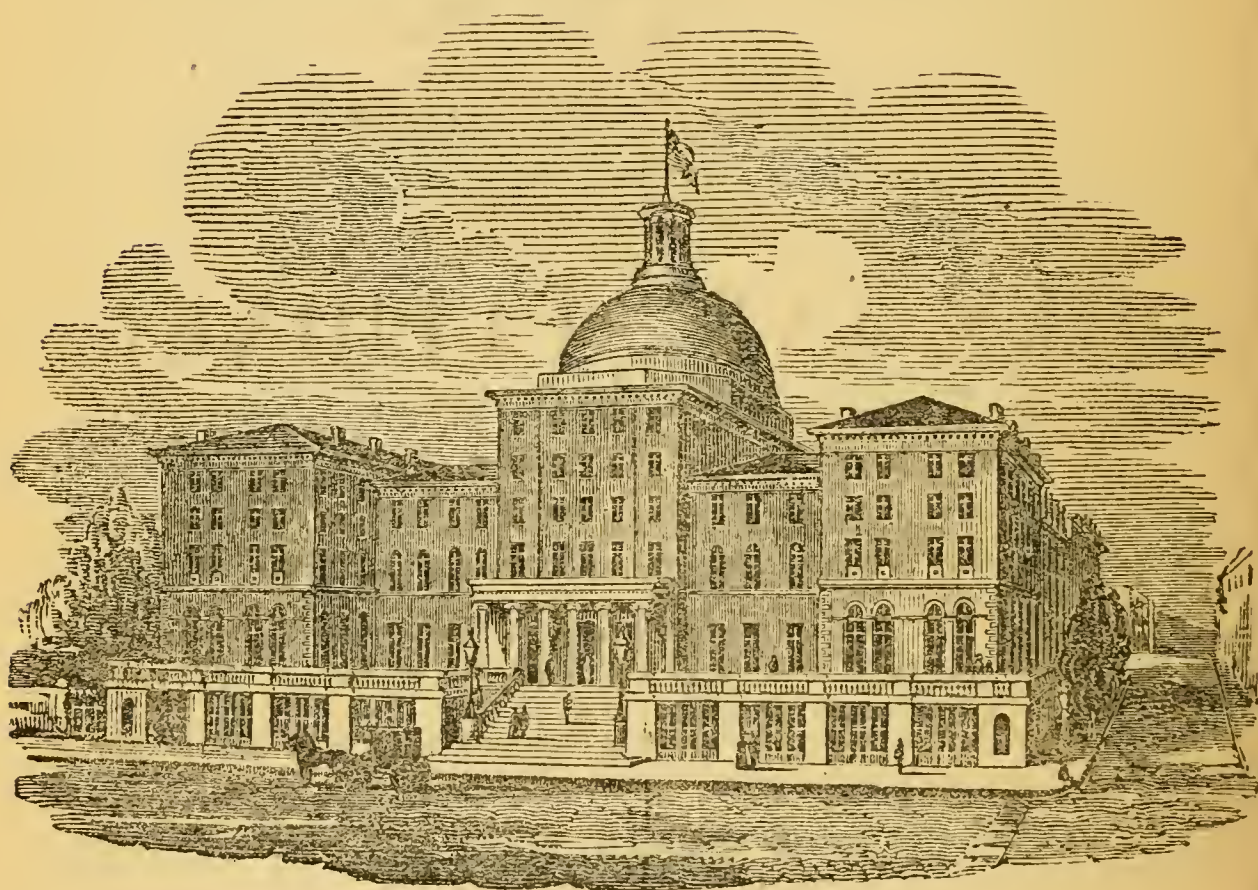
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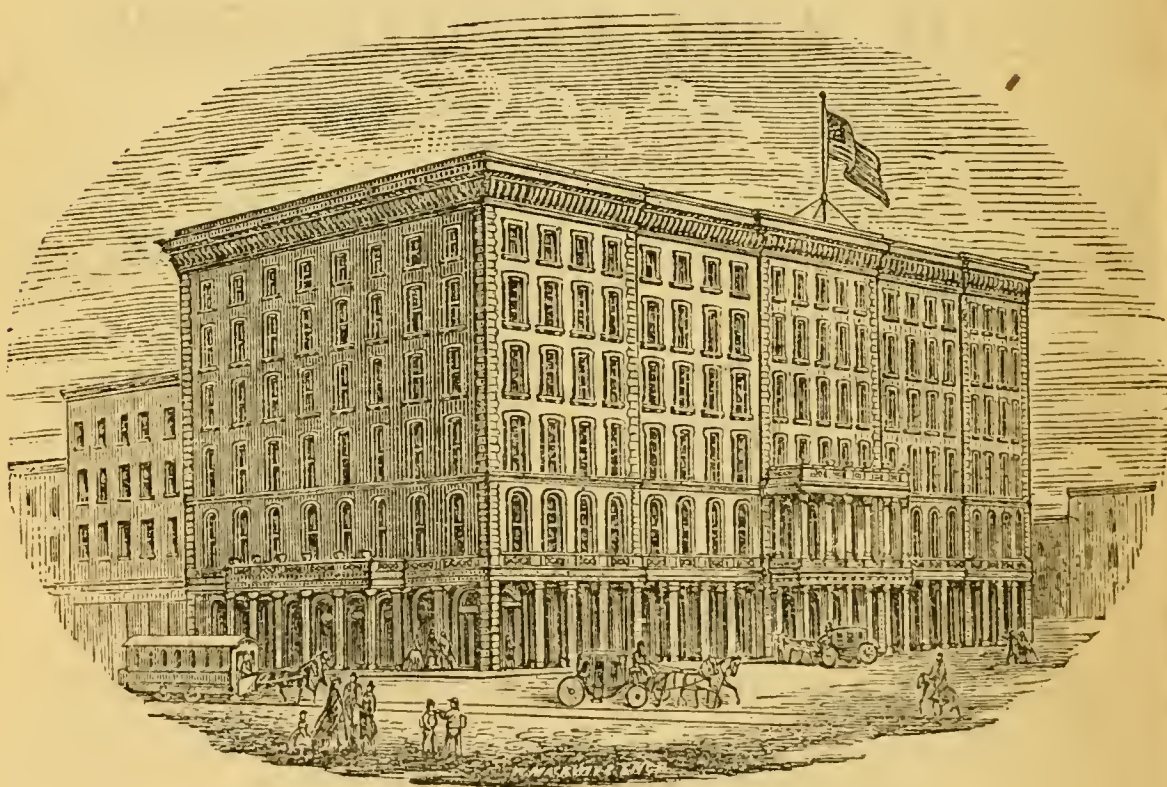
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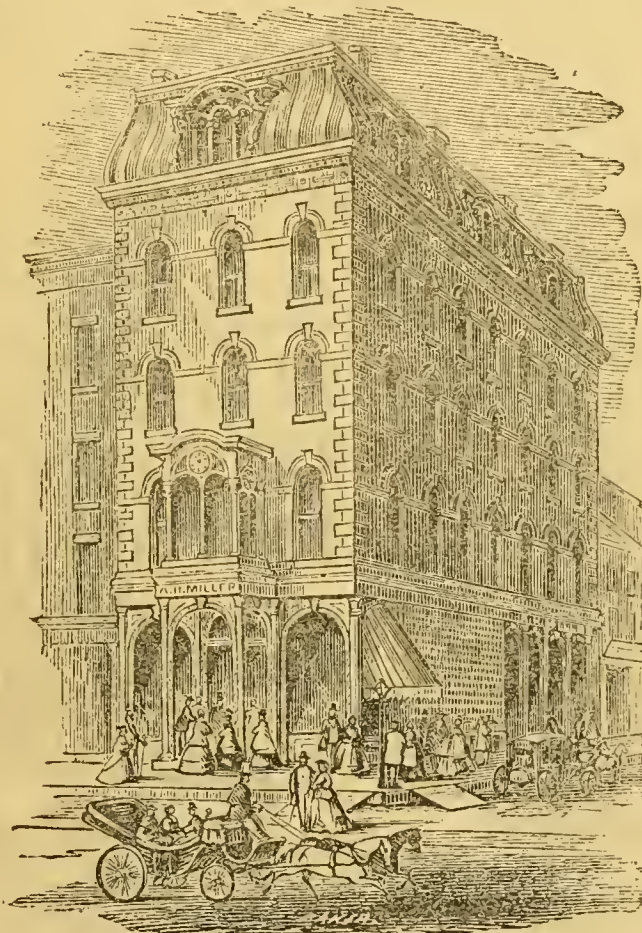
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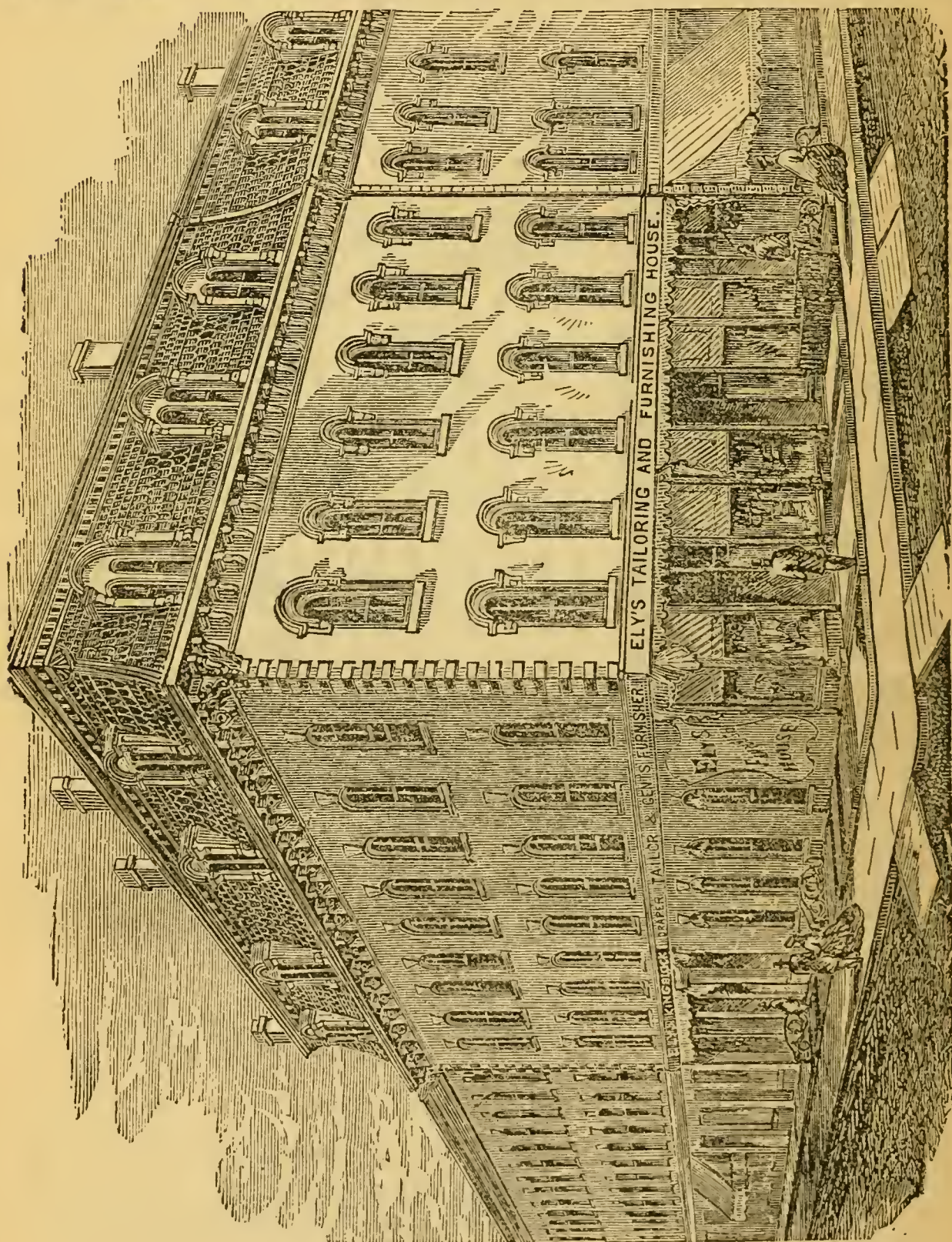
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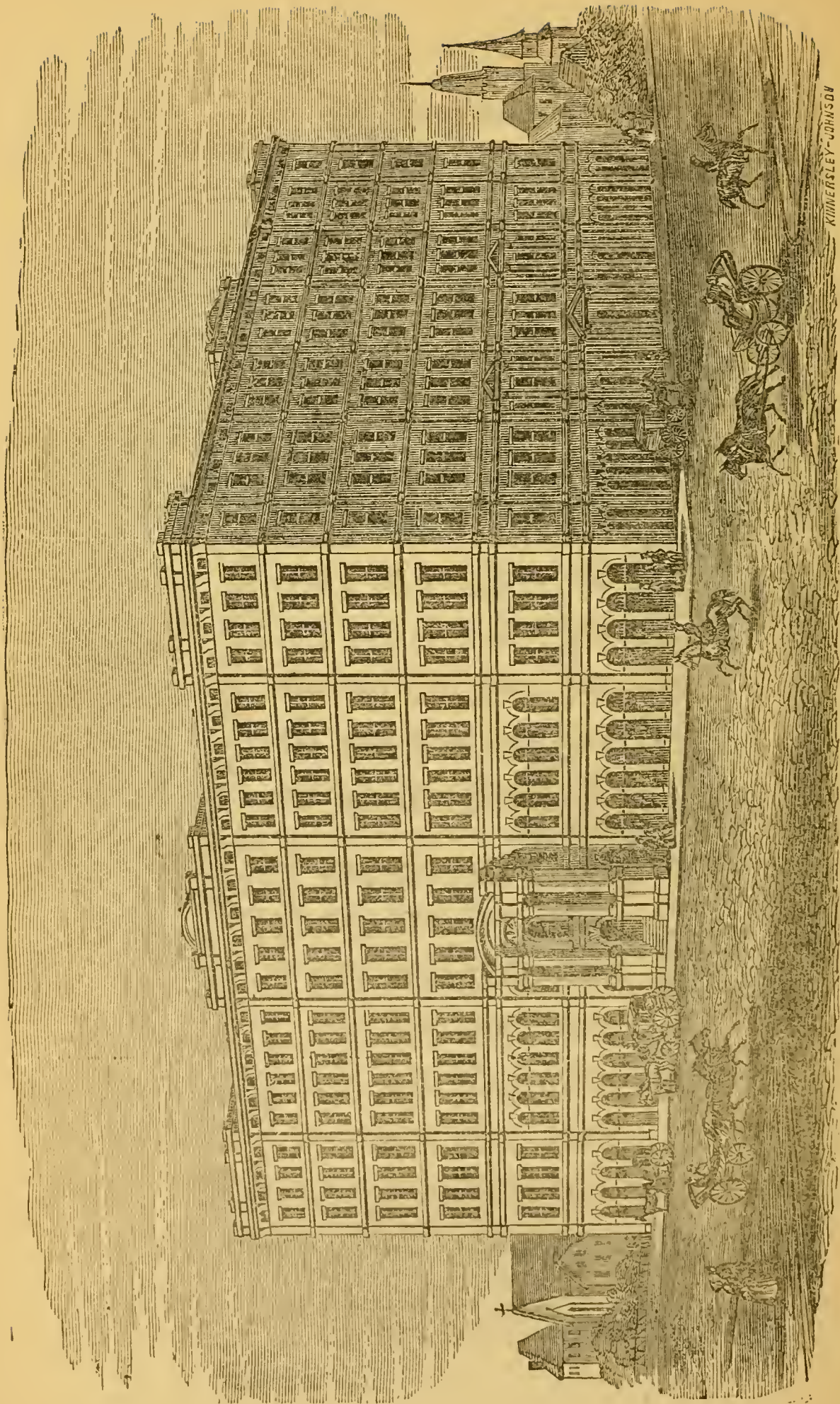
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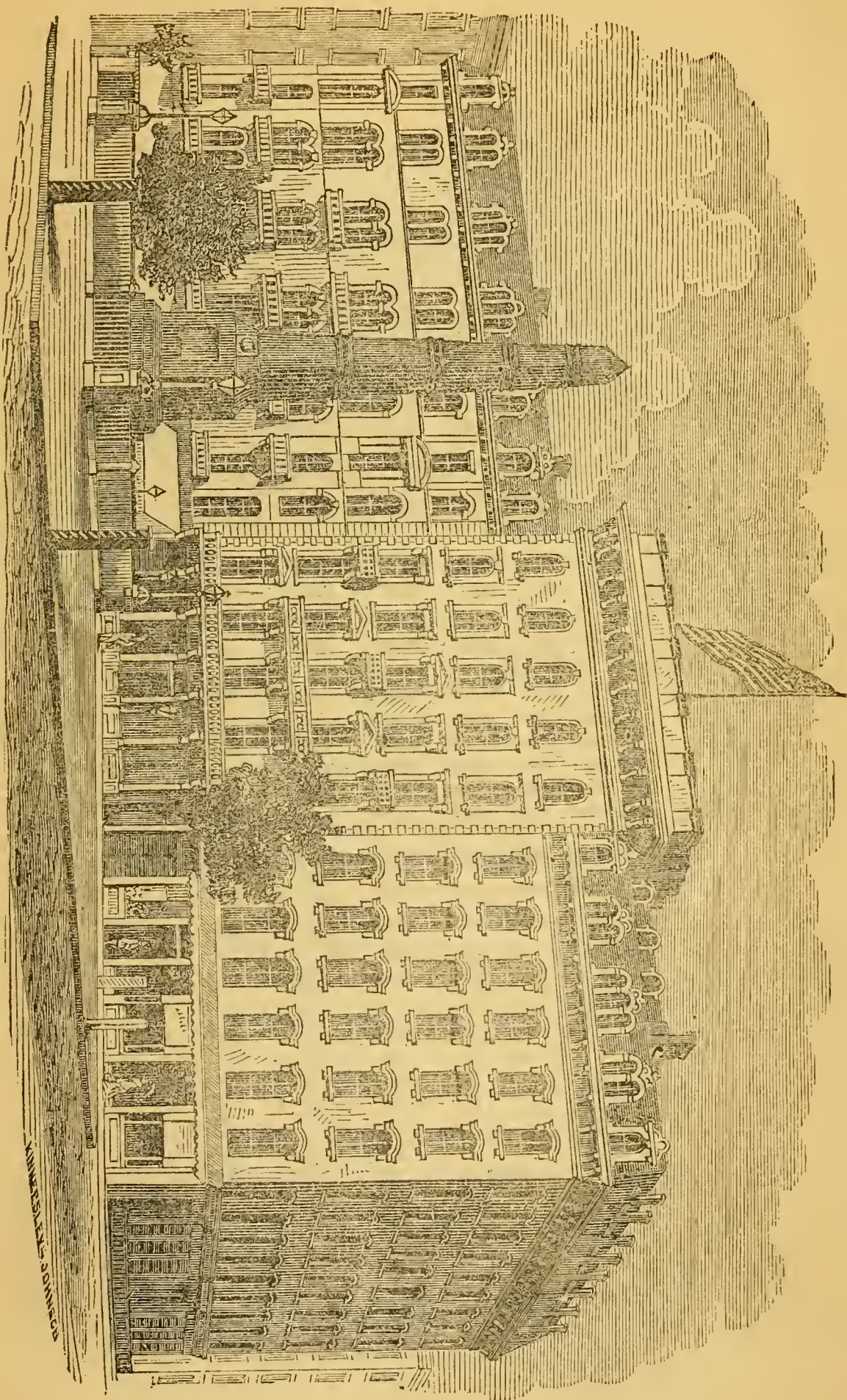
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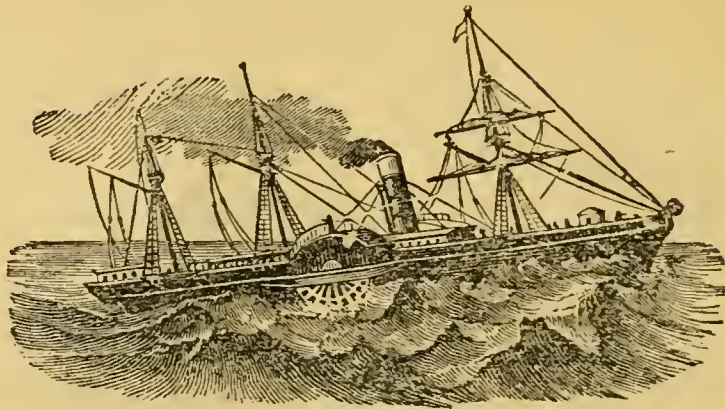
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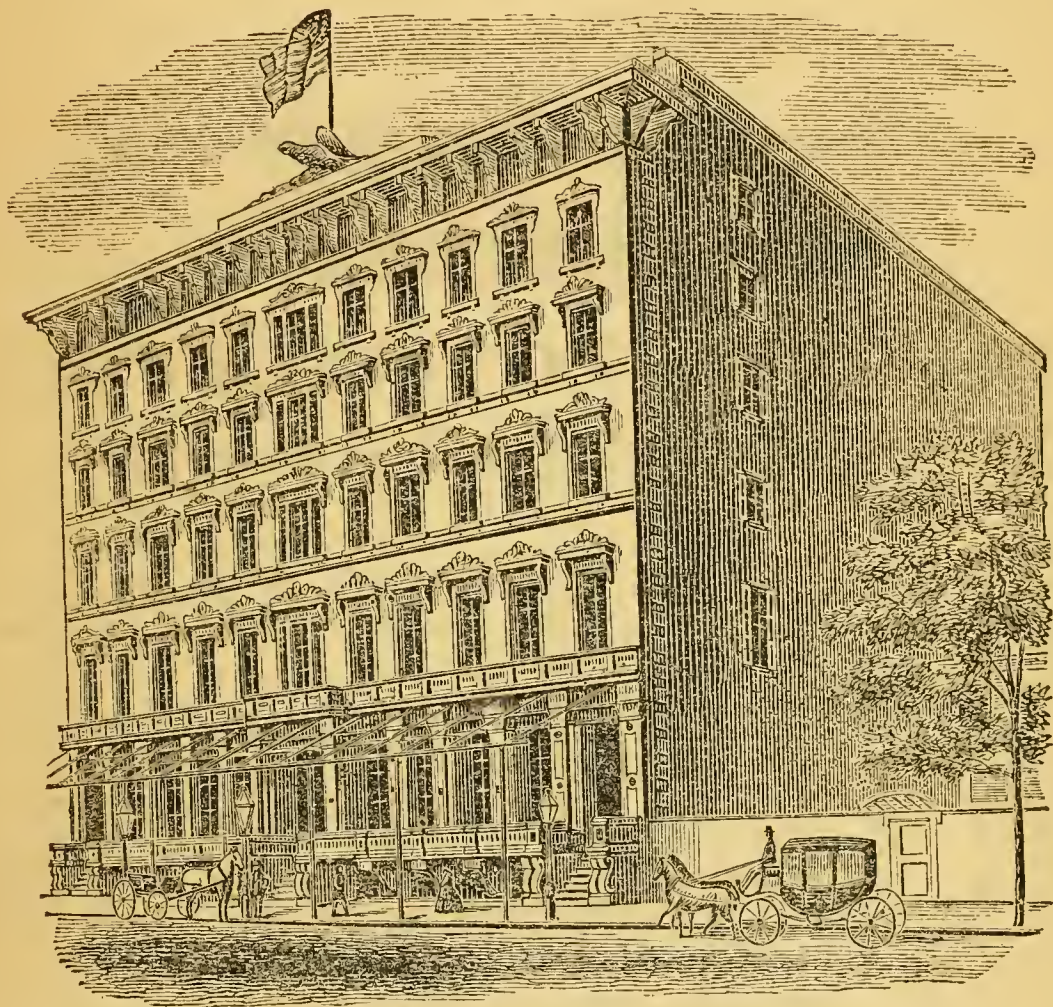
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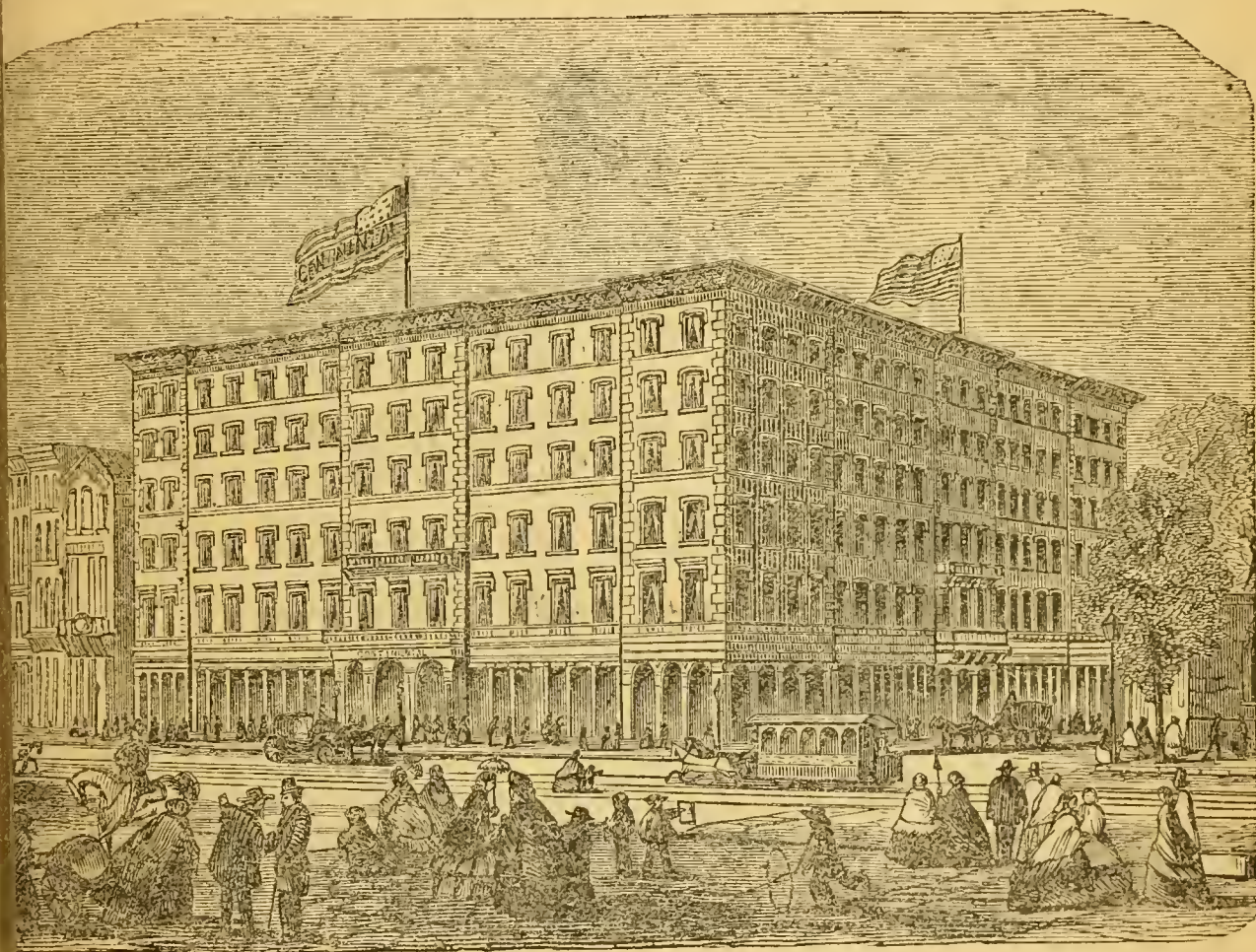
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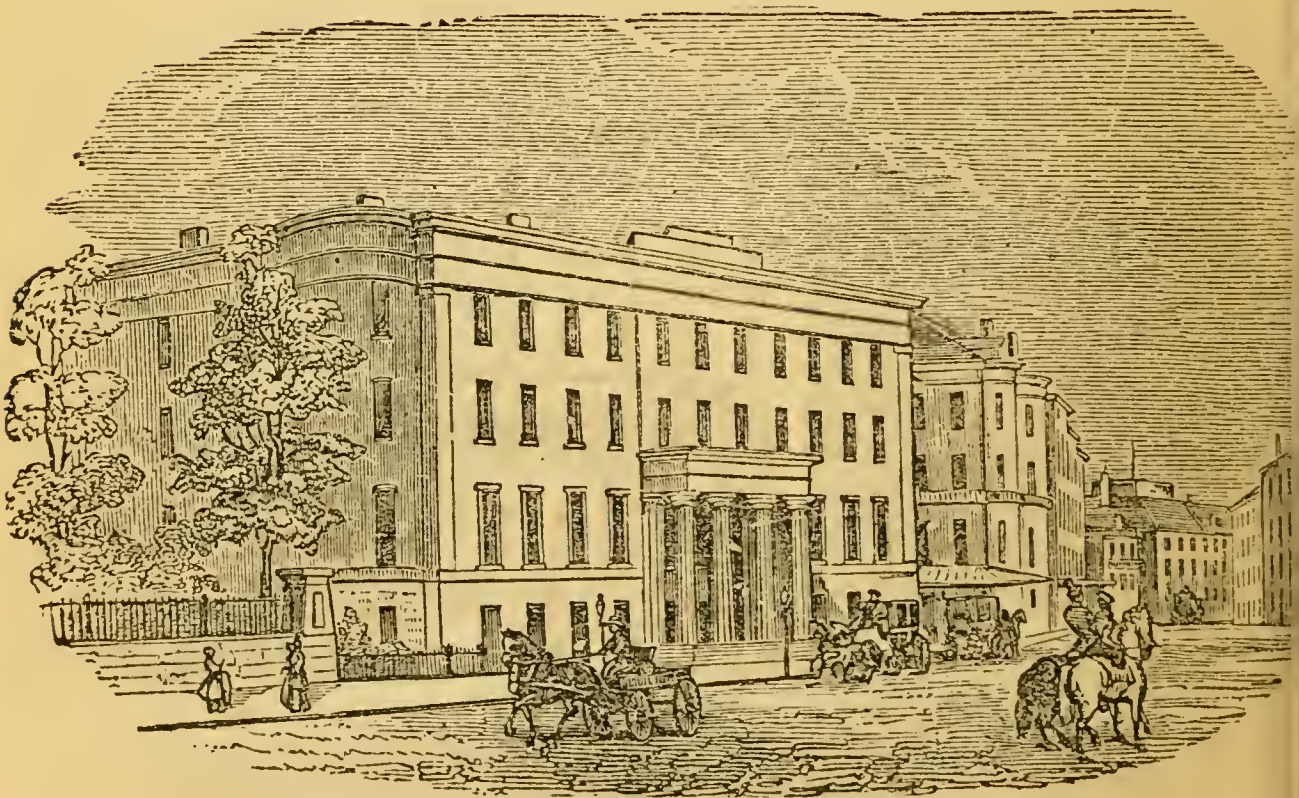


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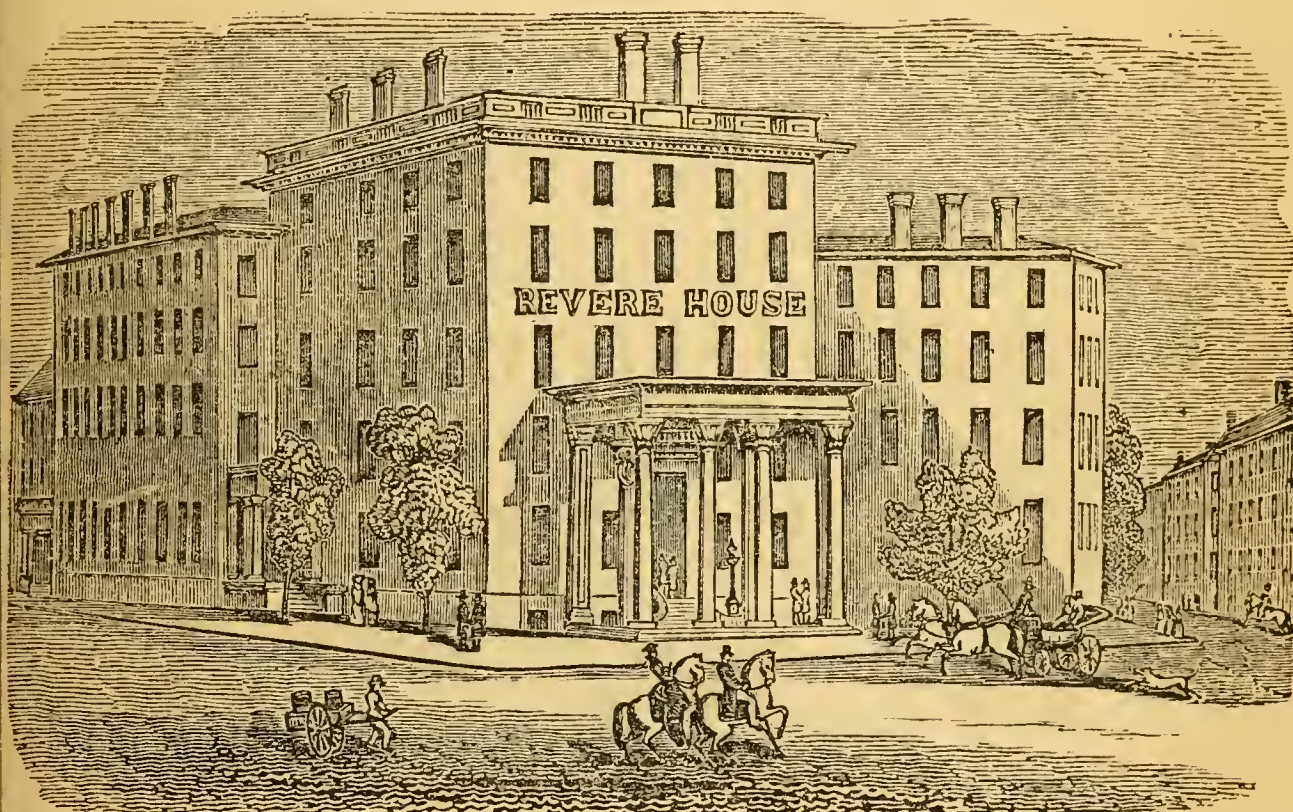
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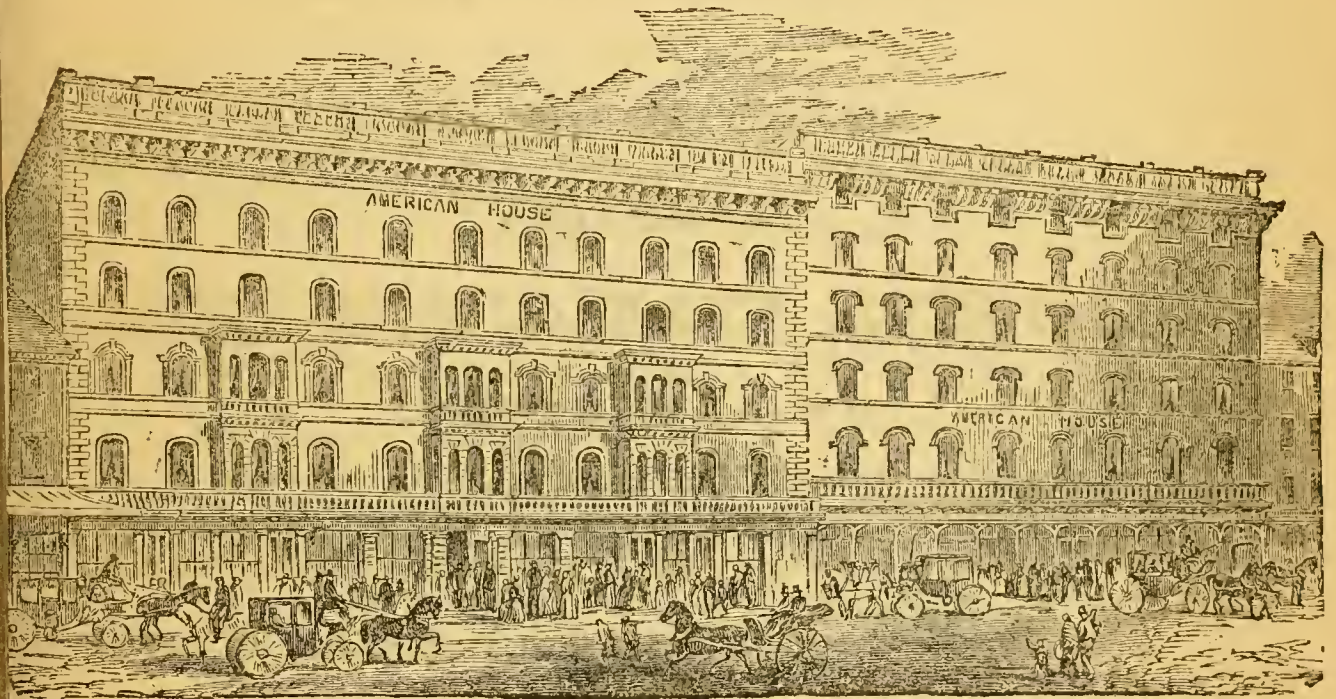
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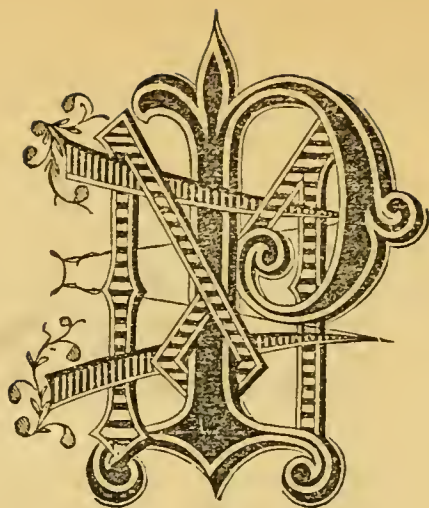
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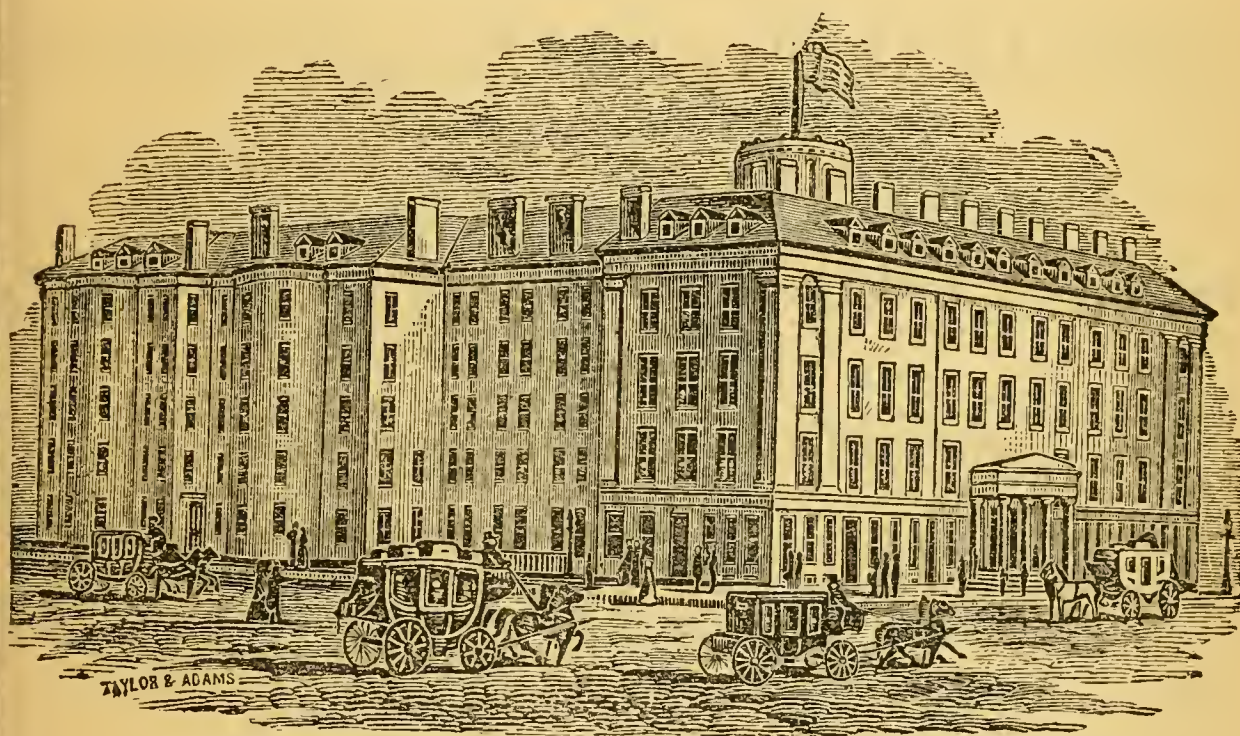
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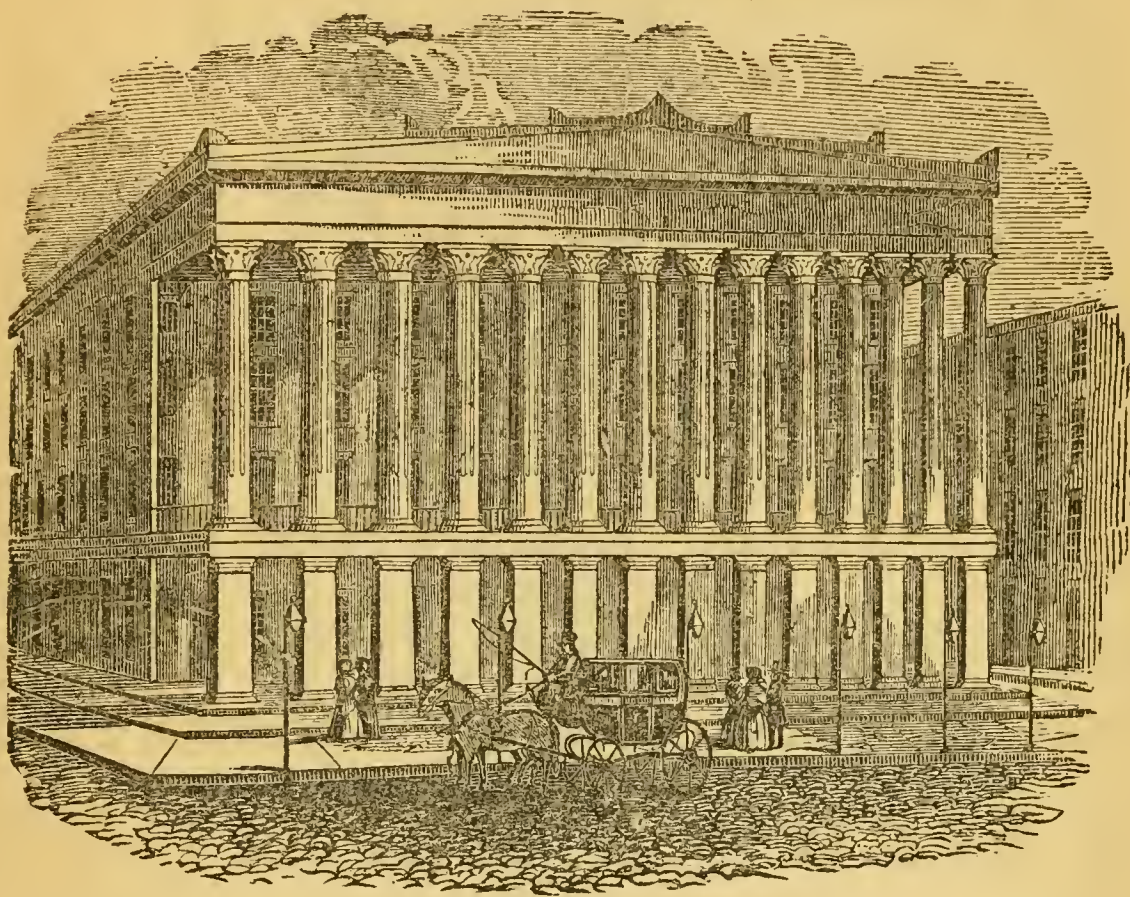
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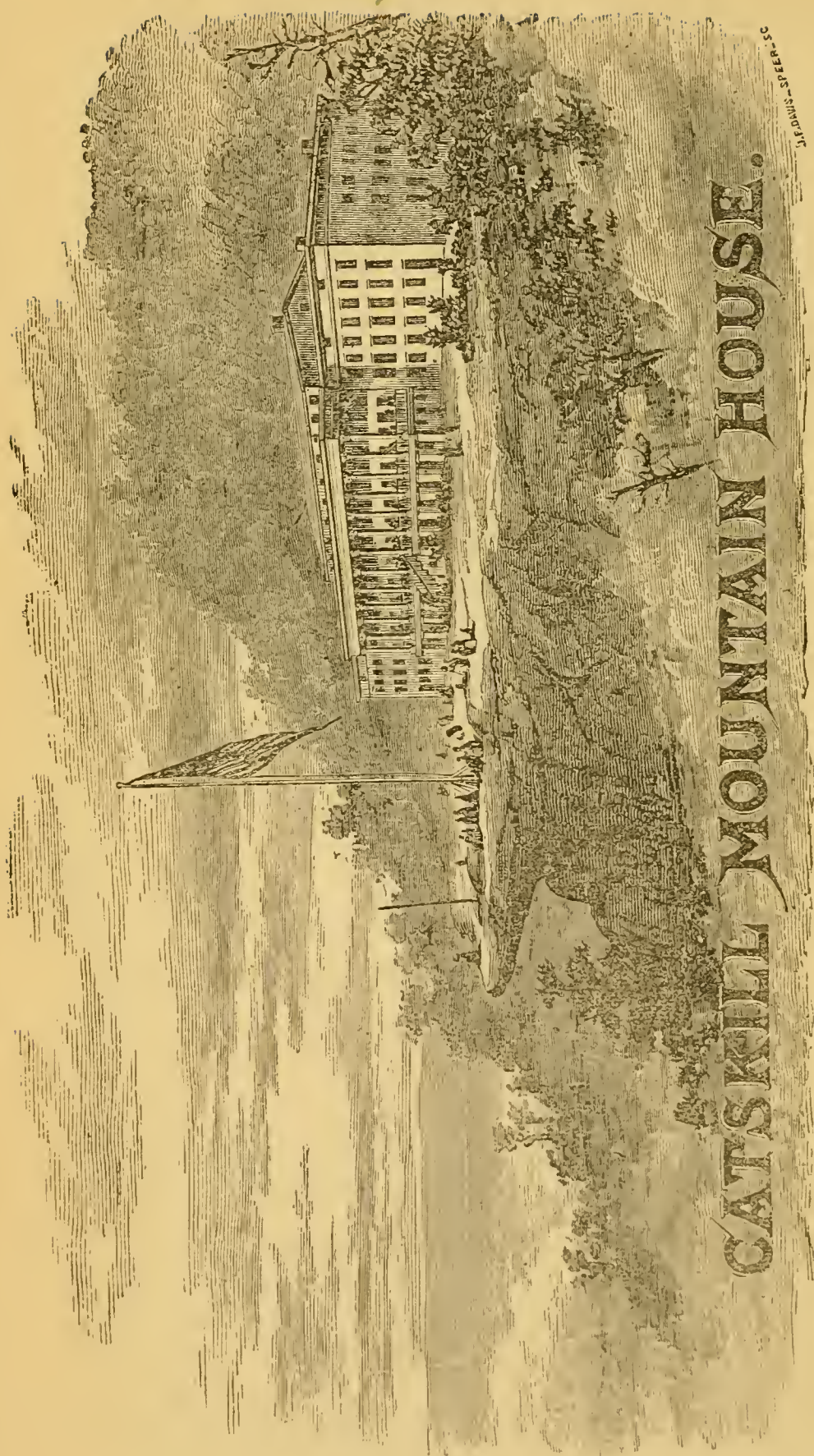
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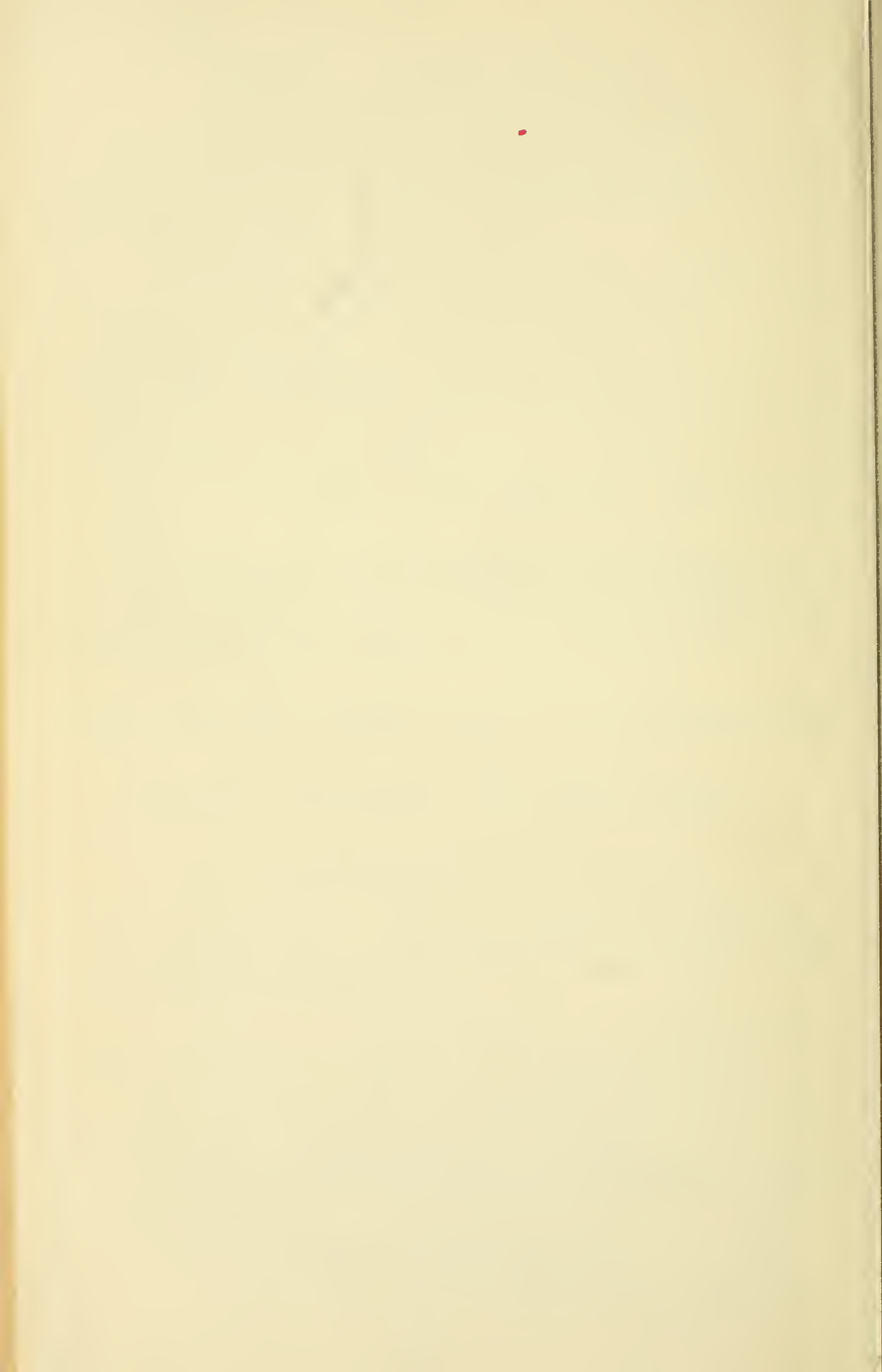
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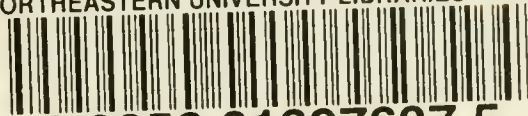
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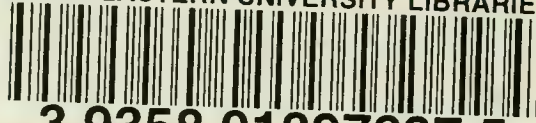


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