

COLTON'S  
GUIDE BOOK  
THROUGH THE  
UNITED STATES  
OF  
AMERICA.



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COLTON'S  
TRAVELER AND TOURIST'S  
**Guide-Book**  
THROUGH THE  
UNITED STATES OF AMERICA  
AND  
THE CANADAS:

CONTAINING  
THE ROUTES AND DISTANCES ON THE GREAT LINES OF  
TRAVEL BY RAILROADS, CANALS, STAGE-  
ROADS, AND STEAMBOATS;

TOGETHER WITH  
DESCRIPTIONS OF THE SEVERAL STATES,  
AND OF THE  
PRINCIPAL CITIES, TOWNS, AND VILLAGES IN EACH.

ACCOMPANIED WITH  
A LARGE AND ACCURATE MAP.

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A

GENERAL DESCRIPTION

OF THE

UNITED STATES OF AMERICA.

THE UNITED STATES, now comprising 31 states and several territorial appendages, occupies by far the most valuable and temperate portion of North America. Confined originally to the shores of the Atlantic ocean, this great confederacy of republics has extended its empire over the whole region spreading westward to the Pacific, and from the great lakes on the north to the Gulf of Mexico on the south. In breadth it measures 2,800 miles, and in depth 1,700 miles, with an area of 3,221,595 square miles. The frontier line is estimated at 10,000 miles—5,120 miles of which are sea coast, and about 1,400 miles lake coast.

The colonies planted by England at Jamestown in 1607, and in New England a few years later, formed the nucleus of these states. The French, Dutch, Swedes, &c., also planted colonies, but these were at an early period relinquished to the British, and at the period of the Revolution the whole country east of the Mississippi river, and as far south as Florida and Louisiana, belonged to that nation. The oppressions of the mother-country now produced a resistance, and ultimately resulted in the formation of the United States, and the acknowledgment of their independence. At this period the United States consisted only of *thirteen* constituents. Louisiana, including all the territory between the Mississippi river and the Rocky Mountains; Florida; Oregon; Texas; New Mexico, and California are acquisitions of the present century.

The political constituents of the present United States are as follows:

- I. *New England States*.—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut ..... 6
- II. *Middle States*.—New York, New Jersey, Pennsylvania, Delaware, and Maryland, (and the *District of Columbia*.) ..... 5
- III. *Southern Atlantic States*.—Virginia, North Carolina, South Carolina, Georgia, and Florida ..... 5
- IV. *South-western States*.—Tennessee, Alabama, Mississippi, Louisiana, Texas, and Arkansas, (and the *Indian Territory*.) ..... 6
- V. *North-western States*.—Ohio, Michigan, Indiana, Illinois, Ken-

tucky, Missouri, Iowa, and Wisconsin, (and the territories of Minnesota, Missouri, and Nebraska,)..... 8

VI. *Pacific States*.—California, (and the territories of New Mexico, Utah, and Oregon.)..... 1

Each of these states has distinct limits and a separate independent government, with a constitution and laws of its own. The territories belong to the United States, and until admitted as states into the Union, are under the direct surveillance of the federal authorities. These will be described separately.

The government of the United States is based on the constitution of 1787, and has only such powers as have been surrendered by the states individually for the benefit of the whole. Its formation was a political necessity—necessary for the protection and welfare of each and all the constituent states. Its authority, however, does not interfere with the internal affairs of individual states, nor has one state any power or right of supremacy over another. The powers of government are divided into executive, legislative, and judicial. The chief of the executive department is styled the President of the United States, whose duty it is to supervise the execution of the laws, &c. The legislative department is styled the Congress of the United States, and consists of a Senate and a House of Representatives. The President is so far a component of the Legislature as having a qualified *veto* on all the acts of Congress. The Senate is composed of two members from each state, chosen by the Legislatures thereof; and the House of Representatives consists of members elected by the people of each state in number according to population, and of one delegate from each organized territory. The present number of members is 233. The judiciary consists of a Supreme Court with a Chief Justice and eight associate justices, which meets at the seat of government annually in December; of Circuit Courts, held twice a year in each judicial district by a judge of the Supreme Court and a district judge; and of District Courts. The judges are appointed by the President for life, and are perfectly independent of the other departments of government. The powers of the United States' Courts extend to all questions arising under the constitution; to international causes; cases in admiralty, &c. All white male citizens of the United States, of the age of 21 years and upwards, are eligible to vote at elections for President and for members of the House of Representatives, and to hold any office by appointment or election; but none except native born citizens are eligible to hold the offices of President and Vice-President.

The population of the United States was—in 1790, 3,929,827; in 1800, 5,305,941—*increase* 35·01 per centum; in 1810, 7,239,814—*increase* 36·45 per centum; in 1820, 9,638,191—*increase* 33·12 per centum; in 1830, 12,866,020—*increase* 33·48 per centum; in 1840, 17,069,453—*increase* 32·67 per centum; and in 1850, 23,257,723—*increase* 36·25 per centum.



## THE NEW ENGLAND STATES.

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THE section of the United States to which the name of "New England" has been applied, comprises the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut. From their position in regard to the other States, they have also been termed the "Eastern States." New England is bounded W. by New York; N. by the British Provinces; E. and S. E. by the Atlantic ocean, and S. by the Atlantic and Long Island Sound, and is geographically situated between the latitudes of  $41^{\circ} 2'$  and  $47^{\circ} 20' N.$ , and the longitudes of  $66^{\circ} 49'$  and  $73^{\circ} 15' W.$  from Greenwich. The aggregate superficies is 59,326 square miles.

The physical aspect of New England is extremely varied. In the N. it is traversed by the White Mountains; and a number of isolated hills are found in various parts. The central portions are less elevated, but consist chiefly of a succession of hills and vales, and several ranges of well-defined elevations from which the principal rivers have their sources. Many beautiful lakes are embosomed in the landscape. Near the sea the surface is low and marshy, and intersected by coves and creeks. The coasts are almost everywhere lined by a multitude of small islands which protect the harbors, but render navigation somewhat difficult. The substratum is generally granitic: the geological character of the country, however, is not uniform. Many valuable minerals abound, such as iron, copper, coal, &c., and marbles of fine texture are found in vast quarries. The natural growths are oaks, pines, maples, &c., which clothe the mountains and line the margins of the lakes and rivers. The scenery, in many instances, is peculiarly sublime, and perhaps no part of America presents such magnificent prospects as those seen from Mount Washington, in New Hampshire, and Mount Holyoke, in Massachusetts. The climate is generally one of extremes, but the atmosphere is buoyant and salubrious.

Every department of national industry is profitably pursued in these States. In the three more northern, agriculture, grazing, and sheep-farming, employ a majority of the people; while in the States of Massachusetts, Rhode Island, and Connecticut, manufactures, especially those of wool and cotton, engage almost universal attention. These States form indeed the great manufacturing district of the Union. Commerce is also extensively engaged in, and a large internal trade is carried on

by means of the network of railroads that covers the land. The fisheries contribute also to the wealth of the country, and more whale-ships sail from the ports of Massachusetts than from all other ports of the United States together.

Nowhere, more than in New England, has education been so zealously attended to, and nowhere else does the religion of the Gospel exert its benign influence so powerfully and universally. The people are moral and intelligent, and have long been considered, *par excellence*, the conservators of constitutional liberty. Their social condition is pre-eminently a happy one.

The first permanent settlers in these States were the Puritans from England, who arrived at Plymouth on the 22d December, 1620. The present inhabitants, though considerably mixed with more recent emigrations, are chiefly descendants from this stock, and still retain the many virtues for which their progenitors were so justly famed. The population in 1850\* was 2,727,597.

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## THE STATE OF MAINE.

*Area 30,000 Square Miles.—Population 583,188.*

MAINE, the north-easternmost of the United States, lies between 43° 5' and 47° 20' N. lat., and between 66° 49' and 71° 4' W. long.: and is bounded N. W. and N. by Canada; E. by New Brunswick and the river St. Croix; S. by the Atlantic ocean, and W. by the State of New Hampshire.

The surface of Maine is generally uneven, but not mountainous. In the west and north there are some irregular elevations, and Mars Hill, the eastern termination of the range has an altitude of 1683 feet. There are also several detached mountains, of which Mount Katahdin, 5300 feet above the sea-level, is the highest. The rest of Maine is hilly, except near the coast, where the land lies low and consists of sandy gravel, little fit for cultivation. The soil, however, improves on receding from the coast, and in the interior is most fertile. A large amount of the land is yet covered with its primeval forests. The State is well adapted to grazing and sheep-farming. The crops are in general abundant and excellent, but the shortness of the summer is somewhat prejudicial. Among the fruits, apples, pears, plums, and melons succeed well. The farmers are prosperous, and cultivate their lands with skill and industry.

Maine has a seacoast of two hundred and thirty miles, which is in-

\* This is the census for 1850. Where not otherwise specified, the population of States and cities throughout this work must be considered as estimated for the same year.

dedented by several large bays. Perhaps no State in the Union has so many fine harbors. Its rivers are generally navigable, and many supply valuable water-power. In some instances their courses are through the most magnificent scenery. The Penobscot, Kennebec, Androscoggin, and Saco are the principal. In the interior there are many lakes and ponds, of which Moosehead, thirty-five miles long and from ten to twelve broad, is the largest. The Schoodic Lakes in the east, and Sebago Pond in the southwest, are also considerable bodies of water. The principal bays are those of Penobscot and Casco. Numberless islets lie within a short distance off the coast, and land-lock many of the fine harbors for which this State is so celebrated.

Agriculture employs about four-fifths of the people, and about thirty thousand persons are engaged in manufactures. There are in the State thirty-six woollen factories, and a third that number of cotton mills. Shipbuilding is also extensively carried on: more ships, indeed, are built in Maine than in any other single State. Mining contributes little to the employment of the people; but the fisheries are a principal source of wealth to the seaboard districts. Commerce is very flourishing, and the coasting trade, especially, employs a large tonnage. The trade in lumber is very great, and internal trade generally is extending its ramifications with the progress of internal improvements. There are in Maine  $50\frac{1}{2}$  miles of canal, and the railroads now completed have an aggregate length of 426 miles. There are also several in progress, and others proposed and settled upon. Portland is the centre of the railroads of the State.

The principal collegiate institutions are Bowdoin College, at Brunswick, to which is attached a medical school, and Waterville College, at Waterville. There are Theological Seminaries at Bangor and Redfield; and about ninety academies in various parts of the State. The number of common schools is between 4,000 and 4,200, which are supported by the districts in which they are located. Education is general, and few persons are unable to read and write.

The State is divided into thirteen counties. The principal cities and towns are Augusta, Portland, Bath, Bangor, &c.

AUGUSTA, the capital, lies on both sides of the Kennebec river, forty-three miles from its mouth, and at the head of sloop navigation. A handsome stone bridge connects the two sections. The State House and Lunatic Asylum are substantial structures; and the United States' arsenal situated here is a commodious building. The "Kennebec, Bath, and Portland Railroad" terminates here. Population 8,231. GARDINER CITY, six miles south of Augusta, has several extensive manufacturing establishments, and has lately made great progress in population and wealth.

PORTLAND CITY is situated on an elevated peninsula projecting into Casco bay. It is the largest and most commercial city in the State, and

the chief centre of railroad travel. It is well laid out, and has several fine buildings. The harbor is deep, safe, and capacious. Population 20,819. *Railroads extend hence to Boston, to Montreal, to Bangor, and to Augusta.*

BANGOR CITY, at the head of navigation on the Penobscot river, sixty-three miles from its mouth, contains a population of 14,441. The Kenduskeag river, which affords considerable water-power, passes through the city. The Penobscot is here spanned by a fine bridge one thousand three hundred and twenty-two feet long. Bangor is one of the most elegantly built places in the Union. Its trade in lumber is immense. *Railroads unite it with Oldtown, and also with Waterville, Danville, and Portland.*

BATH is situated on the left bank of the Kennebec river, twelve miles from the sea, and is one of the principal commercial places in Maine. The river is here a mile wide, and the harbor excellent. Shipbuilding is extensively carried on. The town is built on a declivity, and extends a mile and a half along the river. Population 8,002.

SACO, on the river of the same name, and at the falls, which have a descent of forty-two feet, has a population of 5,794. YORK and WELLS are seaboard towns, and contain each about 3,000 inhabitants. BRUNSWICK, on the Androscoggin, has a population of 4,976. WISCASSET and THOMASTON, are fine ports, between the Kennebec and Penobscot rivers. CAMDEN, BELFAST, FRANKFORT, ORONO, and OLDTOWN, on the west, and CASTINE, BUCKSPORT, ORRINGTON, and BREWER, on the east of the Penobscot, are flourishing towns of 1,000 to 3,000 inhabitants. ELLSWORTH, MACHIAS, LUBEC, EASTPORT, CALAIS, &c., are towns facing on the Atlantic, between the Penobscot and St. Croix rivers. Many of these towns are of considerable note, either for their enterprise or the amount of traffic that centres in them. Thomaston is noted for its lime, and Hallowell for its beautiful granite; while Castine boasts of its fine military position and the excellence of its harbor.

The first permanent settlements were made by the English in 1635, from which time it was successively under a proprietary government, and the government of Massachusetts, until the 2d March, 1820, when it was admitted as a State of the Union. Its boundary on the Canada line, long a matter of dispute and cause of a great deal of ill feeling, was not determined until 1842. In that year, a treaty for the settlement of the question was concluded at Washington, between Lord Ashburton, Special Envoy from Great Britain, and the Hon. Daniel Webster, then United States' Secretary of State. Since this period the State has rapidly progressed in all that contributes to material wealth, and its inhabitants are evincing a determination to lead rather than follow in the march of modern improvement. Maine derives its name from Maine in France, of which Henrietta Maria, Queen of England, was proprietor.

## THE STATE OF NEW HAMPSHIRE.

*Area 9,280 square miles.—Population 317,964.*

NEW HAMPSHIRE adjoins Maine on the west, and lies between  $42^{\circ} 41'$  and  $45^{\circ} 11'$  N. lat., and between  $70^{\circ} 40'$  and  $72^{\circ} 28'$  W. long.: and is bounded N. by Lower Canada; S. E. by the Atlantic ocean; S. by Massachusetts, and W. by Vermont, from which it is separated by the Connecticut river.

The Atlantic shore of New Hampshire is but little more than a sandy beach, bordered by salt marshes and indented by numerous creeks and coves; but with the exception of Portsmouth, near the mouth of the Piscataqua river, there is no harbor sufficiently capacious for merchant ships. For 20 or 30 miles from the coast, the country is little variegated; beyond this, however, the land gradually rises into hills, and in many parts of the state swells into lofty mountains, particularly in the north, and along the "height of land" between the Merrimack and Connecticut rivers. The highest summits between these are Grand Monadnock, Sunapee Mountain, and Mooseheloc. But the White Mountains are the grand feature of the state, and with the exception of the Rocky Mountains, are the loftiest in the United States. Mount Washington, the highest summit of the range, is 6,428 feet in height. Though not a continuous chain, these mountains are sometimes regarded as a continuation of the Alleghanies. The "Notch," a celebrated pass, through which there is a good road, is situated amid the wildest and grandest scenery, and has ever been an object of attraction to the summer tourist. In some places it is not more than 22 feet wide, and presents the appearance of a vast chasm bounded on both sides by lofty and rugged precipices. The general scenery of the state is impressive and in many parts magnificent, and this is especially so from Mount Washington. After climbing its acclivities for some distance, the forest trees begin to diminish in height, till at the elevation of 4000 feet, a region of dwarfish evergreens surrounds the mountain with a formidable collar, and above this the bald part of the summit, which is very steep and consists of naked rocks, presents a scene of desolation; but the labors of the aspirant are fully recompensed, if the sky be clear, by a most noble and extensive prospect. On the S. E. the Atlantic, 65 miles distant, opens on the view; on the S., the bright waters of Lake Winnipiseogee; on the E., the lofty summit of Mooseheloc, and far away on the verge of the horizon is seen the Grand Monadnock. The barren rocks which extend a great distance from the summit, give a melancholy cast to the grandeur of the scene; and the whole, in many respects, reminds the visiter of the sublime and ever-varying landscape of Switzerland.

About 110,000 acres are estimated to be covered with water. The principal rivers are the Connecticut, the Merrimack, and the Piscataqua; and several of the rivers which disembogue in Maine have their rise in the lakes and mountains of this state. Among the lakes are Lake Umbagog on the E. state line, and Lake Winnipiseogee near the center. The latter is a highly picturesque body of water, containing many romantic islets. The country around is mountainous, and abounds in the most charming scenery. Squam Lake lies a little northward, and Lake Sinoupee to the S. W., between the Merrimack and Connecticut. New Hampshire has but 18 miles of sea-coast. The Isle of Shoals, a group of eight islets, lies in the ocean 11 miles S. E. of Portsmouth. They consist of barren rocks, and are inhabited by a few fishermen.

New Hampshire is naturally an agricultural country. The soil on the hills is rich and productive of the finest pastures. The crops, however, frequently suffer from the shortness of the summers, and the climate requires, from its severity, the early housing of cattle. From November to May, the country is clothed in a thick mantle of snow, and the rivers are frozen up from their sources. The season of vegetation is necessarily brief. The natural growths are oaks, elms, birch, maples, pines, and hemlocks. A great quantity of sugar is manufactured from the juice of the hard maple-tree. Few wild animals now exist, but still the bear, wolf, and moose are frequently met with in the solitudes. Granite and other building materials are abundant, and copper and iron have been discovered in some localities.

The people are actively engaged in every department of productive industry. Agriculture employs a large majority, and is the most flourishing in the hilly regions, where large stocks of cattle and sheep are raised. The wool of this state is excellent. Manufactures are rapidly extending their sphere, and the manufacture of cotton goods especially, has of late years been greatly increased. Much of the products of New Hampshire is exported, but direct foreign commerce is comparatively small, the business of the state being mostly conducted at the ports of other states. Internal trade, carried on by means of railroads, is extensive. There are about 12 miles of canal in the state, designed chiefly to overcome falls and rapids in the rivers; and the railroads now completed have an aggregate length of 488 miles. There are also several in process of construction.

Dartmouth College, at Hanover, is the oldest literary institution in the state. Attached to this establishment is the New Hampshire Medical School. There are Theological Seminaries at Gilmanton, Concord, and New Hampton; and in various parts of the state, academies to the number of 60 or 70. There are also 2,400 common schools. The number of persons above 20 years of age unable to read and write is very small, being only one-fifth of one per cent. of the population.

New Hampshire is divided into 10 counties. The principal cities and towns are Concord, Portsmouth, Nashua, Manchester, &c.

CONCORD, the capital, lies on both sides the Merrimack river, which is spanned by two bridges. The city lies chiefly on two streets, one of which extends nearly two miles in length. The public buildings are the State House, a Court House, and the State Prison. The State House is a granite building, 126 feet long and 49 feet wide, with a projection on each front, and surmounted by a fine cupola. The falls of the Merrimack at this place, afford the most valuable water-power. Population 8,584. Concord is the centre of a great railroad traffic.

PORTSMOUTH, near the mouth of the Piscataqua river, is the most commercial town in the state. Its harbor is excellent. The town is neatly built, and has about 9,739 inhabitants, who carry on the coasting trade and fisheries with some activity, and prosecute some branches of manufactures. The United States' Navy-yard at Kittery is on the opposite shore. Portsmouth was first settled in 1633, but has several times since been destroyed by fire. The city is connected with Grand Island by a bridge, and with Kittery by two bridges, one of which is 1,750 feet long, and the other 480 feet. Water for the supply of the inhabitants is brought from a distance of three miles. *Portsmouth communicates with Portland on the N., with Boston on the S., and Concord on the W., by railroad.*

MANCHESTER is a new town on the E. side of the Merrimack river, and on the line of the "Concord Railroad." It is a remarkable instance of the advantages of a right location. Though not counting ten years since its foundation, it has already a population of 13,933, chiefly employed in the cotton business. It is destined to compete in the markets with its great prototype of England. NASHUA and AMHERST are also thriving towns. The former is happily situated with regard to means of transport, and must eventually become, as it now is to a certain degree, an important station.

Other places of note are Exeter, Dover, Somersworth, Keene, Walpole, Peterboro', Claremont, Gilmanton, Meredith, Hanover, Haverhill, &c.

The first settlements were made at Dover and Portsmouth, in 1623. In 1641 New Hampshire was annexed to Massachusetts, but in 1679 it again became a separate province. For the three succeeding years it formed a part of the government of Sir Edmund Andros. In 1689, the union with Massachusetts was revived, but another separation took place in 1692. From 1699 it was united with Massachusetts and New York, and in 1702 to the former alone. A final separation from Massachusetts was effected in 1741. The English authority was extinguished in 1775, and in the following year a temporary government was established, a president being elected annually. In 1792 its present constitution was adopted.

## THE STATE OF VERMONT.

*Area 10,212 square miles.—Population 313,611.*

VERMONT occupies the north west portion of New England, and is situated between  $42^{\circ} 44'$  and  $45^{\circ}$  N. lat., and between  $71^{\circ} 33'$  and  $73^{\circ} 25'$  W. long. It is bounded N. by Lower Canada; E. by New Hampshire, from which it is divided by the Connecticut river; S. by Massachusetts, and W. by New York, from which it is separated chiefly by Lake Champlain.

Vermont is a country of mountains. The Green Mountains, from which it derives its name, stretch through the state, traversing it from north to south. The loftiest culminations are Killington Peak, Camel's Rump, and Mansfield Mountain. Ascutney is a single mountain, five miles south of Windsor, 3,320 feet high. From every elevation the scenery is grand; mountains, hills, and valleys, enamelled with verdure, present a *coup d'œil* truly sublime. The mountains are one great pasture, where thousands of cattle and sheep find a plentiful subsistence. The climate assimilates that of New Hampshire, and its azure skies and elastic atmosphere have an invigorating effect over the residents, who are generally tall and powerful, and indicate in their countenances the best of health. Lake Champlain lies on its western borders, and has several good harbors, from which the chief produce of the land is exported. The principal rivers are the Passumpsic, the White, the West, and the Queechy, which fall into the Connecticut. Several streams also fall into Lake Champlain. None of these are navigable, but present many excellent mill-sites.

Agriculture is the principal branch of industry. Manufactures consist chiefly of domestic or home-made goods, such as are produced by every farmer's family. The foreign trade of Vermont is confined almost wholly with Canada, but a considerable connection is maintained with the cities of New York and Boston. Beef, pork, cheese, live-stock, and pot and pearl ashes are the great export staples. There are some short canals in the state, designed to overcome falls in the Connecticut, White, and Queechy rivers; and the aggregate length of railroads completed is 426 miles. Others are progressing to completion. The "Atlantic and St. Lawrence Railroad" will pass through the northern section of this state.

The oldest literary institution is the University, at Burlington, which was founded in 1791. Middlebury College was founded in 1800, and Norwich University in 1834. These are all in a prosperous condition. The Vermont Medical School at Woodstock, was founded in 1835. Besides these, a number of academies are distributed through the state, and there are about 2,600 common-schools. Literary societies for the



general improvement of the people are numerous. The Vermont Asylum for the Insane, located at Brattleboro', is a noble institution, and is sufficiently extensive to accommodate 300 patients.

Vermont is divided into 14 counties. The chief cities and towns are Montpelier, Burlington, Brattleboro', Rutland, &c.

MONTPELIER, the state capital, is situated at the junction of the branches of the Onion or Winooski river, on a plain of moderate extent, surrounded by hills. It is a great thoroughfare, being on the roads leading from Boston to Burlington. It contains the State House, a Court House, and several elegant church buildings. Population 2,310.

BURLINGTON, on Lake Champlain, is the largest city in the state. It is built on a fine bay, which sets up between two points, on the E. side of the lake, and forms a regular curve. Near the center of the city is the public square on which the Court House is built, and which is surrounded by brick stores and the principal hotels. Some of the public buildings are elegant and spacious—the churches especially are beautiful in design. The harbor is the best on the lake, and is of easy access. It has been much improved, and a breakwater has been erected to protect it from the W. winds. Steamboats stop here daily to take up passengers for Whitehall and St. John's; and a steam ferry-boat plies between here and Port Kent. The University of Vermont is located here. About a mile and a half N. E. is the flourishing village of WINOOSKI, on Onion river, which has here an almost perpendicular fall of 20 feet, and affords great water-power, easily available. The first settlement in Burlington was made after the peace of 1783. Population 7,505.

The other principal towns are ST. ALBANS, SWANTON, and VERGENNES, on Lake Champlain; MIDDLEBURY, on the line of the "Rutland Railroad," and the seat of a College; PITTSFORD, MANCHESTER, BENNINGTON, and NEWBURY; BRATTLEBORO', on the line of the "Vermont and Massachusetts Railroad," and the location of the State Lunatic Asylum, and of late years celebrated for its successful *water-cure* establishment; ROCKINGHAM, WINDSOR, BELLOW'S FALLS, and WOODSTOCK; NORWICH, the seat of a University, and DANVILLE.

Fort Dummer was the site of the first settlement in Vermont. From 1741 to 1764, New Hampshire claimed the territory, and made several grants of land therein. New York also laid claim to it, and obtained it from Parliament in 1764. At the commencement of the revolution, Vermont declared itself independent; yet on account of the conflicting claims of New York and New Hampshire, the old Congress declined to admit its separate representation in the National council. In this condition Vermont remained neutral, and, as a consequence, suffered little in the war,—the British hoping to detach it from the revolting states; but neither coercion nor persuasion could tempt the "Green Mountain Boys" into allegiance to the Crown. They remained true to themselves. In

1790 New York relinquished all claim to the territory, and in the following year, all matters being settled, Vermont was admitted as a state into the Union.

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## THE STATE OF MASSACHUSETTS.

*Area 7,800 square miles.—Population 994,499.*

MASSACHUSETTS, the parent state of New England, and the chief manufacturing district of the United States, lies immediately S. of New Hampshire and Vermont, between  $41^{\circ} 23'$  and  $42^{\circ} 52'$  N. lat., and between  $69^{\circ} 50'$  and  $73^{\circ} 30'$  W. long.; and is bounded E. and S. E. by the Atlantic; S. by the Atlantic, and the states of Rhode Island and Connecticut, and W. by New York.

Several ranges of mountains, continued from Vermont and New Hampshire, pass through this state from N. to S., into Connecticut. The Taghkanic range occupies the extreme west of the state, and divides the streams which flow into the Hudson from those which empty into the Housatonic river. The Green Mountain range is continued S. between the Housatonic and Connecticut. Other ranges, known as the Mount Tom range and the Lyme range, commence in New Hampshire, in a single chain, and divide a few miles S. of Northampton. The first then crosses the Connecticut, and proceeds in a southerly course on the W. of that river, and the other continues its course on the E. side. The part of the state E. of these mountains is hilly, except in the S. E. counties, where the surface is level and sandy, and the soil generally poor. Otherwise, Massachusetts has a soil of medium fertility, which, by industry, is made to produce abundant crops. The improvements in agriculture have, of late years, been great, and the farms around Boston are in the very highest state of cultivation, and supply that city with an exuberance of vegetables and fruits. Among the mineral products are iron, marble, and granite. The greatest elevations are Saddle Mountain, Mount Holyoke, and Wachusett Mountain.

The Peninsula of Cape Cod is sandy and barren, and in many places wholly destitute of vegetation; yet it is populous, the inhabitants deriving their support chiefly from the ocean. Nantucket Island lies S. of Cape Cod, and has a light and sandy soil. To the S. E. of this island are the Nantucket Shoals, on which many vessels have been wrecked. They extend about 50 miles in length, and 45 in breadth. Martha's Vineyard lies S. W. of Nantucket, and has a spacious harbor called Holmes' Hole. Several other large islands lie off the coast.

Massachusetts has an extensive sea-board facing on the E. and S. E.,

which is indented by many fine bays and estuaries. Massachusetts Bay, which gives its name to the state, extends from Cape Ann on the N., to Cape Cod on the S., and includes Boston Bay, and Cape Cod Bay. Buzzard's Bay, on the S. shore, is 30 miles in length, and includes the fine harbor of New Bedford. The principal rivers are the Connecticut, the Merrimack, Charles, Neponset, Taunton, &c. All these streams afford immense water-power, and their banks are occupied by numerous thriving manufacturing towns and villages.

Massachusetts claims pre-eminence as a manufacturing state. In 1845 it possessed 302 cotton and 178 woollen factories. Calico printing and bleaching are also largely carried on. Carpets were made in 17 mills, and 11 establishments manufactured mixed goods. Besides these, which constitute the staples of the state, large houses were engaged in the various mechanic arts, and in the manufacture of vast quantities of useful articles, for domestic use and export. There were also in the state 30 rolling-mills, 152 forges, 4 furnaces for pig-iron, and 91 for castings, 114 machine-shops, &c. Ship-building employs about 1,100 hands. The commerce of Massachusetts centers chiefly at Boston, but no inconsiderable amount of business is transacted at other ports. New Bedford, Salem, Nantucket, &c., are largely engaged in the whale fisheries, and employ an aggregate of 479 vessels in that branch of industry. There are about 100 miles of canal in this state, (now mainly in disuse;) and the aggregate length of railroads is 1,357 miles.

Harvard University is the oldest and best-endowed school in the United States. William's College and Amherst College are also respectable establishments. At Andover, Cambridge, and Newton, there are Protestant Theological Seminaries, and the Roman Catholics have a college at Worcester. Attached to Harvard are schools of law, medicine, and divinity. Academies and common schools, free to every child, are very numerous, and conducted on the most approved systems of education. Every village has its school-house.

The state is divided into 14 counties. The principal cities and towns are Boston, Salem, Lowell, Lawrence, Springfield, Fall River, Taunton, Worcester, Northampton, Greenfield, Pittsfield, Adams, &c.

Boston, the principal sea-port and capital of the state, is beautifully situated, principally on a peninsula on Massachusetts Bay, and had in 1850 a population of 136,871. The city consists of three parts,—Old Boston, South Boston, and East Boston. The isthmus that connects it with the main land, is about a mile long, and was originally very narrow, but has been much improved, and now forms the main avenue from the city. Bridges are also constructed to connect with Charlestown, Cambridge, &c., and a solid causeway leads to Brookline. The State House is the principal public building. The Merchants' Exchange, Custom House, Athenæum, Faneuil Hall, &c., are also splendid structures.

The most imposing of these, perhaps on account of its associations, is Faneuil Hall, so celebrated in revolutionary history. It is appropriately termed the "Cradle of Liberty," and is had in almost sacred veneration. Bunker Hill Monument is also an object of great attraction. As a commercial city, Boston is only second in rank to New York. The foreign trade is immense, but the trade by coasters is three or four times as large. The real and personal property in the city was assessed in 1849, at \$174,108,900. Boston is the chief center of the New England railroad system, and from it the iron band diverges to all parts. The city is supplied with excellent water from Cochituate Lake, 20 miles to the west.

CAMBRIDGE, four miles from Boston, is the seat of Harvard University,—population 15,215; and about a mile further is the beautiful cemetery of Mount Auburn, in a lovely and picturesque situation, and in which rest many of the great and virtuous soas of New England.

LAWRENCE is a new city, 26 miles N. of Boston, with which it is connected by a railroad. It is a very flourishing place, and chiefly engaged in the cotton business. From the numerous facilities, natural and artificial, which it enjoys, it will eventually become one of the largest manufacturing places in the state. Population 8,233.

LOWELL is justly entitled the "Manchester of America." The city is situated on the S. side of the Merrimack, below Pawtucket Falls, and the mills are supplied with water from that river, through a canal a mile and a half long. The factories employ about 10,000 females, many of whom have devoted their leisure to literature, music, and the fine arts. Population 33,383. Lowell is connected by railroad with the towns in every direction.

SPRINGFIELD is also a very important manufacturing place, and in connection with the village of Chicopee, forms one of the great cotton business districts of the state. It is well known as the seat of the U. S. Armory. Population 11,766. Springfield is very important as a railroad center.

WORCESTER, 45 miles W. from Boston, has many large manufacturing establishments, and contains the State Lunatic Asylum and the American Antiquarian Society's rooms. It is connected with the capital, Providence, &c., by railroads. Population 17,049.

FITCHBURG is a village on a branch of the Nashua river, and has of late assumed some importance in connection with railroad travel. In its vicinity are large granite quarries. Population 120.

LYNN is a sea-port town, and celebrated for its shoe manufacturing establishments. Population 14,257. NAHANT, a part of this town, is situated on a peninsula extending into Massachusetts Bay, and is a celebrated place of summer resort. NEW BEDFORD, on Buzzard's Bay, is a handsome town, and largely engaged in the whale fisheries, employing about 96,000 tons of shipping in that branch alone. Population 16,464.

PLYMOUTH, on the coast, 36 miles S. E. of Boston, is memorable as the spot where the exiled Independents of Yorkshire, usually called the "Pilgrim Fathers," founded the first settlement in New England. Population 5,717. Most of these are connected with the capital by railroad.

SALEM is an important city and has several excellent literary institutions. The Museum of the East India Marine Society contains many valuable Indian curiosities. The shipping belonging to the port in 1849 was 37,523 tons, and the assessed value of property \$9,581,895. Population 20,264.

NEWBURYPORT is a pleasant town situated at the mouth of the Merrinack. The Custom House and several other fine edifices are built of granite. The celebrated preacher, Whitfield, was buried here. The inhabitants are much interested in the fisheries. Population 9,572.

ANDOVER, incorporated in 1645, is situated S. of the Merrinack, and has extensive water-power. It is the seat of several large manufacturing establishments. There are also in the town a Theological Seminary, the oldest and best endowed in the Union, and a highly celebrated academy founded in 1788. Population 6,945.

DEDHAM is one of the most pleasant villages in New England. The streets are lined with elms, which render them cool and shady in the summer season. The Court House, built of granite, is of remarkably pure architecture: there are also several elegant churches and other public buildings. Manufactures occupy most of the inhabitants. It is connected with Boston by railroad. Population 4,447.

FALL RIVER Village, formerly Troy, is situated at the union of the Fall and Taunton rivers, and enjoys the benefit of great water-power. Large factories are established here. Population 11,805. TAUNTON is also a large manufacturing village. Population 10,441. Both places are connected with Boston by railroad.

The present state of Massachusetts, for several years after its first settlement, comprised two colonies, styled Plymouth Colony and the Colony of Massachusetts Bay. The first dates from the landing of the Pilgrims, on the 22d December, 1620, and the last was commenced at Salem, in 1623. The two colonies remained separate until 1685-6, when they were deprived of their charter, and placed under the government of Dudley, and afterwards under that of Sir Edmund Andros. In 1692 they were united, and a new charter granted. On the breaking out of the revolution, in 1774, a Provisional Congress assumed the government, and in 1775, counsellors were elected. The constitution was framed in 1780, and as amended in 1811, is yet the political basis of the state government.

## THE STATE OF RHODE ISLAND.

*Area 1,360 square miles.—Population 147,544.*

RHODE ISLAND, the smallest state of the Union, lies between  $41^{\circ} 22'$  and  $42^{\circ} 03'$  N. lat., and between  $71^{\circ} 06'$  and  $71^{\circ} 38'$  W. long. It is bounded N. and E. by the state of Massachusetts; S. by the Atlantic ocean, and W. by the state of Connecticut.

Rhode Island, from which the state takes its name, is situated in Narragansett Bay. This pleasant island has a beautiful climate, and is the resort of invalids. Travellers call it the "Eden of America." Canonicut and Block Island lie to the W. The continental part of the state is somewhat hilly and broken in the N., but in the S. is generally level. The soil is indifferently fertile; but on the islands and country bordering on the bay, the products are very abundant and of the best qualities. The southern part is an excellent grazing country.

About one-tenth of the state is covered with the waters of Narragansett Bay. The principal rivers are the Pawtucket, which, after its union with Providence river, is called Seekonk; the Pawtuxet, and the Pawcatuck. All these rivers have falls and rapids, and are well suited for manufacturing purposes. Narragansett Bay is a fine sheet of water, dividing the state into two unequal parts. It is 30 miles long and 15 broad, embosoming the islands above referred to. The northeastern arm is called Mount Hope Bay, the northwestern arm Greenwich Bay, and the northern arm Providence Bay. Into these the rivers disembogue. The climate is similar to, but somewhat milder than that of Massachusetts, and is found congenial to those suffering from pulmonic affections.

Rhode Island is a great manufacturing state, and in proportion to its size, has a larger number of cotton and woollen-mills than any other. It has also a number of furnaces, tanneries, paper-mills, and other similar establishments. The foreign commerce employs about 43,000 tons of shipping, and the domestic trade is also very extensive. The fisheries are carried on with great spirit. Rhode Island has about six miles of canal, and 65 miles of completed railroad.

Brown University, at Providence, is the chief educational institution. There is also an Athenæum at Providence. The number of academies in 1850, was 52, and of common schools 334, educating together 27,000 scholars. Liberal provision is made for the Insane, Blind, and other unfortunates.

The state is divided into 5 counties. The principal cities and towns are Providence, Newport, Bristol, &c.

Providence and Newport are the capitals of the state, each serving as

such for one year alternately. PROVIDENCE has an area of nine miles square, and is divided by the river of the same name. The public buildings are elegant, especially the State House, University, and Athenæum. Its harbor, at the head of Narragansett Bay, is excellent, and important to commerce. Population 41,513. NEWPORT, near the S. W. extremity of the island of Rhode Island, has about 9,563 inhabitants. Its harbor is one of the best in the United States, but its commerce is limited, the principal part of its wealth being invested in the fisheries. The town is beautifully located, rising gently from the shore, and presenting from the bay a most pleasing aspect. The State House is a handsome building, situated on Washington Square. This town has, of late years, become a place of fashionable resort in the summer season.

BRISTOL, on Warren river, a creek of Providence Bay, is a neat and commercial town, and distinguished for its commerce, coasting trade, and the spirit of its people in the pursuit of the fisheries. Population 4,616. KINGSTON and GREENWICH are also towns of some note.

Rhode Island was first settled in 1636, by Roger Williams, who located with a small colony at Providence; and, in 1638, William Coddington, having fled with 17 others from Massachusetts, settled at Newport. The two colonies were united by Charles II., who granted a charter to the "Rhode Island and Providence Plantations." This charter was retained as the basis of the state government until 1841, in which year a constitution, better adapted to the altered wants of the people, was formed; but not before a serious rebellion had broken out against the "old establishment."

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## THE STATE OF CONNECTICUT.

*Area 4,674 square miles.—Population 370,791.*

CONNECTICUT lies between  $41^{\circ}$  and  $42^{\circ} 02'$  N. lat., and between  $71^{\circ} 20'$  and  $73^{\circ} 15'$  W. long. It is bounded N. by Massachusetts; E. by Rhode Island; S. by Long Island Sound, and W. by the state of New York.

The surface, though not mountainous, is traversed by several considerable hills from Massachusetts. The Blue Hills, in the Mount Tom range, have an elevation of 1,000 feet, and are the highest culminations in the state. The soil is generally excellent, and the intervale lands especially are very fertile. In some parts of the state, however, the soil is comparatively thin and barren.

Few states are so well provided with good harbors; and the rivers

which disembogue in the Sound, are many of them deep and navigable. The principal are the Housatonic, the Connecticut, and the Thames. All these rivers are celebrated for their shad fisheries. The state is abundantly supplied with smaller streams, which afford extensive water-power, and is everywhere watered by brooks and springs of the purest water.

Connecticut produces some valuable minerals. Iron ore is very plentiful, and copper is found in several places. "Verde antique" marble is found at Milford, and freestone almost everywhere. At Stafford and Suffield there are valuable mineral springs, which are frequented by invalids and summer visitors. The climate is generally healthy, but near the coast liable to sudden changes. Snow lies on the ground for 3 or 4 months in the winter, and the spring is often backward. Summer and autumn, however, are delightful.

Agriculture employs about one-half the total population. Manufactures are carried on with great spirit, especially those of woollen and cotton. The iron business is likewise very flourishing. Connecticut is also celebrated for the large amount of small wares manufactured within its borders, and which are distributed throughout the states by hundreds of pedlars. In point of commercial importance, this state stands third among those of New England. The principal exports are horses, cattle, and farm produce. The coasting trade, chiefly carried on with the southern states, is very valuable, and the fisheries are extensively engaged in. There are about 647 miles of railroad in working order in the state.

Education, in Connecticut, is universal. The principal literary institutions are Yale College, at New Haven, one of the oldest establishments in the Union; Trinity College, at Hartford, and the Wesleyan University, at Middletown. The number of common school districts is 1,650, and there is a normal school at Hartford. The Retreat for the Insane and the American Asylum for the Deaf and Dumb, are valuable institutions, both at Hartford. The State Prison, at Wethersfield, is self-supporting, and is a remarkably well-conducted establishment, in which the "reforming principle" is well carried out. The inhabitants of this state are the best educated and most enlightened in the Union.

Connecticut is divided into 8 counties. There are six cities in the state, viz., New Haven, Hartford, New London, Norwich, Middletown, and Bridgeport; and a large number of towns and villages, with populations of from 300 to 2,000 or 3,000.

New Haven and Hartford are alternate capitals of the state. NEW HAVEN lies on the sea-coast, and is a place of considerable commercial and manufacturing importance. It consists of two parts—the old town and the new township. The streets are laid out rectangularly. It contains a number of beautiful public edifices, among which are Yale College, the State House, General Hospital, and others. There are also



upwards of 20 churches, most of which are built with strict regard to taste and elegance. Population 20,345. HARTFORD is situated on the Connecticut river, 50 miles from its mouth. The city is beautifully located, but not very regularly built. Hartford has considerable commerce, and the people are engaged to some amount in manufacturing. The State House, Trinity College, the Deaf and Dumb Asylum, and the Asylum for the Insane, are the chief public buildings of note. Hartford has 13 churches and a large number of school-houses, all worthy of attention. The "Old Charter Oak," so celebrated in history, is still standing, and is an object of interest to the traveller. The trunk of this venerable relic of colonial times, now measures 24 feet in circumference. "*The New Haven and Springfield Railroad*" passes through the city, and a railroad has been lately opened to Willimantic, and will be carried on to Providence on the E., and to Fishkill on the Hudson river. Population 13,555.

NEW LONDON, with its fine harbor, is situated at the mouth of the Thames river, and is largely engaged in the fisheries. STONINGTON is also a great depôt for whale-ships. NORWICH, at the head of steam navigation on the Thames, is a manufacturing town, and well supplied with water-power. MIDDLETOWN is a very handsome city, and is the seat of the Wesleyan University; and BRIDGEPORT, near the mouth of the Housatonic river, has a good harbor, and a flourishing commerce. Steamboats ply to and from New York, daily, to New London, Norwich, Stonington, New Haven, Hartford, and Norwalk, which are all connected with the interior and Boston by railroad.

This state comprises the two original colonies of New Haven and Connecticut. The Connecticut colony was first settled at Hartford, by emigrants from Massachusetts, in 1635; and New Haven colony, by emigrants from England, in 1638. In 1665 the two were united on the acceptance of a charter from Charles II. This charter was suspended by Sir Edmund Andros, in 1687; but was restored in the succeeding year, and formed the basis of the state government until 1818, in which year the present constitution was framed.

## THE MIDDLE STATES.

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THIS section of the United States comprises the states of New York, New Jersey, Pennsylvania, Delaware, and Maryland; and the District of Columbia. Their geographical position has determined their nomenclature. The Middle States are bounded N. by the Great Lakes, the St. Lawrence river, and the Provinces of Canada; E. by the states of New England and the Atlantic ocean; S. by Virginia, and W. by Virginia and Ohio. They are situated between  $38^{\circ}$  and  $45^{\circ}$  N. lat., and between  $71^{\circ} 56'$  and  $80^{\circ} 34'$  W. long.; and contain an aggregate superficies of 111,856 square miles.

The physical conformation of this region is highly favorable to its progress in all departments of industry. Its mountains, valleys, plains, rivers, and lakes, indicate its unrivaled capacities. Running from N. E. to S. W. are the Alleghanies—a mine of inexhaustible wealth, producing iron, coal, and other useful minerals. On the N., the great lakes and the St. Lawrence form outlets for commerce; and the rivers flowing S. to the Atlantic, convey to the coast the productions of the interior, which are thence transported from the magnificent harbors which indent the shores, to supply the commerce of the world with the varied wealth of this fine region. These natural advantages have conduced much to the prosperity and importance of the region, and elevated the states comprised within its borders to a proud pre-eminence.

With some exceptions, this territory was formerly known as the “Nieuw Nederlands,” and was first settled by the Dutch. On one side was New England, and on the other Virginia, the latter then co-extensive with what are now termed the Southern States. Thus centrally dividing these two great English colonies, and occupied by a nation not always at peace with Great Britain, the interests of the English settlers became identified with the occupation by them of the whole; and as a consequence, it was not long before that government determined on taking possession of the country, and destroying a competitor and enemy at one and the same time. This act was consummated in 1664, from which period to the Revolution, the whole Atlantic region remained in the undisturbed possession of the “mother of nations.”

The progress which the people have made in every department of life, and the increase of their numbers, has been rapid and astonishing. The few who first settled on Manhattan Island, at the commencement of

the 17th century, and at Philadelphia and other places, at a later period, have extended their limits to their present dimensions, and increased to a population of about 6,624,992 souls. They have rapidly passed from the hardships of settlement and colonial servitude, and are now enjoying all the facilities and conveniences of older nations; and have in prospect all the glories which are sure to attend the progress of a people devoted to liberty, to virtue, and a reciprocal communion with the world at large.

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## THE STATE OF NEW YORK.

*Area 46,000 square miles.—Population 3,097,394.*

NEW YORK, the most populous and important of the United States, occupies the northern portion of the Middle States, and, including Long Island, lies between 40° 30' and 45° N. lat., and between 71° 56' and 79° 56' W. long. It is bounded N. by Lake Ontario, the St. Lawrence river, and Canada East; E. by Vermont, Massachusetts, and Connecticut; S. by the Atlantic ocean, and the states of New Jersey and Pennsylvania, and W. by Pennsylvania, Lake Erie, and Canada West.

In a region so extensive, the physical aspect, soil, climate, and productions are necessarily diverse. The whole eastern portion is mountainous. The S. E. angle of the state is traversed by several ridges, one of which crosses the Hudson at the Highlands, presenting a bold and lofty front on both sides of the river. The Catskill Mountains, further N., are the most elevated, and have several culminations, as Round Top, &c., which attain to the height of 3,000 feet; but the greatest elevation in the state is Mount Marcy, in the Adirondack group, which rises 5,467 feet above the sea. The country of Lake Champlain is hilly, and becomes mountainous on approaching the highlands, which form the watersheds between the St. Lawrence and Lake Ontario. The western part of the state is generally level, and a great portion of it has, in former times, been covered with the waters of Lakes Ontario and Erie.

Besides the great lakes on the N., and Lakes Champlain and George on the E., there are numerous smaller lakes in the western parts of the state, which discharge their waters into Lake Ontario, either directly or indirectly through the Seneca and Oswego rivers, and being connected by canals and railroads, afford peculiar facilities to internal commerce. The principal of these are the lakes Oneida, Skeneateles, Owasco, Cayuga, Seneca, Crooked, Canandaigua, and Chautauque. In the N. are the Fulton chain of lakes and others, which form the sources of the Mohawk and Hudson rivers. The principal rivers are the Mohawk and the Hudson on the E.; and the Genesee, the Oswego, and the Black, which

discharge into Lake Ontario. Several large streams also fall into the St. Lawrence; and the Alleghany, the Susquehannah, and Delaware have their sources within this state. The Niagara connects lakes Ontario and Erie, and separates the northwestern corner of the state from Canada. The falls of this river, about half-way between these lakes, are perhaps the greatest physical wonder of the world. The waters here have a perpendicular fall of 176 feet, and their roar may be heard many miles, while the vapor which continually rises in clouds from the abyss, refracts the sunlight in all the colors of the rainbow. The view from the suspension bridge is magnificent. In the Mohawk, about two miles from its junction with the Hudson, are Cohoes Falls, second only to those of Niagara, and surrounded by the most enchanting scenery. A little below, a bridge has been thrown across the river, from which the view of the falls is inexpressibly grand. The falls of the Genesee, and Trenton Falls are also of considerable magnitude.

New York abounds in mineral springs. Those of Saratoga and Ballston are the most celebrated in America, and during the summer months, are the resort of the gay and fashionable, as well as invalids from all parts of the Union. The waters, which contain considerable quantities of iodine, afford relief in many chronic diseases. The warm springs of New Lebanon, S. E. of Albany, are also much frequented. At Salina, &c., are the celebrated salt springs, owned by the state, and which supply sufficient fine salt for the Western States and the Canadas.

The climate is much modified by local circumstances. In the S., the influence of the ocean is perceptible, and the weather is changeable; but the annual range of temperature is not so great as in the N. and N. E., nor are either heat or cold so intense. The counties E. of the Hudson river assimilate that of the adjoining New England States. In the W., again the climate is modified by proximity to the great lakes, and is in some degree similar to that of the Atlantic region. As a general result, however, the climate is found to be highly salubrious, and with a few local exceptions, free from endemic diseases.

The agricultural resources of New York are immense. A rich soil, adapted alike for grazing and corn-growing, invites the industry of the farmer. Immense flocks and herds are pastured in the western part of the state; and the production of wool, hides, cheese, butter, and other animal staples is abundant. The grain crops consist of wheat, Indian corn, rye, oats, buckwheat, and barley, and a considerable amount of flax and hemp is raised. Fruits of all sorts are cultivated everywhere. Lumber, pot and pearl ashes, tar, pitch, turpentine, &c., are largely produced, and about 10,000,000 lbs. of maple sugar are annually drawn from the hard maple. About two-fifths of the whole state is devoted to cereal agriculture. Manufactures employ about 200,000 persons. In the state there are 118 cotton and 345 woollen factories, and several silk-mills.

The number of iron-works in 1850, was 502; tanneries 1,414, and ash-eries 738. Distilleries, glass-factories, dye and print works, paper-mills, and breweries are very numerous. As a commercial state, New York surpasses all others of the Union, and the internal trade is equally extensive. The foreign trade alone employs 4,450,000 tons of shipping. The canals and railroads are on a grand scale. The Hudson river and Erie Canal form one uninterrupted water communication from the ocean to the northern lakes, and the central line is connected by lateral canals southward with the Alleghany, Susquehannah, and Delaware rivers, and on the N. with Lakes Ontario and Champlain. The railroads traverse over nearly the same lines, and are especially useful when the canals are closed in the winter season. The total length of canal is 991 miles, and the aggregate length of completed railroad 2,129 miles. There are also several hundreds of miles of railroad now in progress. The tolls received on the canals amount annually to more than \$3,500,000.

In 1850, there were in New York 10 colleges, 163 academies, 55 female seminaries, and 22 other institutions of a higher grade. The state also supports two normal schools, and 13,811 common schools. There were besides, at the same date, 1,569 private schools. The funds set apart for educational purposes amounted to \$6,145,662, yielding a revenue of \$411,202. The whole amount of public moneys expended on common schools in the year 1850 was \$1,035,854 85. The principal colleges are the Columbia College and the University, at New York, and Union College at Schenectady. A free academy has been established at New York, and there are also many evening schools in the large cities. Mechanics' Institutes, Lyceums, Libraries, &c., are open to all.

New York is divided into 59 counties; 843 townships; 12 cities, (New York, Brooklyn, Williamsburg, Hudson, Albany, Troy, Schenectady, Syracuse, Oswego, Utica, Rochester, and Buffalo); 160 incorporated villages, and between 700 and 800 villages not incorporated. Many of the incorporated villages are places of extensive trade and commercial importance, especially those on the Hudson river and the lakes, and on the lines of the railroads and canals.

NEW YORK, the commercial capital of the United States, is located in the southern part of the state, on Manhattan Island, at the confluence of the Hudson and East rivers. The city is co-extensive with the island, and is  $13\frac{1}{2}$  miles long with an average breadth of one mile and three quarters, having an area of 14,200 acres. There are several small islands belonging to the city in the bay and East River.

The population in 1850 amounted to 515,507 souls: in 1840 it was 312,714, and in 1845, 371,102.

The bay and harbor of New York is one of the most beautiful and safe in the world, and the surrounding scenery magnificent. Shipping from every maritime nation, and merchantmen of every size, line the

wharves of the city on both sides, for a distance of three miles, presenting a continuous forest of masts and cordage, mingled with the chimneys of numerous steam-vessels. Upwards of 1,000 sail-vessels, 80 steamers, 70 or 80 steam-tugs, and 200 canal-boats may usually be seen in the harbor. In the coldest weather the bay is never obstructed with ice.

The dense and populous part of the city has a circumference of 9 or 10 miles. The lower part of the old city is irregularly laid out, but the streets in the upper or new portion intersect each other at right angles. The public buildings, which are generally of a costly nature, are numerous. The City Hall and the U. S. Courts, in the Park; the City Prison, facing on Centre-street; the Custom House, the Merchants' Exchange, and bank buildings, in Wall-street, &c., are the most conspicuous. Of the churches, many are superb specimens of architectural taste. Trinity Church, in Broadway, at the head of Wall-street; Grace Church, on Broadway, corner of 10th street, three miles up from the Battery, and several others, are magnificent structures. The whole number of churches is not far from 240. The public grounds are the Battery, facing on the bay, and from which the view is extensive and animated; the Bowling Green, the Park, St. John's Park, Washington Square, Tompkins' Square, Gramercy Park, and Union Park: all these are adorned with ornamental trees and shrubbery, and some with splendid fountains. The city is well supplied with water, which is conducted through a magnificent aqueduct from the Croton river, in Westchester county, a distance of 40 miles.

New York has numerous scientific, literary, and benevolent institutions. It has also several well-regulated theatres, the principal of which are the Broadway Theatre, Niblo's Garden, the Bowery Theatre, and the Astor Place Opera House. The Park Theatre, the oldest and most substantial ever established in New York, was burned down in 1848, and has not since been rebuilt. The American Museum, in Broadway, is also a place of great resort, and during the summer season, Castle Garden is used for concerts, &c.

New York, in short, may be considered as a world within itself. People of every nation, kindred, and tongue, and exercising every art and profession known to man, are its inhabitants. Churches of every persuasion—people of all creeds—institutions of every imaginable shade, and man in all his phases and in every condition, are agglomerated within the circuit of this, the Empire City of the western world, and form a most heterogeneous compound of all that is extreme. New York has suffered much from fire: the great fires of 1835 and 1845 are matters of history. The hotels of New York are very large, and well conducted.

The value of real and personal estate in the city, in 1850, was assessed

at \$286,061,816, and the amount of tax levied \$3,230,085, equal to 113 cents on the \$100. The city debt, contracted chiefly for the Croton water-works, amounts to \$14,646,783, less the sinking fund \$3,025,550.

BROOKLYN may be considered as a suburb of New York, and next to that place, is the most populous city in the state. The population, in 1845, was 59,566, but in 1850 it had increased to 96,838.

Brooklyn is situated immediately opposite New York, on Long Island, and has constant communication by means of five ferries. The East river is here only three-quarters of a mile wide, and, as a consequence, the business of the two cities is much blended. Brooklyn, however, has an extensive commerce of its own, and good wharfrage for shipping of the largest class. The Atlantic Dock is a work of great importance to the city. The United States' Navy-yard at the Wallabout, is a large establishment, and from this place many of our largest battle ships have been launched. The new Dry Dock at this station is perhaps superior to any similar work in the world. Greenwood Cemetery, one of the most beautiful burial-places in the Union, is situated in the southern section of the city, a short distance from the bay, and contains an area of 200 acres, diversified by hill and dale, woods, plains, and lakes. There are about 50 churches, and many fine dwellings, chiefly inhabited by the merchant princes of the commercial emporium. The City Hall is a beautiful structure, and an ornament to the city. From Brooklyn Heights and Fort Greene the view is extensive and grand.

Many handsome villages are within a short distance from New York and may be reached by ferry-boats that are constantly plying. The principal of these are Richmond, Stapleton, &c., on Staten Island; Fort Hamilton, at the Narrows; Astoria and Ravenswood, N. E. of Brooklyn; Williamsburgh, adjoining Brooklyn, with a population of 30,786; and Jersey City, Hoboken, &c., on the Jersey shore. There are also many others in the upper parts of the island, and in Westchester county.

New York is a principal center of railroad and steamboat travel. *The Long Island R. R., and the N. Y. and N. Haven R. R., accommodate the travel to Boston, &c.; and the N. Y. and Harlem R. R. and the Hudson river R. R., extend N. on the east side of the Hudson river. The New Jersey R. R. to Philadelphia, and the Ramapo, and Paterson and Hudson R. R. commence at Jersey city, opposite to New York. The N. Y. and Erie R. R., which has its eastern terminus at Piermont, on the Hudson river, is reached from New York by steamboat. A railroad also extends from South Amboy to Philadelphia, to and from which place passengers are carried by steamboats. Steamboats travel regularly to and from all the ports on Long Island Sound as far as Stonington; and up the North river several times a day to Albany and Troy, stopping at the intermediate places.*

ALBANY is the political capital and seat of the state government. It

is situated on the W. bank of the Hudson, 145 miles N. of New York, on a gentle rise of ground, and presents with its gilded domes, an imposing appearance from the river. The Capitol, the City Hall, and the State House, are splendid structures, located on the summit of the ascent overlooking the city. Besides these there are several other public buildings, as the Exchange, State Geological Museum, the Medical College, academies, churches, &c. Albany enjoys a large commerce, and is the entrepôt between the west and the port of New York. Its manufacturing establishments consist of founderies, breweries, &c., and are very extensive. Two ferries cross the river: one to East Albany, for the accommodation of the railroads terminating there, and the other to Greenbush; and numerous steamboats, the largest and most splendid river boats in the world, and an endless array of steam tow-boats ply between this city, New York, and the intermediate places. The average speed of the first-class steamboats is about 16 miles an hour. The steamboat *Alida* made the passage from New York to Albany on the 1st December, 1849, in 7 hours and 54 minutes, including 13 landings which occupied 48 minutes, —the fastest trip on record, being something over 21 miles per hour. The Erie canal and a chain of railroads extend from Albany to the lakes, and lateral branches of both diverge to the north and south from the main stem, so as to draw to a focus the whole wealth of the adjacent counties. The transportation and travel on these lines are immense. Railroads also connect it with Boston and the whole of New England; and the city of New York is reached by the Housatonic Railroad, via Bridgeport. The Hudson River Railroad and the N. Y. and Harlaem Railroad will also be extended so as to connect with this city. Population in 1850, 50,763.

Troy lies on the E. bank of the Hudson, 6 miles above Albany. It is a thriving city, and even now rivals Albany in business and enterprise. Several railroads center here, connecting with Albany and the N. and W.; and also with Boston and New York. Steamboats ply regularly between this and New York, on the Hudson. The State Dam, at the head of steam navigation, is a noble work, and ensures sloop navigation for a number of miles further up the river. About one-third of the people are employed in the various manufactories. The city is well built, chiefly of brick, and the streets are lined with stores, in many instances, equaling those of New York in splendor. The Court House, the Episcopal church, and the Lyceum are handsome structures, but otherwise the city can boast of no buildings which require especial notice. The hotels are, in general, large and well-conducted establishments. Population in 1850, 23,785.

HUDSON, at the head of ship navigation, on the river of the same name, is beautifully situated, and the streets regularly laid out. It has a Court House and several other public buildings. The city is supplied



with water from Becraft's mountain, two miles distant. Population 6,289. It is on the line of the Hudson River Railroad, and the steamboats which ply between Troy and Albany, and New York, stop here. The Hudson and Berkshire Railroad connects it with New England.

«SCHENECTADY is about 17 miles W. of Albany, and is pleasantly situated on the Mohawk river. It is a great thoroughfare, being the center of railroads to Albany, Troy, Whitehall, and westward to the lakes. The Erie canal also passes through this city. About half a mile from the city, Union College, a celebrated institution, is situated. Schenectady was originally the head quarters of the Mohawk Indians, and in 1690, the French and Indians burnt the place and massacred most of the inhabitants. It was settled by the Dutch in 1620. Population 8,922.

SYRACUSE is situated at the junction of the Erie and Oswego canals, and had its rise and retains its importance from this circumstance. It is also celebrated for the manufacture of salt. Population 22,271. OSWEGO is situated at the mouth of the river of the same name, and also derives its importance from its location, being an entrepôt between Lake Ontario and the canal system of the state. It has 16 flouring-mills, capable of turning out 9,000 barrels of flour per diem. Population 12,205. UTICA, on the Mohawk, is a well-built city. Among the public edifices the State Lunatic Asylum is the most conspicuous. The Erie canal passes through the city. It is also a depôt on the great northern line of railroads. Population 17,642. ROCHESTER, also on the line of the Erie canal and northern railroads, lies on both sides the Genesee river near its mouth, and enjoys immense water-power, created by the falls, which have a descent of 215 feet in three successive saults of 90, 20, and 105 feet. The mills on this river are some of the largest in the world. A splendid aqueduct 804 feet in length, has been constructed to carry the canal over the river. The city contains 24 churches, and several public buildings. Population 36,403.

BUFFALO is advantageously situated on Lake Erie, and is the western terminus of the canals and railroads of the state. Its lake commerce is immense, employing some 100 steamboats, which collect from the lake ports a vast amount of produce, which is conveyed eastward by canal. The city contains 22 churches, and other public buildings, and is laid out in a rectangular form. Buffalo was founded in 1801, but was destroyed by the British in the war of 1812. Its progress since that period has been rapid, and its prosperity is assured by peculiar advantages. Population 42,261.

Among the larger villages may be mentioned Poughkeepsie, Newburg, Kingston, Catskill, Kinderhook, Lansingburg, Waterford, &c., on the Hudson river; Whitehall, the terminus of the Washington and Saratoga Railroad, at the head of Lake Champlain; Plattsburg, on the same lake; Ogdensburg, on the St. Lawrence river; Little Falls, Herkimer,

Rome, Salina, Skeneateles, Auburn, Waterloo, Canandaigua, Geneva, Palmyra, Batavia, Brockport, Lockport, Lewistown, &c., on the line of the great northern avenues; Goshen, Binghamton, Owego, Elmira, Corning, Olean, Dunkirk, &c., on the line of the N. Y. and Erie Railroad; and a number of others in the neighborhood of the central lakes, as Ithaca, Penn-yan, &c.

New York was discovered by Hendrick Hudson, an Englishman, then in the service of the Dutch West India Company. He sailed up the river, which still bears his name, in 1609, and subsequently sold his claim to the country to the Dutch government. A colony of that nation settled at Fort Orange, in 1613, and in the following year built some fortifications on the southern part of Manhattan Island. The territory claimed by the Dutch extended from Fort Good Hope, on the Connecticut, to Fort Nassau, on the Delaware, and indefinitely northward. To this territory they gave the name of "Nieuw Nederlands." The English also laid claim to these lands, and in 1664, Charles II. granted the whole country to his brother, the Duke of York and Albany, who dispatched an armament under Col. Nicholls to enforce a surrender and expel the Dutch. The name of Fort Orange was now changed to Albany, and that of Nieuw Amsterdam to New York, the whole territory also taking the latter name in honor of the proprietor. The colony was recaptured in 1673, and remained in the hands of the Dutch until the ensuing year, when it was restored to the English. During the seven years' war, New York suffered severely from hostile incursions, and during the revolutionary war was the scene of warlike commotion, and of some of the most glorious victories that American valor ever wrested from the foe. It was one of the "thirteen" that formed the original United States. New York city was held by the British, after the battle of Long Island, until the final evacuation of the country on the 25th November, 1783, a day which has ever since been annually celebrated as a national holiday

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## THE STATE OF NEW JERSEY.

*Area 8,320 square miles.—Population 489,555.*

NEW JERSEY, situated between the Delaware river and the Atlantic ocean, lies between  $38^{\circ} 57'$  and  $41^{\circ} 22'$  N. lat., and between  $73^{\circ} 58'$  and  $75^{\circ} 29'$  W. long.: and is bounded N. by New York; E. by New York and the Atlantic ocean; S. by the Atlantic ocean, and W. by Delaware bay and river.

The Blue Mountains and other elevations give a mountainous character to the northern section of the state; but the intervalles and slopes

are well adapted to grazing, and the soil is more fertile than in the southern districts. These hills are highly metaliferous, and mining operations are extensively carried on in almost every part. The central section has an undulating, and in some localities a plane surface, but is agreeably diversified. In this portion several copper mines exist. The southern counties, including all the coast from Sandy Hook to Cape May, are level, and principally of a barren nature, producing little but scrub-oaks and yellow pines; of late years, however, these, formerly considered as almost worthless, have come into use for steamboats and the supply of the glass-houses; and, as a consequence, the value of the country where they abound has been much increased. The Highlands of Navesink, near Sandy Hook, are the only elevations of note in this section, and are the first land seen by seamen approaching the coast. In this vicinity and at Cape May are several beautifully located watering-places, which attract during the hot summer months large numbers of visitors and invalids.

The coast is lined with long, narrow islands, between which and the mainland are shallow bays bordered by salt marshes and swamps; but there is no good harbor between Sandy Hook and Cape May. The whole coast is very dangerous to navigation, and scarcely a year passes without the destruction of one or more ships. Several of the splendid packets from New York have been stranded in this vicinity. The principal rivers, besides the Delaware and Hudson, are the Raritan, the Passaic, and the Hackensack, none of which are navigable for large ships, but are of inestimable value on account of the water-power they supply for manufacturing purposes. The climate is much similar to that of southern New York, but in many places where the land lies low, endemic diseases are prevalent.

New Jersey is more an agricultural and manufacturing than a commercial state. The farms are highly cultivated, and great care is taken in raising market crops. The cities of New York and Philadelphia receive from this state a large proportion of their green vegetables, fruits, &c. The manufactures are numerous, and consist of almost every kind of goods. Cotton and woollen-mills are established in many towns, and machinery, hardware, glass, paper, jewelry, &c., are largely produced. Leather articles are also manufactured on a large scale: saddlery, boots and shoes, being staple exports. Among the minor articles are earthenware, fire-brick, &c. The iron mines, in the northern part of the state, are worked with great spirit. Foreign commerce is limited. The length of canal within New Jersey is 148 miles, and of railroad 357 miles.

The principal literary institutions are the College of New Jersey, at Princeton, founded in 1738, and Rutgers's College, at New Brunswick, founded in 1770, to both of which are attached Theological Seminaries, and to the latter a Law School. There are also 66 academies and 1,575 common schools.

The state is divided into 20 counties. The principal cities and towns are Trenton, Newark, Paterson, New Brunswick, Morristown, &c.

**TRENTON**, the capital, is situated on the E. bank of the Delaware, at the head of steam navigation. The city is regularly laid out, and contains many elegant stores and dwellings. The State House is a handsome stone building, and there is a magnificent bridge of five arches thrown over the river. It is connected with New York and Philadelphia by railroads, and a branch railroad connects it with Bordentown, 6 miles S. Population 6,466. **BORDENTOWN** is situated on an elevation overlooking the Delaware, and was the residence of Joseph Bonaparte while in the United States. Population 2,769.

**BURLINGTON**, 13 miles S. of Trenton, on the Delaware, contains six churches, and is the official residence of the Episcopal Bishop of the diocese. Population 5,398. **CAMDEN**, 18 miles further south and opposite Philadelphia, is the terminus of the Camden and Amboy Railroad. Population 9,479. A branch railroad extends hence to Woodbury, a village of 1,000 souls.

**PRINCETON**, on Millstone river, 10 miles N. E. of Trenton, with which and New York it communicates by railroad, is noted for its college and theological seminary. It was the scene of one of Washington's victories in 1777. Population 3,029. **NEW BRUNSWICK**, on the Raritan river, 16 miles further N. E., is an old town and seat of Rutgers's College. It is connected with the Delaware, by a canal to Bordentown, 42 miles long, and is also an important depôt of the New Jersey Railroad. Population 13,887. **SOUTH AMBOY**, at the mouth of the Raritan, is the E. terminus of the Camden and Amboy Railroad. **PERTH AMBOY**, on the N. or opposite bank of the river, has several manufactures, and is the seat of the Inventor's Institute.

**ELIZABETHTOWN**, 35 miles N. E. of Trenton, and 5 miles S. of Newark, is an ancient borough, and on the line of the New Jersey Railroad, and the railroad from Elizabethport to White House passes through it. Population 5,583. **SOMERVILLE**, 24 miles W., is a flourishing place on the Central Railroad. **RAHWAY**, on the Rahway river, is 6 miles S. of Elizabethtown, and has considerable manufactures. Pop 3,306.

**NEWARK**, on the W. bank of the Passaic river, is the most populous city in the state, and is celebrated for its manufactures of machinery, carriages, saddlery, &c. Jewelry is also manufactured on a large scale. The commerce of Newark is considerable. Population 38,894. **MORRISTOWN**, 23 miles W., is reached by the Morris and Essex Railroad. *Schooley's Mountain*, about 19 miles further west, is reached by stage. Eight miles E. of Newark is **JERSEY CITY**, opposite to New York, the E. terminus of the New Jersey Railroad and the Morris canal; and also of the Paterson and Hudson Railroad. It is the commencement of southern travel from New York. Two ferries connect it with that city. Jer

sey City is a place of some trade, and has a good water-front on the Hudson, which is deep enough to accommodate the largest ships. The Cunard line of steamships dock here. Population 6,856. PATERSON, below the falls of the Passaic river, is a flourishing city and chiefly engaged in manufactures, being highly favored with water-power and other local advantages. The Morris canal passes south of the city, and railroads connect it with New York, and northward with the line of the New York and Erie Railroad at Ramapo. Paterson contains a number of beautiful churches, and in the suburbs are many elegant private residences. The principal manufactures are cotton goods, machinery, carriages, paper, and firearms. Population 11,338. There are a number of manufacturing villages in the neighborhood, as New Manchester, Pompton, &c. The falls have a descent of 72 feet, and are surrounded by the most magnificent scenery.

New Jersey was originally a portion of the "Nieuw Nederlands," and under Dutch governors, until the capture of New York, in 1664. It was afterwards included in the extensive grant to the Duke of York, and subsequently transferred by him to Lord Berkeley and Sir G. Carteret. In 1665 Philip Carteret was appointed first governor, and in 1676 the province was divided into East and West Jersey; the former continuing under Carteret, and the latter being attached to the government of New York. In 1682, East Jersey was transferred to William Penn; and Robert Barclay, the celebrated author of the "Apology for the Principles of the Quakers," was appointed governor. A réunion of the provinces was effected in 1702, and the province, now styled New Jersey, was placed under Lord Cornbury, the governor of New York; but in 1738, this connection was dissolved, and a separate government instituted, which lasted until the war of the Revolution. William Temple Franklin, a son of the celebrated philosopher, was the last royal governor of the province.

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## THE STATE OF PENNSYLVANIA.

*Area 46,000 square miles.—Population 2,311,736.*

PENNSYLVANIA, which derives its name from the celebrated William Penn, lies between 39° 43' and 42° 12' N. lat., and between 74° 44' and 80° 34' W. long.: and is bounded N. by New York and Lake Erie; E. by New York and New Jersey; S. by Delaware, Maryland, and Virginia, and W. by Virginia and Ohio. The Delaware river forms the whole eastern boundary.

Few level tracts of any extent are found in this state, except in the N. W. The whole eastern and central parts are mountainous. In the S. E., however, the hills subside and the land becomes undulating. The Alleghanies traverse the state from N. E. to S. W. The Blue Mountains, Sideling Hill, Laurel Hill, &c., are local names for the several ridges that run parallel with the main range. The eastern ascent of the Alleghanies is rugged and steep, but on the W. the elevations sink gradually and form an extensive table-land. The soil is well adapted to profitable agriculture. The richest lands occur in the S. E. of the mountains, extending from the Blue Ridge to the Delaware; and the tract between Lake Erie and the Alleghany river is exceedingly fertile. Minerals abound in the mountains; anthracite coal and iron-ore are in inexhaustible profusion. Of anthracite coal upwards of 3,500,000 tons are annually produced. On the W. of the mountains are vast fields of bituminous coal, which is used in Pittsburg and other places for manufacturing purposes, and has lately come into extensive use for steamboats and locomotives. In this region salt springs also occur, which yield a strong brine. It is calculated that the anthracite beds of Pennsylvania cover an area of 975 square miles, and in some places have a depth of 60 or 70 feet. The area of the bituminous coal region is stated at 21,000 square miles. Both species of coal are frequently found in juxtaposition: indeed the one is but the other decarbonized by volcanic action.

Pennsylvania has no sea-coast; but the Delaware river, which forms its E. boundary, and is approached by the noble bay of the same name, affords every convenience that could be derived from an ocean front. Otherwise the state has many water facilities, which have been artificially improved. The Delaware is navigable for ships to Philadelphia, and for steamboats to Trenton. The Susquehanna and the Alleghany are the other principal rivers. Pennsylvania has also an outlet on Lake Erie, which is connected with the interior by a noble system of canals. The total length of canal navigation is about 1,100 miles, and the length of railroad between 1400 and 1500 miles. The climate is generally mild, but depends much on elevation and the direction of the winds.

Pennsylvania is largely engaged in all the great branches of industry. Her mines are, next to those of England, the most productive in the world; and in the mining, reducing, and manufacturing of iron, an immense capital is invested. Agriculture occupies about one-half of the population. The grain crops in the western portion of the state are very fine, and afford a surplus for export. Tobacco and flax are also grown. The annual dairy is valued at three or four millions of dollars, and the amount of wool gathered is estimated at four million pounds. Maple sugar is extensively collected. Pennsylvania has many cotton and woolen-mills, and several in which silk and flax goods are made. Leather, soap, paper, &c., are among the minor manufactures. The great staples, how-

ever, are machinery, cutlery, firearms, &c. Ship-building is also a prominent feature in the industry of the state. Foreign commerce employs about 260,000 tons of shipping, and the trade on the canals and railroads is of immense value. The coasting trade is also extensive.

The whole number of common schools in Pennsylvania in 1850, was 8,845, and the number of scholars 360,605. The cost of instruction to the state was \$609,377. The University and Girard College, at Philadelphia; Dickinson College, at Carlisle; Jefferson College, at Canonsburg; Washington College; Alleghany College, at Meadville; Pennsylvania College, at Gettysburg; Lafayette College, at Easton; Marshall College, at Mercersburg; the Western University, at Pittsburg; and the College of St. Thomas, at Villanova, near Philadelphia, are among the institutions for the higher branches of education. There are also 7 Protestant and 2 Roman Catholic Theological Seminaries; one Law School, and 4 Medical Schools in the state, and a large number of private schools. Pennsylvania has a large number of benevolent institutions.

The state is divided into 63 counties. The principal cities and towns are Harrisburg, Philadelphia, Pittsburg, &c.

HARRISBURG, the capital, is situated on the E. bank of the Susquehanna. The city is handsomely planned, with streets crossing each other at right angles. The State House, on an eminence fronting the river, and the Court House, Masonic Hall, Jail, &c., are the principal public buildings. There are 13 churches. Considerable manufactures are carried on, and a brisk trade is maintained with the surrounding country. Population 8,173. The river is here spanned by a fine bridge 2,876 feet long. *The Central Railroad commences here; also the Cumberland Valley Railroad to Chambersburg, 56 miles. It is connected by railroad with Philadelphia, 107 miles.*

PHILADELPHIA, with the Northern Liberties, Kensington, Spring Garden, Southwark, and Moyamensing, is second only to New York in population and importance. It is situated between the Delaware and Schuylkill, extending from river to river. The city has many substantial public buildings and fine squares. The old State House in which the "Declaration of Independence" was signed, the Custom House, the U. S. Mint, the Merchants' Exchange, and the Girard College, are especially objects of attraction. Several of the churches, of which there are about 160, are imposing structures. The colléges and schools are highly celebrated for their efficiency; and few cities boast of a larger number of literary, scientific, and benevolent societies. The city is supplied with water from the Schuylkill, and the city proper and Kensington have for many years been lighted with gas. The people are actively employed in manufactures, trade, and commerce. Population in 1850, 409,046.

PITTSBURG, the "Birmingham of America," is situated on the Ohio at the confluence of the Alleghany and Monongahela rivers. It is the

chief manufacturing city in the state, and contains a large number of furnaces, forges, and rolling-mills, with several cotton and woollen-mills, tanneries, machine-shops, and hardware and cutlery factories. The city is supplied with water from the Alleghany, and since 1830 has been lighted with gas. In 1845 Pittsburg suffered the calamity of a great conflagration, but the "burnt district" has since been entirely rebuilt in a substantial manner. Few cities are so admirably situated for trade and manufactures, being in the midst of the iron and bituminous coal region, and at the head of a great navigable river—the highway to the west and New Orleans. In 1840 the population was 24,115, and including its suburbs, the adjoining cities and boroughs of Manchester, Birmingham, Laurenceville, &c., 40,000. In 1850 it had increased to 46,601.

LANCASTER, on the line of the Columbia Railroad, is an ancient manufacturing and trading town, chiefly inhabited by Germans. It was formerly the state capital. Franklin College, situated here, was founded in 1789. It contains 13 churches. Population 12,382. COLUMBIA, on the Susquehannah, and YORK, a few miles further W., communicate with Philadelphia and Baltimore by railroad, and are places of considerable traffic. POTTSVILLE, in the center of the anthracite region, is an important town with an immense trade. In 1824 there were but five houses in the place; it now contains 7,966 inhabitants. READING, on the E. bank of the Schuylkill, which is here spanned by two bridges, was laid out in 1784. It is now a considerable town, and has a large trade. It communicates with Philadelphia by railroad. Population 15,748. There are several other important places, among which may be mentioned—CARLISLE, the seat of Dickinson College and the United States' Dragoon Barracks; MAUCH CHUNK and HONESDALE, in the coal region; EASTON, on the Delaware, noted for its flouring-mills; WILKES-BARRE, in Wyoming Valley, noted for the massacre of its inhabitants by the torles and Indians in 1778; GETTYSBURG; BEAVER, a manufacturing village; ERIE, the chief outlet on the lake coast; MEADVILLE, CANONSBURG, WASHINGTON, &c.

Between 1638 and 1664, various settlements were made in this state by the Swedes, Dutch, and English. In 1681 the country was granted to William Penn, the Quaker, and in the year following that philanthropist brought over his first colony. Penn died in 1718, but his heirs continued to hold his interests until the Revolution, when they sold their claim to the commonwealth. In 1768, the boundary known as Mason and Dixon's line, was run between Pennsylvania and Virginia. The first constitution of the state was adopted in 1776, the second in 1790, and the present in 1838. Delaware became a part of Penn's patent in 1682, and for a long period formed a portion of the colony; and as such, was known as the "three lower counties on the Delaware." A final separation was effected in 1701 by the withdrawal of Delaware.



## THE STATE OF DELAWARE.

*Area 2,120 square miles.—Population 91,535.*

DELAWARE, next to Rhode Island the smallest state of the Union, lies between  $38^{\circ} 27'$  and  $39^{\circ} 50'$  N. lat., and between  $74^{\circ} 50'$  and  $75^{\circ} 40'$  W. long.: and is bounded on the N. by Pennsylvania; on the E. by Delaware bay and the Atlantic ocean, and on the S. and W. by Maryland. It occupies the N. E. portion of the peninsula between Chesapeake and Delaware bays.

The northern part of the state is somewhat hilly, but in the southern districts so level and low, that large tracts are sometimes inundated. Some fine grazing farms are found in Sussex county, and the grain crops are generally large and valuable. Delaware has its eastern front on the bay of the same name and the Atlantic. The principal rivers are the Brandywine and Christiana—small streams, indeed, but well remembered in history. They afford many valuable mill sites. The Appoquinimink, Duck creek, Jones' river, Maspillion, Broadkill, and Indian river, fall into Delaware bay. The Nanticoke rises in the southwestern part of the state and flows into Maryland. The climate assimilates that of southern Jersey, and in many parts, from the miasma that rises from the swamps, is unhealthy.

Agriculture is the chief occupation of the people in the counties of Kent and Sussex, and employs about four-fifths of the whole population. The chief products are Indian corn, oats, and wheat; and some cotton and flax is raised. The manufactures of the state, chiefly carried on in Newcastle county, are comparatively extensive, and include woollen and cotton goods, machinery, leather, paper, gunpowder, &c. Commerce and the fisheries are also actively engaged in. About 11 miles of canal and 49 miles of railroad, belong to this state, all in the northern section.

Delaware College, at Newark, is the only collegiate institution. There are, however, about 20 academies and grammar schools, and some 200 common schools. The income of the school fund annually disbursed amounts to \$45,239.

The state is divided into 3 counties. The principal towns are Dover, Wilmington, Newcastle, &c.

DOVER, the capital, is situated on Jones' creek, five miles up from its mouth. It is well laid out, and has a vicinity very picturesque. The State House is a fine building, on the public square. There are three churches in the town. Population 2,200.

WILMINGTON, the principal port and largest city, lies on the Brandywine, one mile from its union with Christiana creek. The principal building is the City Hall. It contains 16 churches. A large number of

flouring-mills are located on the river. About 9,460 tons of shipping belong to the port, chiefly engaged in the coasting trade. The fisheries are in some degree attended to. Population 13,979. The railroad from Philadelphia passes through Wilmington, and also through NEWARK, the seat of Delaware College.

NEWCASTLE, on the Delaware, a few miles S. of Wilmington, carries on a considerable trade with Philadelphia. A railroad extends hence to Frenchtown in Maryland. DELAWARE CITY is a small place opposite to the fortified island called Pea-Patch, to which the United States has lately substantiated a claim. LEWISTOWN, on Lewis' creek, is celebrated for its salt works. FIELDBORO', KENTON, MILFORD, BRIDGEVILLE, GEORGETOWN, and WASHINGTON, are considerable villages. For several miles along the southern borders are extensive cypress swamps which extend into Maryland.

Delaware was settled by Swedes and Finns in 1627, who built forts at Lewistown and Wilmington. These original colonies were expelled by the Dutch in 1655, and after the capture of New York by the British, the Dutch in their turn were driven off. The province was included in the Duke of York's patent, but in 1682, the Duke relinquished his claim to William Penn, who consolidated it with his colony at Philadelphia. Then, as now, it was divided into three counties, which were styled the "three lower counties on the Delaware." In 1701 the representatives from Delaware withdrew from those of Pennsylvania, and in 1704 convened in assembly at Newcastle. After this period it remained separate, though the same governor presided over both colonies until the Revolution. The first constitution was formed in 1776, the second in 1792, and the present amended constitution in 1838.

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## THE STATE OF MARYLAND.

*Area 9,356 square miles.—Population 583,035.*

MARYLAND is situated between 38° and 39° 43' N. lat., and between 75° 10' and 79° 20' W. long.: and is bounded N. by Pennsylvania; E. by Delaware and the Atlantic ocean, and S. and W. by Virginia.

The Chesapeake bay, one of the finest bodies of water in the world, divides the state into two unequal portions. The country on the E. has a deeply indented coast, and a low-lying surface of the same physical aspect as that of Delaware. On the W. below the falls of the rivers, the same physical features prevail; but above these the country gradually becomes uneven and hilly, and in the western part of the state is

mountainous, being traversed by several ridges of the Alleghenies. The soil is well adapted to wheat and tobacco, and some cotton of inferior quality is raised. Flax and hemp are also produced in the W. The forests abound in nuts, and afford subsistence to vast droves of hogs. Iron-ore and bituminous coal are inexhaustibly abundant near the upper waters of the Potomac, and produce immense wealth to the miners.

The Potómac river, which is  $7\frac{1}{2}$  miles wide at its mouth, and navigable for large ships more than 300 miles, and for boats to Cumberland, 190 miles further, forms the southwestern boundary of the state. All the rivers empty into Chesapeake bay. The rivers flowing from the W. are the Pawtuxent, the Severn, and the Patapsco; and those from the E. the Elk, Chester, Choptank, Nanticoke, Wicomico, and Pocomoke, all of which have their rise in Delaware. The climate is in general congenial and pleasant; but the low regions, which are swampy, emit a pernicious miasm. In the more elevated regions, however, the inhabitants enjoy the best of health.

The chief wealth of Maryland is drawn from its mines and agriculture. Mining is now being carried on with great spirit, and since the completion of the canal and railroad to Cumberland, operations have been greatly extended. It is a fact worthy of observation, that most of our ocean steamships are using the semi-bituminous coal of this region, and large quantities are used at Pittsburg and for steamboats on the Ohio river. Furnaces, bloomeries, and rolling-mills for the manufacture of iron have increased wonderfully in number during the last three or four years, and turn out large quantities of cast and bar iron. The principal agricultural produce is wool and pork; wheat, Indian corn, and oats; and tobacco. The cereal crops yield a fair average, and Maryland stands fourth on the list of tobacco growing states, and is highly celebrated for the excellency of this staple. Its manufactures are also very valuable. Woollen and cotton factories are established in several parts, and there are others for the manufacture of silk, flax, and mixed goods. The flour of Maryland is highly esteemed in the markets. Ship-building, chiefly carried on at Baltimore, is also an extensive branch of industry. The commerce of the state is large and valuable; and the coasting and internal trade equally flourishing. The coast fisheries employ many hundreds of families, and supply not only sufficient fish for the city markets, but also no small amount for export. The internal improvements consist of 192 miles of canal and 527 miles of railroad.

There are in the state several highly celebrated schools. The University is the principal. St. John's College, at Annapolis, founded in 1784, is the oldest. St. Mary's College, at Baltimore, was founded in 1799; Mount St. Mary's College, at Emmetsburg, in 1830; and St. James' College, near Hagerstown, in 1842. These are all in a flourishing condition. There are Catholic ecclesiastical seminaries at Baltimore and Emmets-

burg, and two medical schools at Baltimore. Besides these the state has about 140 academies and 600 common schools.

Maryland is divided into 20 counties. The principal cities and towns are Annapolis, Baltimore, Fredericktown, &c.

ANNAPOLIS, the capital, is situated on the W. bank of the Severn river, two miles from Chesapeake bay. The State House is the handsomest building the city contains. There are some interesting reminiscences connected with Annapolis; it was here the old Congress sat frequently during the revolutionary struggle, and it was here that Washington resigned his commission to that august body. Population 4,198.

BALTIMORE, the commercial capital, is situated on the Patapsco river, 14 miles from the bay, and is the third city in point of population, and the fifth in point of commerce in the Union. Baltimore is also celebrated for its "monuments," and has several colleges, academies, and 47 churches. The Cathedral is a magnificent edifice, and the Exchange, City Hall, &c., are large and fine buildings. The city is supplied with water from Jones' Falls. The commerce of Baltimore is very extensive; the foreign arrivals in 1849 were 558 vessels and the clearances 698 vessels, besides which 1,275 vessels arrived coastwise. Manufactures are becoming very important. It is one of the great flour markets of the Union, and exports largely of this staple. The city was founded in 1729. Population 169,054. Railroads extend from Baltimore to Philadelphia and York, Pa.; and to Cumberland and to Winchester, Va., with branches to Washington city and Annapolis.

FREDERICK CITY, on the Monocacy river, ranks as second city in the state, and is a principal depôt of the Baltimore and Ohio Railroad. Population 6,028. HAGERSTOWN, WILLIAMSPORT, BLADENSBURG, WESTMINSTER, CUMBERLAND, &c., are all places of some consideration and importance, as entrepôts of commerce. Cumberland lies in the center of the mining districts. The ports of entry, besides Baltimore, are ST. MARY'S, on the Potomac; NOTTINGHAM, on the Patuxent; HAVRE DE GRACE, at the mouth of the Susquehannah; CHESTERTOWN, on the Chester river; OXFORD, on Treadhaven creek; VIENNA, on the Nanticoke; and SNOWHILL, on the Pocomoke. Considerable shipping is owned at all these places.

The first settlements were made at St. Mary's, by Catholics from England, in 1634, and the colony, which had been granted to Lord Baltimore in 1632, was from that time to the period of the revolution, governed by the heirs of that nobleman, as proprietors of the territory. In the war with England in 1812, this state suffered severely, and was devastated by fire and sword. Baltimore commemorates the patriotism of her brave citizens who fell defending their country's honor by a splendid monument.

## THE DISTRICT OF COLUMBIA.

*Area 60 square miles.—Population 51,687.*

THE DISTRICT OF COLUMBIA, as originally laid out, and as it remained until 1846, occupied an area of 100 square miles, on both sides the Potomac, 120 miles from its mouth, and was ceded to the United States by Virginia and Maryland in 1789, of which states respectively it had hitherto formed parts. It was thus granted for the purpose of establishing therein the Federal Capital and seat of the General Government. In 1846 the portion granted by Virginia was retroceded to that state, so that the present District includes only a little more than half its original dimensions, and lies altogether on the Maryland side of the river. In this are situated the cities of Washington and Georgetown. The government of the District is vested solely in Congress.

The city of WASHINGTON, the capital of the United States, is situated on the E. bank of the Potomac, at its junction with the Anacosta, and is encompassed by forest-clad hills, from which the view of the country is magnificent. The city is planned out on a grand scale, and if ever completed as designed, will be one of the finest cities of the world. The streets diverge from several centers, and are very wide. The Capitol is finely planted on an eminence, and overlooks the whole city. This building is of white freestone, and occupies an acre and a half of ground. The internal arrangements are plain but substantial. The Senate Chamber occupies the north wing of the building, and the Chamber of the Representatives the opposite wing. The Supreme Court sits in a chamber under the Senate. The building is surmounted by a splendid dome 120 feet high, under which is the rotunda, 95 feet in diameter and 95 feet in height, and on the walls the magnificent national paintings of Trumbull, Chapman, and Weir, are hung. The apartment is also adorned with various *alto relievo* groups, each representing some great national event. The colossal statue of Washington, by Greenough, is placed in this room. The White House, the official residence of the President, is also a freestone edifice of great beauty. Adjoining this are the extensive buildings occupied by the war, navy, and treasury departments. The General Post Office is a large and beautiful marble building with two wings, and is highly adorned with large fluted columns of the same material. The Patent Office is also a large and splendid building, and the building of the Smithsonian Institute is a gorgeous monument of the munificence of its projector. The Navy-yard, about a mile from the capitol, is a fine establishment, and the magazine is replete with all warlike stores. Within the limits of the city are some thirty churches; and numerous institutions of a benevolent, religious, educational, and

philanthropic character, dignify the moral aspect of the capital. The theatres, and places of amusement generally, are maintained on a liberal footing. The City Hall, intended for the accommodation of the municipal authorities, adds much to the beauty of the place. The Congressional cemetery is also a place worthy of note. Here rest many of the "worthies" of America; and some of the noblest and bravest of patriots, whose voices have echoed through the land the watchword of freedom, and whose history is blazoned on the fairest page of their country's annals. Washington is connected with the N. and S. by railroads, and is accessible from the Atlantic for the largest ships. During the war of 1812, the British burnt the city, and many of the public records and works of art were either consumed or carried away. This wanton act of vandalism will ever remain a record of disgrace and infamy on the escutcheon of Britain, which no sophistry can palliate. Washington, however, soon recovered from the disaster, and by the liberality of Congress, has risen like a phoenix from its own ashes. Population 40,001. Washington is connected, by means of a branch railroad, with the railroad systems of the Eastern and Middle states; and with the South by means of steamboats to Acquia Creek Landing—the commencement of the great southern line of railroads.

GEORGETOWN is divided from Washington by Rock creek, and is distant from the capital three miles. It is beautifully located, and from its elevated position, commands a view of the splendid panorama of the Potomac and surrounding country. It is a place of considerable commerce and manufactures. The public and private buildings are generally substantial, and have a neat and new appearance. The Roman Catholic College and the churches are especially magnificent. The city is laid out with regularity, and may be considered as a suburb of Washington. The Chesapeake and Ohio canal commences at Georgetown. The population had been almost stationary for 20 years: in 1830 it was 7,360, and in 1840, 7,312; showing, indeed, a small diminution, but in 1850 it had increased to 8,366.

The District of Columbia was selected by General Washington as the fittest locality for the seat of the national government, and the capital was laid out under his direction. The situation is one of the most picturesque and beautiful in the Union, and is every way worthy to be the metropolitan district of a nation of freemen.

THE  
PRINCIPAL TRAVELING ROUTES

THROUGH NEW ENGLAND, THE MIDDLE STATES,  
AND THE CANADAS.

**MAINE.**

(1) PORTLAND TO BOSTON.

*Via Portland, Saco, and Portsmouth R. R.*

To Scarborough .....	6
Saco .....	7 13
Kennebunk.....	9 22
Wells .....	6 28
North Berwick .....	5 33
South Berwick*.....	5 38
Elliott .....	7 45

*Eastern R. R.*

PORTSMOUTH† .....	6 51
Greenland .....	5 56
North Hampton.....	2 58
Hampton .....	3 61
Hampton Falls .....	2 63
Seabrook .....	2 65
East Salisbury.†.....	4 69
NEWBURYPORT.....	2 71
Rowley .....	5 76
Ipswich .....	4 80
Wenham .....	5 85
Beverly .....	4 89
Salem§.....	2 91
Lynn.....	5 96
West Lynn .....	2 98
North Chelsea.....	3 101
BOSTON .....	4 105

\* Boston and Maine R. R. intersects here.

† Portsmouth and Concord R. R. intersects here.

‡ Branch to Amesbury Mills 3 miles.

§ Essex Co. R. R. to Lawrence 22 miles.

(2) PORTLAND TO BOSTON.

To N. Berwick, (See No. 1) 33	
Junction .....	4 37

*Boston and Maine R. R.*

South Berwick.....	1 38
Salmon Falls, N. H. ....	1 39
Somersworth* .....	1 40
DOVER† .....	3 43
Madbury .....	4 47
Durham .....	2 49
New Market .....	5 54
South New Market .....	3 57
EXETER.....	4 61
East Kingston.....	5 66
Newton .....	4 70
Plaistow.....	3 73
Haverhill, Mass.....	5 78
Bradford .....	1 79
North Andover.....	4 83
LAWRENCE .....	2 85
ANDOVER.....	3 88
Baldervale.....	2 90
Wilmington.....	6 96
Reading .....	3 99
South Reading .....	2 101
Stoneham.....	2 103
Melrose .....	1 104
Malden .....	2 106
Somerville .....	3 109
BOSTON.....	2 111

\* Gt. Falls and Conway R. R.

† Cocheco R.R. to Meredith 45 m.

(3) PORTLAND TO CONWAY, N. H.

To Sacarappa .....	6
Gorham .....	4 10
West Gorham .....	3 13
Standish.....	4 17
East Baldwin.....	8 25
West Baldwin .....	6 31
Hiram .....	3 34
Brownfield.....	6 40
Fryeburgh.....	8 48
Centre Conway, N. H.....	4 52
CONWAY .....	4 56

## (4) PORTLAND TO WATERFORD.

To South Windham.....	10
Windham .....	4 14
North Windham .....	3 17
Raymond .....	5 22
Naples .....	8 30
Bridgeton .....	8 38
North Bridgeton .....	3 41
Harrison .....	4 45
South Waterford .....	2 47
WATERFORD.....	1 48

## (5) PORTLAND TO PARIS. (Stage.)

To Stevens' Plains.....	3
Gray ..	13 16
West Gloucester .....	7 23
Poland .....	6 29
Oxford .....	8 37
Norway .....	6 43
South Paris .....	2 45
PARIS .....	3 48

## (6) PORTLAND TO MONTREAL.

*Atlantic and St. Lawrence R. R.*

To Falmouth .....	5
Cumberland.....	4 9
Yarmouth .....	2 11
Junction .....	1 12
North Yarmouth.....	3 15
Webber's .....	4 19
New Gloucester .....	3 22
Cobb's Bridge.....	2 24
Danville Junction .....	3 27
Empire Road .....	1 28
Hotel-Road* .....	4 32
Mechanics' Falls .....	4 36
Oxford .....	4 40
North Oxford .....	5 45
South Paris .....	2 47
North Paris .....	8 55
Bryant's Pond .....	7 62
Locke's Mills .....	3 65
BETHEL .....	5 70
West Bethel .....	4 74
Gilead .....	6 80
Shelburne .....	6 86
Gorham .....	5 91
Berlin Falls.....	6 97
Milan .....	7 104
West Milan .....	6 110
Stark .....	5 115
Northumberland .....	7 122
Stratford .....	8 130
Boonfield .....	7 137
Brunswick .....	8 140

Wenlock.....	3 143
Island Pond.....	6 149
Morgan.....	6 155
Norton .....	8 163
State Line .....	6 169

*Stage.*

Barford.....	7 176
Barnston.....	4 180
Compton .....	8 189
Lenoxville .....	12 200
Sherbrooke .....	4 204
<i>St. Lawrence and Atlantic R. R.</i>	
Windsor.....	14 213
Richmond .....	10 223
Durham .....	15 243
Acton .....	8 251
Upton .....	6 257
St. Hyacinthe .....	13 270
St. Hilaire .....	13 283
Boucherville .....	6 289
Charron's .....	8 297
Longueuil .....	5 302
MONTREAL.....	3 305

## (8) PORTLAND TO WATERVILLE.

*Androscoggin and Kennebec R. R.*

To Danville, (see 6) .....	27
Lewiston Falls .....	6 33
Greene .....	8 41
Monmouth.....	7 48
Winthrop .....	8 56
Readfield .....	4 60
Belgrade.....	7 67
West Waterville .....	5 72
WATERVILLE.....	10 82

## (9) PORTLAND TO AUGUSTA.

*Androscoggin and Kennebec R. R.*

To Readfield, (see 8).....	60
AUGUSTA, (stage) .....	10 70

## (10) PORTLAND TO AUGUSTA.

*Atlantic and St. Lawrence R. R.*

To Falmouth.....	5
Cumberland .....	4 9
Yarmouth .....	2 11
Yarmouth Junction.....	1 12
<i>Kennebec and Portland R. R.</i>	
Freeport.....	5 17
Merriman's Road.....	5 22
Brunswick .....	4 26
Bowdoinham.....	9 35
RICHMOND .....	7 42
Gardiner.....	11 53
Hallowell .....	5 58
AUGUSTA .....	2 60



(11) PORTLAND to BATH.

To Brunswick, (see 10) .....	26
Harding's Station.....	4 30
BATH .....	5 35

(12) AUGUSTA to SOUTH PARIS.

To Hallowell Cross Roads..	4
East Winthrop.....	2 6
Winthrop.....	4 10
Wayne.....	5 15
North Leeds.....	4 19
North Turner Bridge.....	3 22
North Turner.....	4 26
South Hartford.....	2 28
Buckfield.....	5 33
West Buckfield.....	4 37
Paris.....	4 41
SOUTH PARIS.....	3 44

(13) AUGUSTA to FRYEBURG.

To South Paris, (see 12).....	44
Norway.....	2 46
Waterford.....	9 55
South Waterford.....	1 56
Sweden.....	5 61
Lovell.....	4 65
Fryeburg Centre.....	4 69
FRYEBURG.....	5 74

(14) AUGUSTA to BETHEL.

To Hallowell Cross Roads..	4
East Winthrop.....	2 6
Winthrop.....	4 10
Wayne.....	5 15
East Livermore.....	7 22
North Livermore.....	4 26
Canton.....	4 30
Dixfield.....	9 39
Mexico.....	5 44
East Rumford.....	3 47
Rumford.....	7 54
North Bethel.....	3 57
East Bethel.....	4 61
BETHEL.....	4 65

(15) AUGUSTA to PHILLIPS.

To Hallowell Cross Roads..	4
East Readfield.....	4 8
Readfield.....	4 12
Mount Vernon.....	5 17
Mt. Vernon Village.....	3 20
Vienna.....	6 26
Farmington Falls.....	4 30
Farmington.....	5 35
Strong.....	11 46

AVON.....	3 49
PHILLIPS.....	6 55

(16) AUGUSTA to ANSON.

To Sidney.....	9
Waterville.....	9 18
Fairfield.....	4 22
Bloomfield.....	10 32
Skowhegan.....	2 34
NORRIDGEWOCK.....	5 39
Madison.....	8 47
ANSON.....	4 51

(17) AUGUSTA to QUEBEC.

To Anson, (see 16).....	51
Embsden.....	5 56
Solon.....	3 59
Bingham.....	5 64
Moscow.....	12 76
Carritunk.....	6 82
The Forks.....	9 91
Jackman's.....	19 110
Moose River.....	10 120
State Line.....	20 140
St. Charles, (Canada East).....	26 166
St. Francis.....	8 174
St. Joseph.....	16 190
St. Mary.....	12 202
QUEBEC.....	33 235

(18) AUGUSTA to BELFAST.

To South Vassalboro'.....	9
South China.....	5 14
Palermo.....	5 19
North Palermo.....	4 23
Montville.....	5 23
North Searsmont.....	3 31
North Belmont.....	6 37
Belmont.....	2 39
BELFAST.....	6 45

(19) AUGUSTA to THOMASTON.

To Windsor.....	10
Cooper's Mills.....	4 14
West Jefferson.....	4 18
Jefferson.....	4 22
Waldoboro'.....	9 31
Warren.....	7 38
THOMASTON.....	6 44

(20) AUGUSTA to BANGOR.

To Brown's Corners.....	6
Vassalboro'.....	5 11
East Vassalboro'.....	4 15
China.....	6 21
Albion.....	5 26

Unity.....	8	34
Troy.....	5	39
Dixmont.....	4	43
Newburg.....	8	51
Hampden.....	11	62
BANGOR.....	6	68

## (21) BATH to BANGOR.

To Woolwich.....	3	
Wiscasset.....	8	11
Sheepscot Br.....	5	16
New Castle.....	5	21
Nobleboro'.....	2	23
Waldoboro'.....	8	31
Warren.....	7	38
Thomaston.....	6	44
East Thomaston.....	4	48
West Camden.....	2	50
Camden.....	7	57
Lincolnville.....	7	64
Northport.....	5	69
BELFAST.....	7	76
Swanville.....	7	83
North Searsport.....	3	86
Frankfort Mills.....	9	95
Frankfort.....	2	97
North Frankfort.....	3	100
Hampden.....	3	103
BANGOR.....	6	109

## (22) BANGOR to NORRIDGEWOCK.

To Hermon.....	9	
Carmel.....	5	14
Etna.....	3	17
Newport.....	7	24
Palmyra.....	5	29
Pittsfield.....	6	35
Canaan.....	7	42
Skowhegan.....	9	51
NORRIDGEWOCK.....	5	56

## (23) BANGOR to GREENVILLE.

*On Mooshead Lake.*

To South Dutton.....	9	
Levant.....	3	12
East Corinth.....	8	20
West Charleston.....	5	25
South Dover.....	6	31
Dover.....	5	36
Foxcroft.....	1	37
Sangerville.....	8	45
Guilford.....	2	47
Abbot.....	4	51
Monson.....	7	58
Shirley.....	7	65
GREENVILLE.....	7	72

## (24) BANGOR to BROWNSVILLE.

To Levant.....	12	
East Corinth.....	8	20
Charleston.....	6	26
South Atkinson.....	8	34
Atkinson.....	7	41
Sebec.....	2	43
Williamsburg.....	3	46
BROWNSVILLE.....	2	48

## (25) BANGOR to HOULTON.

*Bangor and Piscataquis R. R.*

To Steam Mill Turnout.....	4	
Half Way Station.....	2	6
Upper Stillwater.....	3	9
Old Town.....	3	12

*Stage.*

Milford.....	1	13
Sunkhaze.....	3	16
Greenbush.....	6	22
Olamon.....	7	29
Passadumkeag.....	2	31
South Lincoln.....	11	42
Lincoln.....	6	48
Lincoln Centre.....	2	50
North Lincoln.....	3	53
Mattawamkeag.....	8	61
South Moluncas.....	10	71
Haynesville.....	19	90
Linnaeus.....	20	110
HOULTON.....	6	116

## (26) BANGOR to CASTINE.

To Brewer.....	1	
Brewer Village.....	2	3
Orrington.....	4	7
South Orrington.....	3	10
North Bucksport.....	5	15
Bucksport.....	4	19
Orland.....	3	22
North Castine.....	11	33
CASTINE.....	3	36

## (27) BANGOR to ELLSWORTH.

To Brewer.....	1	
Brewer Centre.....	2	3
East Brewer.....	4	7
North Ellsworth.....	9	16
ELLSWORTH.....	11	27

## (28) BANGOR to EAST MACHIAS.

To Ellsworth, (see 27).....	27	
North Hancock.....	6	33
Franklin.....	7	40
Narraguagus.....	18	58

East Harrington .....	7	65
Columbia.....	4	69
Jonesboro'.....	7	76
Machias.....	8	84
EAST MACHIAS.....	6	90

(29) EAST MACHIAS to LUBEC.

To Whiting .....	12	
West Lubec.....	6	18
LUBEC.....	5	23

(30) EAST MACHIAS to CALAIS.

To Marion.....	9	
Dennysville.....	8	17
Pembroke.....	6	23
Robbinston.....	13	36
CALAIS.....	12	48

(31) PORTLAND to EASTPORT.

To Bath, [R. R.,] (see 11) ..	35	
Belairst, (see 21).....	76	111
South Prospect.....	6	117
Prospect.....	6	123
Bucksport.....	5	128
Oriand.....	3	131
Ellsworth.....	14	145
East Machias, (see 28).....	63	208
Pembroke, (see 30).....	23	231
EASTPORT.....	12	243

**NEW HAMPSHIRE.**

(32) CONCORD to BOSTON.

*Via Lowell.*

To Robinson's Ferry.....	4	
Hooksett.....	4	8
Martin's Ferry.....	4	12
MANCHESTER.....	5	17
Goff's Falls.....	4	21
Reed's Ferry.....	4	25
Thornton's Ferry.....	3	28
NASHUA.....	6	34
Little's.....	4	38
Tyngsboro', Mass.....	3	41
Chelmsford.....	4	45
Middlesex.....	2	47
LOWELL.....	2	49
Billerica Mills.....	4	53
Billerica and Tewksbury ..	3	56
Wilmington.....	4	60
Woburn.....	5	65
South Woburn.....	2	67
Medford.....	3	70
Somerville.....	2	72
East Cambridge.....	2	74
BOSTON.....	1	75

(33) CONCORD to BOSTON.

*Via Lawrence.*

To Robinson's Ferry.....	4	
Hooksett.....	4	8
Martin's Ferry.....	4	12
MANCHESTER.....	5	17
Londonderry.....	6	23
Derry.....	5	28
Windham.....	3	31
Salem.....	5	36
Methuen, Mass.....	5	41
LAWRENCE.....	2	43
Andover.....	3	46
Balardvale.....	2	48
Wilmington.....	6	54
Reading.....	3	57
South Reading.....	2	59
Greenwood.....	1	60
Stoneham.....	1	61
Melrose.....	1	62
Mulden.....	2	64
Somerville.....	3	67
BOSTON.....	2	69

(34) CONCORD to PORTSMOUTH.

*Portsmouth and Concord R. R.*

To Suncook.....	7	
Rowe's Corner.....	6	13
Candia.....	5	18
Raymond.....	6	24
Epping.....	6	30
New Market.....	7	37
Stratham.....	2	39
Greenland.....	4	43
PORTSMOUTH.....	4	47

(35) CONCORD to PORTSMOUTH.

To Chichester.....	8	
Epsom.....	4	12
West Northwood.....	6	18
East Northwood.....	3	21
Nottingham Turnpike.....	3	24
Durham.....	7	31
Newington.....	6	37
PORTSMOUTH.....	7	44

(36) CONCORD to DOVER.

To Chichester.....	8	
North Chichester.....	3	11
Pittsfield.....	5	16
Strafford.....	11	27
Barrington.....	6	33
DOVER.....	10	43

## (37) CONCORD TO WOLFBO'RO'.

To Loudon .....	8
Loudon Centre .....	6 14
Lower Gilmanton .....	4 18
Gilmanton Iron Works .....	5 23
Alton .....	5 28
South Wolfboro' .....	9 37
WOLFBO'RO' .....	3 40

## (38) CONCORD TO HAVERHILL.

<i>Bost., Concord, and Montreal R. R.</i>	
To East Concord .....	2
North Concord .....	3 5
Canterbury .....	5 10
Northfield .....	3 13
Sanbornton Bridge .....	5 18
Union Bridge .....	4 22
Meredith Bridge .....	5 27
Lake Village .....	2 29
Weir's .....	4 33
Meredith Village .....	4 37
Fogg's Road .....	4 41
Holderness .....	4 45
PLYMOUTH .....	4 51
Quincy's .....	6 57
Rumney .....	2 59
West Rumney .....	3 62
Wentworth .....	5 67
Warren .....	4 71
HAVERHILL .....	11 82

## (39) CONCORD TO MONTPELIER, VT.

*Via Northern R. R.*

To West Concord .....	3
Fishersville .....	4 7
Boscawen .....	3 10
North Boscawen .....	4 14
Franklin* .....	5 19
East Andover .....	6 25
Potter Place .....	5 30
West Andover .....	3 33
Danbury .....	6 39
Grafton .....	5 44
Canaan .....	8 52
Enfield .....	7 59
East Lebanon .....	2 61
Lebanon .....	4 65
West Lebanon .....	4 69

*Vermont Central R. R.*

White River Junction .....	1 70
White River Village .....	2 72
West Hartford .....	5 77
Sharon .....	6 83
South Royalton .....	4 87
Royalton .....	3 90

Bethel .....	5 95
Randolph .....	7 102
Braintree .....	6 108
Roxbury .....	8 116
Northfield .....	7 123
MONTPELIER .....	10 133

\* Branch to Bristol 13—32.

## (40) CONCORD TO CLAREMONT.

To West Concord, <i>via R. R.</i> .....	3
Mast Yard .....	5 8
Contoocook Village .....	3 11
Warner .....	7 18
Bradford .....	3 21
Newbury .....	5 26
Newport .....	10 36
CLAREMONT .....	10 46

## (41) CONCORD TO CLAREMONT.

To West Concord .....	3
Mast Yard .....	5 8
Contoocook Village .....	3 11
West Hopkinton .....	3 14
Henniker .....	5 19
West Henniker .....	1 20
Hillsboro' Bridge .....	5 25
<i>Stage.</i>	
Hillsboro' .....	2 27
Washington .....	9 36
Lempster .....	8 44
Unity .....	5 49
CLAREMONT .....	8 57

## (42) CONCORD TO KEENE.

To Hillsboro' Br., (see 41) .....	25
<i>Stage.</i>	

Hillsboro' .....	2 27
Stoddard .....	9 36
Sullivan .....	8 44
KEENE .....	6 50

## (43) CONCORD TO STEWARTSTOWN.

To Plymouth, (see 38) .....	51
Campton .....	6 57
Thornton .....	5 62
Woodstock .....	6 68
Lincoln .....	9 77
Franconia .....	9 86
Littleton .....	8 94
Pingville .....	5 99
Dalton .....	7 106
Lancaster .....	7 113
Northumberland .....	6 119
Stratford .....	9 128
Columbia .....	10 138
Colebrook .....	9 147
STEWARTSTOWN .....	8 155

(44) WEST LEBANON to LANCASTER.

To Hanover .....	4
Lyme .....	10 14
Orford .....	7 21
Piermont .....	5 26
Haverhill .....	5 31
North Haverhill .....	4 35
Bath .....	9 44
Lisbon .....	6 50
Littleton .....	10 60
Pingréville .....	5 65
Dalton .....	7 72
LANCASTER .....	7 79

(45) CONWAY to LITTLETON.

To North Conway .....	3
Lower Bartlett .....	3 6
Bartlett .....	6 12
Mt. Crawford House .....	9 21
Willey House .....	6 27
Notch House .....	4 31
Mt. Washington House .....	2 33
Bethlehem .....	12 45
LITTLETON .....	6 51

(46) GREAT FALLS to CONWAY.

To Rochester .....	10
Chesnut Hill .....	9 19
Milton .....	2 21
Union .....	7 28
Wakefield .....	5 33
Ossipee .....	10 43
Centre Ossipee .....	5 48
West Ossipee .....	6 54
Eaton .....	9 63
CONWAY .....	6 69

(47) NASHUA to CHARLESTOWN.

To Milford .....	11
East Wilton .....	5 16
South Lyndeboro' .....	3 19
Greenfield .....	7 26
Hancock .....	6 32
Stoddard .....	10 42
Marlow .....	8 50
Alstead .....	7 57
Paper Mill Village .....	4 61
Langdon .....	2 63
CHARLESTOWN .....	7 70

(48) NASHUA to BRATTLEBORO', VT.

To Milford .....	11
East Wilton .....	5 16

Wilton .....	2 18
Peterboro' .....	12 30
Dublin .....	6 36
Marlboro' .....	8 44
Keene .....	5 49
Chesterfield Factory .....	8 57
Chesterfield .....	3 60
BRATTLEBORO' .....	8 68

(49) PORTLAND to WHITE MOUNTAINS.

To Conway, (see 3) .....	46
North Conway .....	3 49
Lower Bartlett .....	3 52
Bartlett .....	6 58
Mt. Crawford House .....	9 67
Willey House .....	6 73
Notch House .....	4 77
Mt. Washington House .....	2 79
MT. WASHINGTON .....	9 88

(50) BOSTON to WHITE MOUNTAINS.

*Via Dover.*

To Lawrence, (see 76) ..	26
Dover .....	42 68

*Cocheo R. R.*

Gonic .....	8 76
Rochester .....	2 78
Walker's Crossing .....	4 82
Farmington .....	4 86
New Durham .....	4 90
Downing's .....	1 91
Alton Bay .....	5 96
<i>Steamboat on Winnipiseogee Lake.</i>	
Centre Harbor .....	22 118

*Stage.*

Moultonboro' .....	5 123
Sandwich .....	3 126
South Tamworth .....	7 133
Tamworth .....	2 135
Eaton .....	7 142
Conway .....	6 148
WHITE MOUNTAINS, (see 45)	33 181

(51) BOSTON to WHITE MOUNTAINS.

*Via Concord.*

To Concord .....	73
Meredith Village, (see 38) ..	37 110

*Stage.*

Centre Harbor .....	4 114
Conway .....	30 144
WHITE MOUNTAINS, (see 45)	33 177

**VERMONT.**

(52) BURLINGTON to BOSTON.

*Via Vermont Central R. R.*

To Winooski.....	3	7
Essex.....	4	7
Williston.....	4	11
Richmond.....	5	16
Bolton.....	7	23
Waterbury.....	6	29
Middlesex.....	5	34
MONTPELIER.....	6	40
Northfield.....	10	50
Roxbury.....	7	57
Braintree.....	12	69
Randolph.....	2	71
Bethel.....	7	78
Royalton.....	5	83
South Royalton.....	2	85
Sharon.....	5	90
West Hartford.....	5	95
White River Village.....	6	101
White River Junction.....	2	103
Concord.....	70	173
Lowell.....	47	220
BOSTON.....	26	246

(53) BURLINGTON to BOSTON.

To White River Junction, (see 52).....	103
North Hartland.....	6 109
Hartland.....	4 113
Windsor.....	4 117
<i>Sullivan R. R.</i>	
Claremont.....	8 125
North Charlestown.....	5 130
Charlestown.....	5 135
South Charlestown.....	4 139
BELLOWS FALLS.....	4 143
S. Ashburnham, (see 102).....	54 197
FITCHBURG.....	11 208
BOSTON, (see 82).....	50 258

(54) BURLINGTON to BOSTON.

<i>Via Rutland and Burlington R. R.</i>	
To Shelburn.....	6
Charlotte.....	5 11
Ferrisburg.....	4 15
Vergennes.....	6 21
New Haven.....	5 26
Middlebury.....	7 33
Messer's.....	8 41
Whiting.....	3 44
Brando.....	6 50
Pittsford.....	8 58
RUTLAND.....	9 67

Clarendon.....	3	70
Cuttingsville.....	7	77
Mount Holly.....	8	85
Ludlow.....	7	92
Proctorsville.....	3	95
Duttonsville.....	2	97
Gassett's.....	5	102
Chester.....	4	106
Bartonville.....	4	110
Rockingham.....	4	114
BELLOWS FALLS.....	6	120
South Ashburnham.....	54	174
FITCHBURG.....	11	185
BOSTON, (see 82).....	50	235

(55) BURLINGTON to MONTREAL.

*Via Vermont Central R. R.*

To Winooski.....	7
Essex Junction.....	4 11
Colchester.....	4 15
Milton.....	7 22
Georgia.....	4 26
St. Albans.....	9 35
Swanton.....	9 44
Alburg Spr.....	7 51
Alburg.....	2 53
West Alburg.....	4 57
ROUSE'S POINT.....	1 58
<i>Champlain &amp; St. Lawrence R. R.</i>	
Lacolle.....	6 64
Stott's.....	5 69
Grande Ligne.....	6 75
St. Johns.....	6 81
Lacalu.....	7 88
La Prairie Sta.....	7 95
St. Lambert.....	6 101

*Ferry.*

MONTREAL.....	1	102
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(57) MONTPELIER to NORWICH.

To Barre.....	7	
Washington.....	8 15	
Chelsea.....	9 24	
Strafford.....	10 34	
South Strafford.....	2 36	
NORWICH.....	10	46

(58) MONTPELIER to HAVERHILL.

To Barre.....	7	
Orange.....	7 14	
West Topsham.....	5 19	
East Corinth.....	4 23	
Bradford Centre.....	3 26	
Bradford.....	6 32	
HAVERHILL.....	4	36

(59) MONTPELIER to DERBY LINE.

*Via Danville.*

To East Montpelier	6
Plainfield	3 9
Marshfield	6 15
Cabot	5 20
Danville	10 30
North Danville	4 34
Wheelock	9 43
Sheffield	2 45
Barton	10 55
Brownington	7 62
Derby	9 71
DERBY LINE	3 74

(60) MONTPELIER to ST. ALBANS.

To Worcester	8
Elmore	12 20
Morristown	6 26
Hyde Park	5 31
Johnson	5 36
Waterville	7 43
Bakersfield	6 49
East Fairfield	3 52
Fairfield	4 56
ST. ALBANS	7 63

(61) MONTPELIER to MIDDLEBURY.

To Middlesex	6
Moretown	7 13
Waitsfield	6 19
Warren	6 25
Greenville	10 35
Hancock	4 39
Ripton	12 51
East Middlebury	3 54
MIDDLEBURY	5 59

(62) WELLS RIVER to DERBY L.

To McInloe's Falls	8
Barnet	3 11
Passumpsic	7 18
St. Johnsbury	4 22
St. Johnsbury Centre	3 25
Lyndon	5 30
Lyndon Centre	2 32
Sutton	7 39
Barton	11 50
Brownington	7 57
Derby	9 66
DERBY LINE	3 69

(63) WELLS RIVER to DANVILLE.

To Ryegate	5
Peacham	9 14
DANVILLE	6 20

(64) MIDDLEBURY to TROY, N. Y.

To Cornwall	4
Whiting	6 10
Sudbury	6 16
Hubbardton	6 22
Castleton	9 31
Poultney	7 38
Granville	10 48
Hebron	9 57
Salem	8 65
Jackson	6 71
Cambridge	6 77
Buskirk's Bridge	5 82
Prospect Hill	5 87
Lansingburg	14 101
TROY	4 105

(65) VERGENNES to WHITEHALL.

To Addison	6
Bridport	8 14
Shoreham	6 20
Orwell	6 26
Benson	6 32
West Haven	6 38
WHITEHALL	8 46

(66) RUTLAND to ALBANY, N. Y.

*Via Western Vermont R. R.*

To Clarendon	6
Wallingford	3 9
S. Wallingford	4 13
Danby	5 18
North Dorset	4 22
East Dorset	3 25
Manchester	5 30
Sunderland	6 36
Arlington	3 39
Shaftsbury	5 44
S. Shaftsbury	5 49
North Bennington	2 51
To ALBANY, (see 167)	38 89

(67) RUTLAND to N. ADAMS, MASS.

Clarendon	6
Wallingford	3 9
Danby	9 18
East Dorset	8 26
Factory Point	5 31
Manchester	2 33
Sunderland	3 36
Arlington	3 39
Shaftsbury	8 47
South Shaftsbury	3 50
BENNINGTON	4 54
Pownall	9 63
Williamstown	5 68
NORTH ADAMS	5 73

(68) RUTLAND to BETHEL.

To Pittsfield.....	15
Stockbridge.....	4 19
Gaysville.....	3 22
BETHEL.....	5 27

(69) BETHEL to CHARLESTOWN, N. H.

To Barnard.....	8
Woodstock.....	9 17
South Woodstock.....	4 21
Reading.....	6 27
Felchville.....	3 30
Upper Falls.....	4 34
Perkinsville.....	3 37
North Springfield.....	2 39
Springfield.....	4 43
CHARLESTOWN.....	6 49

(70) BRATTLEBORO' to DERBY L.

*Stage.*

To Chesterfield.....	8
WESTMORELAND.....	6 14
<i>Cheshire R. R.</i>	
Walpole.....	6 20
BELLOWS FALLS.....	4 24
<i>Sullivan R. R.</i>	
South Charlestown.....	4 28
Charlestown.....	4 32
North Charlestown.....	5 37
Claremont.....	5 42
WINDSOR.....	8 50
<i>Vermont and Central R. R.</i>	
Hartland.....	4 54
North Hartland.....	4 58
White River Junction.....	6 64
<i>Connecticut and Passumpsic R. R.</i>	
Norwich.....	5 69
Pompanoosuc.....	5 74
Thetford.....	5 79
North Thetford.....	2 81
Fairlee.....	5 86
Bradford.....	7 93
Newbury.....	7 100
WELLS RIVER.....	4 104
<i>Stage.</i>	
DERBY LINE, (see 62).....	69 173

(71) BENNINGTON to CHARLESTOWN, N. H.

South Shaftsbury.....	4
Shaftsbury.....	3 7
Arlington.....	8 15
Sunderland.....	3 18
Manchester.....	3 21

Factory Point.....	2 23
Windhall.....	4 27
Peru.....	5 32
Landsgrove.....	3 35
Londonderry.....	2 37
Simonsville.....	7 44
Chester.....	6 50
Springfield.....	8 58
CHARLESTOWN.....	6 64

(72) BELLOWS F'S. to ARLINGTON.

To Cambridgeport.....	3
Saxton's River.....	3 6
Athens.....	5 11
Townsend.....	8 19
West Townsend.....	5 24
North Wardsboro'.....	5 29
West Wardsboro'.....	4 33
Stratton.....	4 37
Sunderland.....	11 48
ARLINGTON.....	4 52

(73) BRATTLEBORO' to ALBANY, N. Y.

To West Brattleboro'.....	2
Marlboro'.....	7 9
Wilmington.....	9 18
Searsbury.....	5 23
Woodford.....	14 37
BENNINGTON.....	4 41
Hoosick*.....	7 48
Potter Hill.....	5 53
Pittstown.....	4 57
Raymertown.....	4 61
Troy.....	9 70
ALBANY.....	6 76
* North Hoosick 5—53.	

**MASSACHUSETTS.**

(74) BOSTON to PORTLAND.

*Via Eastern R. R.*

To PORTLAND, (see 1).....	105
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(75) BOSTON to PORTLAND.

*Via Boston and Maine R. R.*

To PORTLAND, (see 2).....	111
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(76) BOSTON to LAWRENCE.

*Boston and Maine R. R.*

To Somerville.....	2
Malden*.....	3 5
Melrose.....	2 7
Stonham.....	1 8
Greenwood.....	1 9
South Reading.....	1 10
Reading.....	2 12



Wilmington.....	3	15
Ballardvale.....	6	21
Andover.....	2	23
LAWRENCE.....	3	26

\* Branch to Bedford 2-7.

(77) BOSTON TO LOWELL.

To East Cambridge.....	1	
Somerville.....	2	3
Medford.....	2	5
South Woburn*.....	3	8
Woburn.....	2	10
Wilmington.....	5	15
Billerica and Tewksbury...	4	19
Billerica Mills.....	3	22
LOWELL.....	4	26

\* Br. to Woburn Centre 2-10.

(78) BOSTON TO CONCORD, N. H.

Via Lawrence, (see 33).....

(79) BOSTON TO CONCORD, N. H.

Via Lowell, (see 32)..... 75

(80) BOSTON TO WHITE MTS.

Via Dover, (see 50)..... 181

(81) BOSTON TO WHITE MTS.

Via Concord, N. H. (see 51) 177

(82) BOSTON TO FITCHBURG.

*Fitchburg R. R.*

To Somerville.....	3	
West Cambridge*.....	3	6
Waltham.....	4	10
Stony Brook.....	2	12
Weston.....	1	13
Lincoln.....	4	17
Concord.....	3	20
South Acton.....	5	25
West Acton.....	2	27
Littleton.....	4	31
Groton†.....	4	35
Shirley.....	5	40
Lunenburg.....	2	42
Leominster.....	4	46
FITCHBURG.....	4	50

Branch to Watertown 5 miles.

\* Branch to Lexington 6-12.

† Branch to Chelmsford 13-48.

(83) BOSTON TO ALBANY.

*Boston and Worcester R.R.*

To Brighton.....	5	
Newton Corner.....	2	7
Newtonville.....	1	8
West Newton*.....	1	9
Grantville.....	5	14

West Needham.....	1	15
Natick†.....	3	18
Framingham‡.....	4	22
Ashland.....	2	24
Southboro'.....	4	28
Westboro'.....	4	32
Grafton§.....	6	38
WORCESTER.....	6	44

*Western R. R.*

Clappville.....	9	53
Charlton.....	4	57
Spencer.....	5	62
East Brookfield.....	2	64
South Brookfield.....	3	67
West Brookfield.....	2	69
Warren.....	4	73
Palmer.....	10	83
Wilbraham.....	9	92
SPRINGFIELD.....	6	98
West Springfield.....	2	100
Westfield.....	8	108
Russell.....	8	116
Chester Village.....	3	119
Chester Factory.....	7	126
Becket Station.....	9	135
Washington.....	3	138
Hinsdale.....	5	143
Dalton.....	3	146
PITTSFIELD.....	5	151
Shaker Village.....	3	154
Richmond.....	5	159
State Line.....	3	162

*Albany and W. Stockbridge R. R.*

Canaan.....	5	167
East Chatham.....	5	172
Chatham Four Corners...	5	177
Chatham Centre.....	4	181
Kinderhook.....	3	184
Schodack.....	8	192
Greenbush.....	7	199

ALBANY..... 1 200

\* Br. to Newton Low. Falls 1-10.

† Br. to Saxonville 4-22.

‡ Br. to Milford 12-34.

§ Br. to Millbury 4-42.

(84) BOSTON TO NEW YORK.

To SPRINGFIELD, (see 83) ..98

*N. Haven, Hartford, and Springfield R. R.*

Long Meadow.....	4	102
Thompsonville.....	4	106
Warehouse Point.....	3	109
Windsor Locks.....	2	111
Windsor.....	6	117

HARTFORD.....	7 124
New Britain.....	8 132
Berlin.....	3 135
Meriden.....	7 142
Wallingford.....	6 148
North Haven.....	5 153
NEW HAVEN*.....	7 160
<i>New York and New Haven R. R.</i>	
Milford.....	10 170
Stratford.....	4 174
BRIDGEPORT.....	4 178
Fairfield.....	5 183
Southport.....	1 184
Westport.....	4 188
Norwalk.....	4 192
Darien.....	3 195
Stamford.....	5 200
Greenwich.....	5 205
Port Chester.....	2 207
Rye.....	2 209
Mamaroneck.....	4 213
New Rochelle.....	4 217
Williams Bridge.....	6 223
32d street, New York.....	11 234
NEW YORK.....	2 236

\* Steamboat to N. York 80—240.

## (85) BOSTON to NEW YORK.

*Via Norwich.*

TO WORCESTER, (see 83)....	44
<i>Norwich and Worcester R. R.</i>	
Junction.....	1 45
Auburn.....	3 48
Oxford.....	7 55
North Village.....	4 59
Webster.....	1 60
Wilson.....	3 63
Fisherville.....	1 64
Mason's.....	1 65
Thompson.....	2 67
Pomfret.....	3 70
Daysville.....	5 75
Danielsonville.....	3 78
Central Village.....	6 84
Plainfield.....	3 87
Jewett City.....	6 93
Greenville.....	9 102
NORWICH.....	1 103
Allyn's Point*.....	7 110

*Steamboat.*

NEW LONDON.....	8 118
NEW YORK.....	125 243

\* Steamboat—

To Greenport, N. Y., 32—142.

NEW YORK, (see 151,) 96—238.

## (86) BOSTON to NEW YORK.

*Boston and Providence R. R.*

To Roxbury.....	2
Jamaica Plain.....	2 4
Readville.....	5 9
Canton.....	5 14
Sharon.....	4 18
FOXBORO'.....	4 22
Mansfield.....	2 24
Tobey's.....	2 26
Attleboro'.....	5 31
Dodgeville.....	1 32
Pawtucket.....	7 39
PROVIDENCE.....	4 43

*Stonington R. R.*

Junction.....	4 47
Warwick.....	7 54
Greenwich.....	3 57
Wickford.....	6 63
Kingston.....	7 70
Carolina.....	6 76
Richmond Switch.....	3 79
Charleston.....	4 83
Westerly.....	5 88
STONINGTON.....	5 93

*Steamboat.*

NEW YORK.....	125 218
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## (87) BOSTON to NEW YORK.

*Via Fall River.*

To Dorchester.....	4
Quincy.....	4 8
South Braintree.....	3 11
Randolph.....	4 15
East Stoughton.....	2 17
North Bridgewater.....	3 20
Plainville.....	3 23
Keith's Furnace.....	1 24
East and West Bridgewater.....	1 25
Bridgewater.....	2 27
Titicut.....	4 31
Middleboro'.....	4 35
Haskin's.....	2 37
Myrick's.....	5 42
Assonet.....	3 45
Miller's.....	6 51
FALL RIVER.....	3 54

*Steamboat.*

Newport.....	19 73
NEW YORK.....	165 238

## (88) BOSTON to BLACKSTONE.

*Norfolk Co. R. R.*

To Dedham.....	10
Ellis' Station.....	3 13
South Dedham.....	1 14

Durfee's .....	1	15
Plympton .....	2	17
Walpole .....	1	18
Campbell's Pond .....	3	21
North Wrentham .....	2	23
City Mills .....	2	25
Franklin .....	2	27
Bellingham .....	3	30
Mill River .....	3	33
BLACKSTONE .....	2	35

(89) BOSTON TO NEW BEDFORD.

*Boston and Providence R. R.*

To Roxbury .....	2	
Jamaica Plain .....	2	4
Readville .....	5	9
Canton .....	5	14
Sharon .....	4	18
FOXBORO' .....	4	22
Mansfield .....	2	24

*Taunton Branch R. R.*

Norton .....	4	28
Crane .....	3	31
Taunton .....	4	35

*New Bedford and Taunton R. R.*

Myrick's .....	6	41
NEW BEDFORD .....	14	55

(90) BOSTON TO SANDWICH.

To Middleboro', (see 87) .....	35	
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*Cape Cod Branch R. R.*

Rock Station .....	5	40
South Middleboro' .....	3	43
West Wareham .....	4	47
South Wareham .....	1	48
Wareham .....	2	50
Agawam .....	2	52
Cohasset Narrows .....	2	54
Monument .....	2	56
North Sandwich .....	3	59
West Sandwich .....	1	60
SANDWICH .....	2	62

(91) BOSTON TO PLYMOUTH.

To Crescent Avenue .....	2	
Dorchester .....	2	4
Neponset .....	1	5
Squantum .....	1	6
Quincy .....	2	8
Braintree .....	2	10
South Braintree .....	1	11
South Weymouth .....	4	15
North Abington .....	3	18
Abington .....	1	19
South Abington .....	2	21
North Hanson .....	2	23

Hanson .....	2	25
Halifax .....	3	28
Plympton .....	2	30
Kingston .....	3	33
PLYMOUTH .....	4	37

(92) BOSTON TO COHASSET.

To Braintree, (see 91) .....	10	
East Braintree .....	1	11
Weymouth .....	1	12
North Weymouth .....	2	14
East Weymouth .....	1	15
Hingham .....	2	17
Nantasket .....	2	19
COHASSET .....	3	22

(93) BOSTON TO GLOUCESTER.

*Eastern R. R.*

To North Chelsea .....	4	
Lynn .....	5	9
Swamscot .....	2	11
SALEM .....	3	14
Beverly .....	2	16
Manchester .....	9	25
GLOUCESTER .....	5	30

(94) SALEM TO LAWRENCE.

*Via Essex R. R.*

To South Danvers .....	2	
North Danvers .....	3	5
Middleton .....	5	10
North Andover .....	10	20
Sutton's Mills .....	1	21
LAWRENCE .....	1	22

(95) LOWELL TO LAWRENCE.

To Tewksbury Centre .....	6	
Shed's Crossing .....	2	8
LAWRENCE .....	5	13

(96) WORCESTER TO NASHUA, N.H.

*Worcester and Nashua R. R.*

To West Boylston .....	9	
Oakdale .....	1	10
Sterling .....	2	12
Clintonville .....	4	16
New Boston .....	2	18
Lancaster .....	1	19
Still River .....	4	23
Harvard .....	2	25
Groton Junction .....	3	28
Groton Centre .....	3	31
Pepperell .....	5	36
Hollis, N. H. ....	3	39
NASHUA .....	6	45

(97) WORCESTER to LOWELL.	
To Groton Junction, (see 96) 28	
<i>Stony Brook R. R.</i>	
Forge Village .....	6 34
Westford .....	4 38
Factory Village.....	2 40
Chelmsford .....	1 41
LOWELL.....	4 45
(98) WORCESTER to PROVIDENCE.	
To Blackstone .....	25
PROVIDENCE, (see 118).....	18 43
(99) WORCESTER to FITCHBURG.	
To West Boylston .....	9
Oakdale .....	1 10
Sterling Junction .....	2 12
Sterling .....	2 14
Leominster .....	7 21
FITCHBURG.....	6 27
(100) FITCHBURG to BRATTLEBORO', VT.	
<i>Vermont and Massachusetts R. R.</i>	
To West Fitchburg.....	2
Westminster.....	3 5
Ashburnham .....	6 11
Gardner .....	4 15
Dadmanville .....	4 19
Baldwinville .....	2 21
Royalston .....	6 27
Athol .....	6 33
Orange .....	4 37
Wendall .....	3 40
Erving .....	2 42
Montague .....	6 48
Northfield Farms.....	3 51
Northfield .....	6 57
South Vernon.....	2 59
Vernon.....	5 64
BRATTLEBORO'.....	5 69
(101) FITCHBURG to GREENFIELD.	
To Montague, (see 100) .....	48
GREENFIELD .....	7 55
(102) FITCHBURG to BELLOWS FALLS, VT.	
<i>Via Cheshire R. R.</i>	
To Ashburnham, (see 100). 11	
North Ashburnham .....	4 15
Winchendon .....	4 19
Fitzwilliam, N. H. ....	9 28
Troy .....	5 33
Marlboro'.....	4 37
KEENE .....	6 43

East Westmoreland .....	8 51
Westmoreland .....	4 55
Walpole.....	6 61
BELLOWS FALLS, VT.....	4 65

(103) SPRINGFIELD to BRATTLEBORO', VT.

<i>Connecticut River R. R.</i>	
To Cabotville* .....	3
Willimansett.....	3 6
Ireland .....	2 8
Smith's Ferry .....	5 13
NORTHAMPTON.....	4 17
Hatfield .....	4 21
Whately.....	5 26
South Deerfield .....	2 28
Deerfield .....	5 33
Greenfield .....	3 36
Bernardston .....	7 43
South Vernon, Vt.....	7 50
Vernon.....	5 55
BRATTLEBORO'.....	5 60
* Br. to Chicopee Falls 2-5.	

(104) SPRINGFIELD to NEW HAVEN, CONN., and NEW YORK.

<i>Via New Haven, Hartford, and Springfield R. R.</i>	
To Long Meadow .....	4
Thompsonville .....	4 8
Warehouse Point.....	3 11
Windsor Locks .....	2 13
Windsor.....	6 19
HARTFORD.....	7 26
Wethersfield.....	5 31
New Britain .....	3 34
Berlin* .....	3 37
Meriden .....	7 44
Wallingford.....	6 50
New Haven .....	5 55
NEW HAVEN† .....	7 62

*Steamboat.*

NEW YORK .....	80 142
† N. York and N. Haven R.R.—	
NEW YORK, (see 128.) 76-138.	
* Branch to Middletown 10 m.	

(105) PITTSFIELD to N. ADAMS.

To Packard's.....	3
East Lanesboro'.....	3 6
Cheshire.....	3 9
Cheshire Harbor .....	2 11
Maple Grove.....	2 13
South Adams .....	1 14
NORTH ADAMS.....	6 20

(106) PITTSFIELD to NEW YORK.

*Stockbridge and Pittsfield R. R.*

To Lenox.....	8	
Lee.....	3	11
Stockbridge.....	6	17
Van Deusenville.....	6	23
Barrington.....	2	25

*Housatonic R. R.*

Sheffield.....	6	31
Canaan, Conn.....	6	37
Falls Village.....	6	43
West Cornwall.....	6	49
Cornwall Bridge.....	4	53
Kent.....	9	62
Gaylord's Bridge.....	6	68
New Milford.....	7	75
Brookfield.....	6	81
Hawleyville.....	6	87
Newtown.....	4	91
Botsford.....	4	95
Stepney.....	5	100
BRIDGEPORT*.....	10	110

*Steamboat.*

NEW YORK.....60 170

\* N. York and N. Haven R. R.—

NEW YORK, (see 128,) 59—169.

(107) S. DEERFIELD to ADAMS.

To Conway.....	7	
Ashfield.....	6	13
Plainfield.....	8	21
Savoy.....	7	28
ADAMS.....	8	36

(108) GREENFIELD to N. ADAMS.

To Shelburne.....	4	
Shelburne Falls.....	5	9
Charlemont.....	8	17
Florida.....	12	29
NORTH ADAMS.....	5	34

(109) NORTHAMPTON to PITTSFIELD.

To Chesterfield.....	13	
Worthington.....	6	19
Peru.....	4	23
Hinsdale.....	3	26
Dalton.....	3	29
PITTSFIELD.....	6	35

(110) NORTH ANDOVER to NEWBURYPORT.

To West Boxford.....	5	
Georgetown.....	4	9
Byfield.....	4	13
NEWBURYPORT.....	6	19

(111) HAVERHILL to NEWBURYPORT.

To East Haverhill.....	6	
West Amesbury.....	3	9
Amesbury.....	4	13
Salisbury.....	2	15
Bellevilleport.....	1	16
NEWBURYPORT.....	2	18

(112) SANDWICH to PROVINCE T.

To East Sandwich.....	6	
West Barnstable.....	4	10
Barnstable.....	6	16
Yarmouthport.....	3	19
Yarmouth.....	1	20
Dennis.....	3	23
East Dennis.....	1	24
West Brewster.....	4	28
Brewster.....	2	30
East Brewster.....	3	33
Orleans.....	2	35
East Orleans.....	4	39
Eastham.....	2	41
North Eastham.....	2	43
South Wellfleet.....	3	46
Wellfleet.....	4	50
Truro.....	7	57
North Truro.....	4	61
PROVINCETOWN.....	7	68

(113) SANDWICH to WOOD'S HOLE.

To West Sandwich.....	2	
Monument.....	4	6
Pocasset.....	3	9
North Falmouth.....	4	13
West Falmouth.....	4	17
Falmouth.....	4	21
WOOD'S HOLE.....	4	25

(114) N. BEDFORD to EDGARTOWN.

To Wood's Hole.....	30	
Holmes' Hole.....	8	38
EDGARTOWN.....	13	51

(115) N. BEDFORD to NANTUCKET.

Wood's Hole.....	30	
NANTUCKET.....	36	66

(116) N. BEDFORD to PROVIDENCE.

To North Dartmouth.....	3	
Westport.....	5	8
FALL RIVER.....	8	16
Swanzy.....	4	20
North Swanzy.....	5	25
South Seekonk.....	3	28
PROVIDENCE, R. I.....	6	34

## RHODE ISLAND.

## (117) PROVIDENCE TO BOSTON.

*Boston and Providence R. R.*

To Pawtucket.....	4
Dodgeville.....	7 11
Attleboro'.....	1 12
Tobey's.....	5 17
Mansfield.....	2 19
FOXBORO'.....	2 21
Sharon.....	4 25
Canton.....	4 29
Readville.....	5 34
Jamaica Plain.....	5 39
Roxbury.....	2 41
BOSTON.....	2 43

## (118) PROVIDENCE TO WORCESTER.

*Providence and Worcester R. R.*

To Pawtucket.....	5
Valley Falls.....	1 6
Lonsdale.....	1 7
Ashton.....	3 10
Albion.....	1 11
Manville.....	1 12
Hamlet.....	3 15
Woonsocket.....	1 16
Waterford.....	2 18
Blackstoné.....	2 18
Millville.....	2 20
Uxbridge.....	5 25
Whitins.....	2 27
Northbridge.....	4 31
Farnum's.....	2 33
Grafton.....	1 34
Sutton.....	1 35
Millbury.....	2 37
Grand Junction.....	5 42
WORCESTER.....	1 43

## (119) PROVIDENCE TO WILLIMANTIC.

*Via Plainfield.*

To South Scituate.....	11
Mount Vernon.....	6 17
Rice City.....	2 19
Sterling, Conn.....	5 24
Plainfield.....	4 28
Canterbury.....	4 32
Westminster.....	3 35
Scotland.....	3 38
Windham.....	4 42
WILLIMANTIC.....	3 45

## (120) PROVIDENCE TO HARTFORD, CONN.

*Via West Killingly.*

To North Scituate.....	10
South Foster.....	6 16
South Killingly.....	8 24
West Killingly.....	3 27
Brooklyn.....	4 31
Howard's Valley.....	6 37
Windham.....	7 44
WILLIMANTIC.....	3 47

*Hartford, Providence, and Fishkill R. R.*

South Coventry.....	4 51
Andover.....	4 55
Bolton.....	4 59
Vernon.....	4 63
Union Village.....	4 67
East Hartford.....	8 75
HARTFORD.....	2 77

## (121) PROVIDENCE TO STONINGTON and NEW YORK.

*Via Stonington R. R.*

To Junction.....	4
Warwick.....	7 11
Greenwich.....	3 14
Wickford.....	6 20
Kingston.....	7 27
Carolina.....	6 33
Richmond.....	3 36
Charleston.....	4 40
Westerly.....	5 45
STONINGTON.....	5 50

*Steamboat.*

NEW YORK.....	125 175
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## (122) PROVIDENCE TO NEWPORT.

To Barrington.....	8
Warren.....	6 14
Bristol.....	4 18
Portsmouth.....	6 24
NEWPORT.....	9 33

## (123) PROVIDENCE TO FALL RIVER.

To South Sekonk.....	6
North Swanzy.....	3 9
Swanzy.....	5 14
FALL RIVER.....	4 18

## (124) PROVIDENCE TO KINGSTON.

To Pawtuxet.....	5
Warwick.....	6 11
East Greenwich.....	3 14
Wickford.....	8 22
KINGSTON.....	10 32

(125) PROVIDENCE to N. LONDON.

To Natick.....	9
Centreville.....	2 11
Coventry.....	2 13
West Greenwich.....	5 18
Pine Hill.....	4 22
Brand's Iron Works.....	6 23
Hopkinton.....	6 34
North Stonington, Conn.....	6 40
Mystic.....	6 46
Centre Groton.....	3 49
Groton.....	4 53
NEW LONDON.....	1 54

(126) PROVIDENCE to THOMPSON, CONN.

To Fruit Hill.....	4
Greenville.....	5 9
Chepacket.....	7 16
THOMPSON.....	11 27

(127) FALL RIVER to NEWPORT.

To Tiverton.....	6
Portsmouth.....	3 9
NEWPORT.....	9 18

**CONNECTICUT.**

(128) NEW HAVEN to NEW YORK.

<i>New York and New Haven R. R.</i>	
To Milford.....	10
Stratford.....	4 14
BRIDGEPORT.....	4 18
Fairfield.....	5 23
Southport.....	1 24
Westport.....	4 28
Norwalk.....	4 32
Darien.....	3 35
Stamford.....	5 40
Greenwich.....	5 45
Port Chester.....	2 47
Rye.....	2 49
Mamaroneck.....	4 53
New Rochelle.....	4 57
Williams' Bridge.....	6 63
32d street, N. Y.....	11 74
NEW YORK.....	2 76

(129) HARTFORD to NEW YORK.

<i>New Haven, Hartford, and Springfield R. R.</i>	
To Wethersfield.....	5
New Britain.....	3 8
Berlin*.....	3 11
Meriden.....	7 18
Wallingford.....	6 24

North Haven.....	5 29
NEW HAVEN†.....	7 36
NEW YORK, (see 128).....	76 112

*Steamboat.*

† To NEW YORK 80--116.

\* Branch to Middletown 10 m.

(130) HARTFORD to BOSTON.

To Windsor.....	7
Windsor Locks.....	6 13
Warehouse Point.....	2 15
Thompsonville.....	3 18
SPRINGFIELD.....	8 26
BOSTON, (see 83).....	98 124

(131) HARTFORD to NEW HAVEN.

*Stage.*

To Wethersfield.....	4
Rocky Hill.....	3 7
Upper Middletown.....	5 12
MIDDLETOWN.....	2 14
Durham.....	7 21
Northford.....	7 28
Fairhaven.....	10 38
NEW HAVEN.....	2 40

(132) HARTFORD to NEW LONDON.

*R. R. via Willimantic.*

To East Hartford.....	2
Union Village.....	8 10
Vernon.....	4 14
Bolton.....	2 16
Andover.....	6 22
South Coventry.....	5 27
WILLIMANTIC.....	3 30
Spoffordsville.....	3 33
Lebanon Crossings.....	5 38
Morse's Mills.....	2 40
Yantic.....	1 41
Norwich Plains.....	1 42
NORWICH.....	2 44
Uncasville.....	7 51
NEW LONDON.....	7 58

(133) HARTFORD to NEW LONDON.

To East Hartford.....	1
Glastonbury.....	5 6
Marlboro'.....	10 16
Colchester.....	8 24
Salem.....	6 30
Chesterfield.....	6 36
NEW LONDON.....	8 44

(134) HARTFORD to NORWICH.

To East Hartford.....	1
Manchester.....	9 10

Bolton.....	4	14
Andover.....	5	19
Columbia.....	4	23
Liberty Hill.....	4	27
Lebanon.....	3	30
Franklin.....	7	37
Norwichtown.....	3	40
NORWICH.....	2	42

## (135) HARTFORD TO WESTFIELD.

To Bloomfield.....	6	
Tariffville.....	5	11
Granby.....	4	15
Southwick, Mass.....	7	22
WESTFIELD.....	5	27

## (136) HARTFORD TO CANAAN.

To West Hartford.....	3	
Avon.....	7	10
Canton.....	3	13
Collinsville.....	2	15
New Hartford.....	6	21
Winchester.....	6	27
Norfolk.....	10	37
CANAAN.....	6	43

(137) N. HAVEN TO FARMINGTON,  
CONN.*Canal R. R.*

To Hamden Plains.....	4	
Centreville.....	3	7
Mount Carmel.....	2	9
Cheshire.....	7	16
Hitchcock's.....	4	20
Southington Corners.....	2	22
Southington.....	1	23
Plainville*.....	5	28
FARMINGTON.....	3	31
Avon.....	6	37
Weatogue.....	3	40
Simsbury.....	2	42
Tariffville.....	3	45

\* Branch to Collinsville 11. 39

(138) NEW HAVEN TO N. LONDON.  
*N. Haven and N. London R. R.*

To Fair Haven.....	2	
East Haven.....	1	8
Plantsville.....	2	5
Branford.....	8	8
Stony Creek.....	8	11
Guilford.....	5	16
East River.....	1	17
Madison.....	3	20
Clinton.....	3	23
West Brook.....	5	28

Saybrook.....	8	31
Connecticut River.....	2	33
Lyme.....	1	34
South Lyme.....	4	38
East Lyme.....	5	43
Niantic.....	3	46
Waterford.....	2	48
NEW LONDON.....	2	50

## (189) ALLYN'S PT. TO WORCESTER.

NORWICH.....	7	
Greeneville.....	1	8
Jewett City.....	9	17
Plainfield.....	6	23
Central Village.....	3	26
Danielsonville.....	6	32
Daysville.....	3	35
Pomfret.....	5	40
Thompson.....	3	43
Mason's.....	2	45
Fisherville.....	1	46
Wilson's.....	1	47
Webster.....	3	50
North Village.....	1	51
Oxford.....	4	55
Auburn.....	7	62
Grand Junction.....	3	65
WORCESTER.....	1	66

## (140) NEW LONDON TO PALMER.

*New London, Willimantic, and  
Palmer R. R.*

To Uncasville.....	7	
NORWICH.....	7	14
Norwich Plains.....	2	16
Yantic.....	1	17
Morse's Mills.....	1	18
Lebanon Crossings.....	2	20
Spoffordsville.....	5	25
WILLIMANTIC.....	3	28
Coventry.....	5	33
Mansfield.....	3	36
Tolland.....	6	42
Stafford.....	3	45
Monson.....	17	62
PALMER.....	4	66

## (141) EAST HADDAM TO NORWICH.

To Mechanicsville.....	3	
Westchester.....	4	7
Colchester.....	5	12
Bozrahville.....	7	19
Bozrah.....	2	21
Norwichtown.....	4	25
NORWICH.....	2	27



(142) WILLIMANTIC to BRISTOL.

To South Coventry	3	
Andover	3	6
Bolton	3	9
Vernon	6	15
Manchester	4	19
East Hartford	10	29
HARTFORD	2	31
Newington	8	39
New Britain	3	42
Plainville	3	45
Forestville	3	48
BRISTOL	3	51

(143) BRIDGEPORT to ALBANY.

*Via Housatonic R. R.*

To Stepney	10	
Botsford	5	15
Newtown	4	19
Hawleyville	4	23
Brookfield	6	29
New Milford	6	35
Gaylord's Bridge	7	42
Kent	6	48
Cornwall Bridge	9	57
West Cornwall	4	61
Falls Village	6	67
Canaan	6	73
Sheffield	6	79
Barrington	6	85
Van Deusenville	2	87
West Stockbridge	8	95
State Line	3	98

*Western R. R.*

Canaan	5	103
East Chatham	5	108
Chatham Four Corners	5	113
Chatham Centre	4	117
Kinderhook	3	120
Schodack	8	128
ALBANY	8	136

(144) BRIDGEPORT to WINSTED.

*Naugatuck R. R.*

To Stratford	4	
Junction	1	5
Derby	9	14
Ansonia	2	16
Humphreysville	4	20
NAUGATUCK	7	27
Waterbury	5	32
Waterville	3	35

Plymouth	7	42
Camp's Mills	5	47
Litchfield Station	2	49
Wolcottville	3	52
Burrville	5	57
Winsted	5	62

(145) NORWALK to DANBURY.

To Wilton (via R. R.)	7	
Ridgefield	5	12
DANBURY	12	24

NEW YORK.

(146) NEW YORK to BOSTON.

*New York and New Haven R. R.*

32d street, New York	2	
Williams' Bridge	11	13
New Rochelle	6	19
Mamaroneck	4	23
Rye	4	27
Port Chester	2	29
Greenwich	2	31
Stamford	5	36
Darien	5	41
Norwalk	3	44
Westport	4	48
Southport	4	52
Fairfield	1	53
BRIDGEPORT	5	58
Stratford	4	62
Milford	4	66
NEW HAVEN	10	76

*N. Haven, Hartford, and Springfield R. R.*

North Haven	7	83
Wallingford	5	88
Meriden	6	94
Berlin	7	101
New Britain	3	104
HARTFORD	8	112
Windsor	7	119
Windsor Locks	6	125
Warehouse Point	2	127
Thompsonville	3	130
SPRINGFIELD	8	138

*Western R. R.*

Wilbraham	6	144
Palmer	9	153
Warren	10	163
West Brookfield	4	167
South Brookfield	2	169
East Brookfield	3	172
Spencer	2	174
Charlton	5	179

Clappville .....	4 183
WORCESTER.....	9 192
<i>Boston and Worcester R. R.</i>	
Grafton .....	6 198
Westboro' .....	6 204
Southboro' .....	4 208
Ashland .....	4 212
Framingham.....	2 214
Natick .....	4 218
West Needham .....	3 221
Grantville .....	1 222
West Newton .....	5 227
Newtonville.....	1 228
Newton Corner.....	1 229
Brighton.....	2 231
BOSTON .....	5 236

(147) NEW YORK to BOSTON.

*Steamboat.*

To NEW LONDON.....	125
Allyn's Point.....	8 133
<i>Norwich and Worcester R. R.</i>	
NORWICH .....	7 140
Greenville .....	1 141
Jewett City .....	9 150
Plainfield .....	6 156
Central Village.....	3 159
Danielsonville.....	6 165
Daysville .....	3 168
Pomfret .....	5 173
Thompson .....	3 176
Mason's .....	2 178
Fisherville.....	1 179
Wilson .....	1 180
Webster .....	3 183
North Village .....	1 184
Oxford .....	4 188
Auburn .....	7 195
Junction .....	3 198
WORCESTER.....	1 199
Grafton .....	6 205
Westboro' .....	6 211
Southboro' .....	4 215
Ashland .....	4 219
Framingham.....	2 221
Natick .....	4 225
West Needham .....	3 228
Grantville .....	1 229
West Newton .....	5 234
Newtonville .....	1 235
Newton Corner.....	1 236
Brighton.....	2 238
BOSTON .....	5 243

(148) NEW YORK to BOSTON.

To STONINGTON, (*Steamboat*)..125

*Stonington R. R.*

Westerly .....	5 130
Charleston .....	5 135
Richmond Switch.....	4 139
Carolina .....	3 142
Kingston .....	6 148
Wickford.....	7 155
Greenwich.....	6 161
Warwick .....	3 164
Junction.....	7 171
PROVIDENCE .....	4 175
<i>Boston and Providence R. R.</i>	
Pawtucket .....	4 179
Dodgeville.....	7 186
Attleboro' .....	1 187
Tobey's.....	5 192
Mausfield .....	2 194
Foxboro' .....	2 196
Sharon .....	4 200
Canton .....	4 204
Readville .....	5 209
Jamaica Plain.....	5 214
Roxbury.....	2 216
BOSTON .....	2 218

(149) NEW YORK to BOSTON

*Steamboat.*

To Newport.....	165
FALL RIVER .....	19 184

*Fall River R. R.*

Miller's .....	3 187
Assonet .....	6 193
Myrick's .....	3 196
Haskin's .....	5 201
Middleboro'.....	2 203
Titicut.....	4 207
Bridgewater .....	4 211
East and West Bridgewater	2 213
Keith's Furnace.....	1 214
Plainville .....	1 215
North Bridgewater .....	3 218
East Stoughton.....	3 221
Randolph.....	2 223
South Braintree .....	4 227
Quincy .....	3 230
Dorchester .....	4 234
BOSTON .....	4 238

(150) NEW YORK to BOSTON.

*Long Island R. R.*

To Greenport (see 151).....	96
<i>Steamboat.</i>	
Allyn's Point.....	32 128
<i>Railroad.</i>	
BOSTON, (see 147) .....	110 238

(151) NEW YORK TO GREENPORT.

To Brooklyn .....	1	
<i>Long Island R. R.</i>		
Bedford .....	2	3
East New York .....	3	6
Union Course .....	3	9
Woodville .....	1	10
JAMAICA .....	2	12
Brushville .....	3	15
Hyde Park .....	3	18
Hempstead Branch* .....	3	21
Carl Place .....	2	23
Westbury .....	1	24
Hicksville .....	3	27
Farmingdale .....	6	33
Deer Park .....	6	39
Thompson .....	3	42
Suffolk Station .....	3	45
Lake Road .....	5	50
Medford .....	6	56
Yaphank .....	5	61
St. George's Manor .....	6	67
Riverhead .....	8	75
Jamesport .....	5	80
Mattetuck .....	4	84
Cutchogue .....	3	87
Hermitage .....	4	91
Southold .....	1	92
GREENPORT .....	4	96

\* Branch to Hempstead 2½—23½.

(152) N. YORK TO PHILADELPHIA.

*Steamboat.*

To Jersey City .....	1	
<i>New Jersey R. R.</i>		
NEWARK .....	8	9
Elizabethtown .....	5	14
Rahway .....	6	20
Freeman's .....	7	27
NEW BRUNSWICK .....	5	32
<i>N. Brunswick and Trenton R. R.</i>		
Kingston .....	13	45
Princeton .....	4	49
TRENTON .....	10	59
Morrisville, Pa. ....	1	60
<i>Philadelphia and Trenton R. R.</i>		
Bristol .....	9	69
Andalusia .....	4	73
Cornwell's .....	2	75
Tacony .....	5	80
Philadelphia Depot .....	7	87
PHILADELPHIA EXCHANGE .	2	89

(153) N. YORK TO PHILADELPHIA.

*Steamboat.*

To South Amboy .....	28
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*Camden and Amboy R. R.*

South River .....	5	33
Spotswood .....	5	38
West's .....	4	42
Prospect Plains .....	3	45
Hightstown .....	4	49
Centreville .....	4	53
Newtown .....	3	56
Sand Hills .....	2	58
BORDENTOWN .....	5	63
Kincora .....	4	67
Burlington .....	4	71
Rancocas River .....	6	77
Palmyra .....	5	82
Camden .....	7	89

*Steamboat.*

PHILADELPHIA .....	1	90
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(154) N. YORK TO PHILADELPHIA.

To Trenton, (see 152) .....	59
Bordentown .....	7 66
PHILADELPHIA, (see 153,) ..	27 93

(155) N. Y. TO WASHINGTON, D. C.

To Philadelphia, (see 152) ..	89
Baltimore, (see 257) .....	97 186
WASHINGTON, (see 299) .....	40 226

(156) NEW YORK TO TROY.

*Steamboat.*

To Manhattanville .....	8
* Fort Lee .....	1 9
Fort Washington .....	2 11
Yonkers .....	6 17
Hastings .....	3 20
Dobb's Ferry .....	2 22
* Piermont .....	2 24
Tarrytown .....	3 27
* Nyack .....	2 29
SING SING .....	4 33
* Haverstraw .....	3 36
Verplank's Point .....	5 41
* Caldwell's .....	3 44
PEEKSKILL .....	2 46
Anthony's Nose .....	1 47
* WEST POINT .....	5 52
Cold Spring .....	1 53
* CORNWALL .....	4 57
Fishkill Landing .....	4 61
* NEWBURG .....	..
New Hamburg .....	6 67
* Milton .....	3 70
POUGHKEEPSIE .....	4 74
* New Paltz .....	1 75
Hyde Park .....	5 80

Staatsburg.....	3	83	Amenia.....	8	88
Rhinebeck Landing.....	7	90	Millerton.....	8	96
* Kingston Landing.....	1	91	Boston Corners.....	7	103
Barrytown.....	4	95	Hillsdale.....	9	112
* Saugerties.....	6	101	Copoke.....	3	115
* CATSKILL.....	10	111	Ghent.....	13	123
HUDSON.....	5	116	CHATHAM 4 Corners.....	2	130
* Athens.....	.....	.....	ALBANY (see 166).....	23	153
Columbiaville.....	4	120			
* Coxsackie.....	4	124			
Kinderhook Landing.....	3	127			
* New Baltimore.....	4	131			
Schodack.....	2	133			
Coeyman's.....	1	134			
Castleton.....	3	137			
Overlaugh.....	5	142			
* ALBANY.....	3	145			
Greenbush.....	.....	.....			
TROY.....	6	151			

Those marked thus (\*) are on the west side of the river.

#### (157) NEW YORK to ALBANY.

##### *New York and Harlem R. R.*

To 32d street.....	3	.....	To 31st street.....	3	.....
Yorkville.....	3	6	Manhattanville.....	5	8
Harlem.....	2	8	Spuytendevil Creek.....	5	13
Mottsville.....	2	10	Yonkers.....	4	17
Morrisania.....	1	11	Hastings.....	4	21
Fordham.....	2	13	Dobbs' Ferry.....	1	22
Williams' Bridge.....	1	14	Dearman.....	2	24
Junction.....	1	15	Tarrytown.....	3	27
Hunt's Bridge.....	2	17	SING SING.....	6	33
Underhill's.....	2	19	Croton.....	3	36
Tuckahoe.....	1	20	Peekskill.....	7	43
Hart's Corners.....	4	24	Garrison.....	8	51
WHITE PLAINS.....	2	26	Cold Spring.....	3	54
Davis' Brook.....	3	29	Fishkill Landing.....	6	60
Unionville.....	3	32	Carthage.....	4	64
Pleasantville.....	2	34	New Hamburg.....	2	66
Chapequa.....	2	36	Barnegat.....	3	69
New Castle.....	4	40	POUGHKEEPSIE.....	6	75
Bedford.....	2	42	Hyde Park.....	6	81
Whitlocksville.....	3	45	Staatsburg.....	4	85
Golding's Bridge.....	2	47	Rhinebeck.....	6	91
Purdy's.....	2	49	Red Hook.....	6	97
Croton Falls.....	2	51	Upper Red Hook.....	3	100
Southeast.....	4	55	Clermont.....	5	105
Towners.....	4	59	Livingston.....	5	110
Patterson.....	4	63	HUDSON.....	6	116
Pawlingsville.....	4	67	Stockport.....	4	120
South Dover.....	6	73	Stuyvesant.....	6	126
Dover Plains.....	7	80	Schodack.....	7	133
			Castleton.....	3	136
			Greenbush.....	8	144
			ALBANY.....	1	145
			TROY.....	6	150

#### (158) NEW YORK to ALBANY.

##### *Hudson River R. R.*

To 31st street.....	3	.....
Manhattanville.....	5	8
Spuytendevil Creek.....	5	13
Yonkers.....	4	17
Hastings.....	4	21
Dobbs' Ferry.....	1	22
Dearman.....	2	24
Tarrytown.....	3	27
SING SING.....	6	33
Croton.....	3	36
Peekskill.....	7	43
Garrison.....	8	51
Cold Spring.....	3	54
Fishkill Landing.....	6	60
Carthage.....	4	64
New Hamburg.....	2	66
Barnegat.....	3	69
POUGHKEEPSIE.....	6	75
Hyde Park.....	6	81
Staatsburg.....	4	85
Rhinebeck.....	6	91
Red Hook.....	6	97
Upper Red Hook.....	3	100
Clermont.....	5	105
Livingston.....	5	110
HUDSON.....	6	116
Stockport.....	4	120
Stuyvesant.....	6	126
Schodack.....	7	133
Castleton.....	3	136
Greenbush.....	8	144
ALBANY.....	1	145
TROY.....	6	150

#### (159) NEW YORK to ALBANY.

##### *Via Housatonic R. R.*

To Bridgeport, (see 146).....	58	.....
Stepney.....	10	68
Botsford.....	5	73
Newtown.....	4	77
Hawleyville.....	4	81
Brookfield.....	6	87

New Milford.....	6	93
Gaylord's Bridge .....	7	100
Kent .....	6	106
Cornwall Bridge.....	9	115
West Cornwall.....	4	119
Falls Village .....	6	125
Canaan .....	6	131
Sheffield, Mass. ....	6	137
Barrington.....	6	143
Van Deusenville .....	2	145
West Stockbridge.....	8	153
State Line .....	3	156
Canaan .....	5	161
East Chatham .....	5	166
Chatham Four Corners ...	5	171
Chatham Centre .....	3	174
Kinderhook .....	4	178
Schodack.....	8	186
Greenbush.....	7	193
ALBANY .....	1	194

(160) POUGHKEEPSIE TO NEW MILFORD, CONN.

To Manchester Bridge .....	5	
Sprout Creek .....	4	9
Arthursburg .....	2	11
Beekman .....	4	15
Poughquag .....	2	17
Pawlings .....	7	24
Quaker Hill.....	3	27
Sherman, Conn.....	3	30
NEW MILFORD .....	6	36

(161) POUGHKEEPSIE TO WEST CORNWALL, CONN.

To Pleasant Valley .....	7	
Washington Hollow .....	5	12
Washington .....	3	15
Dover .....	6	21
South Amenia .....	6	27
Amenia Union .....	3	30
Sharon, Conn.....	5	35
WEST CORNWALL .....	6	41

(162) HUDSON TO GREAT BARRINGTON, MASS.

To Claverack.....	4	
Smoky Hollow .....	4	8
Hoffman's .....	4	12
Hillsdale.....	4	16
South Egremont, Mass.....	7	23
GREAT BARRINGTON .....	5	28

(163) HUDSON TO WEST STOCKBRIDGE, MASS.

<i>Hudson and Berkshire R. R.</i> To Claverack.....	3	
--	---	--

Mellenville.....	4	7
Ghent .....	5	12
Chatham Four Corners ...	4	16
Chapman's .....	5	21
Edwards.....	6	27
State Line .....	3	30
WEST STOCKBRIDGE .....	3	33

(164) HUDSON TO N. LEBANON SPA.  
To Edwards, (see 163).....27  
*Stage.*

New Lebanon.....	6	33
New Lebanon Springs .....	1	34

(165) ALBANY TO PITTSFIELD, MASS.

To Greenbush.....	1	
Schodack Centre .....	5	6
Nassau .....	6	12
Brainard's Bridge .....	4	16
Moffit's Store .....	3	19
Low Lebanon.....	4	23
New Lebanon Springs.....	1	24
PITTSFIELD, MASS. ....	9	33

(166) ALBANY TO BOSTON.

*Albany and W. Stockbridge R. R.*

To Greenbush.....	1	
Schodack.....	7	8
Kinderhook.....	8	16
Chatham Centre.....	3	19
Chatham Four Corners ...	4	23
East Chatham .....	5	28
Canaan .....	5	33
State Line .....	5	38

*Western R. R.*

Richmond .....	3	41
Shaker Village.....	5	46
PITTSFIELD .....	3	49
Dalton .....	5	54
Hinsdale .....	3	57
Washington .....	5	62
Becket Station .....	3	65
Chester Factory .....	9	74
Chester Village.....	7	81
Russell .....	3	84
Westfield .....	8	92
West Springfield .....	8	100
SPRINGFIELD.....	2	102
Wilbraham.....	6	108
Palmer .....	9	117
Warren.....	10	127
West Brookfield .....	4	131
South Brookfield.....	2	133
East Brookfield.....	3	136
Spencer .....	2	138

Charlton.....	5	143
Clappville.....	4	147
WORCESTER.....	9	156
<i>Boston and Worcester R. R.</i>		
Grafton.....	6	162
Westboro'.....	6	168
Southboro'.....	4	172
Ashland.....	4	176
Framingham.....	2	178
Natick.....	4	182
West Needham.....	3	185
Grantville.....	1	186
West Newton.....	5	191
Newtonville.....	1	192
Newton Corner.....	1	193
Brighton.....	2	195
BOSTON.....	5	200

(167) ALBANY to BENNINGTON, VT.  
*Troy and Boston R. R.*

To Troy.....	6	
Deepikill.....	7	13
Schaghticoke.....	5	18
Buskirk's Bridge.....	9	27
Eagle Bridge.....	2	29
North Hoosick.....	4	33
Waloomsac.....	1	34
State Line.....	2	36
North Bennington.....	2	38
BENNINGTON.....	4	42

(168) ALBANY to RUTLAND, VT.

<i>Via Rutland &amp; Washington R. R.</i>		
To Eagle Bridge, (see 167).....	29	
Wait's Corners.....	2	31
Cambridge.....	3	34
Shushan.....	6	40
Salein.....	7	47
West Rupert.....	6	53
Rupert.....	2	55
Pawlet.....	7	62
Granville.....	3	65
Poultney.....	8	73
Castleton.....	7	80
Clarendon Spa.....	7	87
RUTLAND.....	4	91

(169) ALBANY to COOPERSTOWN.

To Guilderland.....	9	
Dunnsville.....	6	15
Duanesburg.....	8	23
Esperance.....	6	29
Sloansville.....	4	33
Carlisle.....	6	39
Sharon.....	4	43
Leesville.....	6	49

Cherry Valley.....	6	55
Middlefield Centre.....	7	62
COOPERSTOWN.....	7	69

(170) ALBANY to UNADILLA.

To Guilderland.....	9	
Guilderland Centre.....	3	12
Knowersville.....	4	16
Knox.....	5	21
Gallopville.....	6	27
SCHOHARIE.....	5	32
East Cobleskill.....	5	37
Cobleskill.....	5	42
Richmondville.....	5	47
East Worcester.....	6	53
Worcester.....	4	57
Schenevus.....	5	62
Maryland.....	4	66
Colliersville.....	7	73
Oneonta.....	6	79
Otego.....	9	88
Creeksville.....	6	94
UNADILLA.....	4	98

(171) CATSKILL to CANAJOHARIE.

To Leeds.....	4	
Cairo.....	6	10
Acra.....	3	13
Winansville.....	4	17
Durham.....	6	23
Preston Hollow.....	4	27
Livingstonville.....	4	31
Franklington.....	3	34
Middleburg.....	6	40
SCHOHARIE.....	5	45
Central Bridge.....	5	50
Sloansville.....	3	53
Charleston Four Corners.....	5	58
Root.....	5	63
Spraker's Basin.....	4	67
CANAJOHARIE.....	3	70

(172) CATSKILL to UNADILLA.

To Leeds.....	4	
Cairo.....	6	10
Acra.....	3	13
South Durham.....	3	16
Union.....	6	22
Windham Centre.....	2	24
Windham.....	3	27
Ashland.....	2	29
Prattsville.....	6	35
Moorsville.....	4	39
Stamford.....	8	47
Hobart.....	4	51
South Kortright.....	4	55

Bloomville.....	5	60
DELHI.....	7	67
West Meredith.....	7	74
Groton.....	2	76
Franklin.....	5	81
Sidney.....	10	91
UNADILLA.....	1	92

(173) ALBANY to SARATOGA SPRINGS and WHITEHALL.

*Mohawk and Hudson R. R.*

To Schenectady.....	16	
<i>Saratoga and Schenectady R. R.</i>		
Rexford Flats.....	4	20
Burnt Hills.....	4	24
Ballston Centre.....	4	28
BALLSTON.....	3	31
SARATOGA SPRINGS.....	7	38

*Saratoga and Washington R. R.*

Gansevoort's.....	10	48
Fort Edward.....	7	55
Dunham's Basin.....	3	58
Fort Ann.....	9	67
Comstock's Landing.....	5	72
WHITEHALL.....	6	78

(174) ALBANY to SARATOGA SPRINGS and LAKE GEORGE.

To Troy..... 6  
*Rensselaer and Saratoga R. R.*

Waterford.....	4	10
Mechanicsville.....	8	18
BALLSTON SPA.....	13	31
SARATOGA SPA.....	7	38

*Saratoga and Washington R. R.*

Gansevoort's.....	10	48
Fort Edward.....	7	55

*Stage.*

Sandy Hill.....	2	57
Glenn's Falls.....	3	60
CALDWELL.....	9	69

(175) TROY to WHITEHALL.

*Stage.*

To Lansingburg.....	4	
Schaghticoke.....	10	14
Easton.....	7	21
North Easton.....	3	24
Greenwich.....	5	29
South Argyle.....	7	36
Argyle.....	4	40
North Argyle.....	4	44
South Hartford.....	5	49
Hartford.....	2	51
North Granville.....	9	60
WHITEHALL.....	8	68

(176) ALBANY to MONTREAL, C. E.

*Summer route.*

To Saratoga Springs.....	38	
Whitehall, (see 173).....	40	78
<i>Steamboat on Lake Champlain.</i>		
Ticonderoga.....	24	102
Crown Point.....	10	112
Port Henry.....	10	122
West Port.....	11	133
Essex.....	12	145
Burlington, Vt.....	15	160
Port Kent, N. Y.....	10	170
Plattsburg.....	14	184
Rouse's Point.....	26	210
Isle aux Noix.....	11	221
St. John's, C. E.....	14	235

*Railroad.*

La Prairie Sta.....	14	249
St. Lambert.....	6	255
MONTREAL.....	1	256

(177) ALBANY to MONTREAL.

*Via Whitehall and Burlington.*

To Whitehall, (see 173).....	78	
State Line.....	6	84
Fair Haven.....	2	86
Hydeville.....	2	83
Castleton.....	3	91
Rutland.....	9	100
Burlington, (see 54).....	67	167
MONTREAL, (see 55).....	102	269

ALBANY to MONTREAL.

*Via Rutland & Washington R. R.*

Salem, (see 168.).....	47	
To Castleton.....	33	80
Rutland.....	11	91
Burlington, (see 54).....	67	158
MONTREAL, (see 55).....	102	260

ALBANY to MONTREAL.

*Via Western Vermont R. R.*

To N. Bennington, (see 66), 38		
Manchester.....	21	54
Wallingford.....	21	80
Rutland.....	9	89
Burlington, (see 54).....	67	156
MONTREAL, (see 55).....	102	258

(178) PLATTSBURG to MONTREAL.

*Via Plattsburg & Montreal R. R.*

To Beekmantown.....		
West Chazy.....		

Sciota .....		Oak's Corners .....	5 204
Mooers Village .....		East Vienna .....	3 207
Mooers Junction* .....		West Vienna .....	1 208
Hemmingford.....		Clifton Springs .....	3 211
Sherrington.....		Short's Mills .....	5 216
Pigeoniere.....		Chapinsville .....	3 219
St. Remi.....		Canandaigua .....	3 222
Isidore.....		Victor .....	9 231
Caughnawaga .....		Pittsford .....	12 243
	<i>Ferry.</i>	Brighton.....	4 247
Lachine .....		ROCHESTER.....	4 251
MONTREAL.....			<i>Tonawanda R. R.</i>
* Junction with Ogdensburg R. R.		Churchville.....	14 265
	(179) ALBANY TO BUFFALO.	Bergen .....	4 269
	<i>Mohawk and Hudson R. R.</i>	Byron .....	7 276
To SCHENECTADY .....	16	BATAVIA.....	7 283
	<i>Utica and Schenectady R. R.</i>	Alexander.....	8 291
Hoffman's .....	9 25	ATTICA.....	3 294
Cranesville.....	3 28		<i>Attica and Buffalo R. R.</i>
Amsterdam .....	4 32	Darien .....	6 300
Tribes Hill.....	5 37	Alden .....	5 305
Fonda .....	6 43	Lancaster.....	10 315
Spraker's .....	8 51	BUFFALO .....	10 325
Palatine Bridge.....	3 54		(180) NEW YORK TO DUNKIRK.
Fort Plain .....	3 57		<i>Steamboat.</i>
Palatine Church.....	3 60	To Piermont, (pier).....	24
St. Johnsville .....	3 63		<i>New York and Erie R. R.</i>
Little Falls.....	10 73	Piermont, (town) .....	1 25
Herkimer.....	6 79	Blauveltville .....	4 29
Schuyler.....	7 86	Clarkstown .....	4 33
UTICA .....	8 94	Spring Valley .....	2 35
	<i>Syracuse and Utica R. R.</i>	Monsey.....	2 37
Whitesboro' .....	3 97	Sufferns .....	5 42
Oriskany .....	4 101	Ramapo Works.....	2 44
ROME .....	7 108	Sloatsburg .....	1 45
Verona Centre .....	9 117	Monroe Works .....	6 51
Oneida Depot.....	4 121	Wilkes' .....	3 54
Wampsville.....	3 124	Turner's .....	3 57
Canastota .....	3 127	Monroe.....	3 60
Chittenango.....	6 133	Oxford .....	2 62
Manlius .....	4 137	Chester*.....	3 65
SYRACUSE .....	10 147	Goshen.....	5 70
	<i>Auburn and Syracuse R. R.</i>	New Hampton .....	4 74
Geddes .....	2 149	Middletown.....	3 77
Camillus.....	6 155	Howell's .....	3 80
Elbridge .....	8 163	Otisville .....	5 85
Skapectles Junction .....	1 164	Shin Hollow .....	7 92
Senet .....	4 168	PORT JERVIS.....	6 98
AUBURN.....	5 173	Stairway Brook .....	9 107
	<i>Auburn and Rochester R. R.</i>	Pond Eddy .....	2 109
Cayuga Bridge .....	10 183	Barryville.....	7 116
Seneca Falls .....	5 188	Lackawaxen.....	4 120
Waterloo .....	4 192	Mast Hope.....	6 126
GENEVA .....	7 199	Narrowsburg.....	6 132
			* Branch to Newburg, (see 183.)



Cohecton .....	8 140
Calicoon .....	5 145
Hankins .....	7 152
Equinunk .....	11 163
Stockport .....	6 169
Cheocton .....	4 173
Deposit .....	13 186
Gulf Summit .....	8 194
Lanesboro' .....	8 202
Great Bend .....	9 211
Windsor .....	9 220
BINGHAMTON .....	5 225
Union .....	9 234
Campville .....	6 240
OWEGO .....	7 247
Tioga Centre .....	6 253
Smithboro' .....	4 257
Barton .....	2 259
Factoryville .....	7 266
Chemung .....	4 270
Wellsburg .....	6 276
ELMIRA .....	7 283
Big Flats .....	9 292
East Painted Post .....	4 296
CORNING .....	3 299
Painted Post .....	2 301
Cooper's .....	4 305
Campbelltown .....	6 311
Mud Creek .....	5 316
BATH .....	6 322
Kennedysville .....	4 326
Goff's Mills .....	5 331
HOWARD .....	3 334
HORNELLVILLE .....	9 343
Almond .....	5 348
Baker's Bridge .....	4 352
Andover .....	8 360
Genesee .....	9 369
Scio .....	4 373
Phillipsville .....	4 377
Belvidere .....	3 380
Friendship .....	5 385
Cuba .....	9 394
Hinsdale .....	5 399
Olean .....	7 406
Alleghany .....	4 410
Nine Mile Creek .....	4 414
Great Valley .....	8 422
Little Valley .....	11 433
Albion .....	6 439
Dayton .....	9 448
Perrysburgh .....	3 451
Smith's Mills .....	7 458
Forestville .....	4 462
DUNKIRK .....	8 470

(181) NEW YORK to BUFFALO.

*Via New York and Erie R. R.*

To Elmira, (see 180) .....	283
Junction .....	4 287
Horseheads .....	1 288
Millport .....	8 296
Havana .....	6 302
Jefferson .....	3 305
Rock Stream .....	6 311
Starkey .....	5 316
Hemrods .....	4 320
Milo Centre .....	3 323
Penn Yan .....	4 327
Benton .....	4 331
Bellona .....	3 334
Gorham .....	5 339
Hopewell .....	4 343
CANANDAIGUA .....	8 351
ROCHESTER, (see 179) .....	29 380
Attica .....	43 423
BUFFALO .....	31 454

(181½) NEW YORK to BUFFALO.

*Via Owego and Ithaca.*

To Owego (see 180) .....	247
<i>Cayuga and Susquehanna R. R.</i>	
South Candor .....	5 252
Candor .....	5 257
Wilseyville .....	4 261
Pugsleys .....	5 266
Ithaca .....	13 279

*Steamboat on Cayuga Lake.*

CAYUGA .....	37 816
BUFFALO, (see 179) .....	142 453

(182) NEW YORK to BUFFALO.

*Via Buffalo and N. Y. City R. R.*

To HORNELLVILLE, (180) .....	343
Burns .....	9 352
Whitney's Valley .....	4 356
Nunda .....	11 367
Portage .....	6 373
Castile .....	4 377
Gainesville .....	4 381
Warsaw .....	6 387
Middlebury .....	5 392
Linden .....	4 396
Attica .....	7 403
Darien City .....	5 408
Darien .....	2 410
Alden .....	5 415
Town Line .....	5 420
Lancaster .....	5 425
BUFFALO .....	10 435

## (183) NEWBURG to CHESTER.

*Newburg Branch R. R.*

Vail's.....	6	
Salisbury .....	4	10
Washingtonville .....	2	12
Craigville .....	5	17
CHESTER .....	2	19

## (184) AMSTERDAM to SAGEVILLE.

To Perth.....	6	
Vail's Mills .....	3	9
Broadalbin .....	1	10
Union Mills .....	4	14
Northampton .....	5	19
Osborne's Bridge.....	6	25
NORTHVILLE.....	3	28

## (185) CHERRY VAL. to SYRACUSE.

To East Springfield.....	4	
Springfield.....	2	6
Warren.....	3	9
Richfield.....	4	13
Winfield.....	8	21
Bridgewater .....	5	26
Sangerfield .....	7	33
Madison .....	9	42
Morrisville.....	7	49
Nelson .....	7	56
Cazenovia .....	4	60
Oran .....	6	66
Manlius .....	2	68
Fayetteville .....	2	70
Dewitt .....	3	73
SYRACUSE .....	5	78

## (186) COOPERSTOWN to ITHACA.

To Oaksville .....	5	
Burlington .....	6	11
West Burlington .....	3	14
Edmeston .....	3	17
Columbus .....	9	26
Sherburne .....	6	32
Smyrna.....	4	36
Otselie.....	11	47
De Ruyter .....	9	56
Cuyler .....	4	60
Truxton .....	8	68
Homer .....	10	78
CORTLANDT .....	2	80
McLean .....	6	86
Dryden .....	4	90
Varna .....	8	98
ITHACA.....	4	102

## (187) COOPERSTOWN to UNADILLA and ITHACA.

To Harwick Seminary .....	4	
Milford .....	4	8
Milford Centre .....	6	14
Collersville .....	4	18
Oneonta .....	6	24
Otego .....	9	33
UNADILLA.....	10	43
Sidney Plains .....	5	48
Bainbridge.....	5	53
Coventryville.....	7	60
Coventry .....	3	63
Greene .....	6	69
Geneganslet.....	3	72
Whitney's Point .....	8	80
Lisle .....	3	83
Centre Lisle .....	3	86
Richland .....	8	94
Caroline .....	6	100
Slatersville.....	3	103
ITHACA.....	9	112

## (188) BINGHAMTON to UTICA.

To Chenango Forks.....	11	
Greene .....	7	19
Oxford .....	14	32
Norwich .....	8	40
North Norwich.....	6	46
Sherburne .....	5	51
Earlville .....	5	56
Hamilton .....	6	62
Madison .....	7	69
Waterville .....	9	78
Paris .....	6	84
New Hartford .....	6	90
UTICA .....	4	94

## (189) ITHACA to UTICA.

To Varna .....	4	
Dryden .....	8	12
McLean .....	4	16
Cortlandt .....	6	22
Homer .....	2	24
Truxton .....	10	34
Cuyler.....	8	42
De Ruyter .....	4	46
New Woodstock .....	7	53
Erieville .....	5	58
Eaton .....	7	65
Madison .....	6	71
Waterville.....	9	80
Paris .....	6	86
New Hartford .....	6	92
UTICA.....	4	96

(190) ITHACA to SYRACUSE.

To Varna .....	4	
Dryden .....	8	12
McLean .....	4	16
Cortlandt .....	6	22
Homer .....	2	24
Little York .....	4	28
Preble .....	3	31
Tully .....	5	36
Tully Valley .....	4	40
Cardiff .....	3	43
Onondaga Hollow .....	8	51
SYRACUSE .....	4	55

(191) ITHACA to AUBURN.

To South Lansing .....	8	
Ludlowville .....	2	10
Lansingville .....	3	13
Five Corners .....	3	16
King's Ferry .....	5	21
Ledyard .....	2	23
Poplar Ridge .....	3	26
Sherwood's Corners .....	2	28
Scipioville .....	1	29
The Square .....	3	32
Fleming .....	3	35
AUBURN .....	4	39

(192) ITHACA to WATERLOO.

To Jacksonville .....	8	
Trumansburg .....	3	11
Covert .....	3	14
Farmer .....	4	18
Lodi .....	5	23
Ovid .....	5	28
Romulus .....	6	34
Varick .....	3	37
West Fayette .....	4	41
WATERLOO .....	6	47

(193) ITHACA to HORNELLVILLE.

To Enfield .....	6	
Mecklenburg .....	6	12
Reynoldsville .....	4	16
Burdette .....	6	22
Jefferson .....	5	27
Reading .....	3	30
Pine Grove .....	4	34
Tyrone .....	4	38
Urbanna .....	9	47
BATH .....	8	55
Kennedysville .....	4	59
Goff's Mills .....	5	64
Howard .....	3	67
HORNELLVILLE .....	10	77

(194) BATH to GENEVA.

To Urbanna .....	8	
Wayne .....	9	17
Barrington .....	6	23
PENN YAN .....	9	32
Benton .....	8	40
GENEVA .....	8	48

(195) CORNING to BATAVIA.

*Buffalo, Corning, and N. Y. R. R.*

To Painted Post .....	2	
Coopers Plains .....	2	4
Campbell .....	5	9
BATH .....	11	20
Kennedyville .....	4	24
Avoca .....	4	28
Wallace's .....	3	31
Liberty .....	5	36
Wayland .....	10	46
Spring Water .....	6	52
Conesus .....	5	57

(196) ELLICOTTVILLE to ROCHESTER.

To Franklinville .....	13	
Farmersville .....	5	18
Rushford .....	7	25
Centreville .....	7	32
Pike .....	8	40
East Pike .....	4	44
Castile .....	4	48
Perry .....	6	54
Moscow .....	7	61
GENESEO .....	6	67
South Avon .....	6	73
Avon .....	2	75
West Rush .....	5	80
Rush .....	3	83
Henrietta .....	5	88
ROCHESTER .....	7	95

(197) OLEAN to GENESEO.

To Hinsdale .....	6	
Cuba .....	7	13
Friendship .....	8	21
Hobbieville .....	5	26
Angelica .....	5	31
Allen .....	6	37
Grove .....	6	43
Nunda .....	8	51
Oakland .....	3	54

Brookes' Grove.....	5	59	Tonawanda.....	8	11
Mount Morris.....	7	66	NIAGARA FALLS.....	11	23
GENESEO.....	6	72	<i>Lockport and Niagara Falls R. R.</i>		
(198) GENESEO to CANANDAIGUA.			Junction Lewiston R. R....	6	28
To Lakeville.....	6		Lewiston.....	3	31
Livonia.....	4	10	<i>Stage.</i>		
Richmond Mills.....	4	14	YOUNGSTOWN.....	6	37
Allen's Mills.....	3	17	(203) BUFFALO to QUEENSTON		
Bristol.....	5	22	C. W.		
CANANDAIGUA.....	9	31	<i>Steamboat.</i>		
(199) GENESEO to BUFFALO.			To Chippewa.....	20	
To Moscow.....	6		<i>Railroad.</i>		
Perry.....	7	13	NIAGARA FALLS.....	3	23
Perry Centre.....	2	15	Drummondsville.....	1	24
Warsaw.....	8	23	QUEENSTON.....	6	30
Orangeville.....	6	29	(204) BUFFALO to CHICAGO, ILL.		
Johnsonburg.....	4	33	<i>Steamboat.</i>		
Sheldon.....	4	37	To Dunkirk.....	43	
Wales.....	7	44	Erie, Pa.....	48	91
Willink.....	6	50	Conneaut, Ohio.....	30	121
East Hamburg.....	6	56	Ashtabula.....	14	135
BUFFALO.....	12	68	Fairport.....	33	168
(200) BUFFALO to BATAVIA.			CLEVELAND.....	30	198
To Williamsville.....	10		Huron.....	45	243
Clarence.....	8	18	Sandusky.....	14	257
Newstead.....	4	22	Amherstburg, C. W.....	52	309
Pembroke.....	4	26	DETROIT, MICH.....	20	329
East Pembroke.....	6	32	Fort Gratiot.....	70	399
BATAVIA.....	7	39	Point au Barques.....	85	484
(201) BUFFALO to ERIE, PA.			Thunder Bay.....	70	554
<i>Buffalo and State Line R. R.</i>			Presque Isle.....	80	634
To Rodgers Road.....	10		Mackinaw.....	65	699
18 Mile Creek.....	5	15	Beaver Islands.....	50	749
Evans Center.....	7	22	Manitou Islands.....	45	794
Lagrange.....	7	29	MILWAUKIE, WIS.....	150	944
Silver Creek.....	2	31	Racine.....	25	969
DUNKIRK.....	10	41	Southport.....	13	982
Centerville.....	10	51	CHICAGO.....	57	1039
Westville.....	6	57	(205) BUFFALO to OGDENSBURG.		
Quincy.....	8	65	<i>Railroad.</i>		
STATE LINE.....	4	69	To Lewiston, (see 202)....	31	
<i>Erie and North East R. R.</i>			<i>Steamboat.</i>		
North East.....	4	73	Rochester.....	90	121
Harbor Creek.....	7	80	Oswego.....	55	176
ERIE.....	8	88	Sackett's Harbor.....	40	216
(202) BUFFALO to NIAGARA FALLS			Kingston, C. W.....	30	246
and YOUNGSTOWN.			Clayton, N. Y.....	22	268
<i>Buffalo and Niagara Falls R. R.</i>			Alexandria.....	15	283
To Black Rock.....	3		Morristown.....	23	306
			OGDENSBURG.....	12	318

(206) BUFFALO to ALBANY.

*Attica and Buffalo R. R.*

To Lancaster.....	10	
Alden.....	10	20
Darien.....	5	25
ATTICA.....	6	31

*Tonawanda R. R.*

Alexander.....	3	34
BATAVIA.....	8	42
Byron.....	7	49
Bergen.....	7	56
Churchville.....	4	60
ROCHESTER.....	14	74

*Auburn and Rochester R. R.*

Brighton.....	4	78
Pittsford.....	4	82
Victor.....	12	94
Canandaigua.....	9	103
Chapinsville.....	3	106
Short's Mills.....	3	109
Clifton Springs.....	5	114
West Vienna.....	3	117
East Vienna.....	1	118
Oak's Corners.....	3	121
GENEVA.....	5	126
Waterloo.....	7	133
Seneca Falls.....	4	137
Cayuga Bridge.....	5	142
AUBURN.....	10	152

*Auburn and Syracuse R. R.*

Sennet.....	5	157
Skaneateles Junction.....	4	161
Elbridge.....	1	162
Camillus.....	8	170
Geddes.....	6	176
SYRACUSE.....	2	178

*Syracuse and Utica R. R.*

Manlius.....	10	188
Chittenango.....	4	192
Canastota.....	6	198
Wampsville.....	3	201
Oneida Depot.....	3	204
Verona Centre.....	4	208
ROME.....	9	217
Oriskany.....	7	224
Whitesboro'.....	4	228
UTICA.....	3	231

*Utica and Schenectady R. R.*

Schuyler.....	8	239
Herkimer.....	7	246
Little Falls.....	6	252
St. Johnsville.....	10	262
Palatine Church.....	3	265
Fort Plain.....	3	268
Palatine Bridge.....	3	271

Spraker's.....	3	274
Fonda.....	8	282
Tribes Hill.....	6	288
Amsterdam.....	5	293
Cranesville.....	4	297
Hoffman's.....	3	300
SCHENECTADY.....	9	309
<i>Mohawk and Hudson R. R.</i>		
ALBANY.....	16	325

(207) BATAVIA to LOCKPORT.

To Oakfield.....	8	
Alabama.....	6	14
Royalton.....	13	27
LOCKPORT.....	6	33

(208) ROCHESTER to LOCKPORT and NIAGARA FALLS.

*Rochester, L., and N. F. R. R.*

To Spencerport.....	10	
Adams Basin.....	2	12
Brockport.....	5	17
Holley.....	5	22
Murray.....	3	25
Albion.....	5	30
Medina.....	10	40
Middleport.....	5	45
Mabee's.....	4	49
Orangeport.....	2	51
Lockport.....	5	56
Tonawanda.....		
Pekin.....	10	66
Suspension Bridge.....	8	74
Niagara Falls.....	2	76
BUFFALO, (see 202).....	22	98

(209) ROCHESTER to LOCKPORT.

To Greece.....	6	
Parma.....	5	11
Clarkson.....	7	19
Murray.....	7	25
Gaines.....	9	34
West Gaines.....	4	38
Oak Orchard.....	3	41
Ridgeway.....	3	44
Johnson's Creek.....	7	51
Hartland.....	3	54
Wright's Corners.....	7	61
LOCKPORT.....	4	65

(210) ROCHESTER to WEEDSPORT.

To Brighton.....	3	
Pittsford.....	4	7
Egypt.....	6	13
Macedon.....	8	21

Palmyra.....	4	25
East Palmyra.....	4	29
Newark.....	4	33
Lyons.....	6	39
Clyde.....	7	46
Montezuma.....	11	57
Port Byron.....	5	62
WEEDSPORT.....	3	65

## (211) CANANDAIGUA to BATAVIA.

To Centrefield.....	3	
East Bloomfield.....	5	8
West Bloomfield.....	6	14
Lima.....	4	18
East Avon.....	5	23
Avon.....	4	27
Caledonia.....	7	34
Le Roy.....	7	41
Stafford.....	7	48
BATAVIA.....	6	54

## (212) AUBURN to CORTLANDT.

To Owasco.....	8	
Niles.....	5	13
Moravia.....	7	20
Locke.....	3	23
Summer Hill.....	6	29
Homer.....	8	37
CORTLANDT.....	2	39

## (213) AUBURN to OSWEGO.

To Sennet.....	5	
Weedsport.....	3	8
Cato.....	8	16
Cato Four Corners.....	2	18
Ira.....	4	22
Hannibal.....	8	30
Kinney's Corners.....	3	33
OSWEGO.....	8	41

## (214) OSWEGO to ROCHESTER.

To North Sterling.....	12	
Little Sodus.....	3	15
Red Creek.....	6	21
Wolcott.....	5	26
Huron.....	5	31
Alton.....	6	37
Sodus.....	4	41
Williamson.....	5	46
Ontario.....	5	51
Webster.....	9	60
ROCHESTER.....	13	73

## (215) OSWEGO to ROME.

To Scriba.....	4	
New Haven.....	6	10

Mexico.....	5	15
Union Square.....	4	19
Albion.....	7	26
Williamstown.....	6	32
West Camden.....	6	38
Camden.....	5	43
McConnellsville.....	4	47
Pine.....	7	54
ROME.....	10	64

## (216) SYRACUSE to OSWEGO.

*Via Oswego and Syracuse R. R.*

To Baldwinsville.....	12	
Lamson's.....	5	17
Fulton.....	7	24
Oswego.....	11	35

## (217) SYRACUSE to AUBURN.

To Geddes.....	2	
Camillus.....	6	8
Marcellus.....	4	12
Skaneateles.....	6	18
AUBURN.....	7	25

## (218) SYRACUSE to WATERTOWN.

To Salina.....	2	
Cicero.....	8	10
Brewerton.....	4	14
Central Square.....	3	17
Hastings.....	6	23
Colosse.....	3	26
Union Square.....	3	29
Richland.....	8	37
Sandy Creek.....	6	43
Mansville.....	5	48
Pierrepont Manor.....	2	50
Adams.....	5	55
Adams Centre.....	3	58
Appling.....	4	62
WATERTOWN.....	6	68

## (219) UTICA to SACKETT'S HARBOR.

To South Trenton.....	9	
Trenton*.....	4	13
Remsen.....	4	17
Alder Creek.....	5	22
Booneville.....	9	31
Leyden.....	6	37
Turin.....	5	42
Houseville.....	4	46
Martinsburg.....	4	50
Lowville.....	3	53
Stowe's Square.....	3	56
Denmark.....	6	62
Champion.....	6	68

Rutland .....	6	74
WATERTOWN.....	6	80
Brownville .....	4	84
SACKETT'S HARBOR .....	8	92
* Trenton Falls 2 miles.		

Sand Banks.....	6	37
Richland .....	5	42
Pierrepont .....	12	54
Adams .....	5	59
WATERTOWN .....	13	72

(220) ROME TO CAPE VINCENT.

To Stokes .....	8	
West Branch .....	5	13
Ava.....	4	17
West Leyden .....	5	22
Constableville.....	6	28
Turin .....	5	33
Houseville.....	4	37
Martinsburg .....	4	41
Lowville .....	3	44
Stowe's Square .....	3	47
Denmark .....	6	53
Champion .....	6	59
Rutland .....	6	65
WATERTOWN.....	6	71
Brownville .....	4	75
Dexter .....	3	78
Limerick .....	1	79
Chaumont.....	6	85
Three Mile Bay .....	3	88
CAPE VINCENT .....	8	96

(221) ROME TO OGDENSBURG.

To Denmark, (see 220)....	53	
Carthage .....	6	59
Wilna .....	5	64
Antwerp .....	12	76
Somerville.....	7	83
Gouverneur.....	5	88
Richville .....	7	95
De Kalb .....	8	103
Heuvelton .....	8	111
OGDENSBURG.....	7	118

(221½) ROME TO WATERTOWN.

*Rome and Watertown R. R.*

To Pine .....	6	
McConnellsville .....	7	13
Camden .....	5	18
West Camden .....	5	23
Williamstown .....	5	28
Kasoag.....	3	31

(222) ROME TO SACKETT'S HARBOR.

To Lee.....	7	
Taberg .....	4	11
Florence.....	9	20
Redfield .....	10	30
Lorraine .....	18	48
Adams.....	5	53
North Adams.....	7	60
SACKETT'S HARBOR .....	5	65

(223) OGDENSBURG TO PLATTSBURG.

To Flackville .....	8	
Canton .....	10	18
Potsdam.....	11	29
Malone.....	37	66
Chateaugay.....	12	78
Wrightsville.....	8	86
Ellenburg .....	5	91
Farrel Place .....	15	106
PLATTSBURG .....	12	118

(224) OGDENSBURG TO ROUSE'S Pt.

*Via Northern R. R.*

To Lisbon .....	9	
Madrid.....	8	17
Potsdam.....	8	25
Stockholm .....	3	28
Brasher's Falls .....	7	35
Lawrence .....	6	41
Moira .....	6	47
Brush's Mills .....	2	49
Bangor.....	6	55
Malone.....	6	61
Burke .....	8	69
Chateaugay.....	4	73
Ellenburg .....	16	89
Chazy.....	6	95
Centreville.....	8	103
Moers.....	3	106
Champlain .....	8	114
Rouse's Point.....	4	118

## THE BRITISH POSSESSIONS.

THESE immense regions occupy almost the whole of North America lying north of the United States, and are divided into several distinct governments. It is not necessary in this connection, however, to describe others than those lying on the immediate boundary of our Union; viz., the Canadas, New Brunswick, Nova Scotia, &c. To these alone is there any general travel.

The CANADAS (Upper and Lower) lie on both sides of the St. Lawrence river, and on the north shores of lakes Ontario and Erie. These united provinces contain an area of about 350,000 square miles, and a population of nearly 1,855,312. The whole country is exceedingly well adapted to agriculture and commerce. The lands of Upper Canada are rich and fertile; and the climate, though severe, is much milder than in the lower province. The settlements are as yet almost wholly confined to the shores of the great lakes and the river St. Lawrence. The people of the two provinces are different in origin, manners, and religion. In Upper Canada the majority is of British origin, and conform to the rites of the Church of England; while in Lower Canada the people are descendants of the old French colonists, and profess the Roman Catholic faith. The political union of the two races has led to feuds and constant ferment, and so bitter has national antipathy become of late years as to threaten civil war. The Canadians have a parliament of their own, but the Crown exercises the chief executive through a Governor-General. The commerce of the Canadas is already very valuable, and that carried on with the United States is daily increasing. The exports consist chiefly of breadstuff, furs, lumber, &c.; and the imports, of manufactures. Several railroads and canals facilitate transit; the latter, however, are used solely to overcome falls and rapids in the rivers, but are of inestimable value. *Toronto* is the seat of government. It has a fine harbor near the western extremity of Lake Ontario. *Kings-ton*, at the eastern extremity, is the royal naval station on that lake, and has a deep and well-sheltered harbor. *Prescott* and *Cornwall* on the St. Lawrence, and *By-Town* on the Ottawa river, at the north terminus of the Rideau canal, are also important towns. These are in the Upper Province. *Quebec*, "the Gibraltar of America," on the north side of the St. Lawrence, *Montreal*, on an island of the same name in the same river, and *La Prairie*, on the south side of the St. Lawrence, are the chief towns in Lower Canada, and are intimately connected with the trade between the British Possessions and the American Union. Railroads from New England and New York are almost completed to these points. Several lines of telegraphs have already been built, and are in successful operation.



NEW BRUNSWICK has an area of 27,000 square miles, and an estimated population of 193,216. It lies east of the St. Croix river and the State of Maine. Its surface is chiefly undulating, and covered to a great extent with magnificent forests. The people are engaged almost wholly in lumbering and the fisheries, and are chiefly settled on the St. John river, or near the sea-coasts. *Frederickton*, at the head of sloop-navigation on the St. John, is the capital. *St. John*, at the mouth of the river, however, is the chief trading-port. *Bathurst*, *Dalhousie*, *Chatham*, and *Liverpool*, are ports on the northeast of the province. The executive is vested in a lieutenant-governor, and the legislative power in a council and assembly.

NOVA SCOTIA (including Cape Breton) has an area of nearly 20,000 square miles, and a population of 276,117. It is a peninsula southeast of New Brunswick, and in its general physical character resembles that province. It has many fine harbors. *Halifax*, the capital, is the chief naval station, and the British North American depôt of the Cunard Line of steamships sailing between Liverpool and Boston, and between Liverpool and New York. The inhabitants are chiefly engaged in mining, fishing, and navigation. The bituminous coal of Nova Scotia is extensively used by steamships. *Pictou*, on the north, and *Sidney*, on the island of Cape Breton, are the chief depôts for this mineral. The government is similar to that of New Brunswick.

PRINCE EDWARD'S ISLAND, north of the above, forms a separate government, and has a population of 62,678. Its capital is *Charlotte*.

ROUTES IN CANADA.

(225) TORONTO TO NIAGARA FALLS and BUFFALO.	Queenston . . . . . 15 99
<i>Steamboat.</i>	NIAGARA . . . . . 7 106
To Niagara . . . . . 36	* Niagara 13—97.
Queenston . . . . . 7 43	(227) TORONTO TO AMHERSTBURG.
<i>Railroad.</i>	To Hamilton, (see 226) . . . . . 47
Drummondville . . . . . 6 49	Ancaster . . . . . 7 54
NIAGARA FALLS . . . . . 1 50	Brantford . . . . . 17 71
Chippewa . . . . . 3 53	Burford . . . . . 10 81
<i>Steamboat.</i>	Woodstock . . . . . 17 98
BUFFALO . . . . . 20 73	Oxford . . . . . 10 108
(226) TORONTO TO NIAGARA.	London . . . . . 22 130
<i>Stage.</i>	Westminster . . . . . 6 136
To Cooksville . . . . . 16	Delaware . . . . . 6 142
Trafalgar . . . . . 7 23	Ekfrid . . . . . 11 153
Palermo . . . . . 7 30	Mosa . . . . . 12 165
HAMILTON . . . . . 17 47	Thamesville . . . . . 15 180
Stony Creek . . . . . 6 53	Chatham . . . . . 15 195
Beamsville . . . . . 16 69	Windsor . . . . . 52 247
Jordan . . . . . 7 76	Sandwich . . . . . 2 249
St. Catharines* . . . . . 8 84	AMHERSTBURG . . . . . 15 264

## (228) TORONTO TO MONTREAL.

*Steamboat.*

To Coburg.....	80
Kingston.....	105 185
Brocksville.....	55 240
Ogdensburg.....	13 253
Cornwall.....	60 313
Lachine.....	62 375
MONTREAL.....	9 384

## (229) TORONTO TO MONTREAL.

To Scarbro.....	11
Pickering.....	11 22
Darlington.....	20 42
Clarke.....	10 52
Port Hope.....	11 63
Coburg.....	7 70
Colborne.....	15 85
Brighton.....	8 93
River Trent.....	10 103
Belleville.....	12 115
Napanee.....	25 140
Mill Creek.....	12 152
KINGSTON.....	13 165
Gananoque.....	20 185
Yonge.....	23 208
Brockville.....	9 217
Maitland.....	6 223
Prescott.....	7 230
Matilda.....	15 245
West Williamsburg.....	8 253
East Williamsburg.....	8 261
Dickinson's Landing.....	9 270
Cornwall.....	11 281
Coteau Landing.....	34 315
Cedars.....	10 325
Lachine.....	28 353
MONTREAL.....	9 362

## (230) MONTREAL TO QUEBEC.

*Steamboat.*

To Varennes.....	15
William Henry.....	35 50
St. Francis.....	32 82
Three Rivers.....	8 90
St. Anne.....	25 115
Richelieu Rapids.....	20 135
Cap Santé.....	15 150
Point au Trembles.....	10 160
Cape Rouge.....	13 173
QUEBEC.....	8 181

## (231) MONTREAL TO QUEBEC.

*Stage.*

To Apertigny.....	18
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La Valtrie.....	14 32
Berthier.....	18 50
Maskinonge.....	16 66
R. du Loup.....	8 74
Yamachiche.....	5 79
THREE RIVERS.....	17 96
Champlain.....	13 109
Batiscan Bridge.....	10 119
St. Anne.....	8 127
Grondines.....	9 136
Deschambault.....	6 142
Port Neuf.....	6 148
Cap Santé.....	7 155
Point au Trembles.....	12 167
QUEBEC.....	20 187

## (232) MONTREAL TO NEW YORK.

To St. Johns, (see 55).....	21
Rouse's Point, N. Y.....	23 44
Burlington, Vt.....	58 102
Rutland, (see 54).....	67 169
Troy, N. Y., (see 66).....	83 252
Albany.....	6 253
Hudson, (see 158).....	29 287
Poughkeepsie.....	41 328
NEW YORK.....	75 403

## (233) MONTREAL TO BOSTON.

To St. John's, (see 55).....	21
Rouse's Point, N. Y.....	23 44
Burlington, Vt.....	58 102
Rutland, (see 54).....	67 169
Fitchburg.....	118 287
BOSTON.....	50 337

## (234) QUEBEC TO AUGUSTA.

To St. Mary.....	33
St. Joseph.....	12 45
St. Francis.....	16 61
St. Charles.....	8 69
State Line, Me.....	26 95
Moose River.....	20 115
Jackman's.....	10 125
The Fork's.....	19 144
Carritunk.....	9 153
Moscow.....	6 159
Bingham.....	12 171
Solon.....	5 176
Embden.....	3 179
Anson.....	5 184
Norridgewock.....	12 196
Bloomfield.....	7 203
Waterville.....	14 217
AUGUSTA.....	18 235

**NEW JERSEY.**

(235) NEW YORK to PATERSON and SUFFERN'S.

*Paterson and Hudson River R. R.*

To Jersey City.....	1	
Seacaucus.....	4	5
Boiling Spring.....	4	9
Passaic Bridge.....	2	11
Aquackanonk.....	1	12
Ackerman's.....	1	13
PATERSON.....	4	17

*Paterson and Ramapo R. R.*

River Road.....	2	19
Rock Road.....	2	21
Godwinville.....	1	22
Hohokus.....	2	24
Allendale.....	2	26
Ramsey's.....	2	28
Wanamaker's.....	3	31
SUFFERN'S.....	1	32

(236) NEW YORK to EASTON, PA.

*Via Morristown.*

To Jersey City.....	1	
NEWARK.....	8	9

*Morris and Essex R. R.*

Orange.....	5	14
Millville.....	6	20
Summit.....	3	23
Chatham.....	3	26
Madison.....	2	28
MORRISTOWN.....	5	33

*Stage.*

Mendham.....	7	40
Chester.....	6	46
German Valley.....	4	50
SCHOOLEY'S MOUNTAIN.....	2	52
Pleasant Grove.....	3	55
Anderson.....	5	60
Mansfield.....	2	62
New Village.....	6	68
Stewartsville.....	2	70
EASTON.....	6	76

(237) NEW YORK to EASTON, PA.

*Via Somerville.*

To Jersey City*.....	1	
NEWARK.....	8	9
Elizabethtown.....	5	14

*Central R. R.*

Cranesville.....	5	19
Westfield.....	2	21
Feltonville.....	2	23
Scotch Plains.....	1	24
Plainfield.....	2	26

New Market.....	3	29
Bound Brook.....	4	33
SOMERVILLE.....	5	38
North Branch.....	4	42
White House.....	5	47

*Stage.*

Lebanon.....	5	52
Clinton.....	3	55
Perryville.....	3	58
Bethlehem.....	3	61
Bloomsburg.....	4	65
Still Valley.....	3	68
EASTON, PA.....	4	72

\* Steamboat to

Elizabethport 15 miles.  
Elizabethtown 2—17.

(238) NEW YORK to MILFORD, PA.

To Morristown, (see 236)....	33	
Suckasunny.....	10	43
Stanhope.....	5	48
Lockwood.....	2	50
Andover.....	4	54
Newton.....	6	60
La Fayette.....	5	65
Augusta.....	3	68
Branchville.....	2	70
Tuttle's Corner.....	5	75
Hainsville.....	5	80
Montague.....	4	84
MILFORD, PA.....	2	86

(239) PATERSON to MILFORD, PA.

To Pompton.....	9	
New Foundland.....	9	18
Stockholm.....	4	22
Hamburg.....	9	31
Deckertown.....	5	36
Libertyville.....	3	39
Montague.....	12	51
MILFORD, PA.....	2	53

(240) NEWARK to DOVER.

To Bloomfield.....	5	
West Bloomfield.....	2	7
Caldwell.....	3	10
Pine Brook.....	4	14
Parsippany.....	4	18
Dennville.....	4	22
Rockaway.....	1	23
DOVER.....	2	25

(241) NEWTON to EASTON, PA.

To Freedom.....	4	
Gratitude.....	3	7
Johnsonburg.....	5	12

Hope .....	6	18
Sarepta .....	5	23
Belvidere .....	4	27
Rocksburgh .....	4	31
Harmony .....	2	33
EASTON .....	6	39

## (242) NEW BRUNSWICK to LAMBERTSVILLE.

To Six Mile Run .....	6	
Rocky Hill .....	6	12
Blawenburg .....	4	16
Hopewell .....	4	20
Woodsville .....	4	24
LAMBERTSVILLE .....	6	30

## (243) NEW BRUNSWICK to LONG BRANCH.

To South River .....	5	
Old Bridge .....	2	7
Middletown Point .....	9	16
Key Port .....	2	18
Middletown .....	5	23
Red Bank .....	5	28
Shrewsbury .....	2	30
Eatonton .....	1	31
LONG BRANCH .....	3	34

## (244) TRENTON to BELVIDERE.

To Pennington .....	8	
Woodsville .....	5	13
Ringoe's .....	6	19
Flemington .....	6	25
Quakertown .....	6	31
Pittstown .....	2	33
Sidney .....	2	35
Clinton .....	2	37
Clarksville .....	5	42
New Hampton .....	2	44
Mansfield .....	3	47
Oxford Furnace .....	3	50
BELVIDERE .....	5	55

## (245) TRENTON to NEW YORK.

*Railroad.*

To New York, (see 254) .....	59
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## (246) TRENTON to PHILADELPHIA.

*Via Bristol, Pa.*

To Philadelphia, (see 254) .....	30
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## (247) TRENTON to PHILADELPHIA.

*Via Burlington.*

To Bordentown .....	7	
Philadelphia, (see 256) .....	27	34

## (248) PHILADELPHIA to MT. HOLLY.

To Camden .....	1	
Moorestown .....	9	10
Rancocus .....	6	16
MOUNT HOLLY .....	4	20

## (249) PHILADELPHIA to TUCKERTON.

To Camden .....	1	
Moorestown .....	9	10
Marlton .....	2	12
Medford .....	5	17
Atsion .....	12	29
Sooy's Inn .....	10	39
Bass River Hotel .....	8	47
TUCKERTON .....	5	52

## (250) PHILADELPHIA to ABSECON.

To Camden .....	1	
Haddonfield .....	6	7
Long-a-coming .....	9	16
Winslow .....	10	26
May's Landing .....	19	45
Bargaintown .....	14	59
Smith's Landing .....	3	62
ABSECON .....	4	66

## (251) PHILADELPHIA to CAPE MAY.

To Camden .....	1	
Woodbury .....	8	9
Carpenter's Landing .....	3	12
Glassboro' .....	7	19
Malaga .....	8	27
Millville .....	12	39
Port Elizabeth .....	6	45
Leesburg .....	5	50
Dennis Creek .....	7	57
Goshen .....	4	61
CAPE MAY C. H. ....	4	65
Fishing Creek .....	5	70
Cold Spring .....	8	78
Cape Island .....	2	80

## (252) PHILADELPHIA to SALEM.

To Camden .....	1	
Westville .....	4	5
Woodbury .....	4	9
Clarksboro' .....	4	13
Sweedsboro' .....	6	19
Sculltown .....	4	23
Sharpstown .....	4	27
Woodstown .....	7	34
SALEM .....	4	38

(253) PHILADELPHIA TO BRIDGETON.

To Camden .....	1
Westville .....	4 5
Woodbury .....	4 9
Carpenter's Landing .....	3 12
Mullico Hill .....	5 17
Pitt's Grove .....	9 26
Deerfield .....	7 33
BRIDGETON .....	6 39

**PENNSYLVANIA.**

(254) PHILADELPHIA TO NEW YORK.

*Philadelphia and Trenton R. R.*

To Philadelphia Depot.....	2
Tacony.....	7 9
Cornwell's.....	5 14
Andalusia .....	2 16
Bristol .....	4 20
Morrisville.....	9 29

*New Brunswick and Trenton R. R.*

TRENTON .....	1 30
Princeton .....	10 40
Kingston.....	4 44
Dean's Pond .....	4 48
NEW BRUNSWICK .....	9 57

*New Jersey R. R.*

Freeman's.....	5 62
Rahway .....	7 69
Elizabethtown .....	6 75
NEWARK .....	5 80
Jersey City .....	8 88

*Steamboat.*

NEW YORK .....	1 89
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(255) PHILADELPHIA TO N. YORK.

*Steamboat.*

To Camden .....	1
<i>Camden and Amboy R. R.</i>	
Brick Station House .....	5 6
Palmyra .....	2 8
Rancocus River .....	5 13
Burlington .....	6 19
Kincora .....	4 23
BORDENTOWN .....	4 27
Sand Hills .....	5 32
Newtown .....	2 34
Centreville.....	3 37
Hightstown .....	4 41
Prospect Plains.....	4 45
West's .....	3 48
Spotswood .....	4 52
South River .....	5 57
South Amboy.....	5 62

*Steamboat.*

NEW YORK .....	28 90
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(256) PHILADELPHIA TO N. YORK.

To Bordentown, (see 255)....	27
Trenton.....	7 34
NEW YORK, (see 254).....	59 93

(257) PHILADELPHIA TO BALTIMORE.

*Philadelphia, Wilmington, and Baltimore R. R.*

To Gray's Ferry .....	3
Lazaretto .....	7 10
Chester.....	4 14
Marcus' Hook .....	3 17
Naaman's Creek.....	2 19
WILMINGTON .....	8 27
Newport.....	4 31
Stanton.....	2 33
Newark .....	6 39
Elkton .....	6 45
North East.....	6 51
Charlestown .....	3 54
Cecil .....	5 59
Havre De Grace.....	1 60
Hall's Cross Roads.....	5 65
Perryman's .....	4 69
Gunpowder.....	8 77
Harewood .....	3 80
Chase's .....	1 81
Stemmer's Run .....	6 87
Canton .....	7 94
BALTIMORE .....	3 97

(258) PHILADELPHIA TO BALTIMORE.

*Steamboat.*

To Fort Mifflin .....	9
Lazaretto .....	5 14
Chester.....	4 18
Marcus' Hook.....	4 22
New Castle .....	13 35
<i>New Castle and Frenchtown R. R.</i>	
Frenchtown.....	16 51
<i>Steamboat.</i>	
Turkey Point.....	15 66
Pool's Island.....	21 87
North Point.....	15 102
Fort McHenry .....	10 112
BALTIMORE .....	3 115

(259) PHILADELPHIA TO WASHINGTON, D. C.

To Baltimore, (see 257) .....	97
Washington, (see 299).....	40 137

**(260) PHILADELPHIA to HARRISBURG.**

<i>Columbia and Philadelphia R. R.</i>	
To Head of Inclined Plane..	4
White Hall .....	7 11
Morgan's Corner .....	3 14
Reesville .....	5 19
Westchester Turnout* .....	2 21
Paoli .....	3 24
Whiteland .....	6 30
Downingtown .....	4 34
Coutesville .....	7 41
Parkesburg .....	5 46
Penningtonville .....	3 49
The Gap .....	4 53
Kinzie's .....	3 56
Paradise .....	4 60
Enterprise .....	3 63
LANCASTER .....	7 70
<i>Harrisburg and Lancaster R. R.</i>	
Landisville .....	7 77
Mount Joy .....	5 82
Elizabethtown .....	6 88
Conewago Creek .....	4 92
Middletown .....	5 97
High Spire .....	3 100
HARRISBURG .....	7 107

\* Branch to Westchester 10—31.

**(261) PHILADELPHIA to PITTSBURG.***Via Harrisburg and Hollidaysburg.*

To Harrisburg, (see 260) ..107

*Central R. R.*

Rockville .....	6 113
Cove .....	5 118
Duncannon .....	4 122
Aqueduct .....	3 125
Bailey's .....	5 130
Newport .....	4 134
Millerstown .....	6 140
Tuscarora .....	7 147
Perryville .....	6 153
Mifflintown .....	3 156
Lewiston .....	12 168
Anderson's .....	7 175
McVeytown .....	5 180
Hamilton .....	10 190
Mt. Union .....	3 193
Mill Creek .....	6 199
HUNTINGDON .....	5 204
Petersburg .....	7 211
Spruce Creek .....	6 217
Tyrone .....	7 224

Fostoria .....	6 230
Altona .....	8 238
HOLLIDAYSBURG .....	6 244

*Alleghany Portage R. R.*

Plane No. 9 .....	4 248
Plane No. 8 .....	2 250
Summit .....	4 254
Plane No. 4 .....	3 257
Plane No. 2 .....	3 260
Jefferson .....	4 264
Half-way House .....	4 268
Viaduct .....	3 271
Tunnel .....	3 274

*Pennsylvania R. R.*

Conemaugh .....	2 276
Johnstown .....	2 278
Ninevah .....	10 288
New Florence .....	5 293
Lockport .....	5 298
Bolivar .....	2 300
Blairsville Junction .....	5 305
Hill Side .....	4 309
Derry .....	5 314
Latrobe .....	6 320
Turnpike .....	2 322

Turtle Creek .....	26 348
Wilkinsonburg .....	5 353
Liberty .....	5 358
PITTSBURG .....	5 363

**(262) PHILADELPHIA to HAGERS-TOWN, Md.**

To Harrisburg (see 260) ..107

*Cumberland Valley R. R.*

Bridgeport .....	5 112
Mechanicsburg .....	3 115
CARLISLE .....	10 125
Newville .....	12 137
Shippensburg .....	10 147
Green Village .....	6 153
CHAMBERSBURG .....	4 157

*Franklin R. R.*

Green Castle .....	11 168
HAGERSTOWN, MD. ....	22 190

**(263) PHILADELPHIA to CHAMBERSBURG.***Columbia R. R.*

To Lancaster, (see 260) .....	70
Dillersville .....	1 71
Hempfield .....	3 74
Mount Pleasant .....	4 78
Columbia .....	4 82

Wrightsville .....	1	83
<i>York and Wrightsville R. R.</i>		
Hoover's .....	6	89
YORK .....	6	95
<i>Stage.</i>		
Farmer's .....	9	104
Abbottstown .....	5	109
New Oxford .....	4	113
Gettysburg .....	10	123
Cashtown .....	8	131
Fayetteville .....	9	140
CHAMBERSBURG .....	7	147

(264) PHILADELPHIA TO NAZARETH.

To Rising Sun .....	4	
Germantown .....	3	7
Chesnut Hill .....	3	10
White Marsh .....	3	13
Upper Dublin .....	2	15
Montgomeryville .....	6	21
Line Lexington .....	5	26
Bunker Hill .....	9	35
Quakertown .....	3	38
Coopersburg .....	6	44
Bethlehem .....	9	53
Hecktown .....	6	59
NAZARETH .....	4	63

(265) PHILADELPHIA TO EASTON.

To Rising Sun .....	4	
Milestown .....	3	7
Jenkintown .....	4	11
Abington .....	1	12
Willow Grove .....	2	14
Horsham .....	3	17
Warrington .....	5	22
Doylestown .....	3	25
Danboro' .....	3	28
Plumsteadville .....	2	30
Ottsville .....	8	38
Bucksville .....	3	41
Reiglesville .....	4	45
Raubsville .....	6	51
EASTON .....	4	55

(266) PHILADELPHIA TO POTTSVILLE.

*Philadelphia, Reading, and Pottsville R. R.*

To Inclined Plane .....	5	
Manayunk .....	2	7
Spring Mill .....	5	12
Norristown .....	5	17
Valley Forge .....	6	23
Phoenixville .....	4	27
Royer's Ford .....	4	31

Pottstown .....	9	40
Douglassville .....	4	44
Baumstown .....	5	49
READING .....	9	58
Althouse's .....	8	66
Mohrsville .....	2	68
Hamburg .....	7	75
Port Clinton .....	3	78
Scotchman's Locks .....	5	83
Orwigsburg .....	3	86
Schuylkill Haven .....	3	89
POTTSVILLE .....	4	93

(267) POTTSVILLE TO CORNING, N. Y.

Fountain Spring .....	12	
Bear Gap .....	12	24
Paxinos .....	5	29
Sunbury .....	12	41
NORTHUMBERLAND .....	1	42
Chillisquaque .....	8	50
Milton .....	4	54
McEwensville .....	4	58
Muncy .....	10	68
Monturesville .....	10	78
Williamsport .....	4	82
<i>Williamsport and Elmira R. R.</i>		
Trout Run .....	15	97
Ralston .....	10	107

*Stage.*

BLOSSBURG .....	15	122
<i>Corning and Blossburg R. R.</i>		
Covington .....	5	127
Mansfield .....	5	132
Tioga .....	8	140
Lawrenceville .....	7	147
Lindleytown, N. Y. ....	3	150
Erwin Centre .....	3	153
CORNING .....	9	162

(268) WILLIAMSPORT TO ELMIRA.

<i>Williamsport and Elmira R. R.</i>		
To Trout Run .....	15	
Ralston .....	10	25

*Stage.*

Canton .....	20	45
Alba .....	4	49
Troy .....	6	55
Columbia Cross Roads .....	4	59
South Creek .....	10	69
Southport, N. Y. ....	8	77
ELMIRA .....	2	79

(269) WILLIAMSPORT TO HOLLIDAYSBURG.

To Linden .....	9	
Jersey Shore .....	6	15

West Branch.....	5	20	Petersville.....	5	15
Dunnsburg.....	6	26	Cherryville.....	4	19
Lock Haven.....	2	28	Lehigh Gap.....	5	24
Mill Hall.....	3	31	Parrysville.....	5	29
Lamar.....	5	36	Lehighton.....	3	32
Hublersburg.....	8	44	MAUCH CHUNK.....	4	36
BELLEFONTE.....	4	48	Summit Hill.....	8	44
Buffalo Run.....	6	54	Tamaqua.....	5	49
Half Moon.....	8	62	Blythe.....	4	53
Warrior's Mark.....	10	72	Middleport.....	4	57
Birmingham.....	5	77	Port Carbon.....	6	63
Union Furnace.....	4	81	POTTSVILLE.....	2	65
Water Street.....	3	84			
HOLLIDAYSBURG.....	19	103			

## (270) EASTON to PORT JERVIS.

To Martin's Creek.....	8	
Richmond.....	5	13
Mount Bethel.....	4	17
Slate Ford.....	2	19
Dulotsburg.....	5	24
Experiment Mills.....	1	25
Stroudsburgh.....	4	29
Craig's Meadow.....	5	34
Coolbaugh's.....	4	38
Bushkill.....	4	42
Delaware.....	6	48
Dingman's Ferry.....	6	54
Milford.....	7	61
PORT JERVIS.....	8	69

## (271) EASTON to BINGHAMTON.

To Nazareth.....	8	
Jacobsburg.....	3	11
Wind Gap.....	4	15
Shafer's.....	7	22
Mount Pocono.....	8	30
Stoddartsville.....	12	42
Bear Creek.....	8	50
WILKESBARRE.....	10	60
Kingston.....	1	61
Wyoming.....	4	65
Exeter.....	9	74
North Moreland.....	6	80
Eaton.....	6	86
Tunkhannock.....	2	88
Lynn.....	11	99
Springville.....	4	103
Dimock.....	4	107
Montrose.....	7	114
Lawsville Centre.....	9	123
BINGHAMTON, N. Y.....	12	135

## (272) EASTON to POTTSVILLE.

To Hecktown.....	6	
Bath.....	4	10

Petersville.....	5	15
Cherryville.....	4	19
Lehigh Gap.....	5	24
Parrysville.....	5	29
Lehighton.....	3	32
MAUCH CHUNK.....	4	36
Summit Hill.....	8	44
Tamaqua.....	5	49
Blythe.....	4	53
Middleport.....	4	57
Port Carbon.....	6	63
POTTSVILLE.....	2	65

## (273) EASTON to TRENTON, N. J.

To Raubsville.....	6	
Reiglesville.....	4	10
Upper Black Eddy.....	5	15
Erwinna.....	2	17
Point Pleasant.....	6	23
Lumberville.....	2	25
New Hope.....	7	32
Brownsburg.....	4	36
Taylorville.....	2	38
Yardleyville.....	4	42
TRENTON, N. J.....	3	45

## (274) EASTON to HARRISBURG.

To Butztown.....	9	
Freemansburg.....	2	11
Bethlehem.....	4	15
Allentown.....	6	21
Trexlertown.....	8	29
Kutztown.....	10	39
Maiden Creek.....	9	48
READING.....	8	56
Sinking Spring.....	5	61
Womelsdorf.....	9	70
Myerstown.....	7	77
Lebanon.....	7	84
Annville.....	5	89
Palmyra.....	5	94
Hummelstown.....	5	99
HARRISBURG.....	9	108

## (275) HARRISBURG to BALTIMORE.

<i>Baltimore and Susquehanna R. R.</i>		
To Bridgeport.....		
Goldsboro.....		
YORK.....		25
Gladfelter's.....	10	35
Smyser's.....	11	36
Strasburg.....	8	44
Summit.....	2	46
Parkton.....	8	54
Monkton.....	5	59



Phoenix Factory.....	5	64
Ashland Furnace.....	2	66
Cockeysville.....	1	67
New Texas.....	2	69
Relay House.....	6	75
BALTIMORE.....	7	82

(276) HARRISBURG to HAGERS-TOWN, Md.

*Via Gettysburg.*

To Shiremanton.....	4	
Shepherdstown.....	5	9
Dillsburg.....	4	13
York Sulphur Springs.....	8	21
Heidlersburg.....	4	25
GETTYSBURG.....	10	35
Fairfield.....	8	43
Fountain Dale.....	4	47
Waynesboro'.....	10	57
Leitersburg, Md.....	5	62
HAGERSTOWN.....	6	68

(277) HARRISBURG to NORTHUM-BERLAND.

To Dauphin.....	8	
Benvenue.....	7	15
New Buffalo.....	4	19
Montgomery's Ferry.....	5	24
Liverpool.....	5	29
McKee's Half Falls.....	12	41
Chapman.....	2	43
Selin's Grove.....	9	52
Shamokin Dam.....	4	56
Sunbury.....	2	58
NORTHUMBERLAND.....	1	59

(278) LANCASTER to READING.

To Neffsville.....	4	
Litiz.....	4	8
Ephratah.....	8	16
Reamstown.....	4	20
Adamstown.....	5	25
READING.....	9	34

(279) YORK to YORK SULPHUR SPRINGS.

To East Berlin.....	12	
YORK SULPHUR SPRINGS..	8	20

(280) PHILADELPHIA to BERWICK.

*Via Allentown.*

To Coopersburg, (see 264),	44	
Allentown.....	8	52
North Whitehall.....	8	60
Lehigh Gap.....	10	70
Parrysville.....	5	75

Lehighton.....	3	78
Mauch Chunk.....	4	82
Lausanne.....	8	90
Beaver Meadows.....	3	93
Hazleton.....	4	97
Conyngham.....	6	103
Nescopec.....	10	113
BERWICK.....	1	114

(281) PHILADELPHIA to PORT DE-POSIT, Md.

To Kingsessing.....	4	
Darby.....	2	6
Gibbons' Tavern.....	3	9
Nether Providence.....	2	11
Lima.....	2	13
Joy Mills.....	3	16
Concordville.....	2	18
Chadd's Ford.....	4	22
Hamorton.....	2	24
Kennett's Square.....	3	27
Avon Dale.....	4	31
West Grove.....	3	34
New London Cross Roads..	5	39
Brick Meeting House, Md..	8	47
Farmington.....	4	51
PORT DEPOSIT.....	6	57

(282) NORTHUMBERLAND to HONES-DALE.

To Danville.....	12	
Catawissa.....	10	22
Bloomsburg.....	3	25
Espy.....	3	28
Berwick.....	10	38
Beach Grove.....	6	44
Shickshinny.....	10	54
Nanticoke.....	5	59
WILKESBARRE.....	8	67
Plainsville.....	5	72
Pittston Ferry.....	4	76
Lackawanna.....	4	80
Hyde Park.....	4	84
Providence.....	3	87
Blakely.....	3	90
CARBONDALE.....	6	96
Waymart.....	6	102
HONESDALE.....	10	112

(283) WILKESBARRE to ELMIRA, N. Y.

To Kingston.....	1	
Wyoming.....	4	5
Exeter.....	9	14
North Moreland.....	6	20
Eaton.....	6	26

Tunkhannock .....	2	28
Sterlingville .....	10	38
Braintree .....	4	42
Skinner's Eddy .....	3	45
Wyalusing .....	8	53
Runnerfield Creek .....	6	59
Standing Stone .....	3	62
Wysox .....	4	66
Towanda .....	2	68
Burlington .....	10	78
East Smithfield .....	7	85
North Smithfield .....	2	87
Ridgebury .....	8	95
Wellsburg, N. Y. ....	5	100
ELMIRA .....	5	105

## (284) PORT JERVIS TO OWEGO, N. Y.

To Milford .....	8	
Darlingsville .....	12	20
Tafton .....	10	30
HONESDALE .....	9	39
Prompton .....	5	44
Waymart .....	6	50
CARBONDALE .....	6	56
Dundaff .....	8	64
Lenox .....	8	72
Brooklyn .....	9	81
Montrose .....	7	88
Forest Lake .....	6	94
Friendsville .....	6	100
Warrenham .....	8	108
OWEGO .....	9	117

## (285) TOWANDA TO ERIE.

To Burlington .....	10	
West Burlington .....	4	14
Troy .....	6	20
Sylvania .....	5	25
Sullivan .....	6	31
Covington .....	8	39
Charleston .....	8	47
WELLSBORO' .....	3	50
Pine Creek .....	12	62
Pike Mills .....	14	76
Sweden .....	12	88
Lymansville .....	4	92
COUDERSPORT .....	3	95
Roulette .....	9	104
Port Alleghany .....	5	109
Smithport .....	12	121
La Fayette .....	12	133
Kenjua .....	16	149
WARREN .....	13	162
Irvine .....	7	169
Youngsville .....	3	172
Spring Creek .....	14	186

Cook .....	8	194
Union Mills .....	8	202
Waterford .....	8	210
ERIE .....	14	224

## (286) PHILADELPHIA TO ERIE.

To Lewistown, (see 261) ..	168	
Reedsville .....	5	173
Valley .....	4	177
Potter's Mill .....	7	184
Old Fort .....	4	188
BELLEFONTE .....	9	197
Milesburg .....	2	199
Phillipsburg .....	26	225
Clearfield Bridge .....	15	240
Curwensville .....	5	245
Luthersburg .....	13	258
Brookville .....	23	281
Corsica .....	6	287
Strattonsville .....	7	294
Clarion .....	4	298
Shippenville .....	4	302
Cranberry .....	19	321
Franklin .....	3	324
Canal .....	8	332
Sugar Creek .....	4	336
Meadville .....	12	348
Woodcock .....	9	357
Rockdale .....	3	360
Waterford .....	10	370
ERIE .....	14	384

## (287) CHAMBERSBURG TO WHEELING, VA.

To Bedford, (see 262) .....	56	
White Horse .....	23	79
Somerset .....	14	93
Donegal .....	18	111
Mount Pleasant .....	10	121
McKean's Old Stand .....	5	126
West Newton .....	7	133
Gamble's .....	4	137
Monongahela City .....	3	140
Dunningsville .....	10	150
Washington .....	10	160
Claysville .....	10	170
West Alexander .....	7	177
Triadelphia, Va. ....	4	181
WHEELING .....	10	191

## (288) PITTSBURG TO WHEELING, VA.

To Herriottsville .....	10	
Cannonsburg .....	8	18
Washington .....	7	25
WHEELING, (see 287) .....	31	56

(289) PITTSBURG to STEUBEN-  
VILLE, O.

To Fayette.....	13
North Star.....	6 19
Bavington.....	3 22
Florence.....	4 26
Paris.....	5 31
Holliday's Cove, Va.....	4 35
STEUBENVILLE, O.....	3 38

(290) PITTSBURG to CLEVELAND, O.

To Alleghany.....	1
Sewickly Bottom.....	14 15
Economy.....	3 18
Freedom.....	7 25
Beaver.....	3 28
Darlington.....	12 40
Enon Valley.....	4 44
Petersburg, O.....	6 50
New Middletown.....	4 54
Poland.....	5 59
Boardman.....	3 62
Canfield.....	6 68
Ellsworth.....	6 74
Frederick.....	6 80
Palmyra.....	5 85
Edinburg.....	5 90
RAVENNA.....	6 96
Franklin Mills.....	6 102
Stow.....	4 106
Hutson.....	6 112
Twinsburg.....	5 117
Bedford.....	7 124
Newburg.....	6 130
CLEVELAND.....	6 136

(291) PITTSBURG to MERCER.

*Via Beaver.*

To Beaver, (see 290).....	23
Fallston.....	2 30
Brighton.....	2 32
Irish Ripple.....	10 42
Mount Jackson.....	2 44
Cross Cut.....	5 49
New Castle.....	5 54
New Bedford.....	10 64
Pulaski.....	4 68
New Wilmington.....	6 74
MERCER.....	7 81

(292) PITTSBURG to ERIE.

To Alleghany.....	1
Bakerstown.....	16 17
Glade Mills.....	6 23
Butler.....	9 32
Forest.....	12 44

Slippery Rock.....	4 48
North Liberty.....	4 52
MERCER.....	12 64
Culbertson's.....	15 79
Meadville.....	15 94
Woodcock.....	9 103
Rockdale.....	3 106
Waterford.....	10 116
ERIE.....	14 130

(293) PITTSBURG to BALTIMORE.

*Steamboat.*

To McKeesport.....	16
Elizabethtown.....	8 24
Monongahela City.....	9 33
Belvernon.....	12 45
Brownsville.....	12 57

*Stage.*

Uniontown.....	12 69
Farmington.....	13 82
Somerfield.....	8 90
Addison.....	5 95
Grantsville, Md.....	13 108
Shade Mill.....	9 117
Frostburg.....	4 121
CUMBERLAND.....	10 131

*Baltimore and Ohio R. R.*

Patterson's Creek.....	8 139
Little Cacapon Creek.....	13 152
Paw Paw Tunnel.....	4 156
Doe Gully Tunnel.....	12 168
Great Cacapon Creek.....	9 177
HANCOCK.....	9 186
Walnut Bend.....	5 191
Back Creek Viaduct.....	7 198
Hedgesville Depot.....	4 202
MARTINSBURG.....	7 209
Kerneysville.....	8 217
Duffield's.....	5 222
HARPER'S FERRY.....	6 228
Knoxville.....	3 231
Berlin.....	3 234
Point of Rocks.....	6 240
FREDERICK.....	8 248
Monocacy Bridge.....	3 251
Ijamsville.....	5 256
Monrovia.....	4 260
Mount Airy.....	6 266
Woodbine.....	6 272
Sykesville.....	6 278
Marriottsville.....	3 281
Elysville.....	8 289
Ellicott's Mills.....	6 295
Ilchester.....	2 297
Relay House.....	4 301
BALTIMORE.....	9 310

**DELAWARE.**

(294) WILMINGTON to GEORGETOWN.

To NEW CASTLE .....	5	
Saint George's .....	10	15
McDonough .....	3	18
Cantwell's Bridge.....	4	22
Black Bird.....	6	28
Smyrna.....	6	34
DOVER .....	12	46
Camden .....	3	49
Canterbury.....	5	54
Fredrica .....	5	59
Milford.....	8	67
Milton.....	12	79
GEORGETOWN.....	8	87

(295) GEORGETOWN to CAPE CHARLES, VA.

To Millsboro'.....	8	
Dogsboro' .....	5	13
St. Martin's, Md. ....	10	23
Berlin .....	8	31
Newark .....	8	39
Snow Hill .....	8	47
Sandy Hill.....	9	56
Horntown, Va. ....	6	62
Accoman .....	7	69
Modestown .....	9	78
ACCOMAC, C. H. ....	10	88
Onancock .....	8	96
Pungotague .....	4	100
Bellehaven .....	6	106
Franktown .....	7	113
EASTVILLE .....	12	125
Capeville .....	12	137

(296) GEORGETOWN to PRINCESS ANNE.

To Concord .....	12	
Laurel.....	6	18
Salisbury, Md. ....	15	33
Forktown.....	4	37
PRINCESS ANNE .....	11	48

**MARYLAND.**

(297) BALTIMORE to PHILADELPHIA.

*Philadelphia, Wilmington, and Baltimore R. R.*

To Canton .....	3	
Stemmer's Run .....	7	10
Chase's.....	6	16
Harewood .....	1	17

Gunpowder .....	3	20
Perryman's .....	8	28
Hall's Cross Roads.....	4	32
Havre de Grace .....	5	37
Cecil .....	1	38
Charlestown .....	5	43
North East.....	3	46
Elktown .....	6	52
Newark .....	6	58
Stanton.....	6	64
Newport.....	2	66
WILMINGTON .....	4	70
Naaman's Creek.....	8	78
Marcus' Hook.....	2	80
Chester .....	3	83
Lazaretto .....	4	87
Gray's Ferry .....	7	94
PHILADELPHIA .....	3	97

(298) BALTIMORE to PHILADELPHIA.

*Steamboat.*

To Fort McHenry .....	3	
North Point.....	10	13
Pool's Island .....	15	28
Turkey Point.....	21	49
Frenchtown.....	15	64
<i>New Castle and Frenchtown R. R.</i>		
New Castle .....	16	80

*Steamboat.*

Marcus' Hook.....	13	93
Chester .....	4	97
Lazaretto .....	4	101
Fort Mifflin .....	5	106
PHILADELPHIA .....	9	115

(299) BALTIMORE to WASHINGTON, D. C.

*Baltimore and Ohio R. R.*

To Relay House.....	9	
<i>Washington Branch R. R.</i>		
Elkridge Landing .....	1	10
Jessup's Cut.....	5	15
Annapolis Junction.....	3	18
Savage Factory.....	2	20
Laurel Factory.....	1	21
White Oak Bottom.....	4	25
Beltsville .....	3	28
Paint Branch .....	2	30
Bladensburg .....	3	33
WASHINGTON .....	7	40

(300) BALTIMORE to ANNAPOLIS.

*Railroad.*

To Relay House.....	9	
Elkridge Landing .....	1	10

Jessup's Cut .....	5	15
Annapolis Junction.....	3	18
Patuxent Forge .....	4	22
Millersville .....	6	28
ANNAPOLIS.....	11	39

(301) BALTIMORE to WHEELING,  
VA.

*Baltimore and Ohio R. R.*

To Relay House .....	9	
Avalon .....	1	10
Ilchester.....	3	13
Ellicott's Mills .....	2	15
Elysville .....	6	21
Putney's Bridge .....	3	24
Woodstock .....	1	25
Marriottsville .....	4	29
Sykesville .....	3	32
Hood's Mills .....	3	35
Woodbine .....	3	38
Mount Airy.....	6	44
Monrovia .....	6	50
Ijamsville.....	4	54
Reel's Mill.....	4	58
Monocacy Bridge.....	1	59
FREDERICK .....	3	62
Doup's Switch .....	4	66
Point of Rocks .....	4	70
Catoctin Switch .....	2	72
Berlin .....	4	76
Knoxville.....	3	79
HARPER'S FERRY .....	3	82
Peacher's Mill.....	2	84
Duffield's .....	4	88
Leetown Road .....	3	91
Kerney'sville .....	2	93
Drake's .....	4	97
MARTINSBURG .....	4	101
Warm Spring Road .....	2	103
Tabb's .....	1	104
Hedgesville Depot .....	2	106
Back Creek Bridge .....	4	110
Runner's Ferry Road .....	2	112
Licking Water Station.....	5	117
Walnut Bend .....	2	119
HANCOCK .....	5	124
St. John's Run .....	5	129
Great Cacapon .....	4	133
Rockwell's Run .....	7	140
Doe Gully Tunnel.....	2	142
Water Station .....	9	151
Paw Paw Tunnel.....	3	154
Little Cacapon .....	4	158
Green Spring Run.....	7	165
Patterson's Creek.....	6	171

North Branch Viaduct ...	2	173
CUMBERLAND .....	6	179
Brady's Mill.....	7	186
Rawlins Station .....	6	192
New Creek .....	10	202
Piedmont.....	5	207
Frankville .....	9	216
Altamont .....	8	224
Oakland .....	9	233
Cr. Summit .....	10	243
Rowlesburg: .....	11	254
Tunnelton .....	7	261
Independence .....	8	269
Thornton .....	5	274
Fetterman .....	8	282
Nazam's Mills .....	9	291
Benton's Ferry.....	8	299
Fairmount.....	4	303
Barrackville.....	5	308
Farmington.....	5	313
Mannington.....	7	320
Glover's Gap.....	7	327
Littleton .....	11	333
Bellton .....	7	345
Wellington Tunnel .....	5	350
Cameron.....	2	352
Moundsville.....	17	369
WHEELING.....	11	380

(303) BALTIMORE to PITTSBURG.

To Hookstown .....	5	
Pikesville.....	3	8
Owing's Mills .....	4	12
Reistertown .....	4	16
Finksburg .....	5	21
Westminster.....	7	28
Union Mills .....	7	35
Littlestown, Penn.....	7	42
Getysburg.....	10	52
Cashtown .....	8	60
Fayetteville .....	9	69
CHAMBERSBURG .....	7	76
PITTSBURG, (see 262).....	151	227

(304) BALTIMORE to WINCHESTER  
and WHITE SULPHUR SPRINGS, VA.

To Harper's Ferry, (see 301)82		
<i>Winchester and Potomac R. R.</i>		
Halltown .....	6	88
Charlestown .....	4	92
Summit Point.....	7	99
Stephenson's Depot .....	10	109
WINCHESTER .....	5	114
<i>Stage.</i>		
Newtown Stephensburg ...	8	122

Middletown.....	5	127
Strasburg.....	5	132
Tom's Brook.....	6	138
Woodstock.....	6	144
Edinburg.....	5	149
Red Banks.....	4	153
Mount Jackson.....	4	157
New Market.....	7	164
Spartapolis.....	8	172
Harrisonburg.....	11	183
Mount Crawford.....	8	191
Mount Sidney.....	6	197
STAUNTON.....	11	208
Buffalo Gap.....	13	221
Deerfield.....	15	236
Cloverdale Hotel.....	9	245
Green Valley.....	7	252
Warm Springs or Bath C. H.....	14	266
Hot Springs.....	5	271
Morris Hill.....	14	285
Callaghan's.....	8	293
WHITE SULPHUR SPRINGS.....	14	307

(305) BALTIMORE TO CARLISLE, PA.

To Hookstown.....	5	
Pikesville.....	3	8
Owing's Mills.....	4	12
Reistertown.....	4	16
Upperco.....	5	21
Hamstead.....	5	26
Manchester.....	4	30
Hanover, Pa.....	12	42
Hampton.....	10	52
York Sulphur Springs.....	6	58
Papertown.....	8	66
CARLISLE.....	6	72

(306) BALTIMORE TO LANCASTER, PA.

*Baltimore and Susquehanna R.R.*

To Woodberry.....	3	
Melvale.....	1	4
Washington Factory.....	2	6
Relay House.....	1	7
Ryder's Lane.....	3	10
Timonium.....	2	12
Clark's Station.....	2	14
Cockeysville.....	1	15
Ashland.....	1	16
Westerman's Mills.....	2	18
Love's Station.....	3	21
Monkton Mills.....	2	23
Whitehall.....	4	27
Parkton.....	2	29

Freeland's.....	5	34
Summit.....	2	36
<i>York and Maryland Line R. R.</i>		
Strasburg.....	2	38
Heathcote's.....	4	42
Smyser's.....	5	47
Glatfelter's.....	2	49
Tunnel.....	1	50
YORK.....	7	57
<i>Wrightsville and York R. R.</i>		
Heaston's Mills.....	7	64
Wrightsville.....	6	70
COLUMBIA.....	1	71

*Columbia R. R.*

Mount Pleasant.....	4	75
Hempfield.....	4	79
Dillersville.....	3	82
LANCASTER.....	1	83

(307) BALTIMORE TO NORFOLK, VA.

*Steamboat.*

To Fort McHenry.....	3	
North Point.....	10	13
Sandy Point.....	14	27
Thomas Point.....	10	37
Curtis Point.....	5	42
Holland Point.....	10	52
Sharp's Island.....	8	60
Cove Point.....	17	77
Cedar Point.....	8	85
Point Lookout, mouth of the Potomac River.....	17	102
Windmill Point, mouth of Rappahannock River.....	32	134
Old Point Comfort.....	45	179
NORFOLK, VA.....	15	194

(308) ELKTON TO SNOW HILL.

To Warwick.....	15	
Head of Sassafras.....	3	18
Georgetown Cross Roads.....	5	23
Chestertown.....	16	39
Church Hill.....	6	45
Centreville.....	9	54
Wye Mills.....	8	62
Easton.....	14	76
Trappe.....	9	85
CAMBRIDGE.....	7	92
Hicksburg.....	8	100
Big Mills.....	6	106
Vienna.....	4	110
Barren Creek Springs.....	5	115
Salisbury.....	11	126
SNOW HILL.....	20	146

(309) WASHINGTON to GETTYSBURG, PA.

To Georgetown.....	2
Tennally Town.....	2 4
Rockville.....	11 15
Middle Brook.....	10 25
Clarksburg.....	3 28
Hyattstown.....	4 32
Urbanna.....	4 36
FREDERICK.....	7 43
Utica Mills.....	8 51
Creagerstown.....	4 55
Graceham.....	3 58
Emmitsburg.....	7 65
Green Mount, Pa.....	5 70
GETTYSBURG.....	5 75

(310) WASHINGTON to ANNAPOLIS.

Long Old Fields.....	9
Upper Marlboro'.....	8 17
Queen Anne.....	9 26
Davidsonville.....	4 30
ANNAPOLIS.....	9 39

(311) WASHINGTON to HANCOCK.

To Frederick, (see 309)....	43
Middletown.....	8 51
Boonsboro'.....	8 59
Funkstown.....	8 67
Hagerstown.....	2 69
Clear Spring.....	11 80
Park Head.....	8 88
HANCOCK.....	7 95

(312) WASHINGTON to RIDGE.

To Palmer's Tavern.....	10
Piscataway.....	6 16
Pleasant Hill.....	10 26
Port Tobacco.....	6 32
Allen's Fresh.....	9 41
Newport.....	3 44
Chaplico.....	8 52
Saint Clement's Bay.....	6 58
Leonardtwn.....	6 64
Great Mills.....	12 76
Saint Ingoes.....	6 82
RIDGE.....	5 87

## THE SOUTHERN ATLANTIC STATES.

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UNDER this head are included the states of Virginia, North Carolina, South Carolina, Georgia, and Florida, which occupy a territory of more than 900 miles in length, or from Mason and Dixon's line to the southernmost point of the peninsula of Florida. Their geographical position is between  $40^{\circ} 43'$  and  $25^{\circ}$  N. lat.; and between  $75^{\circ}$  and  $88'$  W. long. They are bounded N. by Pennsylvania; N. E. and E. by Maryland and the Atlantic ocean; S. by the Gulf of Mexico, and W. by that Gulf and the states of Alabama, Tennessee, Kentucky, and Ohio; and include an aggregate area of 248,120 square miles.

The surface of this section of the United States exhibits several distinct and different physical conditions. Along the Atlantic coast is an extensive level tract, having its western limits marked by the rocky ledge over which the rivers fall, and to the foot of which, in several instances, the tides penetrate. Morasses and swamps, sluggish streams and wide arms of the sea, stretching far inland, are among the features of this plain, which slopes gently eastward, and is continued under the sea. Succeeding this, a table-land, with an elevation of 800 or 1,200 feet above the sea-level, intervenes to the mountains. The Alleghanies form the background, but do not attain the great elevation which distinguishes them in the more northern parts of the range. Black Mountain, 6,476 feet high, is the loftiest culmination. Virginia is the only one of these states that extends beyond the mountains. The soil, climate, and products of these several divisions are essentially different each from the other. On the Atlantic plain the soil and climate are suitable for the growth of tobacco, cotton, and rice—the latter of which is chiefly grown in the South Carolina swamps. The elevated plateau succeeding this low region, is well adapted to cereal agriculture, while the mountains and their intervals are appropriate for grazing and sheep-farming. The whole range of the Alleghanies abounds in minerals—coal, iron, granite, &c., being the chief products; and at the eastern base of the mountains, considerable deposits of gold have been discovered. Beyond the mountains in Virginia, bituminous coal and iron are very abundant, and find a ready market in the manufacturing establishments in the neighborhood of the mines, and for steamboats plying on the Ohio and other western rivers.

The southern states have hitherto been almost wholly devoted to ag-



riculture; but of late years, manufactures of several descriptions have been established in various sections. The manufacture of cotton goods has especially been advanced, and there is a fair prospect of ultimate success in this new branch of southern industry. The woollen business has also received a similar impetus, and many planters are turning their attention to these and like manufactures, with a view to supply their home-market with materials hitherto imported. The direct foreign commerce of the southern states is by no means proportionate to the amount of products furnished by the agriculturist; but the coasting-trade with the northern ports is immense; and internal traffic, facilitated by the advance of railroad communication and steam navigation on the rivers, is rapidly increasing in amount and value. Within the past ten years, indeed, industry in these states has been completely revolutionized, and capital been diverted to a hundred different employments, heretofore never thought of by the people.

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## THE STATE OF VIRGINIA.

*Area 61,352 square miles.—Population 1,421,661.*

VIRGINIA is situated between  $36^{\circ} 33'$  and  $40^{\circ} 43'$  N. lat., and between  $75^{\circ} 25'$  and  $83^{\circ} 40'$  W. long.: and is bounded N. by Pennsylvania and Maryland; E. by the Atlantic ocean; S. by North Carolina and Tennessee, and W. by Kentucky and Ohio. It is the largest of the Atlantic states, and has been the longest time settled by Europeans of any portion of the Union, with the exception of those parts settled by the Spaniards.

Several ridges of the Alleghany mountains from Pennsylvania pass through this state in a southwestern direction; into North Carolina and Tennessee. The most easterly is known by the name of the Blue Ridge. On the west the Laurel Mountain and Chesnut Ridge extend from Pennsylvania, and terminate in this state. The Cumberland Mountains occupy the western border. There are other ridges, as Greenbrier, North Mountain, Back Bone, Iron Mountain, Great Flat Top, &c. The loftiest summits are the Peaks of Otter, 4,250 feet high. The state is watered by a great number of rivers, among which may be mentioned the Potomac, Rappahannock, York, James, and Staunton, on the east side of the mountains, and the Ohio, Kanawha, &c., on the west side. The southern part of Chesapeake Bay belongs to this state; and by its depth and extent, and the numerous fine rivers it receives, is of the highest value to navigation. Most of the large towns are situated a considerable distance up the rivers. The estuary of James' river forms a spacious haven, called Hampton Roads. These roads are strongly fortified, and

the entrance is impracticable to an enemy. A peninsula, about 60 miles long, and from 10 to 15 wide, lies on the eastern side of Chesapeake Bay, and is bordered towards the sea by a string of low, sandy islets. The waters of the Chesapeake enter the sea between capes Charles and Henry, forming a strait about 15 miles in width.

From the Atlantic to the head of tide-water in the rivers, the country is low, flat, and swampy, and has a meager, sandy soil, covered with pines and cedars, except on the margins of the streams, which are loamy and rich, and in these parts the vegetation is abundant and luxurious. This territory is alluvial, and beneath the surface exhibits strata of marine deposits. In the valley between the Blue Ridge and the main ridge of the Alleghanies, we come to a limestone country; and here, the soil resting on a bed of that rock, is very fertile. In some parts the soil is chalky. Between the mountains and the Ohio river the surface is much broken, and the soil indifferently fertile; but occasionally large tracts of good land are met with.

The most remarkable natural features in Virginia are, Weir's Cave, the Rock Bridge over Cedar Creek, and the Passage of the Potomac through the Blue Ridge at Harper's Ferry. The Rock Bridge has been formed by the bursting of accumulated waters through a wall of rock more than 200 feet in height. The bridge is 60 feet in width, with perpendicular sides. A road passes over the top, and the scenery from this is exceedingly grand and romantic. Weir's Cave, in Augusta county, extends 1,260 feet into the earth, and contains upwards of 80 large chambers, glittering with stalactites and stalagmites in the shape of columns, thrones, statues, petrified water-falls, and other fantastic figures. The Passage of the Potomac presents the appearance of an immense rent, three quarters of a mile wide, through a stupendous mass of rock. The broken fragments of the mountain which lie scattered all around, and its craggy front torn down to its base, attest the violence of the disruption, and forcibly remind the spectator of the period when the mountain opposed a barrier to the stream, and when its collected waters swelled to such a volume as to tear away the mountain from its foundation. In the S. W. corner of the state there is a natural tunnel, winding like an S in the solid rock, 450 feet long, and from 50 to 150 feet wide, and from 70 to 80 feet high, through which runs a branch of Clinch river, 400 feet below the summit of the hill that thus crosses it. These chance works of nature are frequently visited by the tourist; and certainly few places in the United States present more impressive or imposing objects for contemplation, while the buoyant atmosphere and the grand scenery around, are alike prolific in health and that species of recreation so congenial to the summer traveler seeking forgetfulness of the every-day cares of life.

In the mountainous and western part of the state is an abundance of

iron, lead, and bituminous coal. Gypsum is also found in the same region. At the eastern foot of the mountains, between the Potomac and James' rivers, gold has been discovered near the surface, and considerable quantities have been obtained by washing the earth. Since 1827 a large amount of this gold has been annually coined at Philadelphia. Almost every part of the state W. of the mountains abounds in salt springs; and in the mountains is also a great number of mineral springs. The principal are the White Sulphur Springs in Greenbrier county, and the Warm and Hot Springs in Bath county. The Sweet Springs of Monroe, and the baths of Berkley county, are also much frequented by invalids.

Virginia is essentially an agricultural state, and produces the finest tobacco. The cultivation of this staple is chiefly confined to the region E. of the mountains. In the valleys between the ridges of the Alleghanics, the staples are wheat and Indian corn; while cattle, hogs, and other live-stock are reared in abundance in the western sections of the state. Cotton, flax, hemp, &c., are also cultivated; and upwards of four million pounds of wool are gathered annually. The manufactures of the state are comparatively small, but are rapidly increasing, especially those of iron, wool, and cotton. Virginia had in 1849 about 40 cotton factories. Leather, glass, earthenware, &c., are also manufactured. As a commercial state, Virginia ranks the eighth in importance. The exports consist of tobacco, cotton, and some other staples. The coasting trade is also very extensive, and employs a large tonnage. The shipping employed in the foreign trade is about 75,000 tons. The fisheries are little attended to, except those on the immediate coast. The length of railroad in the state is 578 miles, and of canal 211 miles.

Education in Virginia is confined to the white population. William and Mary College at Williamsburg, founded in 1692, is the oldest institution of the kind in the southern states. There are nine or ten others in the state, which have from three to ten professors each, and libraries containing from 1,200 to 7,000 volumes. The number of poor schools in 1850 was 3,904, and the total number of children educated 31,655; the amount expended for tuition was \$68,135. The children of the wealthy are generally taught at the academies, (of which there are about 500,) at private schools, or at home by private teachers.

Virginia is divided into two districts, Eastern and Western; and contains 137 counties. The chief cities and towns are Richmond, Norfolk, Petersburg, Fredericksburg, &c.

RICHMOND CITY, the capital, is beautifully situated on the N. bank of James' river, 150 miles from its mouth, immediately below the falls. It is a great commercial depôt, having an extensive back country abounding in tobacco, wheat, hemp, and coal, which is reached by the James' river Canal and branches. The flouring-mills of Richmond have a

world-wide celebrity. The city itself has many handsome buildings; among which the Capitol is the cynosure. The City Hall, the Armory, the Penitentiary, churches, &c., are all substantial and fine buildings. The private residences are equal to any of the same description in other large cities. Three large reservoirs supply the city with water. Manufactures of various kinds are rapidly increasing; and within the last two or three years several cotton-mills have been erected, and are now in profitable employment. Richmond has many facilities for this species of industry, which must ultimately become advantageous to the whole neighborhood. The river is navigable to its mouth, and travel, north and south, is maintained by railroad. Population 27,483. **MANCHESTER** is a flourishing village on the opposite bank of the river, and is chiefly noted for its manufactures. It is connected with Richmond by two bridges.

**NORFOLK**, the chief sea-port, is situated on the N. bank of Elizabeth river, just below the confluence of its two branches, 8 miles above its entrance into Hampton Roads, and 32 from the ocean. It has a safe and commodious harbor, the entrance to which is between Old Point Comfort and a sand-bar called the Rip-Raps, and which is defended by Fortress Monroe and Fort Calhoun. These fortifications completely command the entrance from Hampton Roads. Population 14,320. Opposite to Norfolk is **PORTSMOUTH**, with 8,456 inhabitants, and immediately above it **GOSPORT**, the site of one of the most important naval stations in the United States, and where a splendid dry-dock has been constructed of hewn granite. On Washington Point, between the E. and W. branches of Elizabeth river, about one mile from Norfolk, is the U. S. Marine Hospital. The Dismal Swamp Canal connects Chesapeake Bay with Albemarle Sound through Pasquotank river, and opens an extensive water communication to the south. Norfolk owns about 24,200 tons of shipping, and has more foreign commerce than any other port in Virginia. The site of the city is low, and there are marshes in the vicinity. The Seaboard and Roanoke Railroad commences at Portsmouth, and runs westward as far as Newsom's depôt, 49 miles, and will be further continued to Welden and Gaston. Steamboats run from Norfolk to City Point, and a branch railroad thence communicates with the great southern line.

**PETERSBURG**, on the Appomatox, below the falls, and 12 miles from its mouth, is a depôt for the staples of the surrounding country. It is connected with the N. and S. by railroad, and the river is navigable to the city for vessels of 100 tons. Population 14,010.

**FREDERICKSBURG**, on the Rappahannock, below the falls, 100 miles from its mouth, and at the head of navigation, is a depôt for the corn, flour, and tobacco of the neighborhood, and has several manufacturing establishments driven by water-power. Population 6,000. Other places

of note in the tide-water section of the state are—YORKTOWN, famous for the surrender of Cornwallis to Washington; WILLIAMSBURG, the seat of the oldest college in Virginia, and formerly the capital; and JAMESTOWN, on an island in James' river, the first settlement made in Virginia by the English. MT. VERNON, on the Potomac, is noted for the home-  
stead of Washington, and his final resting-place. ALEXANDRIA, formerly in the District of Columbia, but now in Virginia, is a place of commercial activity. Population 8,752.

In the region between the Blue Ridge and the tide-water region are also several important places. CHARLOTTEVILLE is the seat of the University of Virginia; and MONTICELLO, about 3 miles thence, is famous for the home and grave of "*Thomas Jefferson, author of the Declaration of Independence, and founder of the University of Virginia.*"\* LYNCHBURG, on the S. bank of James' river, is one of the largest tobacco markets in the world. HARPER'S FERRY, the seat of the U. S. Armory; WINCHESTER, 32 miles from Harper's Ferry by railroad; and STAUNTON, 94 miles by stage from Winchester, the seat of the State Lunatic Asylum, are situated in the central valley. These are all important centers, from each of which several great lines of travel diverge. West of the Alleghanies, the chief towns are—WHEELING, a flourishing manufacturing town on the E. bank of the Ohio, at the head of low-water navigation; PARKERSBURG, near the mouth of the Little Kanawha; and CHARLESTON, at the head of steam navigation on the Kanawha, near the great salt-works in that vicinity. Several other towns of consideration are found on the Ohio.

Jamestown, founded in 1607, was the first permanent settlement formed by Europeans within the original territory of the United States. The country was granted to Sir Walter Raleigh by Queen Elizabeth, who named it Virginia, in honor of his *virgin* sovereign; but the grant was vacated by the execution and attainder of Raleigh, under James I., who gave the country to the London Company. Jamestown was then settled. The early history of the colony is replete with romance, and many highly affecting incidents occurred during the Indian wars. The colony was originally governed by a council of seven, and a president chosen from that body by themselves; but afterwards by a governor appointed by the Crown. Shortly after the war of the Revolution broke out, a provisional government was appointed, and in 1776 a constitution was formed, which, until 1830, when the present constitution was adopted, was the fundamental law. Virginia has produced a number of eminent statesmen: among whom are Washington, Jefferson, Monroe, and Madison,—all of whom have been presidents of the United States; Patrick Henry, and the late Chief-Justice Marshall. Many of our most illustrious living statesmen are also natives of this state.

\* Such is the inscription on a granite obelisk placed over his grave.

## THE STATE OF NORTH CAROLINA.

*Area 45,000 square miles.—Population 868,903.*

NORTH CAROLINA lies between  $33^{\circ} 53'$  and  $36^{\circ} 33'$  N. lat., and between  $75^{\circ} 25'$  and  $84^{\circ} 20'$  W. long.: and is bounded N. by Virginia; E. by the Atlantic ocean; S. by South Carolina and Georgia, and W. by Tennessee.

Except in the extreme W., where the Blue Ridge from Virginia crosses the country, the greater part of the state is level, and the soil mainly sandy and poor, with extensive swampy tracts. There are, however, fertile tracts here and there, and the margins of the rivers are generally productive. The soil in the western part is much the best. The state is watered by the Chowan and Roanoke, which rise in Virginia and flow S. to Albemarle Sound; by Cape Fear river, which empties into the sea in the southern part of the state; by the Pamlico and the Neuse, which flow into Pamlico Sound, and by the Yadkin, which passes into South Carolina. A number of low, sandy islands are scattered along the coast, and enclose several large sounds; but the entrances to these and the mouths of the rivers are so obstructed with shoals that no good harbors are found in the state; and N. of Cape Lookout, the only navigable pass for sloops is Ocracoke Inlet. This want of harbors has driven the trade of North Carolina to the more favored states N. and S. of it. The climate in summer is hot and unhealthy in the low regions, but in the mountainous country of the W. the air is more elastic and bracing. The winters are very mild. The Dismal Swamp in the N. E. is pregnant with every evil to which humanity can be exposed.

A great part of the country is covered with forests of pitch-pine. In the low parts this tree is almost exclusively the natural growth of the soil, and its products constitute one-half of the exports of the state. Several valuable medicinal plants are produced, as snake-root, ginseng, seneca, &c. The rich intervals are overgrown with canes, the leaves of which continue green through the winter, and afford good fodder for cattle. The mineral region of the state is chiefly situated between the Yadkin and Catawba rivers. Gold is found near the surface in grains among the sand and gravel, and is obtained by washing the earth. The grains are in general small, but several large lumps have at different times been found—one weighing 28 lbs. Iron, coal, salt, and granite, are also among the minerals found in this state.

North Carolina is mainly an agricultural state. The products of the low country are tar, turpentine, and lumber. Tobacco, wheat, and Indian corn, are grown chiefly in the middle counties; while cattle, and other live-stock, are the staples of the upper country. Cotton and rice are produced largely. Wool-growing is also becoming an important

branch. Manufactures are as yet in their infancy ; but, in common with the other Atlantic states, much of the capital of this state has of late years been diverted to the manufacturing of cotton fabrics ; and, in 1850, at least 28 mills were in full operation. Foreign commerce is almost unknown, but the coasting-trade is carried on briskly. The exports consist altogether of raw staples. Some fisheries are prosecuted along the coast, and a small capital is invested in the whale-fisheries. Within the state are 354 miles of railroad, and about 30 miles of canal.

Within the last 20 or 25 years, education has received great encouragement. In 1804, there were only two academies in the state, and in 1830 not 50. The number at the present time is 173. The University at Chapel Hill, founded in 1789, is the oldest college : there are two others of recent date, viz., Davidson College, in Mechlenburg county, and Wake Forest College, both founded in 1838. The University has nine Professors, and is very flourishing ; the other two have each three Professors. The primary and common schools number about 700, and educate about 20,000 scholars. The wealthy are educated at the academies, and privately at home.

The state is divided into 79 counties. The principal cities and towns are Raleigh, Newbern, Wilmington, Fayetteville, &c.

**RALEIGH**, the capital, is pleasantly situated near the S. bank of the river Neuse, and about the middle of the state. It contains a respectable State-House, built of granite, and other public buildings. There are also 5 or 6 churches. Remoteness from navigation has been its greatest drawback, but it has lately been connected with the Roanoke by railroad, and may now become an important center. Population 3,000.

**NEWBERN** is also situated on the Neuse, 30 miles from its entrance into Pamlico Sound. The river is navigable to this place, and secures to it a considerable commerce in the exportation of flour, naval stores, and lumber. It was once the seat of the state government. Population 4,000. **KINGSTON**, **WAYNESBORO'**, and **SMITHFIELD**, higher up the river, are places of some importance.

**WILMINGTON**, on the E. bank of Cape Fear river, 35 miles from the sea, is the largest and most commercial town in the state. The shipping belonging to the port amounts to 15,198 tons. It enjoys a large coasting-trade, and exports great quantities of naval stores, &c. Population 6,200.

**WASHINGTON** is situated on the N. bank of Tar river, at the head of navigation. It has considerable commerce. Population 2,600. Regular lines of packets sail between it and New York.

**FAYETTEVILLE**, at the head of steam navigation on Cape Fear river, is next in population and commercial importance to Wilmington, and has considerable trade with the neighboring country. Population 5,000.

**BEAUFORT**, in Carteret county, and near Cape Lookout, has an excellent harbor. **CHARLOTTEVILLE**, in Mechlenburg county, is the chief

town in the "gold region." GASTON, WELDON, and HALIFAX, on the Roanoke, are important only as railroad stations.

Very early after the discovery of North America, several attempts were made to settle on the coasts of Carolina, but without success. The first permanent colony was planted by refugees from Virginia, between 1640 and 1650. In 1663, Charles II. granted the Carolinas to the Earl of Clarendon and others, who had charge of it until 1729, when the country was purchased by the Crown, and divided into North and South. During the Revolution, North Carolina took an active part in the struggle for independence; and, in 1776, adopted a constitution, which, with the exception of a few amendments made in 1835, is still that under which the government is organized.

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## THE STATE OF SOUTH CAROLINA.

*Area 24,500 square miles.—Population 668,507.*

SOUTH CAROLINA lies between  $32^{\circ} 02'$  and  $35^{\circ} 10'$  N. lat., and between  $78^{\circ} 24'$  and  $83^{\circ} 30'$  W. long.: and is bounded N. and N. E. by North Carolina, S. E. by the Atlantic ocean, and S. W. by Georgia, from which it is separated by the Savannah river.

The whole sea-coast is low and level, and towards the south is skirted by a multitude of islands, divided from the mainland by narrow channels. These islands, like the neighboring mainland, are low and flat, but covered with forests of live-oaks, pines, and palmettoes, and many of them are now under cultivation. The long, sandy beaches which border these towards the sea, are the resort of thousands of water-fowl. The tide-water region of the state is also chiefly covered with pitch-pines, interspersed with swamps and morasses. The staple of this section is rice. Beyond this is a parallel belt of territory, called the Middle Country, consisting of low sand-hills, resembling the waves of an agitated sea. This tract occasionally presents an oasis of verdure, or a few straggling pine-trees, and sometimes a field of corn or potatoes. Succeeding this is another belt, called the "Ridge," where the country rises by a steep and sudden ascent, and afterwards continues gradually to ascend; and beyond this the surface exhibits a beautiful alternation of hill and dale, interspersed with extensive forests, and watered by pleasant streams. The Blue Ridge, from North Carolina, forms the boundary on the extreme west. King's Mountain, a solitary elevation on the N. state line, is the highest land in the country. Several large rivers flow in a S. E. direction through the state, the principal of which are the Great Pedee, a continuation of the Yadkin from North Carolina; the Santee, formed



by the union of the Wateree and Congaree, and the Savannah, which washes the southern boundary. These fall into the Atlantic, but none of them have good harbors. The only harbor of consequence on the whole coast is that of Charleston, which receives the Ashley and Cooper rivers.

The climate varies in these several regions. Along the coasts the atmosphere is moist and warm, and in the hot season intolerable. The winters here are of short continuation, and very mild. Higher up the country, the air becomes cooler, and in the N. W., where the land is elevated, the climate is generally salubrious, with a drier atmosphere, and a cold winter. The soil is very indifferent, except near the rivers. The western highlands, however, are generally productive, and afford a plentiful supply of grasses. South Carolina has but few useful minerals. Gold has been found in various parts, and this probably exists in considerable quantities. Domestic salt is abundant. There are several mineral springs, which are frequented by tourists and invalids.

South Carolina is an agricultural state, the great staples of which are cotton and rice; the former cultivated chiefly on the margins of the rivers, and the latter in the swamp lands near the coast. Wheat and Indian corn are produced in the regions above tide-water, and cattle and sheep are numerous in the west. Manufactures have scarcely a footing in this state. The export of cotton forms an important item, and that of rice is equally great. Commerce, however, is carried on chiefly by northern shipping. The length of railroad is 583 miles, and of canals 52 miles.

The College of South Carolina, founded in 1804, is the most important literary institution in the state, and has attached to it a theological seminary; but the oldest is the college at Charleston, founded in 1785. Erskine College, in Abbeville District, is also a valuable institution. In 1850, these colleges had an aggregate of 391 students. The Theological Seminary at Lexington, and the Furman Seminary in Fairfield District, are also flourishing institutions, and the Medical College at Charleston is a school of high repute. Besides these, there are about 130 academies and grammar-schools; and the number of free schools in 1850 was 1023, attended by 9,122 children. These schools are under the superintendence of commissioners appointed by the legislature.

The state is divided into 29 districts, and these are subdivided into parishes. The principal cities and towns are Columbia, Charleston, Georgetown, &c.

COLUMBIA, the capital, is situated on the Congaree, below the union of Broad and Saluda rivers. It is a handsome and regularly built town. The State House is a plain wooden building, but the College of South Carolina, here located, is a fine and spacious edifice. The city has considerable trade with Charleston, and several manufactures. The river

is navigated by steamboats; and a branch railroad connects it with the South Carolina Railroad. Population 6,060.

CHARLESTON, situated at the confluence of Ashley and Cooper rivers, 7 miles from the sea, is the most commercial and populous city in the state. It is pleasantly located, but so low that parts of it have sometimes been inundated. The principal buildings are the City Hall, Exchange, Court House, Custom House, &c.; besides which, there are several handsome churches. About 33,292 tons of shipping belong to the port. The harbor is spacious, and well protected by fortifications. Charleston is connected with New York and Philadelphia by regular lines of steamboats and packets, and with the west by the South Carolina Railroad, which is completed to Hamburg on the Savannah river, where it connects with the Georgia lines to Chattanooga, and thence to Nashville, Tenn. The population of the city proper in 1850 was 26,451, but with the suburb St. Philip's, it is about 42,985. A canal, 22 miles long, from the head of Cooper river, connects the harbor with the Santee, 50 miles to the north.

GEORGETOWN, on Winyaw Bay, near the mouth of the Pedee, is 13 miles from the ocean, and well situated for trade, being backed by a fertile country. There is a bar at the entrance of the bay, however, which prevents vessels drawing more than 11 feet of water from entering. Population about 4,600.

The other principal towns are—HAMBURG, at the head of steam navigation on the Savannah, and the depôt of the N. W. part of the state; CHERAW, on the Pedee, at the lower falls; and BEAUFORT, on Port Royal Island, which has a fine anchorage. *Eutaw Springs, King's Mountain, Cowpens, and Camden*, are famous for victories of the Americans in the revolutionary war.

The first permanent settlement in this state was made on Port Royal Island, in 1670; but the emigrants soon after removed to the present site of Charleston. Until 1729, when it became a Crown colony, the settlement was under a proprietary government. In 1776, the British authority was thrown off, and in 1790 a constitution was framed. It has since been several times amended.

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## THE STATE OF GEORGIA.

*Area 58,000 square miles.—Population 905,999.*

GEORGIA is situated between 30° 19' and 35° N. lat., and between 80° 50' and 85° 40' W. long.: and is bounded N. by Tennessee and North Carolina; N. E. by South Carolina; S. E. by the Atlantic ocean; S. by Florida, and W. by Alabama.

The southern part of the state is generally level; but in the N. several ridges of the Alleghanies pass from Tennessee and North Carolina into this state, all of which, however, terminate before reaching the 33d parallel of N. latitude. The soil is of various characters, and near the coast there is much swamp land. The Savannah washes almost the whole of the N. E. boundary. The Ogeechee and Alatomaha rivers have their whole course in the state, and the Flint and Chattahoochee pass south into Florida, the latter forming part of the western border. The coast is lined by a chain of islands, which for fertility are unequalled, and on which is produced the finest cotton in the world, well known in the markets as the "sea island staple." The land here, and along the coasts, consists of marshy tracts or hummock lands. On the Florida border is the great swamp of Okefinokee, and beyond, a belt of pine barrens, interspersed with swamps; still further the country becomes sandy, but towards the hilly region the soil is strong and productive. There are many large forests, which supply timber for exportation. In those parts which are flooded by the rivers, the land is devoted to rice cultivation.

The low country has an agreeable and healthy climate for seven or eight months in the year; but in the latter part of summer and in the fall, it is sickly, except on the sea islands, which are comparatively healthy. The climate of the upper country is temperate; and in the N. W., at the foot of the mountains, it is esteemed one of the healthiest in the Atlantic states. Georgia has a number of valuable mineral springs.

The mineral resources of the state are inconsiderable: some few mines of iron have been discovered, and coal is said to be abundant. Gold, in large quantities, however, has been from time to time found in the northern parts, and this metal is annually sent to Dahlonega for coinage in various amounts. Granite is also quarried to some extent. The great agricultural staples are cotton and rice, and some tobacco is grown. Indian corn is more cultivated than any of the cereals, and wheat and oats are grown largely in the uplands. Cattle, sheep, and swine are numerous; and wool-growing has long been a favorite employment in the mountains. Georgia is making rapid progress in manufactures. Large cotton-mills have lately been established at Columbus, Augusta, Graniteville, &c.; and other branches of this species of industry are springing up in various parts of the state. The number of cotton-mills in 1850 was 35, being an increase since 1840 of 16. These are as yet employed in the manufacture of heavy goods; as osnaburgs, drillings, and similar fabrics. The Georgians do their own carding, spinning, and weaving; and as they also grow their own cotton, and have a home-market for their goods, enjoy many advantages over the northern manufacturers. All the machinery is driven by water-power. Georgia has also several large tanneries and leather factories, and will soon manufacture its own

shoes, boots, harness, &c. The state has also a large number of flouring-mills. The exports from Georgia to foreign countries are of considerable value, and consist of the agricultural staples peculiar to the state. The coasting and internal trade are also in a flourishing condition, and are being daily increased in importance by the extension of railroads, and the establishment of steam navigation on the rivers and coasts. The total length of railroad in the state is 842 miles, and of canal 28 miles.

The principal educational institutions are Franklin University at Athens, (founded 1785,) Oglethorpe College at Milledgeville, Emory College at Oxford, Mercer University at Penfield, and Christ College at Montpelier. These have from four to eight Professors each, and an aggregate of 400 students. There are Theological Seminaries at Montpelier and Penfield, and a medical school at Augusta. Besides these, there are about 200 academies and grammar-schools, and some 700 common-schools, scattered over the state.

Georgia is divided into 94 counties. The chief cities and towns are—Milledgeville, Savannah, Augusta, Columbus, &c.

MILLEDGEVILLE, the capital, is situated near the center of the state, on the W. bank of the Oconee. It contains the State House, Penitentiary, Arsenal, &c., and, being at the head of steam navigation, has an extensive business with the back country. Population 3,200. *Indian Springs* are 50 miles N. W. from this.

SAVANNAH, the largest and most commercial city, is built on a sandy plain on the S. bank of the Savannah river, 18 miles from its mouth. Vessels drawing 14 feet of water can come up to its wharves, but those of a larger size are obliged to anchor three miles below. The streets and buildings are regular and well planned, and the streets being lined with trees, the city has a rural appearance. The Exchange, City Hall, Court House, Hospital, &c., are the principal public buildings. Churches are numerous, and generally built in excellent taste. The trade of Georgia centers here, and the greatest portion of cotton and rice grown in the state is exported hence. Railroads extend from Savannah to Chattanooga on the Tennessee river, 428 miles, and will ultimately be carried on to Nashville. Population 16,060.

AUGUSTA, on the W. bank of the Savannah below the falls, 145 miles from the sea, is the entrepôt of the produce of a large district, which is sent down the river to Savannah in steamboats, or to Charleston by railroad. Population 7,400. The Georgia R. R. extends hence to Atlanta.

COLUMBUS, at the head of steamboat navigation on the Chattahoochee, is an important place, and has lately commenced manufacturing cotton goods on a large scale. In 1828 it was a wilderness; it now contains 7,000 inhabitants. SUNBURY, BRUNSWICK, and ST. MARY'S, are small ports S. of Savannah. DARIEN, on the Alatomaha, 12 miles from its mouth, is a place of trade, and a depôt for the produce of the river val-

ley. Among the interior towns not before mentioned, the most important are—ATHENS, the seat of Franklin University; MACON, at the head of steam navigation on the Ockmulgee, and an important point on the Central Railroad; DECATUR, on the Georgia Railroad, and DALTON, a new and thriving village on the Western and Atlantic Railroad. At all these places a large amount of business centers. DAHLONEGA, in the "gold region," is the seat of a branch of the United States' Mint. A number of new towns have of late sprung up along the lines of railroad, and are rapidly increasing in population and importance.

Georgia was the last settled of the thirteen original states. Previous to 1732, it was a wilderness. At this period the territory was granted to a company whose object was to transport gratuitously such persons as were unable to earn a subsistence in England. In honor of the grantor, George II., it was called Georgia. In November of that year, 160 persons arrived, under Gen. James Oglethorpe, and the town of Savannah was then settled. Emigrants from Scotland and Germany arrived at successive periods. Georgia was retroceded to the Crown in 1752, and a regular civil government was established in 1755. From this period the colony began to make rapid progress in prosperity and population. During the revolutionary war, it was several times overrun by British troops, and immediately after the termination of that, suffered much from the incursions of the Seminoles. In 1795 its present constitution was formed. In 1802 the state ceded all its lands W. of the Chattahoochee river to the United States; from which, at a subsequent period, the states of Alabama and Mississippi were formed. The recent history of Georgia is barren of important events, but the state is making rapid strides in all that is conducive to prosperity and permanent wealth.

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## THE STATE OF FLORIDA.

*Area 59,268 square miles.—Population 87,401.*

FLORIDA, the most southerly of the United States, is situated between  $25^{\circ}$  and  $31^{\circ}$  N. lat., and between  $80^{\circ}$  and  $87^{\circ} 30'$  W. long.: and is bounded N. by Georgia and Alabama; W. by Alabama and the Gulf of Mexico; S. by the Gulf of Mexico, and E. by the Atlantic ocean.

This state occupies two distinct territories—the one the southern part of the mainland of the United States, and the other a long, narrow peninsula, lying between the Atlantic ocean and the Gulf of Mexico. The greater portion of both these sections consists of swamps and hummocks, overgrown with oaks and other valuable timbers. Much of the

soil is a rich alluvium, but there are also extensive tracts of sandy wastes. The climate is such that vegetation is perennial, and tropical fruits grow luxuriantly. From October to June it is generally mild and pleasant, but the summer months are extremely hot and sultry, and in the low and swampy parts very unhealthy. San Augustine and the islands, however, enjoy an excellent climate, and are often resorted to by those suffering under pulmonic affections.

The shores are indented by bays and lagoons, and along the southern point of the peninsula a string of small islands, very dangerous to navigation, stretch far away to the south-west. The principal rivers are the St. Mary's and St. John's, emptying into the Atlantic, and the Apalachicola, formed by the union of the Flint and Chattahoochee rivers, which falls into the Gulf. The Withlacoochee, Escambia, Suwannee, Oscilla, Ocklocony, and the Choctawatchie, are also considerable streams. The Perdido divides the state from Alabama. There are several lakes in the interior, some of which are noted for the quiet beauty of their scenery.

The natural productions of Florida are live-oak and other timbers of great value. The fig, orange, date, &c., are among its fruits. Its minerals are unimportant. Cotton, sugar, rice, and indigo are the staples of its agriculture; but much of the land is devoted to pasture and cattle-rearing, which is a business with many of the settlers. Very little grain is grown in the state. Manufactures are chiefly of a domestic nature, or of a minor character. Foreign commerce is very limited, the produce being exported coastwise. The fisheries, however, are actively carried on, and are increasing in importance. Owing to the unsettled condition of the country, and to the Indians that still infest several districts, industry of all kinds is retarded, and but few undertakings of permanent value are attempted; nor has much as yet been done towards facilitating intercommunication. Perhaps the most needed improvement is a canal across the northern part of the peninsula, so as to direct our commerce through a safer passage than by the Florida Channel, or the intricate labyrinth of islands which forms the eastern boundary of the Gulf of Mexico. No great obstacle opposes such an enterprise, and its realization would be of incalculable value to navigation. The total length of railroad in Florida is 54 miles.

Of the public lands of Florida, only 942,248 acres had been sold up to 1st January, 1849; and the total, including all other disposals, entered upon, was only 4,487,136 acres, or about one-ninth of the whole.

Florida is divided into five districts, each composed of several counties. The principal towns are San Augustine, Tallahassee, Pensacola, Jacksonville, &c.

TALLAHASSEE, the capital, lies in the northern part of Leon county, upon an elevated site. It contains the State House, a Jail, and several

churches. The permanent population numbers about 2,000; but in the winter season it is much augmented by casual visitors. A railroad, 26 miles long, extends to Port Leon on Appalachee Bay.

**SAN AUGUSTINE**, the chief town in East Florida, is the oldest one in the state, and has a population of about 2,993. It is situated about two miles from the Atlantic, on the S. side of a peninsula protected from the ocean by Anastasia island. Its climate is pure and healthy, and the town is embosomed in orange groves. The public buildings are the U. S. barracks, the Land Office, and several churches. As in all old places, the streets are narrow. Fort Marion, standing at the mouth of the harbor, protects the town.

**PENSACOLA**, in Escambia county, is the most westerly of the Florida towns. It lies on Pensacola Bay, 10 miles from the Gulf, and is accessible to vessels drawing 8 feet of water. The U. S. Navy Yard, at this place, is the principal station for the Gulf squadron. Population 2,000.

**JACKSONVILLE**, on the St. John's; **APALACHICOLA**, on the river of the same name; and **ST. JOSEPH'S**, on St. Joseph's Bay, have good harbors, and maintain considerable commerce. **LANCASTER**, **SMYRNA**, and some other settlements, locally important as depôts for their immediate neighborhoods, will ultimately rank high.

**KEY WEST**, one of the islands of the southern point of the peninsula, has a fine harbor, and is important as a naval station. The Wreckers' Court, established here, adjudicates in salvage cases. The wreckers of Key West are a hardy set of men, and have done much in rescuing goods and passengers from vessels stranded on the shoals, which beset the northeastern entrance to the Gulf of Mexico. The number and value of ships lost in this section has annually increased: in 1845, 24 vessels were adjudicated upon; in 1849, the number was 46. In the latter year the value of property rescued was \$1,304,600, upon which the salvage amounted to \$127,870, and the incidental expenses to \$219,162. This increase may perhaps be owing more to the increase of commerce in the Gulf, than to any increased ratio of disaster; but on this point no reliable information is accessible. The late Dr. Samuel Forry recommended this island as a residence for invalids, and preferred it even to far-famed Malta for those suffering under pulmonic diseases.

Florida was discovered by Cabot in 1496. It was first visited by the Spaniards in 1512, and in 1562 we find the Spaniards and French contesting its possession. Subsequently the English from Georgia and Carolina attempted to gain it, but unsuccessfully. In 1763 it was ceded to England in exchange for Cuba, which had been captured from Spain the year previous. Spain recovered it in 1781, and at the peace of 1783 its possession was confirmed to that nation. The United States purchased the territory in 1819, and, after the usual territorial probation, Florida was admitted as a state of the Union in 1845.

ROUTES IN THE  
SOUTHERN ATLANTIC STATES.

**VIRGINIA.**

(313) WASHINGTON to PARKERSBURG.

To Georgetown, D. C.....	2
Prospect Hill, Va.....	10 12
Dranesville.....	9 21
Belmont.....	8 29
Leesburg.....	6 35
Hamilton.....	6 41
Purcell's Store.....	4 45
Snickersville.....	8 53
Snicker's Ferry.....	6 59
Berryville.....	4 63
WINCHESTER.....	12 75
Back Creek Valley.....	13 88
Capon Bridge.....	8 96
Hanging Rock.....	5 101
ROMNEY.....	16 117
Burlington.....	10 127
Ridgeville.....	5 132
Claysville.....	6 138
Hoysburg.....	14 152
Glade Valley.....	9 161
German Settlement.....	6 167
Evansville.....	24 191
Three Forks.....	7 198
Pruntytown.....	8 206
Bridgeport.....	10 216
CLARKSBURG.....	6 222
New Salem.....	14 236
West Union.....	16 252
Pennsboro'.....	12 264
Schumla.....	21 285
PARKERSBURG.....	20 305

(314) WASHINGTON to STAUNTON.

*Via Culpeper C. H.*

To Alexandria.....	7
Fairfax Court House.....	14 21
Centreville.....	7 28
Groveton.....	7 35
Buckland.....	7 42
New Baltimore.....	3 45
Warrenton.....	6 51
Warrenton Springs.....	5 56

Jeffersonton.....	5 61
Rixeyville.....	6 67
Culpeper Court House.....	9 76
Colvin's Tavern.....	4 80
Locust Dale.....	8 88
Orange Court House.....	8 96
Gordonsville.....	8 104
Everittsville.....	15 119
CHARLOTTESVILLE.....	6 125
Hardin's Tavern.....	8 133
Yancey's Mills.....	8 141
Brookville.....	4 145
Waynesboro'.....	7 152
Fishersville.....	5 157
STAUNTON.....	6 163

(315) WASHINGTON to the VIRGINIA SPRINGS.

*Steamboat.*

To Alexandria.....	7
Fort Washington, Md.....	7 14
Mount Vernon.....	2 16
Crane Island.....	6 22
Sandy Point.....	12 34
Aquia Creek Landing.....	10 44

*Railroad.*

FREDERICKSBURG.....	14 58
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*Stage.*

Chancellorsville.....	10 68
Wilderness.....	5 73
Locust Grove.....	5 78
Verdierville.....	6 84
Orange Court House.....	12 96
Gordonsville.....	8 104
Everittsville.....	15 119
CHARLOTTESVILLE.....	6 125
Hardin's Tavern.....	8 133
Yancey's Mills.....	8 141
Brookville.....	4 145
Waynesboro'.....	7 152
Fishersville.....	5 157
STAUNTON.....	6 163
Buffalo Gap.....	13 176
Deerfield.....	15 191
Cloverdale Hotel.....	9 200
Green Valley.....	7 207



Warm Springs or Bath C. H.	14	221
Hot Springs.....	5	226
Morris Hill.....	14	240
Callaghan's.....	8	248
WHITE SULPHUR SPRINGS*	14	262
Lewisburgh†.....	9	271
BLUE SULPHUR SPRINGS...	13	284
* Sweet Springs ..	17—279.	
† Second Creek..	13—282.	
Union.....	9—291.	
SALT SULPHUR SPA	3—294.	
Indian Creek .....	9—303.	
RED SULPHUR SPA	8—311.	

(316) WASHINGTON TO FREDERICK.  
*Stage.*

Georgetown.....	2	
Tennally Town.....	2	4
Rockville.....	11	15
Middle Brook.....	10	25
Clarksburg.....	3	28
Hyattstown.....	4	32
Urbanna.....	4	36
FREDERICK.....	7	43

(316½) RICHMOND TO STAUNTON.  
*Virginia Central R. R.*

To Storrs.....	6	
Crenshaws.....	1	7
Atley's.....	2	9
Peake's.....	6	15
Hanover C. H.....	3	18
Wyckham's.....	9	27
Junction.....	3	30
Andersons.....	3	33
Noel's.....	2	35
Hewletts.....	5	40
Beaverdam.....	5	45
Bumpass.....	5	50
Frederick's Hall.....	6	56
Tollersville.....	6	62
Louisa C. H.....	5	67
Trevillians.....	9	76
Gordonsville.....	5	81
Lindsay's Turnout.....	2	83
Keswick.....	7	90
Shadwell.....	3	93
CHARLOTTESVILLE.....	4	97
University.....	1	98
Woodville.....	6	104
Mechum's River.....	3	107

(317) RICHMOND TO KEESEVILLE.  
*Richmond and Danville R. R.*

To Robios.....	10	
Coalfield.....	3	13
Tomahawk.....	4	17
Powhattan.....	5	22
Mattoax.....	5	27
Scott's Shop.....	6	33
Amelia C. H.....	3	36
Wyanoke.....	7	43
Jennings Ordinary.....	7	50
Haytokah.....	4	54
Liberty Church.....	5	59
Mehherrin.....	6	65
KEESEVILLE.....	8	73

(317½) WASHINGTON TO WILMING-  
TON, N. C.

*Steamboat.*

To Alexandria.....	7	
Fort Washington, Md.....	7	14
Mount Vernon.....	2	16
Crane Island.....	6	22
Sandy Point.....	12	34
Aquia Creek Landing.....	10	44

*Richmond, Fredericksburg, and Potomac R. R.*

FREDERICKSBURG.....	14	58
Gurney's Depot.....	12	70
Milford Depot.....	11	81
Ruther Glen.....	10	91
Junction, (Louisa R. R.).....	6	97
Taylorville.....	2	99
Hungary Station.....	13	112
RICHMOND.....	8	120

*Richmond and Petersburg R. R.*

Manchester.....	2	122
Clover Hill.....	11	133
Port Walthall.....	3	136
PETERSBURG.....	6	142

*Petersburg and Roanoke R. R.*

Stony Creek Warehouse.....	21	163
Jarrett's.....	9	172
Hicksford.....	10	182
Pleasant Hill, N. C.....	11	193
Gareysburg.....	6	199
WELDON.....	5	204

*Wilmington and Weldon R. R.*

Halifax.....	7	211
Enfield.....	11	222
Battleborough.....	11	233
Rocky Mountain.....	8	241
Joyner's.....	9	250

Tossnot.....	7	257
Black Creek.....	6	263
Nahunta.....	7	270
Goldsborough.....	11	281
Dudley.....	9	290
Faison's.....	12	302
Warsaw.....	8	310
Strickland's.....	8	318
Teachy's.....	10	328
South Washington.....	9	337
Bergaw.....	7	344
Rocky Point.....	8	352
WILMINGTON ..	14	366

## (318) WASHINGTON TO NORFOLK.

*Steamboat.*

To Alexandria.....	7	
Fort Washington, Md.....	7	14
Mount Vernon, Va.....	2	16
Crane Island.....	6	22
Sandy Point.....	12	34
Aquia Creek Landing.....	10	44
Boyd's Hole.....	10	54
Matthias Point.....	8	62
Cedar Point, Md.....	7	69
Swan Point.....	4	73
Piney Point.....	25	98
Point Lookout.....	13	111
Smith's Point, Va.....	12	123
Windmill Point, mouth of Rappahannock River.....	22	145
Point no Point.....	15	160
New Point Comfort.....	7	167
Back River Point.....	12	179
Old Point Comfort.....	11	190
NORFOLK.....	15	205

(319) WASHINGTON TO LYNCH-  
BURG.

To CHARLOTTESVILLE, (see 315).....	125	
Garland's.....	14	139
Covesville.....	7	146
Lovingsston.....	15	161
Rose Mills.....	9	170
New Glasgow.....	5	175
Amherst Court House.....	5	180
LYNCHBURG.....	15	195

(320) ALEXANDRIA TO WINCHES-  
TER.

To Fairfax Court House.....	14	
Chantilly.....	6	20
Pleasant Valley.....	4	24
Arcola.....	5	29

Aldie.....	6	35
Middleburg.....	5	40
Upperville.....	8	48
Paris.....	4	52
Berry's Ferry.....	5	57
Millwood.....	2	59
WINCHESTER.....	11	70

## (321) WINCHESTER TO HANCOCK.

To Whitehall.....	8	
Oakland.....	19	27
Berkley Springs.....	10	37
HANCOCK, MD.....	6	43

## (322) WINCHESTER TO STAUNTON.

Newtown Stephensburg ...	8	
Middletown.....	5	13
Strasburg.....	5	18
Tom's Brook.....	6	24
Woodstock.....	6	30
Edinburg.....	5	35
Red Banks.....	4	39
Mount Jackson.....	4	43
New Market.....	7	50
Spartapolis.....	8	58
Harrisonburg.....	11	69
Mount Crawford.....	8	77
Mount Sidney.....	6	83
STAUNTON.....	11	94

(323) WINCHESTER TO HARPER'S  
FERRY.*Winchester and Potomac R. R.*

To Stephenson's Depot....	5	
Summit Point.....	10	15
Charlestown.....	7	22
Halltown.....	4	26
HARPER'S FERRY.....	6	32

## (324) RICHMOND TO GORDONSVILLE.

*Richmond, Fredericksburg, and  
Potomac R. R.*

To Hungary Station.....	8	
Taylorville.....	13	21
Junction.....	2	23

*Louisa R. R.*

Beaver Dam Depot.....	13	36
Frederickshall.....	12	48
Tolersville.....	6	54
Louisa Court House.....	6	60
GORDONSVILLE.....	14	74

## (325) RICHMOND TO LYNCHBURG.

To Manchester.....	2	
Coal Mines.....	13	15
Hallsborough.....	3	18

Flat Rock .....	8	26
Scottsville .....	7	33
Macon .....	7	40
Ballsville .....	8	48
Cumberland Court House ..	9	57
Langhorne's Tavern .....	5	62
Raines .....	8	70
Farmville .....	5	75
Prospect .....	10	85
Waiker's Church .....	6	91
Clover Hill .....	7	98
Spout Spring .....	8	106
Concord .....	3	109
LYNCHBURG .....	14	123

(326) RICHMOND to TAPPAHANNOCK.

To Old Church .....	15
Aylett's .....	13 28
Fleetwood Academy .....	8 36
Miller's Tavern .....	4 40
TAPPAHANNOCK .....	10 50

(327) RICHMOND to HAMPTON.

To Frazier's Tavern .....	17
New Kent Court House .....	13 30
Barhamsville .....	10 40
Burnt Ordinary .....	8 48
Williamsburg .....	12 60
YORKTOWN .....	12 72
Halfway House .....	12 84
HAMPTON .....	12 96

(328) RICHMOND to NORFOLK.

*Steamboat.*

To Warwick .....	7
City Point .....	40 47
Graysville .....	5 52
Williamsburg Landing .....	30 82
Burwell's Bay .....	13 95
NORFOLK .....	30 125

(329) PETERSBURG to LYNCHBURG.

*South Side R. R.*

To Sutherland's .....	10
Ford's .....	10 20
Wilson's .....	8 28
Wellville .....	8 31
Blacks and Whites .....	6 37
Nottoway C. H. ....	6 43
Burkville .....	9 52
Rice's .....	10 62
Farmville .....	6 68
Prospect .....	10 78
Clover Hill .....	13 91
Spout Spring .....	8 99
Concord .....	3 102
LYNCHBURG .....	14 116

(330) PETERSBURG to SUFFOLK.

To Prince George's C. H. ....	7
Garrysville .....	10 17
Cabin Point .....	9 26
Surry Court House .....	12 38
Bacon Castle .....	8 46
Burwell's Bay .....	6 52
Smithfield .....	6 58
Chuckatuck .....	10 68
SUFFOLK .....	10 78

(331) PETERSBURG to CITY POINT.

<i>By Railroad</i> .....	12
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(332) NORFOLK to WELDON, N. C.

*Portsmouth and Roanoke R. R.*

To Portsmouth .....	1
Suffolk Court House .....	17 18
Carrsville .....	14 32
Franklin .....	5 37
Newson's Depot .....	12 49
Boykin's Depot .....	5 54
Margarettsville, N. C. ....	9 63
Gareysburg .....	12 75
WELDON .....	5 80

(333) FARMVILLE to GREENSBORO', N. C.

To Prince Edward C. H. ....	7
Midway Inn .....	8 15
Roanoke Bridge .....	6 21
Charlotte Court House .....	7 28
Midland .....	10 38
Mount Laurel .....	7 45
Halifax Court House .....	12 57
Bloomsburg .....	13 70
Cunningham's Store, N. C. ....	13 83
Milton .....	10 93
Yanceyville .....	13 106
Slades .....	9 115
Lenox Castle .....	7 122
High Rock .....	3 125
Monticello .....	8 133
GREENSBORO' .....	13 146

(334) LYNCHBURG to KNOXVILLE.

*Virginia and Tenn. R. R.*

Halsey's .....	5
Clay's Crossing .....	3 8
Forest Depot .....	2 10
Poindexter's .....	3 13
Goode's .....	3 16
Lowry's Crossing .....	3 19
Liberty .....	6 25
Oakmulga .....	4 29

Lisbon.....	3	32	Middle Mountain.....	10	76
Buford's Gap .....	5	37	Pott's Creek.....	4	80
Fluke's .....	5	42	Sweet Springs .....	4	84
Bonsack's.....	5	47	WHITE SULPHUR SPRINGS..	17	101
Big Lick.....	6	53	LEWISBURG.....	9	110
SALEM .....	7	60			
Christiansburg .....	25	85	(337) LEWISBURG to GUYANDOTTE.		
Newbern .....	20	105	To Clintonville .....	10	
Wytheville.....	28	133	Sewell's Mountain.....	19	29
Marion .....	27	160	Locust Lane.....	10	39
Glade Spring .....	18	178	Mountain Cove.....	9	48
ABINGDON .....	11	189	Gauley's Bridge .....	14	62
Sapling Grove .....	13	202	Loop Creek.....	5	67
BLOUNTSVILLE, TENN. ....	9	211	Paint Creek .....	10	77
Eden's Ridge .....	9	220	Kanawha Saline.....	16	93
Kingsport .....	6	226	KANAWHA COURT HOUSE ..	6	99
New Canton .....	9	235	Coalsmouth.....	12	111
Lyon's Store.....	7	242	Mount Salem .....	9	120
Yellow Store.....	3	245	Long Level.....	6	126
Rogersville .....	8	253	Cabell Court House.....	12	138
Red Bridge .....	10	263	GUYANDOTTE .....	7	145
Rocky Spring .....	7	270			
Bean's Station .....	4	274	(338) LEWISBURG to NEWBERN.		
Rutledge .....	9	283	To Second Creek .....	10	
Blair's Cross Roads .....	14	297	Union .....	9	19
Academia .....	9	306	Salt Sulphur Springs .....	3	22
KNOXVILLE .....	10	316	Indian Creek.....	9	31
			Red Sulphur Springs.....	8	39
(335) LYNCHBURG to GREENSBORO',			Peterstown.....	9	48
N. C.			Giles Court House.....	9	57
To Campbell Court House..	12		Poplar Hill .....	10	67
Yellow Branch.....	5	17	NEWBERN .....	12	79
Castle Craig.....	5	22			
Ward's Bridge .....	5	27	(339) STAUNTON to KNOXVILLE,		
Chalk Level .....	13	40	TENN.		
Robertson's Store.....	5	45	To Greenville .....	12	
Pittsylvania Court House ..	7	52	Steel's Tavern.....	6	18
Danville .....	20	72	Fairfield .....	6	24
Graves, N. C. ....	9	81	Timber Ridge.....	6	30
Rawlingsburg .....	8	89	Lexington .....	5	35
Reidsville.....	9	98	Fancy Hill .....	8	43
Troublesome .....	4	102	NATURAL BRIDGE .....	7	50
Monroeton.....	4	106	Pattonsburg.....	10	60
Hillsdale.....	5	111	FINCASTLE.....	12	72
Martinsville.....	6	117	Amsterdam .....	6	78
GREENSBORO' .....	7	124	Cloverdale .....	3	81
			Big Lick.....	9	90
(336) LYNCHBURG to LEWISBURG.			Salem, (see 334).....	5	95
To New London.....	11		CHRISTIANSBURG.....	25	120
Otter Bridge .....	7	18	Wytheville .....	48	168
Liberty.....	8	26	Abingdon.....	55	223
Lisbon .....	8	34	Blountsville.....	22	245
Blue Ridge .....	8	42	KNOXVILLE .....	105	350
FINCASTLE.....	14	56			
Craig's Creek .....	10	66			

(340) KANAWHA to PT. PLEASANT.

To Mouth of Pocotaligo	16
Walnut Grove	4 20
Redhouse Shoals	6 26
Buffalo	6 32
Arbuckle	7 39
POINT PLEASANT	16 55

(341) FINCASTLE to CUMBERLAND GAP.

To New Castle	17
Sinking Creek	12 29
Newport	18 47
Giles Court House	13 60
East River	16 76
Big Spring	12 88
Blue Stone	15 103
Tazewell Court House	14 117
Maiden Spring	11 128
Horton's Valley	14 142
Elk Garden	11 153
Lebanon	9 162
Dickinsonville	11 173
Osborne's Ford	14 187
Clinch River	9 196
Pendleton	11 207
Stock Creek	5 212
Powell's Mountain	10 222
Jonesville	14 236
Rose Hill	18 254
Walnut Hill	8 262
CUMBERLAND GAP, KY.	9 271

**NORTH CAROLINA.**

(342) WILMINGTON to WASHINGTON, D. C.

*Wilmington and Weldon R. R.*

To Rocky Point	14
Bergaw	8 22
South Washington	7 29
Teachy's	9 38
Strickland's	10 48
Warsaw	8 56
Faison's	8 64
Dudley	12 76
Goldsborough	9 85
Nahunta	11 96
Black Creek	7 103
Tossnott	6 109
Joyner's	7 116
Rocky Mount	9 125
Battleborough	8 133
Enfield	11 144

Halifax	11 155
WELDON	7 162

*Petersburg and Roanoke R. R.*

Gareysburg	5 167
Pleasant Hill	6 173
Hicksford, Va.	11 184
Jarrett's	10 194
Stony Creek Warehouse	9 203
PETERSBURG	21 224

*Richmond and Petersburg R. R.*

Port Walthall	6 230
Clover Hill	3 233
Manchester	11 244
RICHMOND	2 246
<i>Richmond, Fredericksburg, and Potomac R. R.</i>	

Hungary Station	8 254
Taylorville	13 267
Junction (Louisa R. R.)	2 269
Ruther Glen	6 275
Milford Depot	10 285
Gurney's Depot	11 296
FREDERICKSBURG	12 308
Aquia Creek Landing	14 322

*Steamboat.*

Sandy Point	10 332
Crane Island	12 344
Mount Vernon	6 350
Fort Washington, Md.	2 352
Alexandria, Va.	7 359
WASHINGTON CITY	7 366

(343) WILMINGTON to NORFOLK, VA.

*Via Wilmington and Raleigh R.R.*

To Gareysburg, (see 342)..167

*Portsmouth and Roanoke R. R.*

Margaretsville	12 179
Boykins, Va.	9 188
Newson's Depot	5 193
Franklin	12 205
Carrsville	5 210
Suffolk Court House	14 224
Portsmouth	17 241
NORFOLK	1 242

(344) WILMINGTON to NEWBERN.

To Strickland's, (see 342)...48

*Stage.*

Kenansville	10 58
Hallsville	8 66
Richland	20 86
Market Place	9 95
Trenton	10 105
NEWBERN	20 125

## (345) WILMINGTON to CHARLESTON, S. C.

*Steamboat.*

To Smithville .....	30
CHARLESTON.....	140 170

## (346) WILMINGTON to FAYETTEVILLE.

To Robinson's.....	16
Westbrook .....	15 31
Elizabethtown .....	17 48
Prospect Hall.....	17 65
FAYETTEVILLE.....	21 86

## (347) FAYETTEVILLE to MARION COURT HOUSE, S. C.

To Little Rock .....	6
St. Paul's .....	9 15
Lumberton .....	16 31
Leesville.....	11 42
Gaddysville .....	10 52
MARION C. H. ....	23 75

## (348) FAYETTEVILLE to CHERAW, S. C.

To Davis' Springs .....	14
Randallsville .....	12 26
Montpelier.....	6 32
Laurel Hill.....	8 40
Brightsville, S. C. ....	18 58
CHERAW.....	12 70

## (349) FAYETTEVILLE to CHARLOTTE.

To Davis' Springs .....	14
Randallsville.....	12 26
Montpelier.....	6 32
Rockingham .....	25 57
Tindalsville .....	11 68
Lilesville .....	5 73
Wadesboro' .....	5 78
Lanesboro' .....	13 91
Jenkin's Store.....	13 104
Coburn's Store .....	9 113
Orrville.....	5 118
Maxwell's Store .....	5 123
CHARLOTTE .....	7 130

## (350) FAYETTEVILLE to SALISBURY.

To Pearson's Mills.....	14
Johnsonville .....	9 23
Carthage.....	16 39
Peets' .....	12 51
Caledonia .....	6 57
Sugg's Bridge .....	6 63
Hill's Store .....	15 78

Mount Lebanon.....	8 86
Healing Springs .....	8 94
SALISBURY.....	18 112

## (351) FAYETTEVILLE to WARSAW.

To Owensville .....	20
Clinton .....	15 35
Springvale.....	8 43
WARSAW, (on railroad)....	6 49

## (352) FAYETTEVILLE to RALEIGH.

To Averysborough .....	25
Middle Creek .....	23 48
RALEIGH .....	12 60

## (353) RALEIGH to WASHINGTON, D. C.

*Raleigh and Gaston R. R.*

To Neuse .....	9
Forestville .....	6 15
Franklinton.....	11 26
Staunton.....	11 37
Henderson .....	7 44
Ridgeway .....	13 57
Macon Depot.....	10 67
Littleton.....	11 78
Gaston .....	9 87

*Greenville R. R.*

Ruland's, Va. ....	10 97
Hicksford's .....	11 108
WASHINGTON, (see 342)....	182 290

## (354) RALEIGH to WASHINGTON, N. C.

*Via Rocky Mount.*

To Eagle Rock.....	12
Wakefield .....	8 20
Stanhope .....	13 33
Nashville .....	12 45
Rocky Mount (on railroad) .	16 61
Tarboro' .....	17 78
Sparta .....	8 86
Falkland.....	8 94
Greenville .....	9 103
Pactolus .....	13 116
WASHINGTON .....	13 129

## (355) RALEIGH to BEAUFORT.

*Via Waynesboro' and Newbern.*

To Gulley's Store .....	9
Smithfield .....	18 27
Boon Hill.....	10 37
Waynesborough .....	14 51
Goldsboro' (on railroad)....	1 52
Mosely Hall.....	11 63
Kinston.....	16 79

Trenton.....	26	105
Pollocksville.....	12	117
NEWBERN.....	8	125
Cravensville.....	17	142
BEAUFORT.....	31	173

(356) NEWBERN TO NORFOLK, VA.

*Via Plymouth and Edenton.*

To Swift Creek Bridge.....	17	
WASHINGTON.....	18	35
Plymouth.....	35	70
Edenton, (by steamboat).....	20	90
Hertford.....	12	102
Woodville.....	11	113
Elizabeth City.....	10	123
New Lebanon.....	12	135
Deep Creek.....	25	160
NORFOLK.....	10	170

(357) EDENTON TO NORFOLK, VA.

*Via Currituck C. H.*

To Hertford.....	12	
Woodville.....	11	23
Elizabeth City.....	10	33
Camden.....	5	38
Shiloh.....	6	44
Indiantown.....	6	50
Currituck Court House.....	10	60
N. W. River Bridge, Va.....	15	75
Great Bridge.....	14	89
NORFOLK.....	10	99

(358) HALIFAX TO PLYMOUTH.

*Via Williamston.*

To Scotland Neck.....	22	
Palmyra.....	7	29
Roanoke.....	5	34
Hamilton.....	8	42
Williamston.....	13	55
Gardner's Bridge.....	11	66
PLYMOUTH.....	11	77

(359) RALEIGH TO SALISBURY.

*Via Greensboro'.*

Morningsville.....	20	
Chapel Hill.....	8	28
Hillsborough.....	12	40
Mason's Hall.....	9	49
Haw River.....	11	60
Albright's.....	6	66
Allemance.....	6	72
GREENSBORO'.....	13	85
Jamestown.....	11	96
Brummell's.....	10	106
Rich Fork.....	6	112
Lexington.....	8	120
SALISBURY.....	17	137

(360) RALEIGH TO SALISBURY.

*Via Ashboro'.*

To Grove.....	20	
Hackney's Cross Roads.....	7	27
Pittsborough.....	8	35
St. Lawrence.....	12	47
Marley's Mills.....	10	57
ASHBORO'.....	16	73
Carraway.....	9	82
Spencer.....	8	90
Cotton Grove.....	11	101
SALISBURY.....	16	117

(361) SALISBURY TO ASHVILLE.

*Via Lincolnton.*

To Miranda.....	14	
Mount Mourne.....	12	26
Beattie's Ford.....	8	34
Catawba Springs.....	4	38
Vesuvius Furnace.....	4	42
Lincolnton.....	10	52
Wilsonville.....	13	65
Garner's Ford.....	7	72
Rutherfordton.....	23	95
Fairview.....	29	124
ASHVILLE.....	12	136

(362) SALISBURY TO WARM SPRINGS.

*Via Morgantown and Ashville.*

To Cowansville.....	16	
Statesville.....	11	27
Poplar Grove.....	9	36
Newton.....	5	41
Chestnut Oak.....	11	52
Drowning Creek.....	11	63
MORGANTOWN.....	15	78
Marion Court House.....	26	104
Old Fort.....	10	114
Swannano.....	12	126
ASHVILLE.....	13	139
Lapland.....	20	159
WARM SPRINGS.....	17	176

(363) SALISBURY TO YORKVILLE, S. C.

To Concord.....	20	
Harrisburg.....	12	32
Charlotte.....	7	39
White Hall.....	8	47
Ranaleburg.....	8	55
YORKVILLE, S. C.....	17	72

(364) SALISBURY TO CHERAW, S. C.

To Rockville.....	15	
Kendall's Store.....	10	25
Albemarle.....	3	28

Norwood .....	12	40
Cedar Hill .....	5	45
Beverly .....	6	51
Wadesboro' .....	6	57
Morven .....	10	67
Sneedsboro' .....	4	71
CHERAW, S. C. ....	10	81

(365) GREENSBORO' to HALIFAX, VA.

Monticello .....	13	
High Rock .....	8	21
Lenox Castle .....	3	24
Slade's .....	7	31
Yanceyville .....	9	40
Milton .....	13	53
Cunningham's .....	10	63
Bloomsburg .....	9	72
HALIFAX .....	13	85

(366) GREENSBORO' to WYTHEVILLE, VA.

To New Garden .....	6	
Friendship .....	3	9
Kernersville .....	7	16
Salem .....	11	27
Old Town .....	6	33
Bethania .....	3	36
Little Yadkin .....	9	45
Olive Mount .....	6	51
Tilmont .....	6	57
Mount Airy .....	11	68
Good Spur, Va. ....	22	90
Hillsville .....	8	98
Jackson's Ferry .....	9	107
WYTHEVILLE .....	13	120

(367) SALEM to KNOXVILLE, TENN.

To Panther Creek .....	11	
Huntsville .....	10	21
Hamptonville .....	18	39
Chapell's Cross Roads .....	6	45
Dennyville .....	5	50
Wilkesboro' .....	16	66
Reddy's River .....	13	79
Jefferson .....	17	96
North Fork .....	12	108
Taylor'sville, Tenn. ....	14	122
Moore's Iron Works .....	9	131
Du gger's Ferry .....	9	140
Elizabethtown .....	13	153
JONESBORO' .....	18	171
Leesburg .....	5	176
Rheatown .....	10	186
Henderson's Mills .....	4	190
Greenville .....	6	196

Gustavus .....	13	209
Cheek's Cross Roads .....	14	223
Morristown .....	6	229
Panther Springs .....	5	234
Mossy Creek .....	8	242
New Market .....	4	246
Strawberry Plains .....	9	255
KNOXVILLE .....	16	271

(368) SALEM to RALEIGH.

To Kernersville .....	11	
Friendship .....	7	18
New Garden .....	3	21
GREENSBORO' .....	6	27
Allemance .....	13	40
Albright's .....	6	46
Haw River .....	6	52
Mason's Hall .....	11	63
Hillsboro' .....	9	72
Chapel Hill .....	12	84
Morningsville .....	8	92
RALEIGH .....	20	112

**SOUTH CAROLINA.**

(369) CHARLESTON to AUGUSTA, GA.

*Via South Carolina R. R.*

To Sineath's .....	13	
Ladson's .....	5	18
Summerville .....	4	22
Inabnet's .....	9	31
Ross' s .....	6	37
St. George's .....	11	48
Branchville .....	14	62
Edisto Turnout .....	4	66
Midway .....	6	72
Graham's .....	9	81
Blackville .....	9	90
Williston .....	9	99
Windsor .....	8	107
Johnson's .....	8	115
Aiken .....	5	120
Marsh's .....	8	128
Hamburg .....	8	136
AUGUSTA, GA. ....	1	137

(370) CHARLESTON to SAVANNAH.

*Steamboat.*

To Sullivan's Island .....	6	
North Edisto River .....	28	34
St. Helena Sound .....	15	49
Port Royal Entrance .....	20	69
Savannah River .....	20	89
SAVANNAH .....	18	107



(371) CHARLESTON to SAVANNAH.

To Jacksonboro'.....	32
Ashepo Ferry .....	9 41
Blue House .....	9 50
Collins Cross Roads.....	10 60
Pocotaligo .....	4 64
Fillisonville .....	5 69
Grahamsville.....	10 79
Perrysburg.....	15 94
SAVANNAH, GA.....	18 112

(372) CHARLESTON to CAMDEN.

To Camden Junction, (see 373)	106
<i>Camden Branch R. R.</i>	
CAMDEN .....	44 150

(373) CHARLESTON to COLUMBIA.

*Via South Carolina R. R.*

To Sineath's .....	13
Ladson's .....	5 18
Summerville .....	4 22
Inabnet's .....	9 31
Ross's .....	6 37
St. George's.....	11 48
Branchville .....	14 62

*Columbia and Branchville R. R.*

Orangeburg.....	18 80
Semerson's .....	6 86
Lewisville .....	5 91
Fort Motte.....	8 99
Camden Junction.....	7 106
Gadsden .....	5 111
Hopkins .....	8 119
Woodlands .....	5 124
COLUMBIA .....	5 129

(374) COLUMBIA to AUGUSTA, GA.

To Lexington Court House.	12
Leesville .....	18 30
Ridge .....	10 40
Edgefield Court House.....	17 57
Hamburg .....	18 75
AUGUSTA .....	1 76

(375) COLUMBIA to FAYETTEVILLE, N. C.

To Camden .....	33
Tiller's Ferry.....	25 58
CHERAW .....	34 92
Brightsville .....	12 104
Laurel Hill, N. C. ....	18 122
Montpelier .....	8 130
Randallsville.....	6 136

Davis' Springs .....	12 148
FAYETTEVILLE.....	14 162

(376) COLUMBIA to SALISBURY, N. C.

To Cookham.....	20
Winsboro' .....	9 29
Yonguesville .....	12 41
Blackstock's .....	5 46
Chester Court House.....	11 57
Brattonsville .....	12 69
Guthriesville .....	3 72
YORKVILLE .....	7 79
Ranaleburg .....	17 96
White Hall .....	8 104
Charlotte .....	8 112
Harrisburg.....	7 119
Concord .....	12 131
SALISBURY .....	20 151

(377) COLUMBIA to RUTHERFORDTON, N. C.

To Cedar Creek .....	12
Thompson's .....	12 24
McMeekin's.....	4 28
Monticello .....	3 31
Glympville .....	6 37
Maybintown .....	5 42
Goshen Hill.....	8 50
Beaverdam .....	5 55
Unionville .....	12 67
Bogansville .....	11 78
Glenn Springs.....	5 83
SPARTANSBURG .....	12 95
Damascus.....	9 104
Buck Creek.....	7 111
Island Ford, N. C. ....	6 117
RUTHERFORDTON .....	15 132

(378) COLUMBIA to WARM SPRINGS, N. C.

*Via Greenville.*

To Oakville.....	13
Pomaria .....	13 26
Newberry Court House ....	16 42
Pagesville .....	9 51
Huntsville .....	7 58
Holland's .....	5 63
Lauren's Court House.....	9 72
Greenwood .....	11 83
Fountain Inn .....	9 92
GREENVILLE C. H.....	15 107
Traveller's Rest .....	10 117
Orleans .....	8 125
Merrittsville .....	5 130
Flat Rock, N. C. ....	13 143
Hendersonville.....	7 150

Mud Creek .....	5	155
Limestone .....	5	160
ASHVILLE .....	10	170
WARM SPRINGS.....	37	207

(379) AUGUSTA, GA., to GILLISONVILLE.

To Silverton, S. C.....	17	
Four Mile Branch .....	9	26
Speedwell .....	6	32
Lower Three Runs .....	10	42
Erwinton .....	11	53
King Creek .....	6	59
Robertsville.....	28	87
GILLISONVILLE .....	12	99

(380) AUGUSTA, GA., to GREENVILLE.

To Hamburg .....	1	
Edgefield .....	18	19
Duntonsville .....	9	28
Longmire's .....	9	37
Winter Seat.....	5	42
Fraziersville .....	9	51
Abbeville Court House .....	9	60
Temple of Health .....	10	70
Varences .....	10	80
Anderson Court House.....	5	85
Steel's .....	9	94
Pendleton .....	7	101
Double Branch.....	8	109
Pickensville.....	8	117
GREENVILLE .....	13	130

(381) CHARLESTON to DARLINGTON COURT HOUSE.

To Pineville.....	51	
Kingtree.....	23	74
Camp Bridge.....	13	87
Effingham .....	13	100
DARLINGTON, C. H. ....	20	120

(382) CHARLESTON to GEORGETOWN.

To GEORGETOWN.....	60	
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(383) GEORGETOWN to WILMINGTON, N. C.

To Bucksville .....	35	
Conwayboro'.....	9	44
Little River.....	28	72
Shalotte, N. C.....	22	94
Smithsville.....	21	115
WILMINGTON .....	30	145

(384) GEORGETOWN to CHERAW.

To China Grove .....	24	
Lynch's Creek .....	19	43
Jeffrey's Creek .....	23	66
Mars' Bluff.....	7	73
DARLINGTON C. H. ....	13	86
Society Hill.....	15	101
CHERAW.....	15	116

(385) GEORGETOWN to SUMTERVILLE.

To China Grove .....	24	
Indian Town .....	13	37
Kingstree .....	13	50
Salem .....	14	64
Bradleyville.....	14	78
SUMTERVILLE.....	10	88

(386) YORKVILLE to ABBEVILLE.

To Blairsville .....	10	
Pinckneyville .....	10	20
Decatur .....	9	29
Unionville .....	7	36
Cedar Grove .....	6	42
Cross Keys .....	6	48
Huntington .....	8	56
Lauren's Court House.....	12	68
Waterloo .....	11	79
Stony Point .....	5	84
Dead Fall.....	7	91
ABBEVILLE .....	10	101

(387) YORKVILLE to CAMDEN.

To Ebenezer ville .....	13	
Coates' Tavern .....	8	21
Landsford .....	10	31
Catawba .....	12	43
Long Street.....	3	46
Dry Creek .....	4	50
Russell Place.....	8	58
Liberty Hill.....	8	66
Red Hill.....	6	72
CAMDEN .....	16	88

GEORGIA.

(388) SAVANNAH to MACON.

Central Railroad.

To Eden Depot.....	20	
Reform.....	10	30
Armenia.....	16	46
Halcyondale .....	4	50
Scarborough .....	20	70
Millen.....	10	80
Midville .....	10	90

Holcomb .....	10	100
Davisborough .....	22	122
Tenville .....	14	136
Oconee .....	11	147
Emmett .....	5	152
Gordon .....	18	170
Larksville .....	10	180
MACON .....	11	191

(389) MACON TO ATLANTA.

*Macon and Western R. R.*

To Howard's .....	6	
Prattsville .....	11	17
Forsyth .....	7	24
Colner's .....	6	30
Goggan's .....	5	35
Barnesville .....	5	40
Miner's .....	7	47
GRIFFIN .....	11	58
Posterville .....	15	73
Jonesboro' .....	7	80
Tucker's Cabin .....	7	87
Poolesville .....	3	90
ATLANTA .....	11	101

(390) ATLANTA TO CHATTANOOGA.

*Western and Atlantic R. R.*

To Boltonville .....	8	
Marietta .....	12	20
Acworth .....	15	35
Allatoona .....	5	40
Cartersville .....	10	50
Hamilton .....	5	55
Kingston .....	5	60
Adairsville .....	10	70
Oothcaloga .....	9	79
Oostanaula .....	5	84
DALTON .....	15	99
Tunnel .....	7	106
Ringold .....	7	113
Tennessee Line .....	7	120
CHATTANOOGA .....	16	136

(391) SAVANNAH TO AUGUSTA.

To Millen; (see 388) .....	80	
<i>Augusta and Waynesboro R. R.</i>		
Lumpkins .....	10	90
Thomas .....	5	95
Waynesboro .....	6	101
AUGUSTA .....	30	131

(392) SAVANNAH TO MILLEDGEVILLE.

To Emmett .....	152	
<i>Stage.</i>		
MILLEDGEVILLE .....	22	174

(393) SAVANNAH TO COLUMBUS.

To Macon, (see 388) .....	191	
COLUMBUS, (see 405) .....	94	285

(394) SAVANNAH TO ST. AUGUSTINE, FA.

To Old Court House .....	17	
Riceboro' .....	17	34
South Newport .....	9	43
DARIEN .....	19	62
Bethel .....	18	80
Waynesville .....	12	92
Langsburg .....	7	99
Jeffersonton .....	18	117
St. Mary's .....	22	139
Kirkland .....	20	159
Jacksonville .....	30	189
ST. AUGUSTINE .....	40	229

(395) DARIEN TO BAINBRIDGE.

To Bethel .....	18	
Waynesville .....	12	30
Waresboro' .....	55	85
Allapaha .....	48	133
Troupville .....	22	155
Sharp's Store .....	12	167
Okapilco .....	10	177
Thomasville .....	26	203
Cairo .....	23	225
BAINBRIDGE .....	20	245

(396) AUGUSTA TO ATLANTA.

*Georgia R. R.*

To Belair .....	10	
Berzelia .....	11	21
Lombardy .....	8	29
Thompson .....	9	38
Camac .....	9	47
Double Wells .....	5	52
Cumming .....	5	57
Crawfordsville .....	8	65
Jefferson Hall .....	6	71
Union Point .....	5	76
Greensboro' .....	7	83
Buckhead .....	13	96
Madison .....	8	104
Rutledge .....	8	112
Social Circle .....	8	120
Covington .....	10	130
Conyer's .....	11	141
Lithonia .....	6	147
Stone Mountain .....	8	155
Decatur .....	10	165
ATLANTA .....	6	171

(397) AUGUSTA to CHARLESTON,  
S. C.

To Hamburg.....	1
Marsh's.....	8 9
Aiken.....	8 17
Johnson's.....	5 22
Windsor.....	8 30
Williston.....	8 38
Blackville.....	9 47
Graham's.....	9 56
Medway.....	9 65
Edisto Turnout.....	6 71
Branchville.....	4 75
St. George's.....	14 89
Ross's.....	11 100
Inabnet's.....	6 106
Summerville.....	9 115
Ladson's.....	4 119
Sineath's.....	5 124
CHARLESTON.....	13 137

(398) AUGUSTA to ATHENS.

To Union Point, (see 396) ..	76
<i>Athens Branch R. R.</i>	
Woodville.....	5 81
Bairdstown.....	3 84
Maxey's.....	4 88
Salmonville.....	5 93
Lexington Depot.....	5 98
ATHENS.....	18 116

(399) AUGUSTA to CLARKSVILLE.

To Darby's.....	12
Culbreath's.....	10 22
Eubank's.....	6 28
Double Branches.....	3 31
Lincolnton.....	10 41
Goshen.....	6 47
Petersburg.....	8 55
Cook's Law Office.....	14 69
Elberton.....	9 78
Eagle Grove.....	19 97
Bowersville.....	12 109
Fairview.....	5 114
Carnesville.....	6 120
Bancroft.....	7 127
CLARKSVILLE.....	20 147

(400) AUGUSTA to MILLEDGE-  
VILLE.

To Camac, (see 396).....	47
Warrenton.....	4 51
Mayfield.....	10 61
Sparta.....	12 73
Devereaux's Store.....	8 81
MILLEDGEVILLE.....	15 96

(401) MILLEDGEVILLE to MACON.

To Wallace.....	16
MACON.....	15 31

(402) MACON to DARIEN.

To Rutland.....	6
Websterville.....	5 11
Busbayville.....	6 17
Perry.....	12 29
Hayneville.....	10 39
HAWKINSVILLE.....	12 51
Copeland.....	26 77
Temperance.....	8 85
Jacksonville.....	15 100
Lumber City.....	23 123
Boxville.....	6 129
Colquit.....	7 136
Perry's Mills.....	11 147
Surrency.....	16 163
Fort Barrington.....	45 208
DARIEN.....	12 220

(403) MACON to CHATTAHOOCHEE.  
*South Western R. R.*

Echeconnee.....	12
Mule Creek.....	8 20
Fort Valley.....	8 28
Marshalville.....	7 35
Marthasville.....	7 42
Montezuma.....	6 48
OGLETHORPE.....	2 50
Americus.....	23 74
Starkville.....	25 99
Palmyra.....	12 111
Albany.....	5 116
Newton.....	25 141
Bainbridge.....	38 179
CHATTAHOOCHEE.....	25 204

(404) MACON to ATHENS.

To Clinton.....	15
Blountsville.....	10 25
Clopton's Mills.....	7 32
Stanfordsville.....	5 37
Eatonton.....	11 48
MADISON.....	20 68
Salem.....	10 78
Farmington.....	5 83
Watkinsville.....	7 90
ATHENS.....	7 97

(405) MACON to COLUMBUS.

To Warrior.....	11
Echoconna.....	3 14
Knoxville.....	11 25
Francisville.....	6 31

Union	7	38
Daviston	12	50
Talbotton	12	62
Ellerslie	16	78
COLUMBUS	16	94

(406) COLUMBUS to GRIFFIN.

To Harrison	9	
Catawba	6	15
Hamilton	7	22
King's Gap	8	30
White Sulphur Springs	6	36
Farmersville	5	41
Greenville	6	47
Texas	14	61
Erin	4	65
Mount Mourne	11	76
GRIFFIN	8	84

(407) COLUMBUS to ATLANTA.

To Ellerslie	16	
Waverly Hall	7	23
Bluff Springs	3	26
Bellevue	7	33
Pleasant Hill	5	38
Double Bridges	5	43
Thomaston	10	53
Union Hill	11	64
BARNESVILLE	7	71

*Macon and Western R. R.*

Milner's	7	78
GRIFFIN	11	89
Fosterville	15	104
Jonesboro'	7	111
Tucker's Cabin	7	118
Poolesville	3	121
ATLANTA	11	132

(408) COLUMBUS to ROSSVILLE.

To Harrison	9	
Catawba	6	15
Hamilton	7	22
Cochran's Cross Roads	5	27
Carlisle	5	32
Cane Point	4	36
LA GRANGE	8	44
Corinth	15	59
Willow Grove	6	65
NEWMAN	9	74
Lodi	9	83
Rotherwood	4	87
Carrollton	12	99
Tallapoosa	20	119
Cedartown	16	135

Courtesy	13	148
ROME	10	158
Dirttown	16	174
Summerville	8	182
Islandtown	5	187
La Fayette	17	204
Rock Spring	8	212
ROSSVILLE	13	225

(409) ATLANTA to MONTGOMERY.

*Via La Grange R. R.*

To Junction	6	
Fairburn	12	18
Palmetto	7	25
Newnan	15	40
Hogansville	19	59
LA GRANGE	13	72
Long Cane	10	82
WEST POINT	5	87

*Montgomery and West Point R. R.*

Opelica	21	108
Auburn	7	115
Loachapoka	7	122
Notasulga	5	127
Chehaw	8	135
Franklin	7	142
MONTGOMERY	33	175

(410) GRIFFIN to MONTGOMERY.

To Mount Mourne	8	
Greenville	29	37
Mountville	10	47
La Grange	9	56
Long Cane	10	66
WEST POINT	5	71
MONTGOMERY, (see 409)	97	168

(411) COVINGTON to NEWMAN.

To Oak Hill	11	
McDonough	12	23
Fosterville	11	34
Fayetteville	9	43
Kidron	11	54
NEWMAN	12	66

(412) ATHENS to CLAYTON.

To Danielsville	20	
Madison Springs	6	26
Carnesville	12	38
Bancroft	7	45
Clarksville	20	65
CLAYTON	19	84

(413) ATHENS to DAHLONEGA.

To Jefferson.....	17
Cunningham's Store .....	9 26
Gainesville .....	14 40
Lucksville .....	6 46
New Bridge.....	12 58
Auraria.....	4 62
DAHLONEGA .....	5 67

(414) DAHLONEGA to DALTON.

To Amicolola .....	16
Prince Edward.....	12 28
Ellijay.....	11 39
Coosawattee .....	16 55
Spring Place .....	10 65
DALTON .....	8 73

(415) GREENSBORO' to ABBEVILLE, S. C.

To Woodville .....	8
Woodstock .....	8 16
Washington .....	15 31
Danbury.....	10 41
Petersburg.....	13 54
Calhoun's Mills, S. C.....	8 62
Lebanon.....	6 68
ABBEVILLE .....	6 74

**FLORIDA.**

(416) ST. AUGUSTINE to DARIEN, GA.

To Jacksonville .....	40
Kirkland .....	30 70
St. Mary's, Ga. ....	20 90
Jeffersonton.....	22 112
Langsburg.....	18 130
Waynesville .....	7 137
Bethel.....	12 149
DARIEN.....	18 167

(417) ST. AUGUSTINE to TAMPA BAY.

To Fort Peyton.....	9
Pilatka .....	20 29
Orange Springs .....	20 49
Fort King .....	25 74
Long Swamp .....	15 89
Okahumpka .....	18 107
Fort Dade .....	40 147
Fort Foster .....	20 167
TAMPA .....	21 188

(418) ST. AUGUSTINE to TALLAHASSEE.

To Picolata.....	18
Garey's Ferry .....	23 41
Fort Harlee.....	25 66
Newnansville .....	21 87
Ellisville.....	17 104
ALLIGATOR .....	18 122
Little River P. O. ....	15 137
Lower Mineral Springs ...	14 151
Columbus .....	17 168
Madison Court House.....	13 181
Talofa .....	7 188
Fort Hamilton .....	10 198
Marion .....	22 220
Lipona .....	10 230
TALLAHASSEE .....	14 244

(419) TALLAHASSEE to ALLIGATOR.

*Via Monticello.*

To Miccosukee .....	20
MONTICELLO .....	18 38
Cherry Lake .....	30 68
Woodland .....	10 78
Benton .....	6 84
Jasper .....	16 100
White Springs .....	17 117
ALLIGATOR .....	15 132

(420) TALLAHASSEE to ST. MARKS.

To St. Marks.....	22
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(421) TALLAHASSEE to BAINBRIDGE, GA.

To Salubrity .....	12
Quincy .....	12 24
BAINBRIDGE .....	24 48

(422) TALLAHASSEE to MOBILE, ALA.

To Salubrity .....	12
Quincy .....	12 24
Chattahoochee .....	21 45
Marianna .....	31 76
Webbville .....	10 86
Campbellton .....	13 99
Geneva .....	24 123
Almirante .....	53 176
Milton .....	45 221
Floridatown .....	9 230
PENSACOLA .....	14 244
Blakely.....	58 302
MOBILE .....	14 316

(423) APPALACHICOLA to COLUMBUS, GA.		Brown's Ferry .....	30	153
<i>Steamboat.</i>		Woodville, Ala.....	18	171
To Fort Gadsden .....	24	Columbia .....	16	187
Iola .....	28	Fort Gaines, Ga.....	35	222
Blountstown .....	40	Eufaula, Ala.....	30	252
Ochesee .....	15	Roanoke, Ga.....	23	275
CHATTAHOOCHEE.....	16	Fort Mitchell, Ala.....	48	323
	123	COLUMBUS, GA.....	13	336

## THE SOUTH-WESTERN STATES.

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THE states of Tennessee, Alabama, Mississippi, Arkansas, Louisiana, and Texas, are comprised in this division of the Union. They are bounded N. by the southern line of Virginia and Kentucky, and the parallel of  $36^{\circ} 30'$  N. lat.; W. by New Mexico and the Rio Grande; S. by the Gulf of Mexico, and E. by Florida, Georgia, and North Carolina.

This section lies between latitudes  $26^{\circ}$  and  $36^{\circ} 42'$  N., and between longitudes  $81^{\circ}$  and  $103^{\circ}$  W. from Greenwich; and includes an area of 459,428 square miles.

These states are situated in the lower valley of the Mississippi, and in the basin of the Gulf of Mexico. Alabama, Mississippi, Louisiana, and Texas are mostly within the latter; while Tennessee and Arkansas, with the northern portions of the other states, are drained by the tributaries of the Mississippi river. The rivers of the south fall into the Gulf, and have generally a direct southern descent. Considerable diversity of soil, climate, and productions obtains in the several states: in the north the land is generally elevated, but with trifling exceptions not mountainous; and has a rolling surface, and a climate much cooler than that of the south. The southern section is low and level, and in many parts swampy. The climate here is almost tropical, and in the lower regions very unhealthy. The varied productions of these states, however, form some of the great staples of the Union, and contribute largely to the annual aggregate earnings of American industry.

The social institutions of these states are much akin each to the other, and slavery, in a greater or lesser degree, is common to all.

With the exception of a few scattered settlements along the Mississippi and the Gulf of Mexico, the commencement of the present century found the whole of these states a wilderness, inhabited only by the Indian, and the wild animals of the forest and prairie. The rapidity of settlement, and the progress of population since that period, though not so great as in the north-west, have been wonderful. The chief part of that wilderness is now under cultivation, and the population which then numbered only 30,000, has now swelled to upwards of 3,000,000: while the material wealth of the settlers has been developed with astonishing success.



Except Texas, which formed a part of the Vice-royalty of New Spain, the country now divided into the several states above named belonged originally to the French. That portion E. of the Mississippi was ceded to England in 1763, and reverted to the United States by the terms of the treaty of 1783; and Louisiana, under which title was included all the lands W. of the Mississippi as far north as the British Possessions, (49° N. lat.) was purchased of France in 1803. Texas became a part of the Union in 1846.

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## THE STATE OF TENNESSEE.

*Area 45,600 square miles.—Population 1,002,625.*

TENNESSEE, once a part of North Carolina, lies between 35° and 36° 42' N. lat., and between 81° 30' and 90° 10' W. long.: and is bounded N. by Kentucky and Virginia; E. by North Carolina; S. by Georgia, Alabama, and Mississippi, and W. by Arkansas and Missouri, from which it is separated by the Mississippi river.

The Cumberland Mountains traverse this state centrally from north-east to south-west, and divide the territory into two unequal parts. The eastern section is mountainous, being intersected by several ridges; the elevated valleys between which are very fertile, and the climate congenial to the perfection of the cereals and fruits which flourish in the middle latitudes. The western section is chiefly level, but towards the central range of hills becomes first undulating, and then more abrupt and elevated. In this region the soil, especially on the margins of the rivers, is deep, rich, and fertile. Tennessee produces cotton, tobacco, hemp, and a variety of other staples, both of the North and South. The state is watered by the Tennessee and Cumberland rivers, the first of which rises in the eastern section of the state, traverses it from north to south, and thence has its course in Alabama, from which it again emerges W. of the mountains, and then passes northward through the state to the Ohio, into which it empties. The Cumberland rises on the W. side of the mountains in Kentucky, and traverses the northern part of the western section, and also falls into the Ohio a few miles E. of the mouth of the Tennessee. These are large rivers, and navigable for a great distance. Several small streams belonging to this state, fall into the Mississippi.

The climate is generally healthy, and vegetation commences from six to seven weeks earlier than in the New England States. Cattle require no housing in the winter.

Like the state of Kentucky, Tennessee has numerous caves, some of

which contain human skeletons, and the bones of various animals. One cave has been explored for a distance of 10 miles. In the Cumberland Mountains are some very singular impressions of the feet of men, horses, and other animals, as distinctly marked in the solid limestone as if made in moist clay. Petrifications of various kinds are found in many places: petrified trees and animals are abundant; and among these are the bones of the Mastodon, and the organic remains of animals long since extinct. Immense banks of oyster-shells, of enormous size, have been found in the southern part of the state.

The mineral productions of Tennessee are iron, bituminous coal, and some small amounts of lead and gold. Granite and salt are also obtained. The immense water-power afforded by the rivers gives to the state great advantages for manufacturing, and these advantages are being developed by artificial improvements, and the erection of factories and mills on the courses of the streams. Great progress has been made in the manufacture of cotton goods, and the woollen business is also becoming extensive. But as yet agriculture is the chief employment of the people, cotton and tobacco being the great staples. Wheat, oats, and Indian corn are the chief cereal products, scarcely any rye, barley, or buckwheat being grown. Flax and hemp are also largely cultivated. The direct foreign commerce is very small, but no inconsiderable amount of produce finds its way to New Orleans for exportation. The internal trade is considerable, but is much impeded from the want of good roads. Of railroads 287 miles only are built, but in a few years many more now in progress will pass through the state, uniting the western rivers with the Atlantic seaboard and the Gulf of Mexico.

There are two universities and six colleges in Tennessee, each having from two to seven professors, and an aggregate of some 500 students. A Roman Catholic seminary has been established at Nashville, and a Presbyterian seminary at Maryville. At Memphis there is a medical college, and at Lebanon a law school. There are also about 170 academies and grammar schools, attended by 6,000 students, and about 1,200 primary and common schools, attended by 28,000 scholars. This is but a small number in so large a population. Education, however, is liberally provided for, and it seems to depend more on the people themselves than on their governors, that it is not more generally diffused.

The state is divided into three districts, viz. the Eastern, Middle, and Western, and into 79 counties. The principal cities and towns are—Nashville, Knoxville, Fayetteville, Memphis, &c.

NASHVILLE, the capital, is situated on the S. bank of the Cumberland river, at the head of steam navigation, 122 miles from its mouth. The city is built on an elevated site, and the streets are laid out in regular squares. The public buildings are the State House, Lunatic Asylum, Penitentiary, 3 banks, 13 churches, the University buildings, &c. Water

is raised by a steam-engine from the river for the supply of the city. Numerous steamboats ply between Nashville and Cincinnati, and other places. The city is rapidly rising to importance, and its prosperity will be much enhanced when the projected railroad to Chattanooga is completed, as it will then have an uninterrupted access to the Atlantic seaboard at Charleston and Savannah. Owing to its healthy situation, Nashville is much resorted to in the summer season by people from the lower country. The population is 10,478. CARTHAGE, LEBANON, GALLATIN, FRANKLIN, and CLARKESVILLE, in the valley of the Cumberland, are thriving villages.

KNOXVILLE, on the N. bank of the Holston river, a few miles W. of its junction with French Broad river, and at the head of steam navigation, is a considerable town, and was formerly the state capital. Eastern Tennessee college is located here. The population amounts to between 4,000 and 5,000. A railroad is in progress from this place to unite with the Western and Atlantic, by which the town will enjoy the advantages of two ports on the Atlantic. The vicinity is thickly settled, and a number of large villages occupy the surrounding country.

CHATTANOOGA, on the S. bank of the Tennessee, is a thriving village, and derives importance from being the present terminus of the Western and Atlantic Railroad, which is to be continued to Nashville. KINGSTON, on the Tennessee at its junction with the Holston, is also a thriving place. The other places of note in the state are—FAYETTEVILLE, at the head of navigation on the Elk river; SAVANNAH, REYNOLDSBURG, and PERRYSBURG, on the Tennessee; COLUMBIA, on Duck creek; MURFREESBORO', on Stone river, formerly the capital, &c. MEMPHIS is the most important place on the Mississippi. It is situated on the site of old Fort Pickering. The commerce of the city is perhaps more extensive than that of any other in the state. The United States have a rope factory at this place. Population 6,000. BOLIVAR, RANDOLPH, COVINGTON, and some other extensive villages, lie to the N. of Memphis.

Tennessee was originally included in North Carolina. Fort Loudon was built on the Little Tennessee in 1757, but in 1760 the garrison and settlers were massacred by the Cherokees. The first permanent settlement was effected in 1763 by emigrants from Virginia. The territory was ceded by North Carolina to Congress in 1790, when it was erected into a separate government. In 1796 the inhabitants formed a constitution, and the state was admitted as an independent member of the Union. Tennessee has given two presidents to the United States, in the persons of Andrew Jackson and James Knox Polk.

## THE STATE OF ALABAMA.

*Area 50,722 square miles.—Population 771,671.*

ALABAMA is situated between  $30^{\circ} 17'$  and  $35^{\circ}$  N lat., and between  $84^{\circ} 58'$  and  $88^{\circ} 26'$  W. long.; and is bounded N. by Tennessee; E. by Georgia; S. by Florida and the Gulf of Mexico, and W. by Mississippi.

The northern districts, being penetrated by several ridges of the Alleghanies, are mountainous, but the remaining portions of the state are generally level, sloping towards the Gulf of Mexico. The soil, climate, and products of these two sections are essentially different. In the north the soil is fertile, and covered with immense forests of oak, hickory, elm, ash, cedar, and poplar. The center of the state is comparatively sterile; and here the pine flourishes in luxuriance. The soil of the south is rich and deep, and the natural growths are cypress, swamp-oak, holly, and live-oak. Here also the olive, the orange, and lemon, come to perfection; and the climate is proper for the cultivation of cotton, sugar, and rice. The country between the Tombigbee and Alabama is the best portion of the state.

Alabama is traversed by several fine rivers. The Tennessee drains the country northwest of the mountains. The south is drained by the Alabama and Tombigbee, which about  $31^{\circ}$  N. lat. unite and form the Mobile, which, after a short course, falls into Mobile Bay. The Alabama is formed by the union of the Coosa and Tallapoosa rivers, which unite in  $32^{\circ} 30'$  N. lat. The Tombigbee rises in the state of Mississippi, and before its junction with the Alabama, receives many considerable streams: the Black Warrior, one of its tributaries, is navigable almost to its source. The Perdido separates the state from East Florida. The bay of Mobile, which receives the main body of the waters of the state, is 30 miles long and 12 broad, and affords some of the best harbors on the Gulf of Mexico. The waters, except at its entrance, are deep, and the anchorage safe.

The mountainous regions of the north are rich in minerals. Iron and coal are abundant: the great coal region is in the neighborhood of Tuscaloosa. Gold is found in Randolph and Tallapoosa counties, in the north-eastern portion of the state. Besides these, granite, marble, lime, and gypsum are abundant. Salt is made in several parts. The products of agriculture are the various cereals, and the staples peculiar to the south, as tobacco, sugar, cotton, rice, &c. The forests yield lumber, with large amounts of resin and turpentine. In manufactures, the state is rapidly increasing; and several cotton-mills have lately been erected. There are also large numbers of tanneries, and some minor manufactures.

Alabama enjoys an extensive foreign commerce, of which Mobile is the center. There are 143 miles of railroad in this state.

The University at Tuscaloosa, founded in 1828, is the chief collegiate institution; it has 9 professors and about 100 students. The colleges at La Grange, Spring Hill, and Marion are also well attended. Attached to the University is a law school, and there are theological seminaries at Spring Hill and Marion. There are in the state about 130 academies and grammar schools, and between 600 and 700 primary and common schools. Education, however, is far from being universal even among the white population.

Alabama is divided into 52 counties. The principal cities and towns are—Tuscaloosa, Mobile, Montgomery, &c.

MONTGOMERY, the state capital, at the head of steam navigation, on the east bank of the Alabama, is situated on a high bluff, and commands an extensive prospect. A large trade is carried on in this city, it being the center of an extensive cotton region. It is connected by railroad with West Point on the Georgia line, and steamboats ply regularly hence to Mobile. Population 6,400.

MOBILE, the most important place in the state, is situated on the west bank of Mobile river, at its entrance into the bay. It is built on a slightly elevated plain, and has a splendid prospect. The commerce of the whole state centers here, and as a cotton mart, Mobile ranks next to Charleston. Immense quantities of this and the other staples from the upper districts, and also from western Georgia and eastern Mississippi, are brought down the rivers in steamboats, and exported hence to the northern ports and foreign countries. The city is supplied with water brought for a distance of two miles through iron pipes. The harbor, though difficult of access, is good, and well protected. The port is situated on a low sandy point, at the mouth of the bay, opposite to Dauphin Island. Mobile was founded by the Spaniards in 1700, but did not become a place of importance until captured in 1811 by the Americans. A number of regular steam and sailing vessels ply between this port and the principal cities in the Gulf and the Atlantic coasts; and a railroad is projected to extend to the Ohio river, and ultimately to Chicago. BLAKELEY, opposite Mobile, on the Tensaw, has many advantages as a commercial point, but has never been able to supersede Mobile, although it enjoys a finer climate, and is perfectly healthy. The population of Mobile in 1840 was 12,672, and is at the present time about 20,513.

TUSCALOOSA, the former capital, is situated on Black Warrior river, at the head of navigation. It is a small, but thriving town, being the center of an extensive agricultural and mining district. The University and old State House are the principal public buildings.

The other principal places south of the mountains are—ST. STEPHEN'S,

on the Tombigbee; CAHAWBA, at the confluence of the Alabama and Cahawba rivers; WETUMPKA, at the union of the Coosa and Tallapoosa rivers; and several flourishing towns besides St. Stephen's are found on the Tombigbee.

HUNTSVILLE, FLORENCE, and TUSCUMBIA are flourishing villages in the northern part of the state. The latter is connected with Decatur by railroad. The natural outlet of this section is the Tennessee river, which is navigated by steamboats to Florence during the seasons of high water.

The first settlement was made by the Spaniards at Mobile in 1700, at which period the southern part of the state formed a portion of Florida; but it was also claimed by the French as a portion of Louisiana. After the purchase of the latter by the United States, the Spaniards still held possession, and not until 1811 was the American claim to the country south of 31° N. lat. enforced. In that year an expedition was fitted out, and the city captured; and the territory, which extended from the Rio Perdido to Pearl river, was subsequently divided between Alabama and Mississippi, which ensures to each a considerable seaboard. At the time it came into the hands of the United States, very few inhabitants were found in all the district. In 1817, Alabama, within its present limits, was erected into a separate territorial government, and in 1820 became an independent state of the Union. That part of the state N. of 31° was originally a portion of Georgia, and so remained until ceded to the United States in 1802.

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## THE STATE OF MISSISSIPPI.

*Area 47,156 square miles.—Population 606,555.*

MISSISSIPPI lies between 30° 10' and 35° N. lat., and between 88° 10' and 91° 35' W. long.: and is bounded N. by Tennessee; E. by Alabama; S. by the Gulf of Mexico and Louisiana, and W. by Louisiana and the Mississippi river.

The southern part of this state, for 100 miles from the Gulf of Mexico, is almost a dead level, and chiefly composed of swamps and marshes, overgrown with pines and cypresses. Further north, the country rises, and in some places is hilly and broken, but nowhere becomes mountainous. A range of bluffs stretches along the Mississippi, sometimes reaching almost to the margins of the river: these are an extension of the table-lands, which cover a portion of the state, and which have generally a fertile soil. The low alluvial is the richest land, but this is not unfrequently overflowed during the floods. The lands bordering on the

Yazoo are especially fertile, being a fine black mould. The great staple of Mississippi is cotton, but Indian corn, tobacco, indigo, &c., are also largely cultivated. The natural growths consist of valuable timber, with a great variety of spices and fruits.

The Gulf of Mexico skirts the southern shore of the state for 70 or 80 miles, and a chain of low and sandy islands line the coast. The principal of these are Cat and Ship islands. The Bay of Pascagoula, lying between these and the mainland, is 65 miles long, and from 7 to 8 wide, and forms an inland navigation from Mobile bay to Lake Borgne and Lake Pontchartrain. No harbor admitting vessels of more than eight feet draught is found in all this distance. The Mississippi river winds along the western border for 520 miles. The Yazoo is the largest river entirely within the state, and is navigable for 50 miles. The Big Black is also a large river, but not so capacious as the Yazoo. The other rivers emptying into the Mississippi are small, and, except the Homochitto, not navigable. The Pascagoula and the Pearl flow S. into the Gulf of Mexico.

The climate of this state is more mild and agreeable than Louisiana, except along the S. coast, where the atmosphere is uncomfortably hot and every way unhealthy. In these regions, however, the lime and the orange flourish luxuriantly. In the N. the temperature ranges during the year between 26° and 94° Fahr.; but these points may be considered as extremes and of short duration.

Agriculture is the chief occupation of the people. The staple crops are cotton, tobacco, and rice. Manufactures have scarcely a footing, and at best include only such as are imperatively necessary to the comfort of man and the protection of stores—among which we may include brick and lime making, and a few establishments for tanning leather and the manufacture of soap. Foreign commerce is carried on through the medium of New Orleans. The state contains 97 miles of railroad.

The chief collegiate institutions in Mississippi are—the University at Oxford, founded in 1846; the College at Oakland, founded in 1830, and Centenary College in Rankin county, founded in 1841. The first is still in its infancy, but the two latter have established a reputation, and are well attended. Besides these, there are between 70 and 80 academies, and some 400 common schools in the state. A law on this subject was passed in 1846, by which each school-district, of which there are five in each county, is compelled to support common schools by taxation, and several small items of revenue are devoted to the same purpose. The larger towns have already adopted this system, but the sparseness of the population in the country is a formidable obstacle to the success of any general system.

The state is divided into 59 counties. The chief cities and towns are, Jackson, Natchez, Vicksburg, Columbus, &c.

**JACKSON**, the capital, is situated on the W. bank of Pearl river. It contains the State House, a Penitentiary, and some other public buildings. It is connected with Vicksburg by a railroad. Population 4,000.

**VICKSBURG** lies on the western declivity of Walnut Hills, and from the Mississippi river has a picturesque appearance. It contains several handsome buildings. Vicksburg is the depôt of an extensive back-country, and the steamboat traffic in the cotton season is immense. Population between 5,000 and 6,000.

**PORT GIBSON**, on Bayou Pierre, and between Vicksburg and Natchez, is a flourishing village. Population 2,600. **GRAND GULF**, its port, is situated on the Mississippi.

**NATCHEZ**, 106 miles S. of Vicksburg, is the largest and most business-like town in the state. It is situated on the E. bank of the Mississippi, 12½ miles below the mouth of Yazoo river. It consists of two parts; the lower town, which is situated immediately on the river, and the upper town, which is built on a bluff which rises abruptly 300 feet above the level. The first is devoted to the conveniences of those trafficking on the river, and the latter for the residences of the better class of society. The streets are wide, regular, and shaded with ornamental trees. Natchez contains many elegant buildings, and during a part of the year is a pleasant and not unhealthy abode. It is the great cotton mart of the lower Yazoo district. Population about 8,000.

**YAZOO CITY**, on the river of the same name; **COMMERCE**, on the Mississippi near the north boundary; **MONTICELLO**, the former capital; **WOODVILLE**, in the S. W. corner of the state; and **MISSISSIPPI CITY** and **SHIELDSBORO'** on the Gulf, are some others of the more considerable towns.

**COLUMBUS**, at the head of steam navigation on the Tombigbee river, enjoys considerable commerce, and is the depôt of a large agricultural neighborhood. An immense trade is done here. Population about 8,000.

This portion of the United States was discovered by De Soto, a Spanish adventurer, who, in 1540, reached the Mississippi from Florida, and died on the banks of that river in 1542. The first settlement in the present state was made at Natchez by the French in 1716, but in 1719 the colony was massacred by the Indians. In 1763 it was ceded to England, and became a part of Georgia. In 1802 the whole territory W. of Georgia was purchased by the General Government, and organized under the title of the Mississippi Territory; but in 1817, Mississippi was portioned off as a state, while the remainder of the territory was erected into a separate government. The portion of the state below 31° N. lat. belonged to Florida until 1811, when it was captured by the United States on the assumption of its being a part of the Louisiana purchase, and then attached to the Mississippi Territory.



## THE STATE OF ARKANSAS.

*Area 52,198 square miles.—Population 209,639.*

ARKANSAS is situated between  $33^{\circ}$  and  $36^{\circ} 30'$  N. lat., and between  $89^{\circ} 50'$  and  $94^{\circ} 30'$  W. long.; and is bounded N. by Missouri; E. by the Mississippi river; S. by Louisiana, and W. by Texas and the Indian Territory.

The eastern portion of the state, bordering on the Mississippi, is an extended plain, and so low as to be frequently inundated. In the central districts the surface is undulating, and in some parts broken. The western section is hilly and the soil sterile, and a large portion absolutely worthless for any agricultural purpose. The Black Mountains, N. of the Arkansas river, and the Washita Hills, at the head-waters of the Washita, are considerable elevations. The principal rivers in the state are the Arkansas, which is navigable to Fort Gibson; the White, a considerable stream which joins the Arkansas near its mouth, and has itself several large affluents; the Red River, which passes through the S. W. corner of the state, and forms its southern boundary for a few miles, and the St. Francis, on the N. E. The Washita, Saline, and other affluents of the Red River, drain the southern districts. The mineral resources of Arkansas are little known. The mountains contain iron, lead, coal, and salt, but they have been but little worked. Extensive deposits of marine shells are found, and a large number of hot and warm springs exist near the head of the Washita. The shell deposits have proved useful in supplying the settlers with lime. The soil in the low country is very rich, but requires draining. In the undulating region it is easily cultivated, and produces very fine crops of grain and grasses.

The climate is generally mild and equable, but the winters are occasionally severe, owing to the cold north winds which sweep over the country, and at times lay waste large districts. Except in the swamp regions on the Mississippi, it is remarkably healthy. Grapes, plums, and several other descriptions of fruits, grow wild.

Arkansas is altogether an agricultural state. The attention of the people is generally bestowed on the cultivation of cotton, for which the more thickly settled part of the country is well adapted. Indian corn is largely grown, but the crops of wheat, barley, oats, and rye, are very small: no buckwheat is grown. The cultivation of cotton has trebled in amount during the past 10 years. Cattle and hogs are numerous, but the flocks of sheep are small in proportion to the means of rearing them. Lumber, pitch, and turpentine are produced in large quantities, and the furs and skins of animals are exported to some extent. Manu-

factures extend only to a few articles of immediate necessity. The state has no direct foreign commerce: its cotton and other products are sent down the Mississippi and Red River to New Orleans, and thence shipped to Europe and the northern ports. The internal trade is not extensive, being impeded from the want of good roads, and from obstructions in the rivers. No railroads have yet been built in the state. Perhaps on the whole, Arkansas is the least improving or progressive state in the Union; and the one least inviting to settlers.

Education is not fostered in Arkansas. Though Congress granted seventy-two sections of land for the endowment of a seminary of learning, there is neither university nor college in the state. In some of the larger towns there are academies, but we have no means of ascertaining their condition. There are but few common schools in the state.

The state is divided into 51 counties. Little Rock, Van Buren, Batesville, Fayetteville, &c., are the principal places.

LITTLE ROCK, the capital, is situated on the S. bank of the Arkansas, on a bluff rising 150 feet above the river. It is laid out in regular squares, and contains the State House, a Court House, the U. S. Arsenal and Land Office, the State Penitentiary, several churches, an academy, and other public buildings. It is accessible by steamboats from the Mississippi, and has considerable trade with the neighborhood. Population 4,500.

VAN BUREN, on the Arkansas near the western boundary, has about 1,200 inhabitants and is a point of some importance in western travel. BATESVILLE, on White River, and FAYETTEVILLE, near the N.W. corner of the state, are also important villages. The population of each is about 1,000. Few other villages have more than 500 or 600 inhabitants, the majority of the people being thinly scattered over the country. Columbia, Napoleon, and Helena lie on the Mississippi.

HOT SPRINGS, a few miles N. of the Washita river, and 84 miles S.W. of Little Rock, derives its importance from the medicinal virtues of its waters, and has lately become a popular resort. Visitors are well provided with hotel accommodation.

Arkansas was a portion of the Louisiana purchase. Previous to 1819 it was attached to Missouri, but in that year it was formed into a separate territorial government; and in 1836, having formed a constitution, it was received into the Union as an independent state.

## THE STATE OF LOUISIANA.

*Area 46,431 square miles.—Population 511,974.*

LOUISIANA is situated between  $29^{\circ}$  and  $33^{\circ}$  N. lat., and  $88^{\circ} 40'$  and  $94^{\circ} 05'$  W. long.: and is bounded N. by Mississippi and Arkansas; E. by the Mississippi and Pearl rivers; S. by the Gulf of Mexico, and W. by Texas, from which it is separated by the Sabine river.

The whole southern part of the state consists of swamps and marshes, destitute of trees, but covered with a strong reedy vegetation. Through this district the Mississippi flows in a south-eastern direction, dividing in its course into numerous branches called *bayous*, which diverge from each other and sluggishly wind their way to the Gulf, forming the delta of that great river. So low is the general surface, that a sixth part of the state is annually inundated by floods and high tides, and it has become necessary to build *levées* to protect the settlements. In this low alluvial region the soil is very fertile. The northern part of the state has an undulating surface, and is covered with a heavy natural growth of white, red, and yellow oak, hickory, black-walnut, sassafras, magnolia, and poplar. The uplands, which are sandy and less fertile, are overgrown with extensive pine forests. The climate is almost tropical, and the heat of summer very oppressive. In the winter season, however, the cold is frequently intense, owing to the "northers" which sweep over the country from the pole. The summers and falls are very unhealthy, and frequently the yellow fever causes great destruction of life in the swampy region of the south.

The staple productions of Louisiana are sugar, cotton, and rice. Sugar grows chiefly on the shores of the Gulf and the delta of the Mississippi: little is grown north of  $31^{\circ}$  N. lat. Cotton is grown almost everywhere, but the best cotton-lands are found on the lower courses of the Red river, which has not inaptly been termed the "cotton-planter's paradise." Rice is grown in the swamps and other places convenient for irrigation. The quantity of land adapted to sugar has been computed at 250,000 acres, and a like quantity suitable for rice, exclusive of submerged lands which might be recovered. The cotton lands have an estimated area of 2,400,000 acres. Some tobacco is also grown, but with the exception of Indian corn, the cereals are little attended to. Manufactures can scarcely be said to form an item of industry in this state, being confined to a few of the minor branches. Some tanneries, soap-boiling establishments, brick-yards, &c., exist, but the value of their products is insignificant. The commerce of Louisiana is that of the whole Mississippi Valley. The exports are not confined to its own products, but much of that of all the western states goes down the great rivers and is cleared at New Orleans. The receipts of produce at that

port during the year ending 31st Aug. 1849, were valued at \$81,989,691, and in some years the value has reached as high as 90 millions. Of this amount about one-third is exported to foreign countries, and the remainder is either consumed in the state, or goes coastwise to other ports. The foreign imports average about \$7,000,000 annually. There are several short railroads in the state.

Education in Louisiana is lamentably backward, but suitable provision has been made in the new constitution for its support. A university has been lately established at New Orleans; and within the last 10 or 12 years colleges have been founded at Jackson, Grand Coteau, Baton Rouge, and Opelousas. There is also a medical college at New Orleans. Academies and common schools are found in almost every district, but hitherto less than an average of 23,000 scholars have taken advantage of these institutions.

The state is divided into two districts and 47 parishes. The principal cities and towns are—Baton Rouge, New Orleans, &c.

BATON ROUGE, the capital, is situated on the E. bank of the Mississippi, 140 miles above New Orleans. The city lies chiefly on one street, and on a bluff from 30 to 40 feet above high-water mark. The United States' barracks at this place are among the most commodious buildings of the kind in the Union. Population 3,600. The view from the esplanade is magnificent.

NEW ORLEANS, the former capital, and one of the great commercial marts of the Union, stands on the E. bank of the river, 105 miles from the Gulf, and four from Lake Pontchartrain. The city is built on a plain inclined from the river to the swamp in its rear, so that when the Mississippi is full, the streets are frequently inundated; the *levée*, however, prevents the great body of water from overwhelming the place, and at the same time affords to the citizens a pleasant promenade. The public buildings of New Orleans are conspicuous objects. The Cathedral, or Church of St. Louis, strikes the stranger forcibly by its venerable and antique appearance. Many of the other churches are worthy of notice. The Charity Hospital and Franklin Infirmary are noble institutions, and the markets, theatres, cotton-presses, &c., command attention. The St. Charles' Hotel is world-renowned for its magnificence; and the Custom House, United States' Branch Mint, the banks, &c., are worthy the opulence of the city. There are in New Orleans, besides the new university, two colleges, several academies, and forty, or upwards, of primary and common schools. The city is supplied with water from the Mississippi. The harbor is one of the most capacious in the world, and the local conveniences for the shipping, and the transaction of an immense business, unsurpassed. It is the great receiving and distributing depôt of the whole West, and the greatest cotton mart in the world. During the business season, or from November to July, the port is crowded with

vessels of all sizes and of every nation, together with hundreds of large and elegant steamers, and a multiplicity of river-craft. Nothing can present a more busy scene than the *levée* at this time: the loading and unloading of steamers and ships, and the throng of drays transporting the varied products of the Great West, is truly exhilarating, and impresses the beholder with an idea of the vastness of the commerce that requires all this commotion in its prosecution. Besides the immense number of steamers and other craft coming down the Mississippi, the arrivals from foreign parts in 1849 were 1,013 vessels, of a burden of 408,079 tons, and manned by 14,741 seamen; and the arrivals coastwise in the same year were 1,491 vessels, of a burden of 448,374 tons, and manned by 17,741 seamen. The city is divided into three municipalities, each having a distinct council: the *first* includes the city proper, extending from the river back to Lake Pontchartrain, and occupying the center; the *second* adjoins it above, and the *third* below, both extending from the river to the lake. The inhabitants are composed of Americans, French, Spaniards, Creoles, and the colored races in every shade; and every other nation is well represented in this modern Babylon. The French and Spaniards occupy chiefly the central and lower parts of the city, where the buildings are of an ancient and foreign construction, and where the manners, customs, and languages of those nations are preserved in all their purity. On entering this portion the stranger could scarcely realize that he was in an American city. Population 119,461. New Orleans was founded in 1718 by Bienville, the then governor of Louisiana.

MADISONVILLE, on Lake Pontchartrain, is a healthy and pleasant resort for the inhabitants of New Orleans during the hot season; DONALDSONVILLE, on the opposite bank of the Mississippi above New Orleans, was once the capital of the state. ALEXANDRIA, on the Red River, 150 miles from its mouth, is the center of a fine cotton region: it is well laid out, and contains about 2,000 inhabitants. NATCHITOCHEs, on the W. bank of the Red River, 80 miles above Alexandria, is the largest town W. of the Mississippi, and was formerly a military post of great strength. It is situated at the head of steam navigation, and has a very mixed population of French, Spaniards, Americans, and Indians. WALLACE and SHREVEPORT are towns further west; and ST. FRANCISVILLE, OPELOUSAS, and ST. MARTINSVILLE, are also considerable towns, and enjoy trade with their immediate neighborhoods.

Louisiana comprises the southern part of the purchase made by the United States in 1803. The first settlement was made at Iberville, in 1699. In 1804 the present state was erected into a separate government, under the name of the Territory of Orleans; and in 1812 it became a state of the Union under its present title. It is now one of the most prosperous of the United States.

## THE STATE OF TEXAS.

*Area 237,321 square miles.—Population 212,592.*

TEXAS, the largest of the United States, lies between  $26^{\circ}$  and  $34^{\circ}$  N. lat., and between  $91^{\circ} 26'$  and  $102^{\circ}$  W. long.: and is bounded on the N. by New Mexico and the Indian Territory; E. by Louisiana; S. by the Gulf of Mexico, and W. by the Rio Grande del Norte, which separates it from the Republic of Mexico.

Along the coast and far inland, the surface is a low level, free from swamps, however, and composed of excellent soil. The bottoms along the rivers which flow through this section are well wooded, and very fertile. Over this vast plain immense droves of wild horses and cattle roam at large. In the north the land is elevated and undulating, and clothed with thick forests. The northwest is mountainous, and spanned crosswise by several ranges, which form the natural border of New Mexico. The flanks of these mountains are covered with oak, pine, cedar, and a great variety of trees and shrubs, and their alluvial intervals afford some of the finest of lands. Few countries, indeed, have so small a portion of land unfit for agriculture. The surface is everywhere covered with a fine growth of grasses, and affords excellent pasture. Among the remarkable features of the country, the "cross-timbers" of northern Texas are conspicuous. These are a continuous series of forests, varying in width from 5 to 50 miles, and extending in a direct line about  $97^{\circ}$  W. long. from the woody region, at the sources of the Trinidad, northward to the Arkansas river. They appear from a distance as an immense wall of wood, and from the west, such is the lineal regularity, that they appear to be rather the handwork of man, than a natural growth. Here the prairies terminate. The country between the Nueces and Rio Grande is comparatively barren, and it is only in the neighborhood of the rivers and lakes that cultivation could be profitable.

The whole coast is lined with long, low islands, which enclose a great number of shallow bays, into which the rivers empty. But few go directly to the sea. The largest are the Sabine, the Neches, Trinidad, Brazos, Colorado, Guadalupe, San Antonio, Nueces, and Rio Grande. These are all navigable for steamboats, and are so many avenues of commerce from the interior to the sea. The Red River and Arkansas wind along the northern frontier, and are partially navigable for boats. Galveston Bay, into which the Trinidad, San Jacinto, &c., fall, is by far the finest on the coast, but its entrance is obstructed by a sand-bar.

The climate of the low region is essentially tropical. A wet and dry season divide the year. From December to March the rains are inc-

sant, and the rivers swell and inundate the country, frequently rendering it impassable. Snow, except on the mountains, is seldom seen, but cold blasts from the north render the winters chilly and unpleasant. "Ninety-ninths of the country," however, says Mr. Kennedy, "are considered healthier than the most healthy parts of the United States." This may be an exaggeration; but there is little doubt that in the main Texas is a fine and healthy region, and well fitted for agricultural settlement.

The mineral wealth of Texas consists of coal and iron ore in the low countries, and the precious metals in the mountains. Saltpetre, salt, bitumen, &c., abound, and granite, limestone, gypsum, shale, &c., are plentiful in the west, and higher regions of the north. The wild animals common to Texas are bears, cougars, panthers, peccaris, wolves, foxes, racoons, &c.; birds of all kinds, and excellent fish, oysters, &c., in the lagoons. Alligators inhabit the Red river, and turtles and tortoises the estuaries of the rivers emptying into the Gulf. Reptiles and insects are prolific, and alike dangerous and troublesome. The vegetation is very various, but consists of nothing peculiar to the state. The principal grasses are the common prairie grass, the gama, musquite, wild clover, wild rye, &c.

Agriculture is the chief occupation of the people. The rearing of stock is largely pursued. Cotton is the great staple, and it is affirmed, and perhaps truly, that it is of superior quality and of a fine staple. Its cultivation is principally confined to the rich alluvial soils of the Red river, the Brazos, the Trinidad, and Colorado rivers. In some cases a bale and a half is yielded from an acre. Planting begins in February, and picking in June. The grains cultivated are maize and wheat. Rye, barley, and oats are suited to the upper country, and rice is cultivated near the river estuaries. Sugar-cane grows well, and yields heavily. The plantations, however, are as yet very limited, and hitherto its culture has been experimental. Tobacco will probably become a staple. The mulberry grows vigorously, and the climate is suitable for the silkworm. Texas has no manufactures, except those of the ordinary domestic kinds, which every family makes for its own use. The commerce of Texas is as yet limited, and must long be retarded, for want of avenues. The staples are brought down the Red river to the Mississippi, or to Galveston, whence they are shipped to New Orleans, or the northern Atlantic ports. The building of railroads, and clearing the rivers from drift, which now obstructs them, will soon be demanded by the advance of the country; and it is only by such improvements as these that Texas can ever become that flourishing state which nature has designed her to become.

The provisions made for education are much on the same basis as in the other new states. Public schools are supported by the revenues of the school lands, and one-tenth of the taxation is devoted to the same object. No statistics have yet been published with respect to learning.

Texas is divided into 92 counties. The principal cities and towns are Austin, Galveston, Houston, Zodiac, &c.

The CITY OF AUSTIN (*San Felipe de Austin*) the capital of the state, is situated on the west bank of the Brazos river, at the northeast corner of an extensive prairie about 90 miles from the Gulf coast, and contains about 2500 inhabitants. The country in the neighborhood is being rapidly brought under cultivation.

GALVESTON, the commercial capital, is located at the eastern point of the island of the same name. Its harbor is one of the best on the Gulf, and is about 450 miles from New Orleans. The commerce of the port is rapidly increasing, and although the city was founded so lately as 1837, it now numbers at least 6,000 inhabitants.

HOUSTON, the former capital, is situated at the head of navigation of Buffalo Bayou. MATAGORDA, GOLIAD, SAN ANTONIO DE BEXAR, &c., are ancient Spanish presidios, and were formerly strongly garrisoned. ZODIAC is a new town on the Pedernales river, inhabited by Germans and Mormons, who from thrift and industry have converted the neighborhood into a garden; and NEW BRAUNFELS is also a new and flourishing settlement of Germans, near the junction of the Guadalupe and Comal rivers. Eastern Texas is the most thickly settled part of the country, and there new villages are constantly springing up, some of which may ultimately become of sectional importance; but as yet these are small, and mere temporary settlements. Several villages are springing up on the Rio Grande, of which BROWNSVILLE is the largest, and has become a place of commerce and industry.

Texas separated from Mexico in 1836, and was formed into an independent republic. In 1846, having maintained itself for ten years against Mexico, it was annexed to the United States, voluntarily on both sides, and has since become an integral portion of the Union. Its progress has been rapid, and new accessions are constantly making to the population by emigrants from Europe, especially those from Germany, who have settled in colonies under their own chiefs.



## THE INDIAN TERRITORY.

*Area 187,171 square miles.—Population 100,000.*

THE INDIAN TERRITORY is situated between 33° 50' and 42° N. lat., and between 94° 30' and 109° W. long.: and is bounded N. by Nebraska river; E. by Missouri and Arkansas; S. by Texas, and W. by California. Of the whole area, only 58,346 square miles lie S. of 36° 30' N. lat. Its geographical connection, however, with the South-western States, makes its description in this place convenient.

The lands of this region are represented to be generally fertile, and the climate adapted to agricultural success. It is watered by numerous fine rivers, which rise in the Mexican mountains and traverse the country from west to east, falling ultimately into the Mississippi. Iron, lead, coal, and salt are abundant. This territory was set apart by Congress for the permanent residence of the Indian tribes, and here they are secured a refuge from the encroachments of the white races. They live under governments of their own, and many of the tribes have made great advances in civilization. The number of Indians resident in the territory is about 100,000, four-fifths of which have been transported from the east of the Mississippi. The most numerous tribes are the Cherokees, the Creeks, the Pawnees, the Choctaws, the Osages, and the Seminoles. The other tribes are numerically small.

THE CHOCTAW NATION occupies a territory of 19,500 square miles between the Red River and the Canadian. The domain is watered by numerous streams, has a fine soil, diversified in surface, and enjoying a healthy climate. The government is a constitutional republic. The Choctaws are employed in wool-growing and the cultivation of cotton, which they manufacture into clothing. The missionaries have taught them several of the mechanical arts. Manual labor schools are supported by the public, and education is imparted to all the young people. The New Testament, and several useful works, have been translated into their language, and a weekly newspaper is published for general information. Census population 12,410.

THE CREEK NATION is situated between the Canadian and the Red Fork of the Arkansas. Though inferior to the Choctaws, the Creeks are progressing in intelligence and industry. Their fields produce the cereals, and cotton is also cultivated; while their homesteads are well-built and comfortable, being generally surrounded by garden-plats. They have a written constitution, which recognizes a chief and a council of the nation. The laws are also written. Census population 24,594.

THE CHEROKEE NATION lies upon both sides of the Arkansas. They

are good agriculturists, and have a large trade in horses and cattle. The nation is divided into 8 districts, each of which sends two senators and three representatives to the Grand Council. The chief (John Ross, elected successively since 1828) receives a salary of \$500. The members of the council are elected for two years, and receive each \$3 a day. They have a public debt of \$100,000, which they are devising means to pay. *Tahlequah*, the capital, is a pretty village, and contains a very neat Court House, and some very good brick buildings. The residence of Ross is a fine building, and having much wealth, he keeps his house expensively. Two large edifices, for a male and female seminary, have been built at the cost of \$70,000. One hundred pupils will be boarded in each, at the expense of the nation. For several years the nation has likewise supported 22 district-schools; the teachers receive \$333.33 per annum each, and stationary and books are supplied from the public fund. An orphan school, at the expense of \$18,000, is being built, to which the orphan fund, now yielding \$2,500 annually, will be devoted. The Cherokees are better educated than other Indians; they live in better style, and are anxious to come up to the whites in every kind of improvement. It is said that in a few years they will ask for representation in Congress; and surely that nation which so freely admits foreigners, will not reject the enlightened American Indians. A well-conducted paper, the *Cherokee Advocate*, is published in the nation. Census population 29,911.

The other transported tribes are also improving under the efforts of the missionaries. They occupy various determined sections of the territory, and are not allowed to interfere with each other's governments. They have each their own laws, and are considered as so many distinct nations. The indigenous tribes have not, as a general thing, advanced in the same degree as their brethren from the east. Some tribes, however, are settling into habits of industry. The barbarism of the Indian, indeed, is passing away, and the symbols of civilization becoming every day more apparent. Of late years, considerable quantities of cotton, peltry, and other staples of the territory, have been brought down to New Orleans, and there is every prospect of this branch of commerce becoming very extensive.

A proposition is on foot, advocated by the Indians themselves, to petition Congress for the removal of all the Indian tribes within the United States to the lands at the base of the Rocky Mountains, and there secure to them a permanent residence; and also to constitute them into a state, with senators and representatives in Congress. Numerous petitions to this effect will also be presented by the white population, and it is expected by many that such will be granted.

## ROUTES IN THE SOUTH-WESTERN STATES.

### TENNESSEE.

#### (424) NASHVILLE TO MEMPHIS.

##### *Via Huntingdon.*

To Chesnut Grove.....	18	
Charlotte .....	22	40
Williamsville .....	10	50
Waverley.....	12	62
Reynoldsburg .....	9	71
Camden .....	10	81
Sandy Bridge .....	8	89
HUNTINGDON .....	12	101
South Carroll .....	16	117
Spring Creek .....	8	125
Jackson .....	13	138
Medon .....	12	150
Bolivar .....	16	166
Middleburg .....	7	173
New Castle .....	5	178
SOMERVILLE .....	11	189
White Hall .....	5	194
Oakland .....	5	199
Hickory Withe .....	4	203
Morning Sun.....	8	211
Green Bottom.....	6	217
Raleigh.....	7	224
MEMPHIS .....	10	234

#### (425) NASHVILLE TO MEMPHIS.

##### *Via Purdy.*

To Good Spring.....	13	
Franklin .....	5	18
White House .....	6	24
Spring Hill.....	7	31
COLUMBIA .....	12	43
Mount Pleasant .....	11	54
Henry .....	18	72
North Bend .....	5	77
Waynesboro'.....	17	94
Smith's Fork .....	15	109
Savannah .....	16	125
Adamsville .....	8	133
PURDY .....	9	142
Rose Creek .....	10	152
Crainsville .....	7	159
Bolivar .....	15	174
Middleburg .....	7	181

New Castle .....	5	186
SOMERVILLE .....	11	197
MEMPHIS, (see 424).....	45	242

#### (426) NASHVILLE TO HOLLY SPRINGS, ALA.

To Bolivar, (see 424).....	166	
Van Buren .....	10	176
La Grange.....	13	189
Lamar, Miss.....	10	199
Hudsonville.....	6	205
HOLLY SPRINGS .....	8	213

#### (427) NASHVILLE TO JACKSON.

To Good Spring.....	13	
Franklin .....	5	18
Leiper's Fork .....	10	28
Lick Creek.....	25	53
Centerville .....	9	62
Beaver Dam Spring .....	7	69
Pleasantville .....	12	81
PERRYVILLE .....	26	107
Decaturville.....	8	115
Lexington .....	14	129
Juno .....	12	141
Colton Grove .....	8	149
JACKSON.....	8	157

#### (428) NASHVILLE TO HICKMAN, KY.

To Reynoldsburg, (see 424)	71	
Sandy Hill .....	18	89
PARIS .....	12	101
Mount Holyoke .....	8	109
Irvine's Store .....	9	118
Dresden .....	7	125
Old Hickory .....	12	137
Totten's Wells .....	6	143
HICKMAN .....	18	161

#### (429) NASHVILLE TO COLUMBUS, KY.

To Paris, (see 428).....	101	
Barren Hill .....	9	110
Boydsville .....	9	119
Dukedom .....	10	129
Feliciana, Ky. ....	6	135
Clinton .....	16	151
COLUMBUS .....	12	163

(430) NASHVILLE to TUSCUMBIA,  
ALA.

To COLUMBIA, (see 425).....	43
Mount Pleasant .....	11 54
Lawrenceburg .....	23 77
Cherry Grove, Ala.....	23 100
Florence.....	15 115
TUSCUMBIA .....	5 120

(431) NASHVILLE to HUNTSVILLE,  
ALA.

*Via Columbia.*

To Columbia, (see 425) ....	43
Poplar Ridge.....	12 55
Lynnville .....	6 61
PULASKI .....	14 75
Elkton .....	16 91
White Hill.....	10 101
Madison Cross Roads .....	6 107
HUNTSVILLE .....	15 122

(432) NASHVILLE to HUNTSVILLE,  
ALA.

*Via Murfreesboro'.*

To Mount View .....	12
Stewardsboro'.....	8 20
MURFREESBORO' .....	14 34
Fosterville .....	12 46
Shelbyville .....	13 59
Rich Valley .....	5 64
Fayetteville .....	20 84
Hazel Green, Ala. ....	16 100
Meridianville .....	6 106
HUNTSVILLE .....	8 114

(433) NASHVILLE to McMINS-  
VILLE.

To Mount View .....	12
Stewardsboro'.....	8 20
MURFREESBORO' .....	14 34
Readyville .....	13 47
Woodbury.....	7 54
Clermont .....	10 64
McMINNSVILLE .....	11 75

(434) NASHVILLE to SPARTA.

*Via Gallatin.*

To Pleasant Hill.....	7
Hendersonville .....	9 16
GALLATIN .....	10 26
Hartsville .....	20 46
Dixon's Spring.....	6 52
Carthage.....	10 62
Pekin .....	16 78
Double Springs .....	8 86

Newark .....	12 98
SPARTA.....	10 108

(435) NASHVILLE to KNOXVILLE.

To Green Hill .....	12
Cedar Grove .....	7 19
Lebanon.....	11 30
Three Forks .....	13 43
Alexandria .....	5 48
Liberty .....	9 57
Sligo .....	16 73
SPARTA .....	16 89
Bon Air Springs .....	13 102
Crossville .....	20 122
Belleville .....	12 134
Post Oak Springs.....	5 139
Kingston .....	7 146
Wood's Hill .....	18 164
Campbell's Station .....	8 172
KNOXVILLE .....	15 187

(436) KNOXVILLE to SULPHUR  
SPRINGS, VA.

To Academia .....	10
Blain's Cross Roads.....	9 19
Spring House .....	7 26
Rutledge .....	7 33
Bean's Station.....	10 43
Rocky Spring .....	4 47
Red Bridge .....	7 54
Rogersville .....	10 64
Lyons' Store .....	12 76
New Canton .....	6 82
Kingsport.....	9 91
Eden's Ridge .....	6 97
BLOUNTSVILLE .....	9 106
Sapling Grove .....	9 115
ABINGDON .....	13 128
Glade Spring.....	11 139
Seven Mile Ford .....	11 150
Marion .....	6 156
Pleasant Hill.....	11 167
Rural Retreat .....	7 174
Wytheville .....	9 183
Draper's Valley .....	18 201
NEWBERN .....	10 211
Poplar Hill.....	12 223
Giles Court House .....	10 233
Peterstown.....	9 242
Red Sulphur Springs .....	9 251
Indian Creek.....	8 259
Salt Sulphur Springs .....	9 268
Union .....	3 271
Second Creek .....	9 280

LEWISBURG.....10 290  
 WHITE SULPHUR SPRINGS . 9 299

(437) KNOXVILLE to BLOUNTSVILLE.

*Via Russellville.*

To Strawberry Plains .....16  
 New Market ..... 9 25  
 Mossy Creek ..... 4 29  
 Panther Springs..... 8 37  
 Morristown ..... 6 43  
 RUSSELLVILLE ..... 5 48  
 Bay Mount.....14 62  
 Greenville .....13 75  
 Henderson's Mills ..... 6 81  
 Rheatown ..... 4 85  
 Leesburg .....10 95  
 JONESBORO' ..... 5 100  
 Hilton .....10 110  
 BLOUNTSVILLE ..... 7 117

(438) NASHVILLE to SAVANNAH, GA.

*Nashville and Chattanooga R. R.*

To Antioch ..... 10  
 Smyrna.....11 21  
 Murfreesboro.....11 32  
 Christiana ..... 9 41  
 Fosterville ..... 4 45  
 Bell Buckle ..... 5 50  
 Wartrace ..... 5 55  
 Normandy ..... 8 63  
 Tullahoma..... 7 70  
 Allisonia..... 7 77  
 Decherd ..... 7 84  
 Cowan ..... 5 89  
 Tantallon ..... 7 96  
 Anderson ..... 9 105  
 Stevenson .....10 115  
 Shell Mound .....15 130  
 Station .....10 140  
 CHATTANOOGA .....11 151

*Western and Atlantic R. R.*

Tennessee Line.....16 167  
 Dalton .....21 188  
 Kingston .....39 227  
 ATLANTA .....60 287

*Macon and Western R. R.*

East Point Junction..... 6 293  
 Griffin.....37 330  
 Forsyth.....34 364  
 MACON .....24 388

*Central R. R.*

Gordon.....15 403  
 Millen .....96 499  
 SAVANNAH.....80 579

(438) DALTON to KNOXVILLE.

*East Tennessee & Georgia R. R.*

Varnell's..... 9  
 Red Clay ..... 6 15  
 Blue Spring..... 9 24  
 Cleveland..... 4 28  
 Charleston .....12 40  
 Riceville..... 7 47  
 Athens ..... 8 55  
 Mouse Creek..... 6 61  
 Sweet Water..... 8 69  
 Philadelphia ..... 7 76  
 Loudon..... 6 82

(439) NASHVILLE to CHARLESTON, S. C.

To Atlanta, (see 438) .....274

*Georgia R. R.*

Decatur ..... 6 280  
 Stone Mountain .....10 290  
 Lithonia ..... 8 298  
 Conyer's ..... 6 304  
 Covington .....11 315  
 Social Circle .....10 325  
 Rutledge ..... 8 333  
 Madison ..... 8 341  
 Buckhead ..... 8 349  
 Greensboro' .....13 362  
 Union Point ..... 7 369  
 Jefferson Hall ..... 5 374  
 Crawfordsville ..... 6 380  
 Cumming ..... 8 388  
 Double Wells..... 5 393  
 Camac..... 5 398  
 Thompson ..... 9 407  
 Lombardy ..... 9 416  
 Berzelia ..... 8 424  
 Belair .....11 435  
 AUGUSTA .....10 445  
 CHARLESTON, (see 397) ...137 582

(440) KNOXVILLE to CUMBERLAND GAP.

To Wilson's .....10  
 Clinton ..... 6 16

Ross .....	7	23
Jacksonboro' .....	13	36
Fincastle .....	12	48
Speedwell .....	6	54
Gidtown .....	12	66
CUMBERLAND GAP.....	10	76

## (441) KNOXVILLE TO RALEIGH, N.C.

To Jonesborough, (see 437) 100		
Elizabethtown .....	18	118
Dugger's Ferry.....	9	127
Moore's Iron Works .....	13	140
Taylor'sville .....	9	149
North Fork, N. C. ....	14	163
Jefferson .....	12	175
Reddy's River .....	17	192
Wilkesboro' .....	13	205
Dennyville .....	16	221
Chapel's Cross Roads .....	5	226
Hamptonville .....	6	232
Huntsville .....	18	250
Panther Creek .....	10	260
SALEM .....	11	271
Kernersville .....	11	282
Friendship .....	7	289
GREENSBORO' .....	9	298
Allemanee .....	13	311
Albright's .....	6	317
Haw River .....	6	323
Mason's Hall .....	11	334
Hillsboro' .....	9	343
Chapel Hill .....	12	355
Morningsville .....	8	363
RALEIGH .....	20	383

(442) KNOXVILLE TO WARM SPRINGS  
and ASHVILLE, N. C.

To Mecklenburg .....	5	
Dandridge .....	30	35
Oak Grove .....	8	43
Newport .....	10	53
Warm Springs .....	27	80
Lapland .....	17	97
ASHVILLE .....	20	117

## (443) KNOXVILLE TO SAVANNAH.

To Marysville .....	16	
Four Mile Branch .....	22	38
Madisonville .....	8	46
Athens .....	15	61
Mantua .....	10	71
Calhoun .....	5	76
Cleveland .....	12	88
State Line .....	20	108
Cohuttah Springs, Ga. ....	3	111

Spring Place .....	12	123
DALTON .....	9	132
Atlanta, (see 438) .....	99	231
Macon, (see 389) .....	101	332
SAVANNAH, (see 388) .....	191	523

## (444) SPARTA TO HUNTSVILLE, ALA.

To Rock Island.....	13	
McMinnville .....	13	26
Hickory Creek .....	13	39
Hillsboro .....	9	48
Elk River.....	9	57
Winchester .....	9	66
Salem .....	10	76
New Market, Ala. ....	18	94
HUNTSVILLE .....	19	113

## (445) SPARTA TO MONTICELLO, KY.

To Falling Water.....	10	
White Plains .....	10	20
Oak Hill .....	14	34
Livingston.....	5	39
Monroe.....	6	45
Olympus .....	8	53
Albany, Ky. ....	11	64
Newberry.....	11	75
MONTICELLO.....	9	84

## ALABAMA.

## (446) MOBILE TO MONTGOMERY.

## Steamboat.

To Fort St. Phillip .....	21	
Tombigbee River .....	23	44
Tait's Landing .....	30	74
James' Landing .....	10	84
French's Landing .....	6	90
Oliver's Ferry.....	9	99
Gosport .....	8	107
Clairborne .....	7	114
Bell's Landing .....	21	135
Black Bluff Landing.....	20	155
Upper Peach Tree Landing	13	168
Prairie Bluff.....	12	180
Canton .....	10	190
Portland.....	21	211
CAHABA .....	23	234
Selma .....	16	250
Benton .....	28	278
Miller's Ferry .....	14	292
Vernon .....	9	301
Lowndesport .....	9	310
Washington .....	10	320
MONTGOMERY.....	12	332

(447) MOBILE TO MONTGOMERY.

	<i>Stage.</i>	
To Blakely.....	14	
Stockton.....	16	30
Mt. Pleasant.....	35	65
Clairborne.....	18	83
Monroeville.....	13	96
Burntcorn.....	12	108
Activity.....	18	126
Greenville.....	27	153
Kirkville.....	11	164
Sandy Ridge.....	5	169
Hickory Grove.....	5	174
Pint Lala.....	10	184
MONTGOMERY.....	13	197

(448) MOBILE TO TUSCALOOSA.

To Mount Vernon.....	33	
New Wakefield.....	20	53
St. Stephen's.....	15	68
Coffeeville.....	17	85
Pineville.....	22	107
Nanafalia.....	10	117
Montpelier.....	9	126
Linden.....	11	137
Spring Hill.....	9	146
Demopolis.....	7	153
Macon.....	8	161
Greensboro'.....	16	177
Havana.....	15	192
Carthage.....	9	201
TUSCALOOSA.....	17	218

(449) MOBILE TO SELMA.

To Blakely.....	14	
Stockton.....	16	30
Stensaw.....	15	45
Mount Pleasant.....	21	66
Clairborne.....	18	84
Bell's Landing.....	21	105
Black's Bluff.....	8	113
Camden.....	9	122
Canton.....	6	128
Prairie Bluff.....	6	134
Cambridge.....	10	144
CAHABA.....	14	158
SELMA.....	9	167

(450) MOBILE TO COLUMBUS, Miss.

	<i>Steamboat.</i>	
To Fort St. Philip.....	21	
Mouth of Tombigbee River.....	23	44
Crawford's Landing.....	24	68
Jackson.....	20	88

St. Stephen's.....	8	96
Coffeeville.....	24	120
Wood's Bluff.....	20	140
Nanafalia Bluff.....	31	171
Moscow.....	35	206
Demopolis.....	14	220
Mouth of Black Warrior or Tuscaloosa River.....	2	222
Jones's Bluff.....	42	264
Gainesville.....	18	282
Jamestown.....	12	294
Vienna.....	12	306
Fairfield.....	15	321
Pickensville.....	18	339
Nashville.....	9	348
COLUMBUS.....	22	370

(451) MOBILE TO CITRONELLE.

	<i>Mobile and Ohio R. R.</i>	
Mauvila.....	13	
Citronelle.....	20	33

(452) MONTGOMERY TO ATLANTA.

	<i>Montgomery and West Point R. R.</i>	
To Franklin.....	33	
Chehaw.....	7	40
Notasulga.....	8	48
Loachapoka.....	5	53
Auburn.....	7	60
Opelica.....	7	67
WEST POINT.....	21	88
La Grange.....	15	103
Hogansville.....	13	116
Newnan.....	19	135
Palmetto.....	15	150
Fairburn.....	7	157
ATLANTA.....	18	175

(453) MONTGOMERY TO ATLANTA.

	<i>Via Griffin.</i>	
To West Point, (see 452).....	97	
Long Cane, (stage).....	5	102
La Grange.....	10	112
Mountville.....	9	121
Greenville.....	10	131
Texas.....	14	145

Erin.....	4	149
Mount Mourne.....	11	160
GRIFFIN .....	8	168
<i>Macon and Western R. R.</i>		
Fosterville .....	15	183
Jonesboro'.....	7	190
Tucker's Cabin.....	7	197
Poolesville .....	3	200
ATLANTA .....	11	211

(454) MONTGOMERY to COLUMBUS,  
Miss.

To Lowndesboro' .....	23	
Church Hill.....	9	32
Benton .....	4	36
Selma .....	16	52
Hamburg .....	19	71
Marion .....	7	78
Greensboro'.....	18	96
Hollow Square.....	13	109
Eutaw.....	13	122
Clinton .....	7	129
Pleasant Ridge.....	8	137
Vienna .....	14	151
Hope.....	8	159
Pickensville.....	12	171
Lacy's Hills.....	9	180
COLUMBUS, MISS.....	14	194

(455) MONTGOMERY to TUSCALOOSA.

*Via Selma.*

To Greensboro', (see 454) ..	96	
Havanna.....	15	111
Carthage.....	9	120
TUSCALOOSA .....	17	137

(456) MONTGOMERY to TUSCALOOSA.

*Via Maplesville.*

To Wetumpka .....	15	
Hartwood.....	10	25
Chesnut Creek .....	17	42
Maplesville .....	18	60
Randolph.....	10	70
Centreville .....	14	84
Scottsville .....	8	92
Mars .....	6	98
Trion.....	11	109
TUSCALOOSA .....	13	122

(457) MONTGOMERY to ROME, GA.

To Wetumpka .....	15	
Rockford .....	24	39
Hanover .....	17	56

Sylacauga.....	6	62
Weewokaville .....	10	72
Mardisville .....	8	80
Talladega .....	5	85
Kelly's Springs.....	6	91
Fife .....	6	97
Blue Eye .....	9	106
Alexandria.....	9	115
Jacksonville.....	9	124
Griffin's Creek .....	6	130
Ladiga .....	7	137
Spring Garden.....	9	146
State Line, Ga.....	7	153
Cave Spring.....	5	158
Vann's Valley.....	6	164
ROME .....	12	176

(458) MONTGOMERY to COLUMBUS,  
GA.

To Mount Meigs .....	14	
Cabahatchie .....	8	22
Cross Keys .....	10	32
Tuskegee .....	10	42
Society Hill .....	17	59
Crawford .....	16	75
Girard.....	11	86
COLUMBUS .....	1	87

(459) SELMA to HUNTSVILLE.

To Pleasant Valley .....	5	
Woodlawn.....	8	13
Plantersville .....	7	20
Maplesville .....	15	35
Montevallo.....	23	58
Bridgeton.....	14	72
ELYTON .....	15	87
Oregon .....	7	94
Mount Pinson .....	7	101
Village Springs .....	8	109
Blountsville.....	28	137
Oleander .....	25	162
Mount Hill.....	6	168
Lacy's Springs .....	5	173
Whitesburg.....	4	177
HUNTSVILLE .....	10	187

(460) TUSCALOOSA to COLUMBUS,  
Miss.

To Northport .....	1	
Sipsey Turnpike .....	12	13
Gordo .....	13	26
Reform .....	6	32
Antioch .....	6	38
Providence .....	6	44
COLUMBUS .....	17	61



(461) TUSCALOOSA TO HUNTSVILLE.

To McMath's.....	32
Jonesboro' .....	11 43
ELYTON .....	13 56
HUNTSVILLE, (see 459)....	100 156

(462) TUSCALOOSA TO COURTLAND.

To Northport .....	1
North River.....	10 11
New Lexington .....	14 25
Sheffield.....	6 31
Eldridge.....	25 56
Thorn Hill .....	22 78
Kinlock .....	7 85
Camp Spring.....	14 99
Moulton.....	10 109
COURTLAND.....	13 122

(463) TUSCALOOSA TO FLORENCE.

To Northport .....	1
North River .....	10 11
New Lexington .....	14 25
Fayette Court House.....	16 41
Palo.....	7 48
Hughes' Mill.....	14 62
Pikeville.....	6 68
Toll Gate .....	10 78
Russellville .....	35 113
Tuscumbia.....	18 131
FLORENCE .....	5 136

(464) FLORENCE TO ROME, GA.

To Masonville.....	10
Rogersville .....	12 22
Athens .....	23 45
Shoalford.....	12 57
HUNTSVILLE .....	13 70
Berkley.....	12 82
New Hope .....	10 92
Cottonville.....	7 99
Claysville .....	6 105
Gunter's Landing .....	2 107
Fall River .....	6 113
Van Buren.....	18 131
Blue Pond .....	18 149
Cedar Bluff .....	11 160
Missionary Station, Ga. ....	16 176
Coosa .....	7 183
ROME .....	6 189

(465) GUNTER'S LANDING TO JASPER, TENN.

To Claysville .....	2
Dodsonville .....	15 17
Bellefonte.....	18 35

Bolivar .....	16 51
Rocky Spring .....	6 57
Battle Creek, Tenn.....	5 62
JASPER .....	6 68

(466) TUSCUMBIA TO HUNTSVILLE

*Tuscumbia and Decatur R. R.*

To Leighton .....	11
Courtland .....	13 24
Hillsboro'.....	9 33
Trinity .....	5 38
Decatur.....	5 43
Mooreville, (stage).....	7 50
Saunders .....	10 60
HUNTSVILLE .....	14 74

(467) TUSCUMBIA TO COLUMBUS, MISS.

To Russellville .....	18
Toll Gate .....	35 53
Millville .....	12 65
Quincy, Miss. ....	17 82
Athens .....	7 89
Aberdeen.....	7 96
Barton.....	15 111
COLUMBUS .....	12 123

MISSISSIPPI.

(468) JACKSON TO VICKSBURG.

*Vicksburg and Jackson R. R.*

To Clinton .....	10
Bolton's Depot .....	9 19
Midway .....	4 23
Edwards' Depot .....	5 28
Big Black River.....	6 34
Bovina .....	2 36
Montalban .....	4 40
VICKSBURG .....	6 46

(469) JACKSON TO GRAND GULF.

To Clinton .....	10
Raymond .....	8 18
Auburn .....	13 31
Cayuga .....	5 36
Rocky Springs .....	8 44
Willow Springs .....	8 52
GRAND GULF.....	11 63

(470) JACKSON TO NATCHEZ.

To Newtown .....	10
Line Store .....	12 22
Gallatin .....	18 40
Hargrave .....	15 55
Union Church .....	9 64

Malcomb .....	14	78
Hamburg .....	10	88
Washington .....	10	98
NATCHEZ .....	6	104

## (471) JACKSON to DE KALB.

To Brandon, ( <i>via R. R.</i> ) .....	13	
Greenbush, ( <i>stage</i> ) .....	17	30
Hillsboro' .....	18	48
County Line .....	12	60
Union .....	15	75
Herbert .....	11	86
DE KALB .....	20	106

## (472) JACKSON to COLUMBUS.

To Midway .....	12	
Canton .....	13	25
Sharon .....	10	35
Pleasant Grove .....	9	44
Thomastown .....	13	57
Kosciusko .....	15	72
Louisville .....	36	108
Yanaley .....	14	122
Choctaw Agency .....	12	134
COLUMBUS .....	24	158

## (473) JACKSON to YAZOO CITY.

To Midway .....	12	
Canton .....	13	25
Benton .....	24	49
YAZOO CITY .....	10	59

(474) VICKSBURG to MEMPHIS,  
TENN.

To Cardiff .....	10	
Milldale .....	5	15
Claiborneville .....	13	28
Satartia .....	5	33
Lincoln .....	12	45
Benton .....	10	55
Lexington .....	27	82
Black Hawk .....	15	97
Carrollton .....	16	113
Grenada .....	23	136
Oakachickama .....	13	149
Coffeeville .....	5	154
Sevier .....	15	169
Oxford .....	16	185
Aberville .....	14	199
Waterford .....	10	209
HOLLY SPRINGS .....	9	218
North Mount Pleasant .....	15	233
Nonconner, Tenn. ....	15	248
Germantown .....	11	259
MEMPHIS .....	15	274

## (475) COLUMBUS to MEMPHIS, TENN.

To Barton .....	12	
Aberdeen .....	15	27
Prairie Mount .....	30	57
Pontotoc .....	15	72
Holly Springs .....	56	128
MEMPHIS, (see 474) .....	56	184

## ARKANSAS.

(476) LITTLE ROCK to NEW OR-  
LEANS.*Steamboat.*

To Pine Bluffs .....	90	
New Gascony .....	25	115
Richland .....	6	121
Nickatoo .....	15	136
Arkansas Post .....	55	191
Wellington .....	30	221
Napoleon .....	30	251
NEW ORLEANS, (see 491) ..	620	871

(477) LITTLE ROCK to MONT-  
GOMERY'S POINT.

To Grand Prairie .....	35	
Reagan's Bluff .....	33	68

*Steamboat.*

MONTGOMERY'S POINT .....	140	208
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(478) LITTLE ROCK to FORT GIB-  
SON.*Steamboat.*

To Lewisburg .....	60	
Dardanelle .....	42	102
Scotia .....	13	115
Spadra Bluff .....	17	132
Morrison's Bluff .....	6	138
Ozark .....	25	163
Van Buren .....	58	221
FORT SMITH .....	8	229
Fort Coffee, I. T. ....	17	246
Canadian River .....	45	291
FORT GIBSON .....	40	331

(479) LITTLE ROCK to FORT GIB-  
SON.*Stage.*

To Lewisburg .....	55	
Hurricane .....	14	69
Galley Creek .....	8	77
Norristown .....	7	84
Dwight .....	9	93
Scotia .....	6	99
Pittsburg .....	9	108
Clarksville .....	7	115

Horsehead .....	11	126
Ozark .....	17	143
Pleasant Hill .....	12	155
Van Buren .....	24	179
FORT SMITH .....	7	186
Kidron .....	25	211
FORT GIBSON .....	36	247

(480) LITTLE ROCK to BOSTON,  
TEX.

To Collegeville .....	15	
Benton .....	10	25
Fair Play .....	12	37
Rockport .....	8	45
Raymond .....	30	75
Antoine .....	20	95
Washington .....	29	124
Fulton .....	14	138
BOSTON .....	50	188

(481) LITTLE ROCK to FORT TOW-  
SON, IND. TER.

To Washington, (see 480) .	124	
Columbus .....	9	133
Saline .....	10	143
Brownstown .....	5	148
Paracrafta .....	12	160
Ultima Thule .....	25	185
Eagletown .....	10	195
FORT TOWSON .....	45	240

(482) LITTLE ROCK to SHREVE-  
PORT, LA.

To Washington, (see 480) .	124	
Spring Hill .....	15	139
Lewisville .....	16	155
Walnut Hill .....	26	181
SHREVEPORT .....	89	270

(483) LITTLE ROCK to HOT  
SPRINGS.

To Collegeville .....	15	
Benton .....	10	25
Fair Play .....	12	37
HOT SPRINGS .....	18	55

(484) LITTLE ROCK to MEMPHIS,  
TENN.

To Grand Prairie .....	35	
Reagan's Bluff .....	33	68
Clarendon .....	5	73
Oakland .....	35	108
St. Francis .....	25	133
Green Plains .....	19	152
Marion .....	16	168
MEMPHIS, TENN. ....	10	178

(485) LITTLE ROCK to ST. LOUIS,  
Mo.

To Oakland Grove .....	30	
Searcy Court House .....	25	55
Rock Point .....	32	87
Batesville .....	11	98
Reed's Creek .....	24	122
Smithville .....	12	134
Jackson .....	14	148
Pocahontas .....	15	163
Fourche Dumas .....	8	171
Hick's Ferry .....	15	186
Cane Creek, Mo. ....	32	218
Greenville .....	18	236
Fredericktown .....	35	271
Mine La Motte .....	12	283
Farmington .....	5	288
Iron Mountain .....	14	302
Caledonia .....	10	312
Potosi .....	12	324
Old Mines .....	7	331
Glenfinlay .....	10	341
Hillsboro' .....	10	351
Herculaneum .....	11	362
Sulphur Springs .....	9	371
Oakville .....	8	379
Jefferson Barracks .....	5	384
Carondelet .....	4	388
ST. LOUIS .....	5	393

(486) BATESVILLE to MEMPHIS.

To Sulphur Rock .....	10	
Elizabeth .....	18	28
St. Francis .....	55	83
Green Plains .....	19	102
Marion .....	16	118
MEMPHIS, TENN. ....	10	128

(487) BATESVILLE to MEMPHIS.

*Steamboat.*

To Pleasant Island .....	35	
Elizabeth .....	13	48
Clarendon .....	210	258
Reagan's Bluff .....	8	266
White River .....	140	406
Delta, Miss. ....	66	472
Helena, Ark. ....	10	482
Sterling, Ark. ....	10	492
Commerce, Miss. ....	45	537
MEMPHIS, TENN. ....	27	564

(488) ARKADELPHIA to NEW OR-  
LEANS.

*Steamboat.*

Manchester .....	11	
Dallasport .....	18	29

Camden .....	65	94
Champagnole .....	32	126
Benson's Landing .....	8	134
Burk's Landing .....	12	146
Monroe, La. ....	125	271
Trinity .....	165	436
Mouth Red River .....	120	556
NEW ORLEANS .....	236	792

## LOUISIANA.

### (489) NEW ORLEANS TO MOBILE.

To Lakeport, (on Lake Pont- chartrain) .....	5	
<i>Steamboat.</i>		
Point aux Herbes .....	15	20
Fort Coquilles .....	7	27
Lake Borgne .....	10	37
Grand Island .....	9	46
West Marianne .....	9	55
East Marianne .....	5	60
Cat Island .....	11	71
Mississippi City .....	11	82
Deer Island .....	5	87
Pascagoula, Miss. ....	23	110
Cedar Point, Ala. ....	26	136
MOBILE .....	30	166

### (490) NEW ORLEANS TO GALVES- TON, TEXAS.

To Battle Ground .....	6	
English Turn .....	6	12
Fort St. Leon .....	5	17
Poverty Point .....	18	35
Fort St. Philip .....	37	72
Fort Jackson. (opposite) ...		
South East Pass .....	23	95
Balize .....	10	105
GALVESTON .....	345	450

### (491) NEW ORLEANS TO ST. LOUIS, Mo.

<i>Steamboat.</i>		
To La Fayette, La. ....	2	
Carrrollton, La. ....	4	6
Red Church, La. ....	20	26
Jefferson College, La. ....	38	64
Donaldsonville, La. ....	19	83
Plaquemine, La. ....	34	117
BATON ROUGE, La. ....	23	140
Port Hudson, La. ....	25	165
St. Francisville, La. ....	11	176
Point Coupee. (opposite) ...		
Red River Island, La. ....	60	236
Fort Adams, Miss. ....	11	247

Homochitta River, Miss. ....	10	257
Ellis Cliffs, Miss. ....	26	283
NATCHEZ, Miss. ....	18	301
Rodney, Miss. ....	31	332
Bruinsburg, Miss. ....	10	342
GRAND GULF, Miss. ....	10	352
Carthage, La. ....	27	379
Warrenton, Miss. ....	19	398
VICKSBURG, Miss. ....	10	408
Yazoo River, Miss. ....	12	420
Providence, La. ....	61	481
Princeton, Miss. ....	29	510
Columbia, Ark. ....	45	555
Bolivar Court House, Miss. ....	53	608
Napoleon, (mouth of Arkan- sas River,) Ark. ....	12	620
Montgomery's Point, Ark. ....	20	640
Victoria, Miss. ....	1	641
Delta, Miss. ....	65	706
HELENA, ARK. ....	10	716
Sterling, Ark., (mouth of St. Francis River) ....	10	726
Peyton, Miss. ....	12	738
Commerce, Ark. ....	33	771
MEMPHIS, TENN. ....	27	798
Greenock, Ark. ....	34	832
Randolph, Tenn., (mouth of Hatchie River) ....	33	865
Fulton, Tenn. ....	11	876
Osceola, Ark. ....	10	886
Ashport, Tenn. ....	12	898
Obion River, Tenn. ....	8	906
Little Prairie, Mo. ....	29	935
New Madrid, Mo. ....	30	965
Hickman, Ky. ....	42	1007
Columbus, Ky. ....	15	1022
CAIRO, ILL., (mouth of the Ohio River) ....	18	1040
Commerce, Mo. ....	28	1068
Cape Girardeau, Mo. ....	12	1080
Bainbridge, Mo. ....	12	1092
Chester, Ill. ....	45	1137
St. Genevieve, Mo. ....	16	1153
Selma, Mo. ....	25	1178
Herculaneum, Mo. ....	4	1182
Harrisonville, Ill. ....	2	1184
Jefferson Barracks, Mo. ....	19	1203
ST. LOUIS, Mo. ....	9	1212

### (492) N. ORLEANS TO CINCINNATI, O.

<i>Steamboat.</i>		
To Cairo, at the mouth of Ohio River, (see 491) .	1040	
Trinity, Ill. ....	5	1045
Caledonia, Ill. ....	9	1054

Fort Massac, Ill.....	24	1078
Belgrade, Ill.....	3	1081
Paducah, Ky., (mouth of Tennessee River).....	6	1087
Smithland, Ky., (mouth of Cumberland River).....	15	1102
Golconda, Ill.....	18	1120
Elizabethtown, Ill.....	12	1132
Cave in Rock, Ill.....	7	1139
Caseyville, Ky.....	13	1152
Shawneetown, Ill.....	9	1161
Raleigh, Ky.....	5	1166
Wabash River.....	6	1172
Uniontown, Ky.....	5	1177
Mount Vernon, Ia.....	15	1192
Hendersonville, Ky.....	26	1218
EVANSVILLE, IA.....	10	1228
Green River, Ky.....	8	1236
Newburg, Ia.....	6	1242
Enterprise, Ia.....	15	1257
Owensburg, Ky.....	6	1263
Rockport, Ia.....	9	1272
Lewisport, Ky.....	12	1284
Troy, Ia.....	6	1290
Carmelton, Ia.....	6	1296
Cloversport, Ky.....	13	1309
Rome, Ia. }		
Stevensport, Ky. }	10	1319
Concordia, Ky.....	11	1330
Alton, Ia.....	10	1340
Fredonia, Ia.....	13	1353
Leavenworth, Ia.....	4	1357
Amsterdam, Ia.....	8	1365
Northampton, Ia.....	3	1368
Mauckport, Ia.....	7	1375
Brandenburg, Ky.....	1	1376
West Point, Ky.....	17	1393
Portland, Ky. }		
New Albany, Ia. }	20	1413
Shippingsport, Ky.....	1	1414
LOUISVILLE, Ky.....	2	1416
Jeffersonville, Ky.....	1	1417
Utica, Ia.....	8	1425
Westport, Ky.....	16	1441
New London, Ia.....	15	1456
MADISON, IA.....	9	1465
Mouth of Kentucky River	12	1477
Vevay, Ia.....	10	1487
Warsaw, Ky.....	10	1497
Patriot, Ia.....	10	1507
Hamilton, Ky.....	2	1509
Rising Sun, Ia.....	11	1520
Belleview, Ky.....	3	1523
Aurora, Ia.....	6	1529
Lawrenceburg, Ia.....	5	1534

Great Miami River, O.....	2	1536
North Bend, O.....	4	1540
CINCINNATI, O.....	16	1556
Newport and Covington opposite.		

(493) N. ORLEANS to PITTSBURG.

To Cincinnati, (see 492).	1556
PITTSBURG, (see 513)....	497 2053

(494) NEW ORLEANS to SHREVEPORT.

*Steamboat.*

To Mouth of Red River, (see 491).....	236
Washita River.....	35 271
Alexandria.....	70 340
Natchitoches.....	80 420
SHREVEPORT.....	85 505

(495) NEW ORLEANS to FORT GIBSON, IND. TER.

*Steamboat.*

To Napoleon, at mouth of Arkansas Riv., (see 491)	620
Montgomery's Point.....	20 640
Arkansas.....	40 680
New Gascony.....	76 756
Pine Bluffs.....	25 781
LITTLE ROCK.....	90 871
Lewisburg.....	60 931
Dardanelle.....	42 973
Scotia.....	13 986
Spadra Bluff.....	17 1003
Morrison's Bluff.....	6 1009
Ozark.....	25 1034
Van Buren.....	58 1092
FORT SMITH.....	8 1100
Fort Coffee, I. T.....	17 1117
Canadian River.....	45 1162
FORT GIBSON.....	40 1202

(496) ST. FRANCISVILLE to NATCHEZ, MISS.

*West Feliciana R. R.*

To Laurel Hill.....	13
Woodville.....	11 24

*Stage.*

Cold Spring.....	16 40
NATCHEZ.....	20 60

## TEXAS.

(497) GALVESTON to NEW OR-  
LEANS.

To NEW ORLEANS, (see 490) 450

(498) GALVESTON to HUNTSVILLE.

*Steamboat.*

To Dollar Point ..... 15

Davis Point ..... 5 20

New Washington ..... 14 34

San Jacinto ..... 10 44

HOUSTON ..... 37 81

*Stage.*

Cypress Grove ..... 22 103

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(499) GALVESTON to WASHINGTON.

To Houston, (see 498) ..... 81

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(500) GALVESTON to MATAGORDA.

To Liverpool ..... 36

Columbia ..... 25 61

Brazoria ..... 9 70

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Caney ..... 9 89

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(501) GALVESTON to MATAGORDA.

To San Louis ..... 28

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(502) GALVESTON to PORT LA-

## VACCA.

*Steamboat.*

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PORT LAVACCA ..... 7 160

(503) GALVESTON to AUSTIN.

To Houston, (see 498) ..... 81

Richmond ..... 28 109

Columbus ..... 50 159

La Grange ..... 30 189

Cunningham's P. O. .... 22 211

Bastrop ..... 13 24

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(504) AUSTIN to NATCHITOCHE,  
LA.

To Webber's Prairie ..... 15

Bastrop ..... 17 32

Cunningham's P. O. .... 13 45

La Grange ..... 22 67

Rufersville ..... 5 72

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Montville ..... 9 93

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Anderson ..... 17 141

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(505) AUSTIN to MATAGORDA.

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Rio Grande,) and } ..... 160 369

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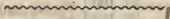
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## THE NORTH-WESTERN STATES AND TERRITORIES.



THE North-western States, comprising Ohio, Indiana, Illinois, Michigan, and Wisconsin, on the N., and Kentucky on the S. of the Ohio and E. of the Mississippi river, and Missouri and Iowa on the W. of the Mississippi, occupy an area of 395,319 square miles. The immense territory west of these (with the exception of Minnesota) is still a wilderness, and occupied only by roving bands of Indians. The whole region lies N. of the parallel of  $36^{\circ} 30'$  N. lat., and E. of the Rocky Mountains, and is comprised in the great basins of the St. Lawrence, the Ohio, the Upper Mississippi, and the Missouri rivers. The aggregate superficies of the N. W. states and territories is 1,202,583 square miles.

If we except a few isolated elevations, and the range called the Black Hills between the upper waters of the Missouri and Platte rivers, the whole extent of these states and territories presents a series of undulating plains, inclining only in the direction of the great rivers and lakes, which form so distinguishing a feature of this prolific country. From  $81^{\circ}$  to  $105^{\circ}$  W. long., no continuous chain, or any hill approaching to the semblance of a mountain, interrupts the vision, and the far horizon alone arrests the powers of sight. Along the rivers indeed a few ragged bluffs occur; but so limited is their extent, and so small their occupancy, that they are almost lost in the pervading characteristics of the whole, and can only claim a notice in the minute topography of regions. The soil is everywhere excellent—Infinite in variety, of great depth, and fertile beyond description. Naturally it is clothed with a strong sward, bearing a tall, coarse grass; and in many places extensive tracts are covered with an abundant growth of timber—forests of oak, pine, maple, walnut, and other valuable trees. The most lively landscape prevails, and for miles and miles a varied scenery of natural growth, with all the diversity of gentle swell and plain—here trees grouped together, or standing singly and alone, and there arranged in long avenues as though planted by human hands, with strips of open prairie intervening. Sometimes the “openings” are dotted with numerous clear lakes, and form scenes of enchanting beauty. In these regions the bison roams, and here the red hunter formerly delighted to pursue his game amid the primeval developments of nature.



The great rivers which, with a thousand branches, penetrate to almost every portion of the country, and lead off the surplus waters to the vast central trunk that traverses it from N. to S., are perhaps, no less than the extended plains, a distinguishing, as they are an important feature of the west. Without these, and those great lakes which lie on the N., the whole region must forever have remained an impenetrable wilderness. These are now the avenues of a commerce unsurpassed in extent, and have contributed more than all the artificial constructions of man to develop the teeming wealth of the regions watered by their courses. Craft of every description, from the primitive flat-bottom boat to the magnificent steamer, the acmé of mechanical skill, bear upon their bosoms the staples and productions of every land, endowing with riches the whole country, and adding daily to the necessaries and luxuries of the thriving people, who, by their presence and perseverance, have made the wilderness to smile, and the nakedness of the earth to be clothed in perennial harvests.

The "Great West" is perhaps the only region in the world that supplies so universally the wants of man, or unites so much and varied treasure and such accommodations. The earth produces spontaneously an aggregate of almost every useful species of vegetation, and supports animals suitable alike for food and clothing; and if we penetrate the dark womb of the earth, even there we find every valued mineral. Lead, copper, iron, and coal are found in exhaustless mines, and salt is everywhere abundant. Nothing, indeed, is wanting to man's happiness. The earth, the air, and the waters are replete with blessings, and invoke only his industry to reap their teeming wealth. Is it wonderful, then, that such a country should attract the eyes of mankind, or that it has so rapidly filled up by immigration? Untrod by white man within a century, it now maintains its millions. The destiny of such a country, how grand! The great empires of the ancient world will sink to insignificance before the vastness and brilliancy of this rising power.

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## THE STATE OF OHIO.

*Area 39,964 square miles.—Population 1,980,408.*

This flourishing and populous state is situated between 38° 34' and 42° N. lat., and between 80° 35' and 84° 57' W. long.: and is bounded N. by Michigan and Lake Erie; E. by Pennsylvania and Virginia; S. by Kentucky, and W. by Indiana. The Ohio river runs along its southern and the greater part of its eastern boundary for 402 miles, separating the state from Virginia and Kentucky.

The northern part of Ohio, bordering on Lake Erie, and the interior, are generally level, and in some places marshy. In the E. and S. E. the country is much broken, often rising into rugged and abrupt elevations, but nowhere becoming mountainous. The whole state may be said to be susceptible of cultivation, and certainly it is one of the most productive and fertile in the Union. In the valleys of the Sciota and the Great and Little Miami, are found the finest portions of the country. In a state of nature, Ohio, with the exception of the central prairies, was covered with dense forests, to which the fertility of the soil gave stupendous development. The most extensive prairies are those of the central table-land. The principal rivers, besides the great and beautiful river which gives its name to the state, are the Mahoning, Beaver, Muskingum, Hockhocking, Sciota, and the Little and Great Miami, which flow south into the Ohio river; and the Maumee, Sandusky, Huron, Grand, and Ashtabula, which fall into Lake Erie, which forms the northern boundary of the state for 160 miles. The climate is one of the most healthy. Free from the extremes of heat and cold, it is peculiarly adapted to agricultural and other out-door employments, and to this fact is no doubt owing the general prosperity of the inhabitants.

Numerous remains of former and extinct races are found in various parts. These consist of tumuli or mounds, and ancient fortifications of earth, articles of earthenware, &c. To what people or time these are to be referred, is questionable; but it is evident that the race of Indians found in these territories by the first explorers, have had no connection with them: indeed, they were entirely ignorant of their origin, nor were they acquainted with their use or economy.

Ohio is extensively engaged in all the great branches of industry; but agriculture is the chief employment of the inhabitants. All the cereals, fruits, and other products of moderate climates, are cultivated; and in the rearing of live-stock, the state is pre-eminent, and for this no state has better facilities. Of hogs alone, about 600,000 are annually slaughtered, and the yearly production of wool amounts to nearly 4,000,000 lbs. The mineral wealth of Ohio, consisting of iron, coal, salt, &c., is immense, but as yet only partially developed, and building material is abundant. Gold is said to have been found near Lisbon. Manufactures are carried on with success, and are daily increasing in importance. The exports consist of wheat, pork, wool, and other agricultural staples. These find outlets at the lake ports and the ports on the Ohio. Internal communication is provided for by a splendid system of railroads and canals. Every element of prosperity indeed is here in active operation. The length of railroad now completed is 1,622 miles, and the length of canal nearly 900 miles.

Education is munificently provided for. There are in the state 12,279 common schools, with an average attendance of 340,000 children. The

school fund owned by the state amounts to \$1,566,931. There are also about 130 academies, twelve colleges, six theological seminaries, one law school, and two medical schools. The number of private schools is also very large. The state also supports an Asylum for the Insane, and a Deaf and Dumb Asylum.

The state is divided into 87 counties. The principal cities and towns are—Columbus, Cincinnati, Cleveland, Sandusky, Springfield, Portsmouth, Marietta, &c.

COLUMBUS, the capital, is situated about the middle of the state, on the E. bank of the Sciota, immediately below the junction of the Whetstone river. The streets are laid out rectangularly; and in the center of the city is a fine public square. The great national road intersects here, and is carried over the river by a bridge, which also unites the city with Franklinton. Population 17,888. CHILICOTHE, on the W. bank of the river, 60 miles south, and PORTSMOUTH, at its mouth, are places of considerable importance and population. In the neighborhood of Portsmouth is a large number of furnaces. Pop. of P. 4,228.

CINCINNATI, the "Queen city of the West," is situated on the north bank of the Ohio, near the western border of the state. It is the largest city in Ohio, and in point of population the fifth in the United States. Its public buildings are numerous, and equal to those of any city of like population. In manufactures, trade, and commerce, it is pre-eminent. Population in 1810, 2,540; in 1849, 115,438. It is connected both by canal and railroad with Lake Erie, and with the whole east and west by the noble Ohio. SPRINGFIELD, on the E. fork of Mad river, 84 miles north by railroad, is a rapidly increasing town, engaged in manufactures, and has considerable commercial connection. Population 5,109.

The other towns on the Ohio deserving of notice are GALLIPOLIS, an improving place, and capital of Gallia county—population 1,686; COALPORT, the chief depôt of mining operations; POMEROY, a place of extensive traffic—population 1,637; MARIETTA, on the E. bank of the Muskingum, at its mouth, noted for its mills—population 3,133; STEUBENVILLE, the center of a rich and populous country—population 6,140, &c., &c.

ZANESVILLE, on the E. bank of the Muskingum, 80 miles N. of Marietta, is a manufacturing town of about 7,791 inhabitants. Anthracite coal and a clay suitable for earthenware are found in the neighborhood. The national road passing through the town, makes it a great thoroughfare, and, by the improvements in the river, navigation is opened to the Ohio, while the Ohio Canal unites it with Lake Erie and the Sciota river. COSHOCTON, NEW PHILADELPHIA, BOLIVAR, MASSILLON, and FULTON, are also on the Muskingum, N. of Zanesville. AKRON, 34 miles S. of Cleveland, and about 10 miles N. of Fulton, is an important canal center.

CLEVELAND, at the mouth of the Cuyahoga river, and the northern ter-

minus of the Ohio Canal, is the most important of the lake ports. It is excellently situated for commerce, and has now a population of 17,074. SANDUSKY CITY, situated on the S. side of Sandusky Bay, about three miles from Lake Erie, is a point of importance. It is united with Cincinnati by railroad, and also with Mansfield and Newark. The port is continually thronged with vessels during the open season. Population 5,088. TOLEDO, near the mouth of the Maumee, and on the Wabash and Erie Canal, is the eastern terminus of the railroad to Adrian in Michigan, and possesses superior advantages as a commercial depôt. It is constantly progressing, and must eventually, with the natural and artificial means at its disposal, at no distant period become one of the most important places on the lake coast. The present population is only about 3,819. PORT CLINTON, PAINESVILLE, ASHTABULA, &c., are also places of great commercial importance, and are rapidly increasing in population.

Previous to 1788 the whole of Ohio was a wilderness. In that year a settlement was made at Marietta, and in 1789 the country was placed under a territorial government, and called the "Western Territory." This designation was applied not only to Ohio, but to all the district north-west of the Ohio to the Mississippi river, and included the states of Indiana, Michigan, Illinois, Wisconsin, and part of the territory of Minesota. At a subsequent period it was known as the "Territory north-west of the Ohio." The ordinance by which this territory was established forbade slavery in any future state that might be formed within the district. The Indian wars in Ohio were terminated by Wayne's expedition in 1794. In 1802 this state was received into the Union. Since then no state has increased so rapidly, and it now ranks as third in population and wealth.

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## THE STATE OF MICHIGAN.

*Area 56,243 square miles.—Population 397,654.*

MICHIGAN lies between  $41^{\circ} 48'$  and  $47^{\circ} 30'$  N. lat., and between  $82^{\circ} 20'$  and  $90^{\circ} 10'$  W. long.: and is bounded N. by Lake Superior; E. by St. Mary's river, Lake Huron, St. Clair river, Lake St. Clair, Detroit river, and Lake Erie; S. by the states of Ohio and Indiana, and W. by Lake Michigan and the Menomonee and Montreal rivers. The state consists of two distinct peninsulas.

The "Southern Peninsula," or Michigan proper, contains an area of

39,856 square miles. The surface is generally level, but has a gradual ascent from the shores to the center of the country, where it attains an elevation of 600 or 700 feet. The coasts of Lakes Michigan and Huron have high and steep banks, and along the former are bluffs and sand hills from 100 to 300 feet elevation. The interior is mostly covered with fine forests, interspersed with prairie and openings. The country is drained by several large rivers and numerous smaller streams, which rise near the center, and pass off in an E. and W. direction. The Cheboygan and some small streams, however, flow N. into Mackinaw Strait. The larger rivers are navigable almost to their sources. Raisin and Huron rivers flow E. into Lake Erie; Rouge into Detroit river; Clinton and Black into the St. Clair; and Saginaw, formed by the union of several streams, into Saginaw Bay. But the largest rivers flow into Lake Michigan. St. Joseph's, Kalamazoo, Grand, and Maskegon rivers are all navigable by steam. Several lakes are found in the northern part of the peninsula. The quality of soil is very various: in the north there are considerable sandy tracts and marshes; but on the whole the country is not unfertile, and not much inferior to the fine lands of the South for agricultural purposes. No part of the Union is better supplied with fish, game, and wild fowl, and the climate is remarkably mild, being tempered by the large bodies of water by which it is almost surrounded.

The "Northern Peninsula," between lakes Michigan and Superior, occupies 16,387 square miles. Portions of it are the mere development of sublime scenery. Mountains and plains, lakes, rivers, and forests spread over it with a boldness of outline which may be said to constitute almost a peculiar type in North American geography. This division embraces the "mineral district" of Michigan. Much of it falls under the influence of causes which render it of little value in an agricultural point of view. The northern shores of lakes Michigan and Huron are exclusively limestone, and abound in gypsum and saline springs. The interior abounds in small lakes, and enjoys a singular advantage of intercommunication by its streams and portages. The length of coast navigation is about 750 miles, and in this distance are embraced several large bays and excellent harbors. About 40 large, and some 60 small streams, discharge their waters into the lakes constituting portions of its boundary. The whole peninsula is eminently distinguished for the value and diversity of its minerals. Copper exists in vast beds in the neighborhood of Lake Superior, and is frequently found in its native state. In some of the river beds large boulders of this mineral are frequently met with. Iron of a very superior quality is also found; and recent surveys have developed the fact that it exists in an almost pure state, and in larger bodies than even in the state of Missouri. The copper mines are now being worked by a number of Eastern capital-

ists, and large amounts of ore and reduced metal are finding their way into the markets.

The favorable situation of Michigan, having immediate access to four of the great American lakes; its fine soil and climate; its mineral resources and other advantages, must eventually make it one of the most prosperous of the Western states. Its industry is as yet only in its infancy, and its capabilities only partially known. The farmers raise almost every staple of temperate climates, and are rich in live-stock. The chief cereal crops consist of wheat, oats, and Indian corn. Barley, rye, and buckwheat, are raised in small quantities. Maple sugar is a never-failing crop. The products of both wild and domestic animals are large. Manufactures are progressing, but as yet are confined chiefly to articles of immediate necessity. Michigan is perhaps better situated for commerce than any other inland state. It is now accessible from New York and New Orleans wholly by water, and with those places maintains considerable traffic. Canada overlooks its eastern shores, and in several places is only separated by narrow straits. With regard to its inland trade, every facility is enjoyed that navigable rivers and excellent roads can afford. Already the exports amount to an important sum. Flour, wheat, corn, pork, beef, fish, wool, leather, &c., constitute its chief exports. Taxable property in the state, real and personal, amounts to \$29,908,769. The railroads in Michigan have a total length of 474 miles, the main lines running across the southern part of the lower peninsula.

The University, founded in 1837, is located at Ann Arbor, and has three departments: viz., for literature and the sciences, law, and medicine. It is supported by a fund arising from lands appropriated to its use by Congress, and is governed by a Board of Regents. No charge is made for tuition. Provision is made by law for 26 professorships, and also for the establishment of departments for female education, for the education of teachers, and for agricultural science; but the institution as now organized consists only of seven professors, and the three departments as above named. Primary schools are established throughout the state, and governed by local boards, supported by taxes and a general school-fund. There are 435 townships in the state, in 270 of which school libraries are supported, and provision is also made for district libraries. The number of school districts in the state is 2,869, and the number of scholars 97,658. The amount expended annually is about \$140,000. Instruction is under the general supervision of a superintendent. The Catholic college of St. Philip's, near Detroit, was founded in 1839, and in 1849 had four professors and about 37 students. A state normal school was established at Ypsilanti in 1849.

Michigan is divided into 64 counties. The principal cities and towns are Lansing, Detroit, Pontiac, Monroe, Ann Arbor, Ypsilanti, Tecumseh,

Adrian, Marshall, Kalamazoo, Niles, New Buffalo, all in the southern portion of the state; Grand Rapids and Maskegon, on the rivers of the same name; Saginaw, on Saginaw river; Port Huron, at the N. entrance of St. Clair river, &c.

LANSING, the capital, is situated in Ingham county, on Grand river, 117 miles from Detroit, and has been the seat of government since Dec. 1847. It is centrally situated in reference to the settlements. Though but a few years have elapsed since the place was a wilderness, it now contains upwards of 400 houses and several large hotels. The State House is a spacious and handsome building, in the center of an enclosure overlooking the town, and on an elevation of about 50 feet above the river. Several saw and flouring mills, propelled both by steam and water power, have been erected, and there seems to be every prospect of its becoming a flourishing place. Pop. 1,229. A stage communication is maintained to Jackson, on the Central Railroad.

DETROIT, the former capital, and the largest and most flourishing town in Michigan, is well situated for trade on the W. side of Detroit river, seven miles S. of Lake St. Clair, and 18 N. of Lake Erie. It stands on an elevated site, about 30 feet above the water. It is regularly laid out, and has many excellent public buildings and private residences. It enjoys great facilities for an extensive commerce, and few cities have better prospects for future eminence. Pop. 21,057. The Central Railroad extends hence to New Buffalo, 221 miles, and another to Pontiac, 25 miles. Detroit was formerly a military post of the French, and a great depôt of the fur-traders.

PONTIAC, 25 miles N. W. from Detroit, on the N. bank of Clinton river, contains the county buildings of Oakland, and is a flourishing inland town, containing several manufactures. Population 2,819. It is connected with Detroit by railroad. SHELBY and MT. CLEMENS, on the same river, to the E. of Pontiac, are considerable villages. ST. CLAIR and PORT HURON, on St. Clair river, occupy excellent commercial sites, and with the progress of settlement must become important. MONROE, 39 miles S. of Detroit, is well situated, both for manufactures and commerce, at the lower falls of Raisin river, and is accessible for the largest vessels from Lake Erie. Population 2,809. Here commences the Southern Railroad. ADRIAN and TECUMSEH, also on the Raisin, are populous villages, the former of which is a station on the Southern Railroad. HILLSDALE is the present terminus of that road. YPSILANTI, the seat of the State Normal School, and ANN ARBOR, the seat of Michigan University, are towns on the S. bank of Huron river, and on the line of the Central Railroad. The population of each is about 4,870. DEXTER, JACKSON, and MARSHALL are towns on the same railroad. Marshall, which is situated on the N. bank of Kalamazoo river, is an important place, with a population of about 2,823. KALAMAZOO, on the S. bank,

has great commercial advantages, the river being navigable to the lake. It has long been an important point of travel, and has especially increased in prosperity since the completion of the Central Railroad. A large trade centers here from the neighboring country. Population 2,507. NILES, on the E. side of St. Joseph's river, at the head of steam navigation, is an important place on the Central Railroad. Population 3,400. NEW BUFFALO, opposite Chicago, on Lake Michigan, is the W. terminus of the Central Railroad, and distant from Detroit 221 miles. It has much of the busy aspect of its great prototype of the east. ST. JOSEPH'S, at the mouth of the river of the same name, has a good location for commerce, but hitherto has not realized the expectations of its founders.

GRAND RAPIDS is situated on the S. E. side of Grand river, at the rapids, which have a fall of 15 feet in a mile, and afford immense water-power. A large number of splendid saw and flouring mills have been erected here. The village contains the public offices of Kent county, and has a population of about 2,646. A canal round the rapids would secure navigation to steamboats many miles further up the river. It was founded in 1833, and promises to become one of the most important places in the state. MASKEGON, on the S. bank of the river of the same name, is also a large village, and well located for commerce. It is the natural outlet of an extensive back-country. Pop 404.

SAGINAW, on the W. bank of Saginaw river, 23 miles from its mouth, stands on an elevated site, and contains several substantial public buildings. It has long been an important village, and has considerable commerce. It is the chief outlet for the extensive country watered by the numerous tributaries of the Saginaw. Pop 917.

MACKINAW, on Mackinaw Island, which forms a part of the N. E. bank of the strait of Mackinaw, is a village of some 800 inhabitants. It is an important military station, occupied by the U. S. forces. The fortifications are built on an eminence, 160 feet above the surface of the lake. The Indians resort to this station to receive from government their annuities, and are here met by the traders. Steamboats call here on their passages through the strait.

Few villages exist in the northern peninsula. Those occupied by the miners are only of a temporary nature. SAULT ST. MARIE, however, is an exception. This village, 90 miles N. W. from Mackinaw, is situated near the rapids of St. Mary's river, between lakes Superior and Huron, and at the head of steam navigation. It is proposed to connect the two lakes by a canal round the falls, and thus secure a continuous navigation between the lakes, and form an outlet for the vast resources of the upper lake country.

The first permanent settlement within the bounds of Michigan was made by the French at Detroit in 1670; but at the peace of Paris in 1763,



the country was transferred to England, and at the close of the Revolutionary war reverted to the United States. In 1805 it was erected by Congress into a separate territorial government. During the last war with England it fell into the hands of the enemy through the cowardice of Gen. Hull, but was retaken by Gen. Harrison in the following year. On 13th of June, 1836, it was admitted as a state of the Union. Arkansas was admitted on the same day as a slave state.

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## THE STATE OF INDIANA.

*Area 33,809 square miles.—Population 988,416.*

INDIANA lies between  $37^{\circ} 45'$  and  $41^{\circ} 52'$  N. lat., and between  $84^{\circ} 42'$  and  $88^{\circ} 12'$  W. long.: and is bounded N. by Lake Michigan and the state of the same name; E. by Ohio; S. E. and S. by the Ohio river, and W. by the Wabash river and Illinois.

The physical aspect of this state is generally similar to that of Ohio. In no part is it mountainous; but that portion bordering on the Ohio river contains much broken and hilly land. The interior is undulating, and in many parts clothed with timber. The river bottoms are always rich and fertile. On the shores of Lake Michigan are extensive sand-hills, and along the course of the Kankakee river swamps and marshes. The Ohio meanders along the entire southern boundary. The E. and W. forks of the White river and the Wabash drain the whole western and central portion of the state. The Wabash is navigable for steam-boats to Logansport, and the head waters of this river interlace with those of the St. Joseph's and Maumee. It falls into the Ohio in the S. W. corner of the state, and forms the western border for 160 miles. The climate is comparatively mild, and highly favorable for agriculture; and with few local exceptions, the whole country is remarkably healthy.

Iron ore and bituminous coal are abundant, and salt is manufactured in several counties. Few persons, however, are employed in mining. Agriculture engrosses almost universal attention. Wheat, oats, and Indian corn are the great cereal staples, and are largely exported, as are also wool and pork. Tobacco is also produced. Indiana is progressing in manufactures, and in this branch a large capital is already employed. The commerce of the state is chiefly carried on through the Ohio; and to the ports on that river most of the exports are brought by the Wabash, and the several internal improvements. Michigan City is the only port of consequence on Lake Erie. The length of completed railroad in the state is 902 miles, and of canal 420 miles.

The school fund amounts to \$2,195,149, but in this are included \$1,500,000, the estimated value of school lands unsold. The number of academies is about 80, and of common schools 2,000. There are also six colleges in the state, one theological seminary, one law school, and one medical school. About 90,000 students and scholars attend these institutions.

Indiana is divided into 91 counties. The chief cities and towns are—Indianapolis, Evansville, Jeffersonville, Madison, Lawrenceburg, Covington, Logansport, Michigan City, &c.

**INDIANAPOLIS**, the capital, is situated on the E. bank of the West Fork of White river, and at the head of steam navigation. An elegant bridge is thrown over the river, over which passes the great national road. The State House is one of the most splendid buildings in the West, and is modelled after the Parthenon at Athens. The city contains also several handsome churches and school-houses. It was laid out in 1821, and now has a population of 8034. Indianapolis is the principal railroad center in the state.

**LAWRENCEBURG**, on the Ohio, is a place of importance, at the south terminus of the Whitewater Canal, but is liable to inundation. It is a great depot for the rich produce of the Miami and Whitewater valleys, and will ultimately become a large city. Population 4,500. **VEVAY** was settled by a Swiss colony in 1804, and is the seat of Switzerland county. It has a fine location, and is prettily laid out, being surrounded by vineyards. The lands in the neighborhood indeed were granted by Congress, with the stipulation to make vine culture a prominent part of the agriculture of the colonists. Population 2,000. **MADISON** derives importance from being the southern terminus of the railroad, 86 miles long, to the capital. It has great facilities for both manufactures and commerce. Population 8,039. **JEFFERSONVILLE**, opposite Louisville, is the site of the State Prison. Population 2,800. **NEW ALBANY** is a large and flourishing place, and carries on some manufactures. Ship-building is one of its chief businesses. A railroad connects it with Salem; and eventually the line will be extended to Crawfordsville, in Montgomery County, and Lafayette, on the Wabash. Population 9,785. **ROME** and **ROCKPORT** are lower down the Ohio. **EVANSVILLE** has an extensive trade with the interior. It is connected by a canal with Lake Erie, 458 miles N. N. E. Several manufactures are carried on in the town. Population 5,400. **MT. VERNON**, 22 miles W., is the capital of Posey county, and a flourishing village.

**VINCENNES**, on the Wabash, 150 miles from its mouth, is the oldest city in the state, having been settled by the French in 1702. The inhabitants are chiefly descendants of the old colonists, and still retain much of their national vivacity and politeness. It was formerly the state capital. Population 2,800. **NEW HARMONY**, 50 miles S. of Vincennes, was set-

bled in 1816 by a colony of German enthusiasts, styled "Harmonists," under the spiritual charge of George Rapp. These religionists ultimately settled on Beaver Creek, Pa., and their lands were purchased by Robert Owen, the Scottish Socialist, who here attempted to test the operation of his "new-light" principles on a large scale. About 1,000 persons congregated here under his system, but the experiment was soon abandoned, and the place is now a mere village. TERRE HAUTE, on the Ohio and Erie Canal, about 100 miles N. of Vincennes, and LOGANSPORT, at the head of steam navigation on the Wabash, are important places. LAFAYETTE, WILLIAMSPORT, COVINGTON, and NEWPORT, are also flourishing towns on the Wabash. Opposite Lafayette was fought the famous battle of Tippecanoe.

MICHIGAN CITY is the only port in Indiana on the lake. There are some considerable towns and villages in the eastern portion of the state, but none of large population, or of much consequence to the traveller.

The early history of Indiana is obscure. The first settlement was made at Vincennes by French soldiers from Canada in 1702. In 1763 the territory was ceded to the British, and afterwards formed a part of the Western Territory. Indian wars desolated the country until 1797, and in 1811-12, the Indians, incited by the British, again commenced hostilities. The battle of Tippecanoe compelled them to sue for peace. In 1816, Indiana was admitted into the Union; and since that period has been rapidly filling up with a hardy and vigorous immigration, and now ranks fifth in point of population.

## THE STATE OF ILLINOIS.

*Area 55,405 square miles.—Population 851,470.*

ILLINOIS, so noted for the extent of its prairies; is situated between 37° and 42° 30' N. lat., and between 87° 49' and 91° 30' W. long.: and is bounded N. by Wisconsin; E. by Lake Michigan and Indiana; S. E. and S. by the Ohio river, which separates it from Kentucky, and W. by the Mississippi, which flows from the N. southward, between it and Iowa and Missouri.

The surface is generally level: the southern and northern parts of the state are somewhat hilly and broken, but nowhere mountainous. That portion S. of a line from the mouth of the Wabash to the mouth of the Kaskaskia river, is mostly covered with timber: thence N. prairie predominates. A range of bluffs commences on the margin of the Mississippi, (a short distance above the mouth of the Ohio,) and extend N. of the Des Moines rapids, sometimes rising abruptly from the water's edge,

but most generally at a few miles distant, having between the bluffs and river a strip of alluvial formation of the most exhaustless fertility. Probably two-thirds of the state is prairie land. The soil throughout is excellent,—rich, deep, and productive, being watered by an abundance of pure springs, and well adapted for all kinds of grain, and other agricultural staples of temperate climes. The great lead region in this state is in the N. W. portion, and the mines in the neighborhood of Galena are perhaps the richest in the world. Copper and iron ores also exist, and coal is found in almost every county, while salt-springs abound in the southern counties. The Mississippi, Ohio, and Wabash rivers form more than two-thirds of the boundary of the state. The Big-Muddy, Kaskaskia, Illinois, and Rock rivers, and many smaller streams, empty themselves into the Mississippi. Chicago river empties into Lake Michigan; the Vermillion, Embarras, and Little Wabash into the Wabash river, which, and some few others, empty into the Ohio. The state is everywhere well watered. The climate is excellent, and in the south is sufficiently mild for the cultivation of cotton, while peaches come to maturity everywhere. Except on the river bottoms, and in the neighborhood of swamps, the country is healthy, and free from endemic diseases.

The productive industry of Illinois is chiefly employed in agriculture. The cereal staples are wheat, oats, and Indian corn. Tobacco, hemp, and flax are also raised. The manufactures are comparatively of small importance. Mining, however, is briskly carried on, and large quantities of lead, copper, iron, and bituminous coal are annually produced. The lead region extends from Galena beyond the limits of the state north and west, and is supposed to occupy a district 200 miles long and 60 broad. Mining operations have been carried on for 30 years. Illinois has but little direct foreign commerce, but supplies no inconsiderable amount of that carried on with other states; and since the completion of the Illinois Canal a large export business has been done *via* the lakes. The Mississippi river, however, will ever be the great outlet for the productions of the interior. Many of the rivers are navigable, and with the already completed internal improvements, afford great facilities for the transportation of goods and merchandise. Illinois has projected a splendid system of railroads, but only 400 miles are completed. The canal from the lake to the Illinois river, however, is finished, and answers perfectly every anticipation of its projectors.

Illinois has four colleges, a theological seminary, and a medical school. There are also about 60 academies and grammar schools in the state, which educate about 3,500 students; and 2,317 common schools, at which 51,447 children are taught for various terms during the year. The whole number of persons under 20 years of age was in 1848, 209,639. The school fund amounts to \$1,404,752. There is a Deaf and Dumb Asylum at Springfield, which, in Jan. 1850, had 60 pupils.

The state is divided into 99 counties. The following are among the principal cities and towns—Springfield, Chicago, Galena, Rock Isl., Nauvoo, Quincy, Kaskaskia, Alton, Cairo, Shawneetown, &c.

**SPRINGFIELD**, the capital, is situated on the border of a beautiful plain, 4 miles S. of the Sangamon river, and very near the center of the state. In 1823 it contained about 30 families, living in small log cabins. It now has several fine public buildings, including the capitol, an elegant edifice of hewn stone, and a population of 5,000. The surrounding country is one of the richest prairie districts in the state.

**CHICAGO** is situated on the S. W. shore of Lake Michigan, and is the most commercial city of Illinois. It is built on a level prairie, elevated somewhat above the lake surface, and lies on both sides of Chicago river, about a mile above its entrance in the lake. By the construction of piers, an artificial harbor has been made at the mouth of the river. The city has sprung up rapidly. In 1830 it was a mere trading post; it now contains about 29,963 inhabitants, and is one of the largest grain depôts in the Union. Its commerce is immense, and in the aggregate employs about 60,000 tons of shipping, one half steamers and propellers. The lumber trade is also becoming very profitable. This trade is chiefly carried on with Buffalo. Chicago is connected with the western rivers by a sloop canal, one of the most magnificent works ever undertaken. It is connected with Galena by railroad.

**GALENA**, in the heart of the lead regions, is situated on Fever river, 7 miles from the Mississippi, and derives all its importance from the mining carried on in the vicinity. Population 7,000. A railroad connects it with Chicago.

**ROCK ISLAND**, near the mouth of Rock river, is an island about 4 miles long and 2 broad. It is the site of Fort Armstrong, the foundation of which is laid upon rocks rising some 20 feet out of the river. Rock Isl., N. of the junction of the Rock river with the Mississippi, is a flourishing village of 2,300 inhabitants. **NAUVOO**, the site of the Mormon city, which contained in its palmy days about 24,000 inhabitants, is located on a bluff, with an easy ascent. The Mormons have been driven out, and their magnificent temple was destroyed by fire in 1848. The city, or rather its ruins have been purchased by M. Cabet, the chief of the "Icarians," large bodies of which sect are now emigrating from France. **WARSAW**, opposite the mouth of the Des Moines river, is a small, but thriving village. **QUINCY** is situated on a bluff, and commands a fine view of the river and surrounding country. It has a large river trade, being the depôt of a fertile back-country. Pop. 7,000. **ALTON**, situated a little north of and opposite to the mouth of the Missouri, is a very thriving town, in a region rich in timber and bituminous coal. Population 3,500. **KASKASKIA**, on the river of the same name, 11 miles from its mouth, stands on an extensive plain. It was originally set-

bled by the French from Canada, and was a place of the greatest importance. Population 1,800.

CAIRO, at the mouth of the Ohio, occupies a site most appropriate for a large commercial city, but in consequence of the lowness of the ground, and unhealthiness of the situation, it can never rise to that importance its projectors anticipated. A levee has been built to keep back the waters, at a cost of a million of dollars. Population from 200 to 300.

SHAWNEETOWN, on the Ohio, 9 miles S. of the Wabash, was originally a village occupied by Indians of the Shawnee tribe. It has considerable trade, and a population of 1,500.

Among the interior towns the most notable are—OTTAWA, on Fox river, an important canal station; PERU, the western terminus of the Illinois and Michigan Canal; PEORIA, on the Illinois river, S. of Peoria Lake; PONTIAC, on Vermillion river; BLOOMINGTON, the county seat of McLean; BEARDSTOWN, on the Illinois; MEREDOSIA, on the same river; JACKSONVILLE, the seat of Illinois College; VANDALIA, on the National Road, &c. &c.

Early in the 17th century, Illinois was explored by La Salle, the enterprising traveller; and French settlements were formed at Kaskaskia, Cahokia, and other places soon afterwards. In 1763 the whole country was ceded to England. Until 1809, Illinois was a part of the territory N. W. of the Ohio. In that year it was placed under a separate territorial government, and in 1818 was admitted into the Union as a state. The present population has resulted from immigration during the current century.

## THE STATE OF KENTUCKY.

*Area 37,680 square miles.—Population 982,405.*

KENTUCKY, formerly a part of Virginia, lies between  $36^{\circ} 47'$  and  $39^{\circ} 10'$  N lat., and between  $82^{\circ} 11'$  and  $89^{\circ} 35'$  W. long.: and is bounded N. by Ohio, Indiana, and Illinois, from which it is separated by the Ohio river; W. by the Mississippi river, which separates it from Missouri; S. by Tennessee, and E. by the Cumberland Mountains and Big Sandy river, which separates it from Virginia.

The outline of Kentucky, except on its southern boundary, is very irregular, being drawn chiefly by the meanderings of the Ohio. The only portion of this state that can be called mountainous is that on the eastern border, which is traversed by several transverse ridges of the Cumberland range. Much hilly and broken land, however, is found near the Ohio, extending along its whole length at various distances. The soil of

these regions is good; and a part of this tract, lying immediately on the river, averaging a mile in width, consists of bottom lands, which from frequent inundation are exceedingly rich and fertile. Between this tract, the eastern counties, and Green river, is the "garden of the state." This fertile tract is about 150 miles long, and from 50 to 100 miles broad, with an undulating surface and rich black friable soil. The country between Green and Cumberland rivers is called the "barrens;" a term, however, which does not apply literally, for the soil is good and fertile, though in relation to the rich prairie land certainly inferior. The natural growths are black walnut, black cherry, locust, buckeye, pawpaw, sugar-maple, elm, ash, cotton-wood, white thorn, &c. The whole state below the mountains rests on a limestone bed, usually about eight feet below the surface. There are everywhere apertures in this formation called "sink holes," through which the waters of the rivers disappear; and as a consequence, during the dry season the rivers are lower than in any other portion of the Union, and the small streams are entirely dried up. In the S. W. part of the state, between Green and Cumberland rivers, there are several extensive caves: one called the "Mammoth Cave" is 8 or 9 miles long. Kentucky is almost isolated by navigable rivers. The Big Sandy, which rises in the Cumberland Mountains, near the sources of the Tennessee and Cumberland rivers, forms the eastern boundary for nearly 200 miles, while the Ohio winds along the north for more than 600 miles, and the Mississippi along the west for about 80 miles. The Cumberland and Tennessee both have their sources in the eastern mountains, and after circuitous windings for 600 or 700 miles through the states south of Kentucky, bend to the north, and finally disembogue into the Ohio, within 12 miles of each other. The Licking, Kentucky, Salt, and Green rivers, are wholly within the state, and fall into the Ohio. All these are navigable for various distances, and have been much improved, so as to admit of navigation almost to their sources. The banks of these rivers are peculiarly striking in formation, and the streams seem to have worn deep channels in the calcareous rock through which they flow. The precipices formed by the Kentucky are in many places awful in appearance, presenting perpendicular banks of 300 feet, of solid limestone.

Situated in the center of the United States, on the table land of the "Great West," with the Alleghany mountains to the eastward, and the high lands of Tennessee on the south, Kentucky enjoys a climate protected from all extremes, and is not excelled in salubrity by any other portion of North America. The heat seldom exceeds 80° Fahr. or recedes below 25°. Such a climate is suitable to the perfection of every production of temperate regions.

The minerals produced in this state are iron, bituminous coal, and salt. All these are abundant. Its agricultural resources are equal to

any other of the western states. Wheat, oats, rye, and Indian corn are the cereal staples, and flax, tobacco, and hemp are extensively grown. Kentucky is amply provided with live-stock, and produces wool in large quantities. The pork trade is a large item in its resources. The manufactures of the state are hardware, coarse cottons, and cotton bagging, cordage, woollens, tobacco, spirits, &c. The cotton business has been developing itself largely during the past few years. The exports are considerable, and the quantity of produce shipped to New Orleans for a foreign market is immense. Louisville is the chief port. A large trade is also maintained with the southern states. Works of internal improvement undertaken in this state are important: of railroads 93 miles are in operation, and upwards of 800 miles are in progress or proposed, and there are some improvements to overcome river obstructions. The state has also great facilities in its fine rivers and dry highways.

Kentucky has several old and well-conducted colleges. Transylvania University, at Lexington, was founded in 1796, and is the best literary establishment in the state. The Catholic College of St. Joseph, at Bardstown, and Centre College, at Danville, are perhaps the most flourishing. The Baptists have a Theological Seminary at Covington, and there are schools of law and medicine attached to the University at Lexington, and a separate medical school at Louisville. There are also about 140 academies, 1,200 common schools, and a large number of private schools. The state institutions for the relief of the unfortunate are the Lunatic Asylums at Lexington and Hopkinsville, the Deaf and Dumb Asylum at Danville, the School for the Blind at Louisville, and the Marine Hospitals at Smithland and Louisville.

The state contains 100 counties. Among the principal cities and towns are Frankfort, Louisville, Lexington, &c.

FRANKFORT, the capital, is situated on the E. bank of Kentucky river, 60 miles from its mouth, and in a deep valley surrounded by lofty and precipitous hills. The State House is built of white marble, and is a handsome edifice; and the State Penitentiary, conducted on the Auburn plan, is a strong and durable structure. Many of the public and private buildings are built of the fine limestone with which the country abounds. Steamboats come up to the city, and keel-boats navigate the river for many miles further. Population 4,372. Railroads connect it with Lexington and Louisville.

LEXINGTON is situated in a rich district, and is the oldest city in Kentucky. The surrounding country is beautiful and exceedingly fertile. The main street is spacious and about a mile and a half long, and contains many elegant houses. Some manufactures are carried on, but the city is quiet, and none of the bustle of commercial towns is observed. The University, Lunatic Asylum, &c., situated here, are important adornments to the city. A railroad connects it with the capital. Popu-



lation 9,500. The Hon. Henry Clay, the illustrious statesman, resides at Ashland, near this place.

LOUISVILLE, on the S. bank of the Ohio, immediately above the Falls, is the chief commercial city. The canal from Portland enables steam-boats to come up to the wharves. An immense and valuable trade centers here, and manufactures of various descriptions are carried on with great spirit. Foundries, steam bagging factories, cotton and woollen mills, flouring mills, &c., are numerous. Pork packing is a large business. The city is laid out in rectangular form, the principal streets running parallel with the river. Among the public buildings are the City Hall, Court House, a college, two hospitals, a medical school, several asylums, and about 30 churches. Several daily and weekly papers and other periodicals are published here. The value of property in 1846 was assessed at \$13,047,514—number of houses 7,000—population 43,196. COVINGTON, on the W. bank of the Licking river, near its mouth, is built on an elevated plain. The streets are so laid out as to appear to be a continuation of those of Cincinnati, on the opposite bank of the Ohio. It contains several handsome public buildings and a number of manufacturing establishments. A steam-ferry connects it with Cincinnati, and a suspension bridge is about to be built over the Licking, to connect it with Newport. Population 9,637. NEWPORT, on the opposite bank of the Licking, and also facing Cincinnati, is connected with that city by a steam-ferry. It is a thriving town, and has some manufactures. It is a station of the U. S. army. Population 6,026. MAYSVILLE is the commercial depôt of the eastern counties. It is situated on the alluvial tract of the Ohio, and is a well-built and handsome city, and contains a City Hall, a bank, several churches, &c. It has also some manufactures. Population 4,256. CLARKSBURG and GREENUPSBERG are thriving towns E. of Maysville. The cities and towns west of Louisville on the Ohio, are Portland, Henderson, Smithland, Paducah, &c. PORTLAND, 3 miles below Louisville, is a flourishing and business-like place, and holds communication with New Albany by a steam-ferry. Population 1,200. HENDERSON is a shipping port of some consideration, and is largely engaged in the tobacco-trade. Population 1,800. SMITHLAND, at the mouth of the Cumberland, has some trade with the interior, and a population of about 1,200. PADUCAH, at the mouth of the Tennessee, is a place of rapidly-increasing importance, and as a depôt of the river-trade, is already possessed of an extensive commerce. Population 2,400. The interior towns are in general small.

*Latonian Springs*, four miles from Covington, is a fashionable resort during the hot season; and *Drennon Springs*, in Henry county, 20 miles up Kentucky river, supplies every variety of sulphur and chalybeate waters, and is much frequented by the citizens of Louisville and Cincinnati.

The first permanent settlement in Kentucky was made by the celebra-

ted Daniel Boone, in 1775. Until 1790 it was an integral part of Virginia, but in that year it became detached, and formed for itself a constitution. In 1792 it was admitted into the Union as a state.

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## THE STATE OF MISSOURI.

*Area 67,380 square miles.—Population 682,043.*

MISSOURI, the largest of the western states, is situated between 36° 30' and 40° 30' N. lat., and between 89° and 96° 45' W. long.: and is bounded N. by Iowa; E. by Illinois and Kentucky, from which it is separated by the Mississippi river; S. by Arkansas, and W. by Nebraska Territory and the Missouri river.

Missouri has, generally, a rolling or hilly surface, and is about equally divided between prairie and timber land. The S. E. corner is almost entirely alluvial. No part of the state can be called mountainous. A range of low hills, however, commences in St. François county, and extends in a S. W. direction to the southern boundary; and another range, of a larger class, extends from the Missouri river, between the Gasconade and Osage, increasing in magnitude until far within the state of Arkansas. These are sometimes called the Ozark Mountains. The celebrated Iron mountain is situated in St. François county. Five miles S. of this is "Pilot Knob," also composed almost wholly of oxide of iron. These, with the exception of the recently discovered iron beds in northern Michigan, are the richest known deposits of iron in the world. Copper is found in several districts, and lead mines of great extent are known to exist. Washington county is a perfect bed of metallic wealth—lead, copper, copperas, black-lead, and brimstone; carnelian and other precious stones; free-stone, grind-stone, and burr-stone, and chalk, are the prevailing formations. St. Genevieve county has quarries of fine marble, and vast caverns full of beautiful white sand resembling snow, much prized for the manufacture of flint-glass. Throughout the mineral district beds of rich red marls are found, which prove to be the very best kind of manure, and such deposits being found in this comparatively sterile region are doubly valuable. The best portion of the state south of the Missouri river, is between the Osage and that river. It is agreeably diversified and fertile beyond conception, and abounds in coal, salt, &c. The country north of the Missouri is scarcely inferior. There is no part of the globe where greater extent of country can be traversed more easily when in its natural state. It has, for the most part, a surface delightfully rolling and variegated, sometimes rising into picturesque hills, and then stretching far away into the sea of prairie, occasionally interspersed with shady groves and sparkling streamlets.

The Mississippi meanders along the eastern border of the state for 400 miles, receiving in its course the turbid waters of the Missouri, which river traverses the state in a south-western direction. The La Mine, Osage, and Gasconade, from the S., and the Little Platte, Grand, and Chariton, from the N., are the navigable tributaries of the Missouri. Salt river, a navigable stream, falls into the Mississippi 86 miles above the mouth of the Missouri; and Maramee river, also navigable, disembogues 18 miles below St. Louis. The White Water and St. François drain the S. E. portion, and the tributaries of the Neosho the S. W. part of the state. The Missouri river, during a part of the year, is navigable for 1,800 miles.

Almost every acre of this fine country is susceptible of agricultural improvement. The climate is remarkably serene and temperate, being well suited to out-door employment and the raising of live-stock. The chief products consist of tobacco, hemp, wheat, oats, and Indian corn. Wool-growing is becoming a favorite employment; and of late years the improvement of breed has been attended to. The trade in hogs is very extensive, and large numbers of cattle are reared for the market. About five-sixths of the people are farmers. Mining occupies at least 4,000 persons, and perhaps two-thirds of these are employed at the lead mines: the remainder are employed at the iron, copper, and bituminous coal mines. As a manufacturing state Missouri is not of much importance. The exports from this state consist chiefly of agricultural produce and its minerals. Cattle and horses are also largely exported to the East and South. St. Louis is the chief commercial city, and the great receiving and distributing depôt. Internal trade is carried on mainly by steamboats on the Missouri and its tributaries.

The University of St. Louis, Kemper College, at the same place, and Missouri University, at Columbia, to each of which is attached a medical school, are the principal scholastic institutions. There are also colleges at Cape Girardeau, in Marion county, at St. Charles, and Fayette, and a medical college at Willoughby. Academies and common schools are supported on a liberal footing.

Missouri is divided into 101 counties. The principal cities and towns are Jefferson City, St. Louis, St. Charles, &c.

JEFFERSON CITY, the capital, is situated on the S. bank of the Missouri, 136 miles from its mouth, and near the center of the state. The State House and the Penitentiary are the principal public buildings. Population 4,000. The most important places on the river, W. of the capital, are Marion, Nashville, Rocheport, Booneville, Chariton, Lexington, Blayton, Liberty, Independence, Weston, St. Joseph's, &c. INDEPENDENCE, on the S. bank of the river, 352 miles from its junction with the Mississippi, is the starting-point or rendezvous for traders to northern Mexico, and for emigrants to Oregon and California. The distance from

St. Louis by land is 266 miles. Portland, Pinkney, Newport, and St. Charles, lie eastward of Jefferson City. ST. CHARLES, formerly the state capital, 22 miles from the mouth of the river on its N. bank, is a thriving place, and contains about 5,000 inhabitants, many of whom are of French origin. Warsaw and Osceola are the principal towns on Osage river.

ST. LOUIS, the commercial capital of the state, and one of the most important places in the West, is situated on the Mississippi, 18 miles below the mouth of the Missouri, 863 miles from Fort Snelling, and 1,212 from New Orleans. No city could be better located for an extensive commerce. The whole Union is its tributary, and already its trade amounts to nearly one half the whole foreign commerce of the U. S. in value. About 1,000 flat-boats arrive here annually, and steamboats with an aggregate of 500,000 tons. The Illinois, Missouri, Ohio, and Mississippi are navigated by its fleets, and even the northern lakes contribute to its commerce. Year by year its importance is increasing. The city consists of two parts, built at different elevations. The lower part, or that on the margin of the river, is laid out in narrow streets, and is chiefly occupied by those engaged in business. The more elevated portion is different in appearance, and is laid out regularly in broad handsome streets, lined with the splendid mansions of the rich. A variety of public buildings beautify this locality. The population, about 77,860, is composed of men of all nations, but the most numerous are Americans, French, and Germans. The city is supplied with water from the river, which is raised into a reservoir by steam-power, and thence distributed through iron pipes. The streets are lighted with gas. St. Louis is the principal depôt of the American Fur Company. *Jefferson Barracks*, the most extensive military station in the West, is situated on a range of bluffs, about 9 miles below the city. The principal places N. of St. Louis are Westport, Clarkesville, Louisiana, Hannibal, Marion City, La Grange and Tully, on the Mississippi, and St. Francisville, on the Des Moines river. To the S. of St. Louis are Hereulaneum and St. Genevieve, the chief ports of the mineral district; Cape Girardeau, which has a fine harbor for keel-boats; Ohio City, opposite Cairo, and New Madrid, formerly a noted place, but containing now less than 500 inhabitants.

Missouri was originally a portion of Louisiana, as purchased by the United States in 1803. Settlements were made at St. Louis, St. Genevieve, and elsewhere, about the middle of the last century. In 1821, Missouri became a state. Previous to its admission, however, great debate was had on the subject of slavery, nor was it until a distinctive line had been drawn between *slave soil* and *free soil* that the state was recognised by Congress. This line (36° 30' N. lat.) is usually called the "Missouri Compromise line," N. of which to the Rocky Mountains, except so far as regards this state, slavery is never to be tolerated.

## THE STATE OF IOWA.

*Area 50,914 square miles.—Population 192,214.*

IOWA is situated between  $40^{\circ} 30'$  and  $43^{\circ} 30'$  N. lat., and between  $90^{\circ} 20'$  and  $97^{\circ} 40'$  W. long.: and is bounded N. by Minesota Territory; E. by the Mississippi river, which separates it from Wisconsin and Illinois; S. by Missouri, and W. by the territory of Nebraska.

Prairie predominates in this state. Scarcely a hill interrupts the sea-like expanse of its wavy surface. An elevated table-land or plateau, however, extends through a considerable portion of the country, and forms the watershed between the streams flowing into the Missouri and Mississippi rivers respectively. The margins of the streams are thickly timbered. The prairie lands are variously covered: some are clothed in thick grass, suitable for grazing farms, while hazel thickets and sassafras shrubs invest others with perennial verdure. In spring and summer the surface is enamelled by wild flowers in endless variety. The soil is universally good, being a rich black mould, mixed sometimes with sandy loam, and sometimes with red clay and gravel. Lead, zinc, iron, &c., are very plentiful. The "mineral region" is principally confined to the neighborhood of Dubuque. The lead mines of this region are perhaps the most productive and valuable in the world. Ten thousand miners could here find profitable employment. Zinc occurs in fissures along with the lead, chiefly in the form of electric calamine. In some "diggings" this mineral is found in a state of carbonate, and in others as a sulphuret. Iron ore is abundant in several districts; but as yet the mines have not been worked to any great extent. The state is well watered by numerous navigable rivers and streamlets flowing into the Mississippi and Missouri rivers, which bound the state—the first on the E. and the latter on the W. The principal of these are the Red Cedar and Iowa, and the Des Moines, which empty into the Mississippi. The rivers falling into the Missouri are comparatively unimportant. The climate is excellent, especially on the prairies, and the country is as free from endemic diseases as the most favored portion of the Union. Periodic breezes blow over the prairies as regularly and as refreshing as on the ocean between the tropics. The only unhealthy portions of Iowa are the low margins of the rivers, which are frequently inundated. Though the buffalo, once the denizen of this beautiful country, is now almost extinct, and though the elk is only found in the wild recesses not yet occupied by civilization, a great variety of wild animals remain, and afford pleasure to the sportsman and profit to the hunter. The wolf, panther, and wild-cat are still numerous, and in the wooded districts the black bear is found. Foxes, racoons, opossums, gophars, porcupines, squirrels, and

the otter, inhabit almost the whole unsettled country. Deer are also quite numerous, and the musk-rat and common rabbit are incredibly prolific. Among the bird tribes are wild-turkeys, prairie-hens, grouse, partridges, woodcocks, &c. Geese, ducks, loons, pelicans, plovers, snipes, &c., are among the aquatic birds that visit the rivers, lakes, and sluices. Bees swarm in the forests; the rivers and creeks abound with excellent fish, and the insect tribes, varied and beautiful, add gaudiness to the scene.

Iowa mainly owes its prosperity to its agricultural resources. Its fine prairies are easily converted to cultivation, and its natural pastures afford peculiar facilities for the rearing of cattle, and sheep farming. Wool-growing, indeed, has become one of the staple employments of the farmers; and the raising of hogs for market, is no less profitable in its results. The sheep and hog are here raised with little or no trouble, the natural productions of the forest and prairie affording a plentiful subsistence. The cereal and root crops grow luxuriantly, and all the fruits of temperate climates find here a congenial soil. Tobacco is grown extensively on the alluvial margins of the Des Moines, and the castor-oil plant, which has been lately introduced, succeeds well. No country in the world, in every point of view, is more promising to the agriculturist. Fertile and productive, yielding minerals of the greatest value, penetrated by numerous navigable rivers, and bordered by the noble Mississippi, easily accessible, and free from many of the dangers incident to newly-settled countries, it offers the greatest inducements to immigrants and others to make it their homes. Its commercial advantages are perhaps second to those of none other of the Western States, while every portion of the country is open to easy navigation and land travel. It already contributes largely to the valuable cargoes that annually arrive at New Orleans. The settled portion of the state is well provided with good roads; but as yet no canals or railroads, though several are projected, have been built. The manufactures of Iowa consist principally of such heavy articles as are of immediate necessity to the settler, or of such goods as are usually made in families, as coarse woollen and cotton articles, &c. The aggregate value of property assessed for taxes in this state in 1848 was \$14,449,200.

Education is well provided for. A respectable university has been established, and the constitution makes it imperative that a school shall be established in each district. Instruction is placed under the direction of a superintendent, chosen by the people for three years. The permanent school fund amounted, Nov. 1st, 1848, to \$132,908, and all lands granted by Congress, all escheated estates, and all rents accruing from unsold lands of the state, are applied to this fund, the interest of which is devoted exclusively to the support of schools. Military exemption fines, and all fines imposed by courts, are appropriated to the same

purpose. The University is supported by the interest of moneys arising from the lease or sale of public lands granted by Congress for the support of the institution.

The settled portion of Iowa is divided into 99 counties. Among the principal cities and towns are Iowa City, Dubuque, Muscatine, Burlington, Keokuck, &c.

IOWA CITY, the capital, is situated on the E. bank of the Iowa river, about 60 miles N. of its junction with Red Cedar river. The river is navigable to this point for keel-boats. The location is beautiful, rising in a succession of plateaux or elevated terraces, overlooking a splendid country. Previous to 1839 the site was in the wilderness. The state capitol is a handsome building in the Doric style of architecture. It is 120 feet long and 60 feet wide, and is two stories high above the basement, and surmounted by a dome supported by 16 Corinthian columns. The churches and many of the private residences are substantially built, and in some cases elegantly. Population about 2,000.

DUBUQUE, on the Mississippi river, 1712 miles from its mouth, and 468 from the Falls of St. Anthony, is situated in the very center of the lead region, and is the chief outlet for the commerce of the district. It was originally settled by a French half-breed of the name of Dubuque. It is regularly laid out, and has a city charter. It contains six or seven churches, one of which is an elegant Roman Catholic cathedral of stone. Considerable commerce is attracted to this place, and the trade of the city has long been in a flourishing condition. The Land Office for the District, and the Surveyor-General's Office for the states of Iowa and Wisconsin, are located here. The interior of the state contributes largely of its agricultural wealth to swell its otherwise commercial prosperity. Population 4,000. DAVENPORT, 74 miles S. of Dubuque, is finely located on an elevated plain, and surrounded by a rich agricultural country. It is becoming an important place of trade. Pop. 1,600. MUSCATINE, formerly Bloomington, 22 miles further south, is one of the most thriving towns in the state, and contains a court house, jail, several churches, and a number of mercantile houses and stores. Population 2,200. In 1840, the population was less than 600. BURLINGTON, 248 miles above St. Louis, formerly the territorial capital, is finely situated for an extended trade. It was originally laid out in 1833. The ground rises gradually from the river to the hills which form its background. It contains many fine public buildings. A steam-ferry here crosses the Mississippi. The site was formerly known as the Flint Hills, an old Indian trading-post, and was once the residence of Black Hawk, whose remains are buried here. Population 4,500. FORT MADISON, 10 miles below Burlington, has a population of about 2,000. KEOKUCK, a few miles N. of the mouth of the Missouri, is becoming rapidly an important place, and has, of late years, increased in population and wealth, perhaps more than any other town

in the state. It has a large commerce, and many advantages in situation and topography, which must ultimately make it a most flourishing mart. The present population is about 3,600.

The interior towns are in general small, consisting chiefly of agricultural settlements. SALEM, in Henry county, is a thriving settlement, and chiefly inhabited by members of the Society of Friends. A considerable colony of Mormons is settled in Pottawatamie county.

Iowa was a portion of Louisiana as purchased in 1803. It was erected into a separate territorial government in 1838, and admitted into the Union as a state in 1846.

## THE STATE OF WISCONSIN.

*Area 53,924 square miles.—Population 305,191.*

WISCONSIN lies between  $42^{\circ} 30'$  and  $47^{\circ}$  N. lat., and between  $87^{\circ}$  and  $92^{\circ} 30'$  W. long.: and is bounded N. by Lake Superior and the northern peninsula of Michigan; E. by Lake Michigan; S. by Illinois, and W. by Iowa and Minnesota Territory.

Wisconsin is one vast plain, varied only by river hills and the gentle swells and undulations of the country. This plain is elevated from 600 to 1,500 feet above the level of the ocean. The highest lands are the watershed between the waters flowing respectively to the Mississippi and Lake Michigan. The slope towards Lake Superior is very abrupt, and the rivers short, rapid, and broken by falls. The Wisconsin and Mississippi bluffs rise from 100 to 300 feet above the rivers. The soil is excellent, black marl predominating in the lowest timber and prairie lands, and is often six feet deep. The dark loam is the most common in the openings and on the rolling prairie, and is cultivated with the best success. The country is naturally divided into timbered, opening, and prairie. South-east of the Fox and Wisconsin it is in general heavily wooded. In the mineral region S. of the Wisconsin, the rolling prairie, interspersed with openings, prevails. North of these rivers the country is pretty equally divided between openings and prairie. The climate is mild and salubrious, and perhaps more congenial to the European constitution than that of any other of the United States.

Geologically, Wisconsin presents interesting phenomena. The northern portion is entirely primitive, and exhibits granite and old red sandstone as its bases. The Wisconsin flows through the sandstone district, and the hills on this river are soft and crumbling, and when carried into the stream by a rise of water, frequently change its current. The



mineral district occupies the S. W. corner of the state. Wisconsin has great advantages in the availability and easy transport of its mineral wealth. The production of galena has become very considerable, and the copper mines of the north and west are prospectively of immense value. Many other metals are found, and good marble and building stone are abundant in almost every part.

Besides the great lakes on the N. and W., a number of smaller lakes, varying from one to twenty miles in extent, are scattered over the state. These are often surrounded by the most beautiful scenery, and abound in fish of various kinds, while on their shores are found fine specimens of agate, carnelian, and other precious stones. In the shoal waters of the bays the *zizania aquatica*, a species of wild rice, is abundant, and attracts immense flocks of water-fowl to these localities. Green Bay, in the N. E., is a large arm of Lake Michigan, and receives the Fox and other rivers. The Mississippi forms a large part of the W. boundary. It is augmented from this state by the Chippewa and Wisconsin rivers, the latter of which, with the Fox river, divides the state into two nearly equal portions. Innumerable smaller streams and branches run through the whole extent of the state, so that no portion of it is without a plentiful supply of good, and generally, pure water. The Wisconsin and Chippewa are navigable for steamboats.

All kinds of crops that are raised in temperate climates may be cultivated with success in Wisconsin; and owing to the great range of pasturage on the prairies, it is an uncommonly fine grazing country. Already it exports largely of grain. Manufactures are still in their infancy. But few countries have the same natural facilities for extensive operations, and there can be no doubt, that as the wants of the people enlarge, these will be made subservient to their interests. The ports on Lake Michigan are already distinguished for their busy commerce, and their rapid increase in prosperity and wealth. The river trade is great, and the busy strife of commercial activity has penetrated to the very centre of the state. Steamboats ply on its waters, and a system of good roads greatly facilitates the development of its natural capacities. The union of the waters of Lake Michigan with those of the Mississippi, by canaling the portage between the Fox and Wisconsin rivers, is now almost realized, and will, when completed, create a navigable channel of the greatest importance. Wisconsin has also several railroads, which together will extend over a line of 800 miles, about 60 of which are now in operation.

Wisconsin has made provision for an extensive system of education. The Wisconsin University, at Madison, was established in 1849. The number of school sections is 2,200, and the number of children in the state between 4 and 20 years of age about 46,000. The school fund consists of the proceeds of the 16th sections of land, 500,000 acres ceded to the state by Congress; all forfeitures and escheats to the state; all mili-

tary exemption fines; all the net proceeds of penal fines; 5 per cent. of the proceeds of all sales of U. S. lands in the state, and all moneys arising from any grant to the state, where the purposes of such grant are not specified. The value of these various items is not ascertained, but must be great and ever increasing.

The state is divided into 31 counties, 18 of which are S. of the Fox and Wisconsin rivers. N. of these the settlements are very sparse. The most important cities and towns are Madison, Milwaukee, Sheboygan, Manitowoc, Green Bay, Mineral Point, &c.

MADISON, the capital, 90 miles W. of Milwaukee, is pleasantly situated between the 3d and 4th of the chain called "Four Lakes," on a gently rising ground, from which there is a regular descent each way to the water. It is regularly laid out, with a central square, in the middle of which stands the State House. This is a spacious stone edifice, two stories high above the basement, and surmounted with a handsome dome, and can be seen for a distance of 10 miles from every direction. The city also contains the county prison and several churches, with a number of stores. Two newspapers are issued weekly. Population 1,871. It was laid out in 1836.

MILWAUKEE, the largest and most important town of the state, is situated on both sides of Milwaukee river, near its entrance into Lake Michigan, 90 miles N. of Chicago, Ill. It is the natural outlet of one of the finest grain regions in the Union. The progress of the city has been most remarkable. In 1834 it was surrounded by a wilderness, and contained only two log-houses. It has now 20,061 inhabitants, and for the last few years has increased at the rate of 2,000 or 3,000 annually. Regular lines of steamboats ply between Milwaukee and Buffalo, the trade between which is immense, and constantly increasing. SHEBOYGAN, at the entrance of Sheboygan river into Lake Michigan, 56 miles N. of Milwaukee, has a deep and capacious harbor, and is a place of rising importance. MANITOWOC, 30 miles further N., is also a rapidly progressing village. Population 766. In 1849 it imported goods to the amount of \$127,000, and exported agricultural produce to the value of \$72,000. RACINE and WASHINGTON are also towns well situated, and have a prospect of attaining commercial prosperity. GREEN BAY, at the head of the bay of the same name, and on the E. bank of the Fox river, at its mouth, is a most important haven; and when the improvements in the Fox and Wisconsin rivers are completed, so as to admit of navigation through the state to the Mississippi, it must rapidly increase in population and wealth. Fort Howard, on the opposite bank of the river, is one of the most important military stations in the north-west.

PRAIRIE DU CHIEN, on the Mississippi, is the most prominent point on that river. It is situated a few miles N. of the Wisconsin river, and has its name from the beautiful prairie on which it is located. It is one

of the oldest settlements in the west, and has been the scene of many battles, both of Indian and civilized warfare. The Indian trade that once centered here, has almost ceased since the removal of the Winnebagoes. Population about 2,000. MINERAL POINT, 50 miles W. of Madison; FOND DU LAC, at the head of Winnebago Lake: ELKHORN, 22 miles W. of Racine; and MONROE, 30 miles S. E. of Mineral Point, are important interior towns. FORT WINNEBAGO is situated at the portage between the Fox and Wisconsin rivers, and on the great route between the lakes and the Mississippi. This portage will be overcome by a canal now in process of completion. There are also, in the interior counties, a large number of villages, with populations varying from 300 to 700; and so rapidly are new villages being settled, that it is next to an impossibility to take account of them. In many instances large colonies of Germans, Norwegians, and other European emigrants, have purchased tracts of land, and built up their villages as if by magic; and the immediate neighbors are even ignorant of their presence, until they behold with astonishment the smoke curling over the new settlement.

Wisconsin originally belonged to the French, and formed part of that vast territory known as "New France," which was ceded to Great Britain in 1763. Few settlements were made previous to 1836, when it was erected into a separate territorial government. In 1848 it was admitted as a state into the Union. Never since the formation of the American Confederacy has a state advanced so rapidly in population: the tide of immigration is continuous not only from Europe but from the eastern United States, and certainly few states have ever before presented such a combination of inducements to those seeking a home. Its situation and facilities of intercourse, its agricultural capacities, its mineral wealth, and other natural advantages are pre-eminently inviting, and offer golden prospects to every grade and condition of man.

## THE TERRITORY OF MINNESOTA.

*Area 83,000 square miles.—Population 6,077.*

MINNESOTA is situated between 43° 30' and 49° N. lat., and between 89° 30' and 102° 10' W. long.: and is bounded N. by British America; E. by Lake Superior and the state of Wisconsin; S. by the state of Iowa, and W. by Missouri Territory. Of the immense territory included within these limits, 22,336 square miles belonged to the late territory of Wisconsin, and the remainder to the late territory of Iowa.

Throughout the whole of this territory scarcely an elevation that could be dignified with the name of mountain occurs. The surface is in gen-

eral level or undulating, but varies considerably in elevation, and in the ascents and descents of its plateaux. In some parts, especially in the neighborhood of the Mississippi and St. Peter's, the ground is much broken, and their margins lined with high bluffs of various formations; while in others the rivers flow through deep channels, seemingly worn into the earth by the force of their waters. Every portion of Minnesôta may be reached by inland navigation. The traveller will meet constantly with springs and small lakes, the sources of mighty rivers, whose waters are discharged thousands of miles to the N. into Hudson's Bay; as many to the E. into the Gulf of St. Lawrence, or to the S. into the Gulf of Mexico. Springs are often seen within a few feet of each other, the sources of rivers, whose outlets in the ocean are some six thousand miles apart. In almost every direction canoe navigation, with short portages, is practicable by means of the numerous rivers, whose sources are nearly interlocked or connected by chains of lakes. The Mississippi has its source here, some 3,000. miles from its mouth. Nine hundred miles of the length of this majestic river are embraced in this territory, and its numerous tributaries course through its fertile plains. The N. E. portion is washed by the crystal waters of Lake Superior, which is of itself an inland sea for the prosecution of trade and commerce, and opens an avenue to the Atlantic. The Missouri, after having flowed nearly 1,000 miles from the base of the Rocky Mountains, sweeps along its whole W. boundary, ensuring navigation almost to Oregon. Its large tributaries, James and Big Sioux rivers, water valleys of great beauty and fertility. Extensive prairies, blooming with flowers and covered with luxuriant grasses, affording sustenance to immense herds of buffalo, saying nothing of elk, deer, antelopes, and other small game. Red River, which discharges itself into Lake Winnipeg, has its sources near those of the Mississippi. Beautiful lakes of transparent water, well stocked with fish, and varying in size from ponds to inland seas, are profusely scattered over the territory. Forests of pine and other evergreens, orchards of sugar-maple, groves of hard and soft woods of various species, wild rice and cranberries, and various species of wild fruit, copious springs of pure water, a fertile soil, and water-power, easily improved and abundantly distributed, render this region peculiarly adapted to the wants of man. Add to these a salubrious climate, and Minnesota appears to enjoy eminent capacities for becoming a thriving and populous state. Its mineral resources are unknown, but indications and discoveries have been made that certify its wealth in copper and lead. Building stone of every description, limestone, &c., are found everywhere underlying the soil, while many valuable and precious stones are found on the shores of the lakes. For a country so overspread with lakes, and traversed by such a number of rivers, it is astonishingly free from marsh and morass. The land has a great elevation above the Gulf of Mexico, and the waters

of the N. and E., and as a consequence is easily and perfectly drained; and moreover, the margins of the lakes and rivers themselves are generally surrounded by hills and bluffs, which protect their neighborhoods from inundation. The whole country is thus eligible for agriculture.

The settlements as yet made in the territory are chiefly confined to the peninsula between the Mississippi and St. Croix on the S., and on the Red river on the N. Otherwise the country is inhabited only by the aboriginal hunters, the Chippewas, and Sioux Indians. Their numbers are not ascertained, but may approximate to about 12,000. With some of the tribes treaties have been made for the purchase of their lands, and for their removal, which, when effected, will open to the white settler immense tracts of rich and fertile soils, productive of every species of grain and fruits usually grown in northern climates. The Indians have long been in connection with the whites, and have for more than two centuries carried on with them a profitable trade in furs and peltries. Their hunting-grounds are now chiefly confined to the vast prairies west of the Mississippi. The white inhabitants are from almost every portion of the world: the Canadian, the sons of New England and the Middle States, with English, French, and Germans, are all intermingled; and not a few of the citizens consist of half-breeds, who chiefly reside on the Red River, and have settlements for some distance on both sides of our N. boundary. These are descendants of the original settlers at Lord Selkirk colony, and Indian women of the Chippewa family. Their village is called Pembina. Hardy and hard working, prudent as the New England farmer, religious and intelligent, they form no mean class in the general community. They trade with the southern settlers, exchanging furs and pemmican for the superfluities of the South. They rear cattle and sheep, weave their own clothing, and live in a middle state of civilization. They have churches and schools, and many of the better class are educated at a collegiate establishment which has long been maintained among them. As a consequence, however, of their ostracized situation, they still retain many of the peculiarities of their original nations, modified indeed by the circumstances that surround them, and their connection with savage life. In the new settlements, the industry of the whites is almost entirely agricultural. They have mills on a number of the streams, and steamboats ply regularly on their waters. They are building roads, and from the energy they exhibit in overcoming natural obstacles, the real prosperity of the territory seems to be ensured. A large business has been already done by the steamboats that sail regularly between Galena and St. Paul and Stillwater. The products of the chase, and the fruits of the field are exported in considerable quantities. With regard to immigration, the prospects are favorable. Farmers, laborers, and professional men, are daily ascending the rivers in search of a new home. The day indeed is not distant, when the forests will be laid low,

and the flowery prairies be converted into fields and gardens, producing every necessary to the use and enjoyment of man. Earth, air, and water abound in the prerequisites of man's happiness and enjoyment, and are only awaiting his advent to yield up their now unused abundance.

The organization of the government of the territory having been so recent, it is impossible to exhibit by statistics the resources of this new and almost untouched country. The first legislature, which adjourned after a session of sixty days, on the 1st November, 1849, was chiefly employed in organizing the government, and dividing the territory into suitable civil districts, and appointing officers to enforce the laws. Among its most important acts were those establishing the judiciary, a school system, and relative to the improvement of roads. All these will have a paramount influence over the future destiny of the country. Perhaps one of the most humane and politic acts of the legislature was the admission to citizenship of "all persons of a mixture of white and Indian blood, who shall have adopted the habits and customs of civilized men;" and not less politic is that law which requires the establishment of schools throughout the territory. The act of the General Government organizing the territory appropriates two sections of land in every township for the support of common schools. No other state in the Union has received more than one section in each township for such purpose. On the 11th June, 1849, the whole citizen population numbered 4,780, of which 3,067 were males and 1,713 females. The present population (May, 1850) is probably not far from the estimate exhibited at the head of this article.

Minnesota was divided by the Legislature into nine counties in lieu of the counties of St. Croix and La Pointe, which constituted the remaining portions of the territories of Iowa and Wisconsin, of which Minnesota was formed. The principal settlements are St. Paul, Stillwater, Mendota, Fort Snelling, Pembina, &c.

ST. PAUL, the capital, is situated on the left bank of the Mississippi, 15 miles by water, and 8 miles by land, below the Falls of St. Anthony. The town is situated on a plateau terminating on the river in a precipitous bluff 80 feet elevation above the river. The bluff recedes from the river at the upper and lower ends of the town, forming two landings, from both of which the ascent is gradual. The first store or trading-house was built in 1842. In June, 1849, the town contained 142 houses, all of which, with the exception of perhaps a dozen, had been built within the year previous. This number included the Government House, three hotels, four warehouses, ten stores, several groceries, two printing-offices, (from which two newspapers are issued weekly,) several mechanics' shops, a school-house, &c. There was not a brick or stone house in the town. Since the period above mentioned, however, several churches and many durable houses, built of stone and brick,

from materials in the vicinity, have been erected. The population in June, 1849, was 840. St. Paul is well located for commerce; and from its being at the head of navigation below the Falls, must necessarily become not only the political, but the commercial capital of the territory. In the neighborhood of St. Paul there is an extensive settlement of Canadians, chiefly persons formerly employed by the Hudson Bay Company, called **LITTLE CANADA**. Population 600.

**STILLWATER** is situated on the W. side of Lake St. Croix, near its head, on ground having a gentle ascent from the shore to a high bluff in the rear, which extends in the form of a crescent, and nearly encloses the town. The first settlement was made in 1843. It contains a Court House, several hotels and stores, and many neat dwellings. Steamboats seldom ascend higher than this place. The environs consist of a beautiful prairie country, and are being rapidly brought under cultivation. Population in June, 1849, 609. **MARINE MILLS** is a flourishing settlement on St. Croix river, a few miles above its entrance into the lake. The precinct contains about 200 inhabitants. Its water-power and the fine country which surrounds it must enforce its speedy increase and prosperity. Several villages on the Wisconsin side of the St. Croix river have been established, and are rapidly increasing in importance. Indeed, the resources of the vicinity on both sides are such as to ensure to the villages considerable commerce.

**FORT SNELLING** is situated on the high rocky promontory, 106 feet above the water, at the confluence of St. Peter's river with the Mississippi. The military works were commenced in 1819. The fort is in the form of a hexagon and surrounded by a stone wall. From the river its appearance is imposing and seemingly impregnable. It is, however, within the reach of cannon from higher ground; but the object for which the site was selected—the protection of the frontier from savage incursion—is well attained by its situation. The garrison usually consists of three companies of dragoons. The view from these fortifications is extensive. The military reservation of the establishment embraces an area of 10 miles square, of which the fort is near the center. The settlement in the neighborhood contains only about 40 inhabitants. In the fort there were 267 males and 50 females in June, 1849. **MENNOTA**, or St. Peter's, on the W. bank of the Mississippi, S. of the confluence of St. Peter's river, has been occupied for several years by the American Fur Company as a *dépôt* for their trading establishments with the Indians of the north-west. Two stores and two or three houses constitute the village. It is, however, a fine town site; and being situated at the junction of two great rivers, and near the head of steam navigation, its importance in a commercial point of view has not been overlooked. Whites are not allowed to reside here without special permission from the U. S. government, the village being in the

military reservation. It will ultimately command the trade of the St. Peter's river. Population in June, 1849, 122.

Some other small villages exist in this neighborhood, but of their importance or present state little is known. *KAPOZIA*, from its situation near the point of land opposite St. Paul, though yet little more than an Indian town, may ultimately become of consequence. *ST. ANTHONY*, at the Falls, and *SAUK RAPIDS*, opposite the mouth of Osakis river, are both on the E. bank of the Mississippi; and higher up, on both sides of Nokay river, is *FORT GAINES*, the most northerly military establishment in the country. The supplying of these remote stations with provisions, &c., creates considerable traffic and travelling both by land and water. The return traffic consists of furs and peltry, with other Indian contributions.

The territory of Minnesota derives its name from *Mini-sotah*, the Indian name for St. Peter's river; *mini* in their language meaning "water," and *sotah* "muddy or slightly turbid." The country originally belonged to the French by priority of discovery. At an early period their traders, missionaries, and soldiers had penetrated into the western wilderness. The United States had little authority over this region until 1812. In 1816 a law of Congress excluded foreigners from the Indian trade; and for the encouragement of our citizens the military post at Fort Snelling was established in 1819. Among the explorers of this country the names of Carver, Pike, Cass, Long, Beltrami, Schoolcraft, Nicollet, Owen, &c., will ever be intimately connected with its history. The honor of verifying the sources of the Mississippi belongs to Schoolcraft. The present territory was established by act of Congress, 3d March, 1849, and shortly after Alexander Ramsey was appointed Governor, and made St. Paul his capital, where the government was organized. "Congress may hereafter divide said territory, or annex any portion of it to another state or territory."

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## THE WESTERN TERRITORY.

This territory comprises the remaining unorganized portion of Louisiana, as purchased by the United States in 1803. It extends from the Nebraska or Platte river northward to the 49th parallel, and from White Earth and Missouri rivers westward to the Rocky Mountains. The territory has an area of 724,264 square miles.

The greater part of this immense territory is watered by the Missouri river and its numerous tributaries. The Yellow Stone, the largest trib-



utary, extends its branches to the very base of the Rocky Mountains, and to near the sources of the Nebraska. A mountain ridge, which branches from the great Rocky Mountains, in about 42° N. lat., traverses the country in a N. E. direction towards Lake Winnipeg. In the E. portion of the territory the country is partly covered with forests, but beyond this commences a vast ocean of prairie, almost level, and clothed in grass and flowers. Approaching the mountains, however, the country gradually assumes a barren aspect. Countless droves of buffalo, elk, and deer, range upon the vast plains, but even these are fast diminishing before the attacks of the hunter.

In a country of such extent, generally level, naked, and open, the climate must in a great measure correspond to the latitude. Immediately on the borders of the settled states it is mild and temperate; beyond, it gradually becomes more extreme, and towards the mountains cold, bleak, and polar. Travellers speak of encountering storms of hail and sleet in the summer. When the winds blow from the W. over the mountain summits, the cold they occasion is intense.

As yet the whole territory is inhabited by Indians, but the time is not far distant when the pioneer will penetrate its forests and prairies, and bring under cultivation the soil that from its creation has not been turned by the labor of man. The wild herds will be replaced by the ox, the horse, and the sheep, and golden crops will succeed the flowers and grasses that now only bloom in useless luxuriance, and wither with the first frosts of autumn, without contributing to the necessity or comfort of civilized man.

That portion of the country lying in the valley of the Platte is sometimes termed "*Nebraska Territory*," and as such it has been proposed to organize it. A bill for the purpose of defining its boundaries was introduced into Congress 7th January, 1845, but no action was had on the subject. The country north of this valley still retains the name of "*N. West Territory*," from the fact that it formerly belonged to the extensive territory under that name, from which the present state of Missouri was set off.

## ROUTES IN THE NORTH-WESTERN STATES.

### OHIO.

#### (513) CINCINNATI TO PITTSBURG.

##### *Steamboat.*

Columbia, O. ....	5	
Little Miami River, O. ....	2	7
New Richmond, O. ....	12	19
Point Pleasant, O. ....	5	24
Moscow, O. ....	4	28
Mechanicsburg, Ky. ....	7	35
AUGUSTA, Ky. ....	7	42
Higginsport, O. ....	4	46
Ripley, O. ....	6	52
Charleston, Ky. ....	2	54
MAYSVILLE, Ky. } .....	8	62
Aberdeen, O. } .....		
Manchester, O. ....	12	74
Concord, Ky. ....	7	81
Rome, O. ....	5	86
Vanceburg, Ky. ....	7	93
Rockville, O. ....	4	97
PORTSMOUTH, O., (mouth of Scioto River) .....	16	113
Greensburg, Ky. ....	22	135
Hanging Rock, O. ....	6	141
Catlettsburg, Va. ....	14	155
Burlington, O. ....	4	159
Proctorsville, O. } .....	8	167
Guyandotte, Va. } .....		
Millersport, O. ....	13	180
Gallipolis, O. ....	24	204
Point Pleasant, Va., (mouth of Great Kanawha River) .....	4	208
Coalport, O. } .....	12	220
Sheffield, O. } .....		
Pomeroy, O. ....	1	221
Letartsville, O. ....	15	236
Ravenswood, Va. ....	22	258
Hockingsport, O. ....	21	279
Blennerhassett's Island. ....	11	290
Belpre, O. } .....	2	292
Parkersburg, Va. } .....		
MARIETTA, O., (mouth of Muskingum River) .....	13	305
Newport, O. ....	17	322
Sisterville, Va. ....	25	347

Elizabethtown, Va. ....	37	384
WHEELING, VA. } .....	13	397
Bridgeport, O. } .....		
Warrenton, O. ....	9	406
Wellsburg, Va. ....	8	414
Steubenville, O. ....	7	421
Wellsville, O. ....	20	441
Liverpool, O. ....	4	445
Georgetown, Pa. ....	4	449
Beaver, Pa. ....	14	463
Freedom, Pa. ....	5	468
Economy, Pa. ....	6	474
Middletown, Pa. ....	12	486
PITTSBURG, PA. ....	11	497

#### (514) CINCINNATI TO ST. LOUIS.

To North Bend, O. ....	16	
Great Miami River, O. ....	4	20
Lawrenceburg, Ia. ....	2	22
Aurora, Ia. ....	5	27
Bellevue, Ky. ....	6	33
Rising Sun, Ia. ....	3	36
Hamilton, Ky. ....	11	47
Patriot, Ia. ....	2	49
Warsaw, Ky. ....	10	59
Vevay, Ia. ....	10	69
Mouth of Kentucky Riv., Ky. ....	10	79
MADISON, IA. ....	12	91
New London, Ia. ....	9	100
Westport, Ky. ....	15	115
Utica, Ia. ....	16	131
Jeffersonville, Ky. ....	8	139
LOUISVILLE, KY. ....	1	140
Shippingsport, Ky. ....	2	142
New Albany, Ia. } .....	1	143
Portland, Ky. } .....		
West Point, Ky. ....	20	163
Brandenburg, Ky. ....	17	180
Mauckport, Ia. ....	1	181
Northampton, Ia. ....	7	188
Amsterdam, Ia. ....	3	191
Leavensworth, Ia. ....	8	199
Fredonia, Ia. ....	4	203
Alton, Ia. ....	13	216
Concordia, Ky. ....	10	226

Stevensport, Ky. } .....	11	237
Rome, Ia. } .....		
Cloversport, Ky. ....	10	247
Cannelton, Ia. ....	13	260
Troy, Ia. ....	6	266
Lewisport, Ky. ....	6	272
Rockport, Ia. ....	12	284
Owensburg, Ky. ....	9	293
Enterprise, Ia. ....	6	299
Newburg, Ia. ....	15	314
Green River, Ky. ....	6	320
EVANSVILLE, Ia. ....	8	328
Hendersonville, Ky. ....	10	338
Mount Vernon, Ia. ....	26	364
Uniontown, Ky. ....	15	379
Wabash River .....	5	384
Raleigh, Ky. ....	6	390
Shawneetown, Ill. ....	5	395
Caseyville, Ky. ....	9	404
Cave in Rock, Ill. ....	13	417
Elizabethtown, Ill. ....	7	424
Golconda, Ill. ....	12	436
Smithland, Ky., (mouth of Cumberland River) ....	18	454
Paducah, Ky., (mouth of Tennessee River) ....	15	469
Belgrade, Ill. ....	6	475
Fort Massac, Ill. ....	3	478
Caledonia, Ill. ....	24	502
Trinity, Ill. ....	9	511
CAIRO, ILL., (mouth of Ohio River) .....	5	516
Commerce, Mo. ....	28	544
Cape Girardeau, Mo. ....	12	556
Bainbridge, Mo. ....	12	568
Chester, Ill. ....	45	613
St. Genevieve, Mo. ....	16	629
Selma, Mo. ....	25	654
Herculaneum, Mo. ....	4	658
Harrisonville, Ill. ....	2	660
Jefferson Barracks, Mo. ....	19	679
ST. LOUIS, Mo. ....	9	688

(515) CINCINNATI TO N. ORLEANS.

To Cairo, (mouth of Ohio River,) [see 514] .....	516
NEW ORLEANS .....	1040 1556

(516) CINCINNATI TO INDIANAPOLIS.

To Cheviot .....	7
Miami .....	6 13
Clark's Store .....	4 17
Harrison .....	4 21
New Trenton, Ia. ....	6 27
Cedar Grove .....	5 32

Brookville .....	8 40
Metamora .....	7 47
Laurel .....	5 52
Andersonville .....	6 58
New Salem .....	4 62
Rushville .....	7 69
Beech Grove .....	7 76
Morristown .....	7 83
Kinder .....	6 89
Sugar Creek .....	5 94
INDIANAPOLIS .....	15 109

(517) CINCINNATI TO ST. LOUIS.

*Stage.*

To Indianapolis, (see 516) ..	109
ST. LOUIS, (see 599) .....	239 348

(518) CINCINNATI TO PITTSBURG.

*Stage via Steubenville.*

To Columbus, (see 527) ...	127
Zanesville, (see 528) .....	56 183
Cambridge, (see 528) .....	24 207
Winchester .....	9 216
Antrim .....	5 221
Londonderry .....	3 224
Smyrna .....	4 228
Moorefield .....	4 232
Cadiz .....	13 245
Greene .....	8 253
Bloomington .....	3 256
Wintersville .....	10 266
STEUBENVILLE .....	5 271
Holliday's Cove .....	3 274
Paris .....	4 278
Florence .....	5 283
Bavington .....	4 287
North Star .....	3 290
Fayette .....	6 296
PITTSBURG .....	13 309

(519) CINCINNATI TO WHEELING,  
VA.

*Stage.*

To Columbus, (see 527) ...	127
WHEELING, VA., (see 528) ..	130 257

(520) CINCINNATI TO SANDUSKY  
CITY.

*Little Miami R. R.*

To Columbia .....	5
Plainville .....	4 9
Milford .....	5 14
Germany .....	2 16
Polktown .....	2 18
Loveland's .....	2 20

Foster's .....	6	26	Marathon .....	9	27
Deerfield .....	4	30	Fayetteville .....	8	35
Morrow .....	5	35	Allensburg .....	8	43
Fort Ancient .....	4	39	Hillsboro' .....	10	53
Freeport .....	3	42	Rainsboro' .....	10	63
Waynesville .....	5	47	Bainbridge .....	8	71
Claysville .....	4	51	Bourneville .....	11	82
Spring Valley .....	7	58	CHILlicoTHE .....	13	95
Xenia .....	7	65	(524) CINCINNATI to ZANESVILLE.		
Yellow Springs .....	10	75	To Walnut Hills .....	3	
SPRINGFIELD .....	10	85	Pleasant Ridge .....	5	8
<i>Mad River and Lake Erie R. R.</i>			Montgomery .....	5	13
Urbana .....	14	99	Twenty Mile Stand .....	7	20
West Liberty .....	10	109	Hopkinsville .....	4	24
Bellefontaine .....	8	117	Morrow .....	3	27
Huntsville .....	7	124	Rochester .....	4	31
Richland .....	3	127	Clarksville .....	7	38
Bell Centre .....	2	129	Wilmington .....	10	48
Kenton .....	12	141	Sabino .....	10	58
Paterson .....	11	152	Washington Court House ..	12	70
Cary .....	13	165	New Holland .....	10	80
Oregon .....	5	170	Williamsport .....	8	88
Tiffin .....	11	181	Circleville .....	9	97
Republic .....	9	190	Amanda .....	12	109
Lodi .....	5	195	LANCASTER .....	9	118
Bellevue .....	9	204	Rushville .....	9	127
SANDUSKY CITY .....	15	219	Somerset .....	8	135
(521) CINCINNATI to DAYTON.			Fultonham .....	10	145
<i>Via Lebanon.</i>			Putnam .....	10	155
To Reading .....	10		ZANESVILLE .....	1	156
Sharonville .....	3	13	(525) CINCINNATI to EATON.		
Pisgah .....	5	18	To Carthage .....	6	
Mason .....	6	24	Springdale .....	7	13
Lebanon .....	8	32	Hamilton .....	10	23
Ridgeville .....	7	39	Rossville .....	1	24
Centreville .....	6	45	Collinsville .....	8	32
DAYTON .....	9	54	Somerville .....	4	36
(522) CINCINNATI to DAYTON.			Camden .....	5	41
<i>Via Franklin.</i>			EATON .....	8	49
To Reading .....	10		(526) CINCINNATI to SIDNEY.		
Sharonville .....	3	13	To Carthage .....	6	
West Chester .....	5	18	Springdale .....	7	13
Bethany .....	4	22	Hamilton .....	10	23
Monroe .....	4	26	Trenton .....	10	33
Franklin .....	10	36	Middletown .....	4	37
Miamisburg .....	6	42	Franklin .....	6	43
Alexandersville .....	4	46	Miamisburg .....	6	49
DAYTON .....	8	54	Alexandersville .....	4	53
(523) CINCINNATI to CHILlicoTHE.			DAYTON .....	8	61
To Fulton .....	4		West Charleston .....	10	71
Plainville .....	4	8	Troy .....	11	82
Milford .....	5	13	Piqua .....	7	89
Perrin's Mills .....	5	18	SIDNEY .....	13	102

(527) CINCINNATI to COLUMBUS.

To Xenia, (see 520).....	65
<i>Columbus and Xenia R. R.</i>	
Cedarville .....	8 73
South Charleston .....	11 84
London .....	11 95
West Jefferson.....	10 105
COLUMBUS.....	14 119

(528) COLUMBUS to WHEELING, VA.

<i>Central Ohio R. R.</i>	
Black Lick.....	11
Pataskala .....	6 17
Summit.....	5 22
Union .....	4 26
NEWARK .....	7 33
Clay Lick.....	6 39
Rockdale .....	2 41
Black Hand.....	5 46
Claypool Mill.....	4 50
Pleasant Valley .....	2 52
Dillons Falls.....	4 56
ZANESVILLE.....	3 59

(529) COLUMBUS to INDIANAPOLIS,

<i>Ia.</i>	
To Alton.....	9
West Jefferson .....	5 14
La Fayette.....	8 22
Summerford .....	5 27
Vienna .....	5 32
Springfield .....	10 42
Enon .....	7 49
Fairfield .....	7 56
DAYTON.....	11 67
Liberty.....	7 74
Medill .....	7 81
West Alexandria.....	6 87
Eaton .....	6 93
New Westerville .....	10 103
Richmond, Ia. ....	6 109
Centreville .....	6 115
Cambridge.....	9 124
Dublin .....	2 126

Lewisville .....	8 134
Knightstown .....	10 144
Charlotteville .....	5 149
Kinnard .....	4 153
Greenfield .....	4 157
Philadelphia .....	5 162
Cumberland .....	5 167
INDIANAPOLIS .....	10 177

(530) COLUMBUS to LOWER SANDUSKY.

To Clintonville .....	4
Worthington.....	5 9
Williamsville .....	5 15
Delaware .....	9 24
Norton .....	10 34
Waldo .....	6 40
Marion .....	3 47
Little Sandusky .....	12 55
Upper Sandusky .....	7 62
Tymochtee .....	8 70
McCutchinville .....	3 73
TIFFIN.....	11 84
Fort Seneca.....	8 92
LOWER SANDUSKY.....	10 102

(531) COLUMBUS to SANDUSKY CITY.

<i>Cin., Cleveland and Col. R. R.</i>	
To Worthington .....	9
Delaware .....	14 23
Cardington .....	17 40
Iberia.....	12 52
Galion .....	7 59
Crestline .....	3 62
SHELBY .....	11 73

*Mansfield and Sandusky R. R.*

Plymouth .....	9 82
New Haven.....	2 84
Centreville.....	6 90
Havana.....	4 94
Pontiac.....	4 98
Monroeville.....	4 102
Ladd's .....	8 110
SANDUSKY .....	8 118

(532) COLUMBUS to PORTSMOUTH.

To South Bloomfield.....	17
Circleville.....	9 26
CHILLICOTHE .....	21 47
Waverly .....	15 62
Piketon .....	4 66
Lucasville .....	14 80
PORTSMOUTH .....	12 92

(533) CLEVELAND to COLUMBUS.  
*Via Cin., Cleveland and Col. R. R.*

To Rockport.....	7
Berea.....	5 12
Olmstead.....	3 15
Eaton.....	7 22
Grafton.....	3 25
La Grange.....	4 29
Pittsfield.....	4 33
Wellington.....	3 36
Rochester.....	5 41
New London.....	6 47
Greenwich.....	7 54
SHELBY.....	13 67
Crestline.....	11 78
Galion.....	3 81
Iberia.....	7 88
Cardington.....	12 100
Delaware.....	17 117
Worthington.....	14 131
COLUMBUS.....	9 140

(534) COLUMBUS to LANCASTER.

To Grove Port.....	12
Lithopolis.....	5 17
Green Castle.....	5 22
LANCASTER.....	7 29

(535) ZANESVILLE to MAYSVILLE, KY.

To Putnam.....	1
Fultonham.....	10 11
Somerset.....	10 21
Rushville.....	8 29
Lancaster.....	9 38
Clear Creek.....	8 46
Tarleton.....	8 54
Kingston.....	9 63
CHILLICOTHE.....	10 73
Bourneville.....	13 86
Bainbridge.....	11 97
Rainsboro'.....	8 105
Hillsboro'.....	10 115
New Market.....	6 121
Sugar-tree Ridge.....	7 128
Scott.....	7 135
Bentonville.....	10 145
Aberdeen.....	10 155
MAYSVILLE, KY.....	1 156

(536) ZANESVILLE to MARIETTA.

To Blue Rock.....	11
Rokeby.....	8 19
McConnellsville.....	8 27
Beverly.....	18 45

Waterford.....	2 47
Lowell.....	9 56
MARIETTA.....	12 68

(537) ZANESVILLE to WOOSTER.

To Dresden.....	15
Adam's Mills.....	3 18
Roscoe.....	12 30
Coshocton.....	1 31
Keene's.....	7 38
Clark's.....	8 46
Millersburg.....	8 54
Holmesville.....	6 60
Fredericksburg.....	5 65
WOOSTER.....	10 75

(538) WOOSTER to WARREN.

To Smithville.....	8
Marshallville.....	6 14
Chippewa.....	6 20
New Portage.....	6 26
AKRON.....	9 35
Middlebury.....	2 37
Tallmadge.....	3 40
Brimfield.....	5 45
Franklin Mills.....	5 50
RAVENNA.....	6 56
Charlestown.....	5 61
Parisville.....	5 66
Newton Falls.....	5 71
WARREN.....	8 79

(539) LANCASTER to MT. VERNON.

To Pleasantville.....	9
New Salem.....	4 13
Thornville.....	5 18
Jacksontown.....	4 22
Newark.....	8 30
St. Louisville.....	8 38
Utica.....	4 42
Homer.....	5 47
MOUNT VERNON.....	11 58

(540) CHILLICOTHE to PT. PLEASANT, KY.

To Richmond Dale.....	16
Jackson.....	15 31
Rocky Hill.....	8 39
Thurman.....	6 45
Rio Grande.....	6 51
Gallipolis.....	11 62
POINT PLEASANT.....	6 68

(541) CHILLICOTHE to MARIETTA.

To Gillespieville.....	15
Allensville.....	12 27

McArthurstown .....	8	35
Lee .....	14	49
Hebardsville .....	3	52
Athens .....	6	58
Amesville .....	12	70
Bartlett .....	8	78
Wesley .....	4	82
Harmer .....	16	98
MARIETTA .....	1	99

(542) CHILLICOTHE to MAYSVILLE, Ky.

*Via West Union.*

To Bourneville .....	13	
Bainbridge .....	11	24
Cynthiana .....	5	29
Sinking Spring .....	10	39
Locust Grove .....	6	45
Dunbarton .....	6	51
Dunkinsville .....	5	56
WEST UNION .....	5	61
Aberdeen .....	17	78
MAYSVILLE .....	1	79

(543) WELLSVILLE to ASHTABULA.

To West Point .....	7	
New Lisbon .....	7	14
Franklin Square .....	5	19
Salem .....	5	24
Greenford .....	5	29
Canfield .....	5	34
Orange .....	7	41
Ohls Town .....	4	45
Warren .....	6	51
Bristolville .....	11	62
North Bloomfield .....	5	67
Orwell .....	6	73
Rome .....	5	78
Morgan .....	4	82
Eagleville .....	5	87
Jefferson .....	4	91
ASHTABULA .....	9	100

(544) PAINESVILLE to CANTON.

To Concord .....	4	
Chardon .....	7	11
Munson .....	4	15
Newbury .....	7	22
Auburn .....	3	25
Mantua .....	6	31
Shalersville .....	5	36
RAVENNA .....	6	42
Rootstown .....	5	47
Randolph .....	5	52
Hartville .....	6	58
CANTON .....	11	69

(545) PAINESVILLE to PITTSBURG, Pa.

To Concord .....	4	
Chardon .....	7	11
Claridon .....	5	16
Burton .....	4	20
Parkman .....	9	29
Nelson .....	4	33
Windham .....	4	37
Braceville .....	5	42
WARREN .....	7	49
Niles .....	6	55
Girard .....	5	60
Youngstown .....	4	64
POLAND .....	6	70
Beaver, (see 547) .....	31	101
PITTSBURG .....	28	129

(546) CLEVELAND to WHEELING, Va.

*Via Wooster.*

To Ohio City .....	1	
Brooklyn .....	3	4
Parma .....	3	7
Strongsville .....	8	15
Brunswick .....	6	21
Medina .....	8	29
Guilford .....	9	38
Old Hickory .....	4	42
WOOSTER .....	10	52
Apple Creek .....	6	58
Mount Eaton .....	9	67
Deardoff's Mills .....	9	76
Strasburg .....	3	79
Canal Dover .....	5	84
New Philadelphia .....	3	87
Uhricksville .....	9	96
Deersville .....	11	107
Cadiz .....	12	119
Short Creek .....	6	125
Harrisville .....	3	128
Mount Pleasant .....	5	133
Coleraine .....	5	138
Martin's Ferry .....	5	143
WHEELING, Va. ....	1	144

(547) CLEVELAND to WELLSVILLE.

*Cleveland and Pittsburg R. R.*

To Newburgh .....	8	
Gravel Bank .....		
Bedford .....	6	14
Macedonia .....	6	20
Hudson .....	6	26
Earlville .....	6	32

Ravenna .....	6	38
Rootstown .....	5	43
Atwater .....	6	49
Lima .....	4	53
Alliance .....	5	58
Winchester .....	5	63
Moultrie .....	3	66
Bayard .....	3	69
Rochester .....	1	70
Hanover .....	5	75
Brush Run.....	6	81
Salineville .....	5	86
Steubenville Road.....	5	91
Hammonds .....	3	94
Yellow Cr. ....	3	97
WELLSVILLE.....	2	99

## (548) CLEVELAND to BUFFALO, N. Y.

*Cleveland and Erie R. R.*

To Euclid.....	9	
Wickliffe .....	5	14
Willoughby .....	4	18
Mentor .....	5	23
Painesville.....	6	29
Perry .....	6	35
Madison .....	5	40
Unionville .....	2	42
Geneva .....	3	45
Saybrook .....	5	50
Ashtabula .....	4	54
Kingsville .....	6	60
Conneaut .....	8	68
Springfield.....	7	75
Girard .....	5	80
Fairview.....	5	85
Swanville.....	3	88
ERIE .....	7	95

*Erie and North East R. R.*

Harbor Creek .....	7	102
North East.....	8	110
State Line .....	4	114

*Buffalo and State Line R. R.*

Quincy .....	4	118
Westfield .....	8	126
Centerville.....	6	132
DUNKIRK .....	10	142
Silver Creek .....	10	152
Lagrange .....	2	154
Evans Center .....	7	161
18 Mile Creek .....	7	168
Rodgers Road.....	5	173
BUFFALO.....	10	183

## (549) CLEVELAND to BUFFALO, N. Y.

*Steamboat.*

To Fairport .....	30	
Ashtabula .....	33	63
Conneaut .....	14	77
Erie, Pa.....	30	107
Dunkirk, N. Y.....	48	155
BUFFALO .....	43	198

## (550) CLEVELAND to TOLEDO.

To Ohio City.....	1	
Rockport .....	7	8
Dover .....	5	13
North Ridgeville.....	7	20
ELYRIA.....	4	24
Amherst.....	8	32
Henrietta .....	3	35
Birmingham .....	3	38
Florence.....	3	41
Berlinville .....	4	45
Milan .....	8	53
Norwalk.....	4	57
Monroesville .....	4	61
Four Corners.....	3	64
Lyme .....	3	67
Bellevue .....	3	70
Green Creek .....	10	80
LOWER SANDUSKY.....	8	88
Black Swamp.....	8	96
Woodville .....	7	103
Stony Ridge .....	7	110
Perrysburg.....	9	119
Maumee City.....	1	120
TOLEDO.....	10	130

## (551) CLEVELAND to WARREN.

To Warrensville.....	8	
Barry.....	5	13
Chagrin Falls .....	7	20
Bridge Creek .....	7	27
Auburn .....	3	30
Welshfield.....	3	33
Parkman .....	4	37
Nelson .....	4	41
Garrettsville .....	3	44
Windham .....	3	47
Braceville.....	5	52
WARREN .....	7	59

## (552) BUCYRUS to MANSFIELD.

To Galion.....	11	
Riblett's .....	5	16
Ontario .....	4	20
MANSFIELD .....	7	27



(553) SANDUSKY TO CINCINNATI.

*Mad River and Lake Erie R. R.*

To Bellevue	15	
Lodi	9	24
Republic	5	29
Tiffin	9	38
Oregon	11	49
Cary	5	54
Paterson	13	67
Kenton	11	78
Bell Centre	12	90
Richland	2	92
Huntsville	3	95
Bellefontaine	7	102
West Liberty	8	110
Urbana	10	120
SPRINGFIELD	14	134

*Little Miami R. R.*

Yellow Springs	10	144
Xenia	10	154
Spring Valley	7	161
Claysville	7	168
Waynesville	4	172
Freeport	5	177
Fort Ancient	3	180
Morrow	4	184
Deerfield	5	189
Foster's	4	193
Loveland's	6	199
Polktown	2	201
Germany	2	203
Milford	2	205
Plainville	5	210
Columbia	4	214
CINCINNATI	5	219

(554) SANDUSKY TO NEWARK.

*Mansfield and Sandusky R. R.*

To Ladd's	8	
Monroeville	8	16
Pontiac	4	20
Havana	4	24
Centreville	4	28
New Haven	6	34
Plymouth	2	36
Shelby*	9	45
Spring Mill	6	51
MANSFIELD†	5	56

*Columbus and Lake Erie R. R.*

Lexington	9	65
Belville	5	70
Independence	6	76

Ankeneytown	5	81
Frederickton	5	86
MOUNT VERNON	6	92
Hunt's	6	98
Gambier	3	101
Utica	4	105
St. Louisville	4	109
Newton	3	112
NEWARK	5	117

\* Connects with the Cin. Cleveland and Col. R. R.

To Columbus, (see 531,) 73 miles.  
Cleveland, (see 531,) 67 miles.

† Ohio and Penn. to cross here.

(555) SANDUSKY TO CHICAGO, ILL.

To Amherstburg, C. W. . . . . 52

DETROIT, MICH.	20	72
Fort Gratiot	70	142
Point au Barques	85	227
Thunder Bay	70	297
Presque Island	80	377
Mackinaw	65	442
Beaver Islands	50	492
Manitou Islands	45	537
MILWAUKEE, WIS.	150	687
Racine	25	712
Southport	13	725
CHICAGO	57	782

(556) SANDUSKY TO BUFFALO, N. Y.

To Huron . . . . . 14

CLEVELAND	45	59
Fairport	30	89
Ashtabula	33	122
Commeaut	14	136
Erie, Pa	30	166
Dunkirk, N. Y.	48	214
BUFFALO	43	257

(557) BUFFALO, N. Y. TO N. YORK.

*Attica and Buffalo R. R.*

To Lancaster . . . . . 10

Alden	10	20
Darien	5	25
ATTICA	6	31

*Tonawanda R. R.*

Alexander	3	34
Batavia	8	42
Byron	7	49
Bergen	7	56
Churchville	4	60
ROCHESTER	14	74

<i>Auburn and Rochester R. R.</i>	
Brighton .....	4 78
Pittsford .....	4 82
Victor .....	12 94
Canandaigua .....	9 103
Chapinsville .....	3 106
Short's Mills .....	3 109
Clifton Springs .....	5 114
West Vienna .....	3 117
East Vienna .....	1 118
Oak's Corners .....	3 121
GENEVA .....	5 126
Waterloo .....	7 133
Seneca Falls .....	4 137
Cayuga Bridge .....	5 142
AUBURN .....	10 152

<i>Auburn and Syracuse R. R.</i>	
Sennet .....	5 157
Skaneateles Junction .....	4 161
Elbridge .....	1 162
Camillus .....	2 170
Geddes .....	6 176
SYRACUSE .....	2 178

<i>Syracuse and Utica R. R.</i>	
Manlius .....	10 188
Chittenango .....	4 192
Canastota .....	6 198
Wampsville .....	3 201
Oneida Depot .....	3 204
Verona Centre .....	4 208
ROME .....	9 217
Oriskany .....	7 224
Whitesboro' .....	4 228
UTICA .....	3 231

<i>Utica and Schenectady R. R.</i>	
Schuyler .....	8 239
Herkimer .....	7 246
Little Falls .....	6 252
St. Johnsville .....	10 262
Palatine Church .....	3 265
Fort Plain .....	3 268
Palatine Bridge .....	3 271
Spraker's .....	3 274
Fonda .....	8 282
Tribes Hill .....	6 288
Amsterdam .....	5 293
Cranesville .....	4 297
Hoffman's .....	3 300
SCHENECTADY .....	9 309

<i>Mohawk and Hudson R. R.</i>	
ALBANY .....	16 325

<i>Steamboat.</i>	
NEW YORK .....	145 470

## (558) DUNKIRK, N. Y., to N. YORK.

<i>Via New York and Erie R. R.</i>	
To Forestville .....	8
Smith's Mills .....	4 12
Perrysburgh .....	7 19
Dayton .....	3 22
Albion .....	9 31
Little Valley .....	6 37
Great Valley .....	11 48
Nine Mile Creek .....	8 56
Alleghany .....	4 60
Olean .....	4 64
Hinsdale .....	7 71
Cuba .....	5 76
Friendship .....	9 85
Belvidere .....	5 90
Phillipsville .....	3 93
Scio .....	4 97
Genesee .....	4 101
Andover .....	9 110
Baker's Bridge .....	8 118
Almond .....	4 122
HORNELLVILLE .....	5 127
Howard .....	10 137
Goff's Mills .....	3 140
Kennedysville .....	5 145
BATH .....	4 149
Mud Creek .....	6 155
Campbelltown .....	5 160
Cooper's .....	6 166
Painted Post .....	4 170
CORNING .....	2 172
East Painted Post .....	3 175
Big Flats .....	4 179
ELMIRA .....	9 188
Wellsburg .....	7 195
Chemung .....	6 201
Factoryville .....	4 205
Barton .....	7 212
Smithboro' .....	2 214
Tioga Centre .....	4 218
OWEGO .....	6 224
Campville .....	7 231
Union .....	6 237
BINGHAMTON .....	9 246
Windsor .....	5 251
Great Bend .....	9 260
Lanesboro' .....	9 269
Gulf Summit .....	8 277
Deposit .....	8 285
Chehocton .....	13 298
Stockport .....	4 302
Equinunk .....	6 308
Hankins .....	11 319
Calicoon .....	7 326

Cohecton .....	5	331
Narrowsburg .....	8	339
Mast Hope .....	6	345
Lackawaxen .....	6	351
Barryville .....	4	355
Pond Eddy .....	7	362
Stairway Brook .....	2	364
PORT JERVIS .....	9	373
Shin Hollow .....	6	379
Otisville .....	7	386
Howell's .....	5	391
Middletown .....	3	394
New Hampton .....	3	397
GOSHEN .....	4	4 1
Chester .....	5	406
Oxford .....	3	409
Monroe .....	2	411
Turner's .....	3	414
Wilkes' .....	3	417
Monroe Works .....	3	420
Sloatsburg .....	6	426
Ramapo Works .....	1	427
Sufferns .....	2	429
Monsey .....	5	434
Spring Valley .....	2	436
Clarkstown .....	2	438
Blauveltville .....	4	442
Piermont, (town) .....	4	446
PIERMONT, (pier) .....	1	447

*Steamboat.*

NEW YORK .....24 471

(559) WHEELING, VA., to BALTIMORE, PHILADELPHIA, & N. YORK.

*Baltimore and Ohio R. R.*

To Moundsville .....	11	
Roseby's Rk. ....	7	18
Cameron .....	10	28
Welling Tunnel .....	2	30
Bellton .....	6	36
Br'd Tree .....	3	39
Littleton .....	3	42
Burton .....	7	49
Glover's Gap .....	4	53
Mannington .....	7	60
Farmington .....	7	67
Barrackville .....	5	72
FAIRMOUNT .....	5	77
Benton's Ferry .....	4	81
Nazum's Mills .....	8	89
Valley Falls .....	2	91
Fetterman .....	6	97
Thornton .....	8	105
Independence .....	6	111
Simpson's .....	2	113

Tunnelton .....	6	119
Rolesbury .....	7	126
Cr. Summit .....	9	137
Oakland .....	10	147
Altamont .....	9	156
Frankville .....	7	163
Bloomington .....	8	171
Piedmont .....	2	173
New Creek .....	5	178
Rawlin's Sta. ....	10	183
Brady's Mill .....	6	194
CUMBERLAND .....	7	201
Patterson's Creek .....	8	209
Green Spring Run .....	6	215
Little Cacapon .....	7	222
No. 12. Water Station .....	7	229
Rockwell's Run .....	11	240
Bruce's Dep. ....	7	247
Sir John's Run .....	4	251
Hancock .....	5	256
Cherry Run .....	10	266
N. Mountain .....	6	272
Martinsburg .....	6	278
Kearneysville .....	9	287
Duffield's .....	5	292
HARPER'S FERRY .....	6	293
Sandy Hook .....	1	299
Berlin .....	5	304
Point of Rocks .....	6	310
Buckeystone .....	7	317
Monocacy .....	4	321
Ijamsville .....	5	326
Monrovia .....	4	330
Plane No. 4 .....	4	334
Mount Airy .....	2	336
Plane No. 1 .....	3	339
Gaithers .....	8	347
Sykesville .....	1	348
Marriottsville .....	4	352
Woodstock .....	3	355
Elysville .....	4	359
Ellicott's Mill .....	6	365
Relay House .....	6	371
Mount Clare .....	7	373
BALTIMORE .....	2	380

*Philadelphia, Wilmington, and Baltimore R. R.*

Canton .....	3	383
Steunmer's Run .....	7	390
Chase's .....	6	396
Gunpowder .....	4	400
Perryman's .....	8	408
Hall's Cross Roads .....	4	412
Havre de Grace .....	5	417

Cecil .....	1 418	Spruce Creek .....	13 140
Charlestown .....	5 423	Petersburg .....	6 152
North East.....	3 426	HUNTINGTON.....	7 159
Elktown .....	6 432	Mill Creek .....	5 164
Newark, Del.....	6 433	Mount Union .....	6 170
Stanton .....	6 444	Hamilton .....	3 173
Newport.....	2 446	McVeytown .....	10 183
WILMINGTON .....	4 450	Andersons .....	5 188
Naaman's Creek.....	8 453	Lewiston .....	7 195
Marcus' Hook, Pa.....	2 460	Mifflintown .....	12 207
Chester .....	3 463	Perryville.....	3 210
Lazaretto .....	4 467	Tuscarora .....	6 216
Gray's Ferry .....	7 474	Millerstown .....	7 223
PHILADELPHIA .....	3 477	Newport.....	6 229
<i>Philadelphia and Trenton R. R.</i>		Baileys .....	4 233
Philadelphia Depot.....	2 479	Aqueduct .....	5 238
Tacony .....	7 486	Duncannon .....	3 241
Cornwell's .....	5 491	Rockville .....	9 250
Andalusia.....	2 493	HARRISBURG .....	2 256
Bristol .....	4 497	<i>Harrisburg and Lancaster R. R.</i>	
Morrisville.....	9 506	High Spire .....	6 262
<i>New Brunswick &amp; Trenton R. R.</i>		Middletown.....	4 266
TRENTON.....	1 507	Elizabethtown.....	9 275
Princeton .....	10 517	Mount Joy .....	6 281
Kingston.....	4 521	Dillerville.....	11 292
Dean's Pond .....	4 525	LANCASTER .....	1 293
NEW BRUNSWICK .....	9 534	<i>Columbia &amp; Philadelphia R. R.</i>	
<i>New Jersey R. R.</i>		Enterprise .....	7 300
Metuchin .....	5 539	Paradise .....	3 303
Rahway .....	7 546	Kinzie's.....	4 307
Elizabethtown.....	6 552	Penningtonville .....	7 314
NEWARK.....	5 557	Parkeburg .....	3 317
Jersey City .....	8 565	Coatesville.....	5 322
<i>Steamboat.</i>		Downington .....	7 329
NEW YORK .....	1 566	Whiteland .....	4 333
(560) PITTSBURG to PHILADELPHIA.		Paoli .....	6 339
<i>Penn. Central R. R.</i>		Westchester Turnout.....	3 342
To Liberty.....		Morgan's Corner .....	7 349
Irwin's .....		White Hall.....	3 352
Radebaughs.....		Head of Inclined Plane .....	7 359
Latrobe.....	40	PHILADELPHIA .....	4 363
Derry .....	9 49		
Blairsville Junction.....	9 58		
Lockport .....	7 65		
New Florence.....	5 70		
Ninevah .....	5 75		
Johnstown .....	10 85		
Conemaugh .....	2 87		
Half Way House .....	8 95		
Jefferson.....	4 99		
Summit.....	10 109		
HOLLIDAYSBURG.....	10 119		
Altoona.....	6 125		
Pastoria .....	8 133		

## MICHIGAN.

(561) DETROIT to NEW BUFFALO.

*Central Railroad.*

To Dearbornville.....	10
Wayne .....	7 17
Ypsilanti .....	12 29
Geddes' Mills .....	4 33
ANN ARBOR.....	4 37
Delhi.....	6 43
Seio .....	2 45

Dexter .....	2	47
Davison's .....	9	56
Francisville .....	6	62
Grass Lake .....	3	65
Leoni .....	3	68
JACKSON.....	7	75
Barry.....	5	80
Gidley's Station.....	5	85
Albion .....	11	96
Marengo.....	7	103
Marshall.....	6	109
Ceresco.....	5	114
Battle Creek .....	8	122
Charleston .....	10	132
Galesburg .....	4	136
Comstock.....	4	140
KALAMAZOO .....	4	144
Paw Paw Station .....	16	160
Decatur.....	8	168
Dowagiac.....	10	178
Pokagon.....	6	184
Niles.....	7	191
Buchanan .....	5	196
Terre Coupee .....	6	202
New Buffalo .....	16	218
MICHIGAN CITY .....	10	228
Porter.....	12	240
Lake .....	8	248
Gibson's .....	10	258
Junction.....	10	268
8 Mile Side Track .....		
CHICAGO.....	10	278

(563) DETROIT TO LANSING.

To Redford .....	15
Livonia.....	3 18
Farmington .....	4 22
Novi .....	5 27
Kensington .....	10 37
Brighton .....	7 44
Genoa.....	5 49
Howell .....	5 54
Cedar .....	7 61
Conway .....	6 67
Phelpstown .....	9 76
Williamstown.....	7 83
LANSING.....	7 90

(564) DETROIT TO LANSING.

To Jackson, (see 561).....	77
LANSING, (see 576) .....	40 117

(565) DETROIT TO PORT HURON.

To Roseville .....	9
Mount Clemens .....	13 22
New Haven .....	7 29
Columbus.....	11 40
St. Clair .....	11 51
PORT HURON.....	12 63

(566) DETROIT TO PONTIAC.

*Detroit and Pontiac R. R.*

To Royal Oak .....	12
Birmingham .....	6 18
PONTIAC.....	7 25

(567) DETROIT TO SAGINAW.

To Pontiac, (see 566) .....	25
Waterford .....	5 30
Austin.....	3 33
Clarkson.....	3 36
Springfield.....	3 39
Groveland .....	7 46
Stony Run.....	5 51
Grand Blanc .....	4 55
FLINT.....	8 63
Genesee .....	4 67
Thetford.....	7 74
Bridgeport .....	13 87
SAGINAW .....	11 98

(568) PONTIAC TO OWASSO.

To Waterford Centre .....	5
East White Lake.....	5 10
White Lake .....	4 14
Rose .....	6 20
Fentonville .....	8 28
Argentine .....	9 37
Byron .....	5 42
Vernon .....	6 48
Shiawasse .....	5 53
Corunna .....	5 58
OWASSO .....	4 62

(569) MONROE TO CHICAGO, ILL.

*Via Southern Railroad.*

To Ida.....	12
Petersburg .....	8 20
Deerfield.....	4 24
ADRIAN* .....	14 38
Clayton.....	11 49
Hudson.....	6 55
Oseco.....	12 67
HILLSDALE.....	5 72
Jonesville.....	5 77
County Line .....	9 86
COLD WATER .....	9 95

Bronson's Prairie .....	13	108
Fawn River .....	10	114
Sturgist .....	4	118
White Pigeon .....	12	130
Bristol, Ia. ....	7	137
Elkhart .....	11	148
Mishawaka .....	9	157
SOUTH BEND† .....	4	161
Terre Coupee .....	9	170
LA PORTE .....	18	188
Holmesville .....	9	197
Calumet .....	9	206
Baily Town .....	8	209
Millers .....	8	217
Ainsworth .....	17	234
CHICAGO .....	12	246

## (570) MONROE TO ANN ARBOR.

To East Raisinville .....	9	
North Raisinville .....	3	12
London .....	3	15
Milan .....	4	19
York .....	4	23
Saline .....	6	29
Lodi .....	3	32
ANN ARBOR .....	6	38

## (571) ADRIAN TO TOLEDO, O.

*Erie and Kalamazoo R. R.*

To Palmyra .....	6	
Blissfield .....	4	10
Ottawa Lake .....	8	18
Sylvania .....	3	21
TOLEDO .....	12	33

## (572) ADRIAN TO YPSILANTI.

To Raisin .....	4	
Tecumseh .....	6	10
Clinton .....	5	15
Benton .....	7	22
Saline .....	5	27
Pittsfield .....	5	32
YPSILANTI .....	5	37

## (573) LANSING TO GRAND HAVEN.

To Delta .....	6	
Eagle .....	7	13
Portland .....	10	23
Maple .....	5	28
Lyons .....	5	33
IONIA .....	7	40
Avon .....	10	50
Flat River .....	7	57
Ada .....	8	65

GRAND RAPIDS .....	10	75
Grandville .....	7	82
Tallmadge .....	10	92
Crockery Creek .....	8	100
GRAND HAVEN .....	9	109

## (574) LANSING TO DEXTER.

To Delhi Centre .....	7	
Alaiedon .....	4	11
Mason .....	4	15
Ingham .....	9	24
Stockbridge .....	9	33
Unadilla .....	6	39
DEXTER .....	13	52

## (575) LANSING TO PONTIAC.

To Williamstown .....	7	
Phelpstown .....	7	14
Conway .....	9	23
Cedar .....	6	29
HOWELL .....	7	36
Osceola Centre .....	5	41
Hartland .....	5	46
Highland .....	7	53
Milford .....	4	57
Commerce .....	6	63
Waterford Centre .....	5	68
PONTIAC .....	5	73

## (576) LANSING TO JACKSON.

To Delhi Centre .....	7	
Alaiedon .....	5	12
Mason .....	4	16
Eden .....	5	21
Aurelius .....	5	26
West Rives .....	5	31
JACKSON .....	9	40

## (577) JACKSON TO TOLEDO, O.

To Michigan Centre .....	5	
Napoleon .....	6	11
Norvell .....	4	15
Elba .....	3	18
Manchester .....	4	22
Clinton .....	7	29
Tecumseh .....	5	34
Raisin .....	6	40
ADRIAN .....	4	44

*Erie and Kalamazoo R. R.*

TOLEDO, (see 571) .....	33	77
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## (578) JACKSON TO JONESVILLE.

To Spring Arbor .....	10	
Concord .....	4	14
Scipio Centre .....	9	23
JONESVILLE .....	4	27

(579) MARSHALL TO COLDWATER.

To Tekonsha.....	13	
Girard.....	5	18
COLDWATER.....	6	24

(580) MARSHALL TO CENTREVILLE.

To Tekonsha.....	13	
Burlington.....	5	18
Union City.....	4	22
Sherwood.....	7	29
Fort Pleasant.....	7	36
Nottoway.....	6	42
CENTREVILLE.....	5	47

(581) BATTLE CREEK TO GRAND RAPIDS.

To Bedford.....	6	
Johnstown.....	6	12
Hastings.....	12	24
GRAND RAPIDS.....	32	56

(582) KALAMAZOO TO MOTTVILLE.

To Schoolcraft.....	14	
Flowerfield.....	5	19
Three Rivers.....	8	27
Constantine.....	9	36
MOTTVILLE.....	6	42

(583) KALAMAZOO TO SAUGATUCK.

To Cooper.....	6	
Plainwell.....	5	11
Otsego.....	4	15
Allegan.....	11	26
Manlius.....	10	36
SAUGATUCK.....	14	50

(584) KALAMAZOO TO ST. JOSEPH.

To Paw Paw Station.....	18	
Paw Paw.....	4	22
Hamilton.....	11	33
Keelersville.....	4	37
Bainbridge.....	7	44
ST. JOSEPH.....	12	56

(585) NILES TO ST. JOSEPH.

To Berrien Springs.....	10	
ST. JOSEPH.....	15	25

(586) DETROIT TO BUFFALO, N. Y.

*Steamboat.*

To Amherstburg, C. W. ....	20	
Sandusky, O. ....	52	72
Huron.....	14	86
CLEVELAND.....	45	131
Fairport.....	30	161

Ashtabula.....	33	194
Conneaut.....	14	208
Erie, Pa.....	30	238
Dunkirk, N. Y.....	48	286
BUFFALO.....	43	329

(587) DETROIT TO CHICAGO, ILL.

*Steamboat.*

Fort Gratiot.....	70	
Point au Barques.....	85	155
Thunder Bay.....	70	225
Presque Isle.....	80	305
Mackinaw.....	65	370
Beaver Islands.....	50	420
Manitou Islands.....	45	465
MILWAUKEE, WIS.....	150	615
Racine.....	25	640
Southport.....	13	653
CHICAGO.....	57	710

(588) DETROIT TO FORT WILKINS.

*(On Lake Superior.)*

*Steamboat.*

To Fort Gratiot.....	70	
Point au Barques.....	85	155
Thunder Bay.....	70	225
Presque Isle.....	80	305
Sault St. Marie.....	100	405
White Fish Point.....	40	445
Hurricane River.....	40	485
Pictured Rocks.....	35	520
FORT WILKINS and Copper Harbor.....	120	640

(589) GRAND HAVEN TO MILWAUKEE.

*Steamboat.*

TO MILWAUKEE.....	90
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(590) NEW BUFFALO TO CHICAGO.

*Steamboat.*

Michigan City, Ia.....	10	
City West.....	13	23
CHICAGO, ILL.....	33	56

INDIANA.

(591) INDIANAPOLIS TO CINCINNATI, OHIO.

*Via Rushville.*

To Sugar Creek.....	15	
Kinder.....	5	20
Morristown.....	6	26
Beech Grove.....	7	33
Rushville.....	7	40

New Salem .....	7	47
Andersonville .....	4	51
Laurel .....	6	57
Metamora .....	5	62
Brookville .....	7	69
Cedar Grove .....	8	77
New Trenton .....	5	82
Harrison, O. ....	6	88
Clark's Store .....	4	92
Miami .....	4	96
Cheviot .....	6	102
CINCINNATI .....	7	109

(592) INDIANAPOLIS to CINCINNATI.

*Via Shelbyville.*

To Pleasantview .....	14	
Brandywine .....	6	20
SHELBYVILLE .....	6	26
Coon's Creek .....	8	34
St. Omer .....	3	37
Greensburg .....	10	47
Napoleon .....	12	59
Delaware .....	6	65
North Hogan .....	5	70
Manchester .....	7	77
LAWRENCEBURG .....	10	87
Elizabethtown, O. ....	6	93
Cleves .....	3	96
Dry Ridge .....	5	101
Cheviot .....	4	105
CINCINNATI .....	7	112

(593) INDIANAPOLIS to MADISON.

*Madison and Indianapolis R. R.*

To Southport .....	6	
Greenwood .....	4	10
Franklin .....	10	20
Amity .....	5	25
Edinburg .....	5	30
Taylorville .....	5	35
COLUMBUS .....	6	41
Elizabethtown .....	7	48
Scipio .....	7	55
Queensville .....	3	58
Vernon .....	6	64
Butler's Switch .....	2	66
Champion's Mill .....	4	70
Dupont .....	2	72
Big Creek .....	2	74
Middlefork .....	2	76
Wert .....	4	80
MADISON .....	6	86

(594) INDIANAPOLIS to LOUISVILLE.

To Edinburg, (see 593)..... 30

*Jeffersonville R. R.*

Taylorville .....	5	35
COLUMBUS .....	6	41
Bannerville .....	7	48
Jonesville .....	8	51
Rockford .....	5	56
Farmington .....	6	62
Langdons .....	4	66
Baker's Mill .....	4	70
Center Switch .....	4	74
Vienna .....	6	80
Henryville .....	8	88
Memphis .....	4	92
Sellersburg .....	6	98
JEFFERSONVILLE .....	9	107
LOUISVILLE .....	1	108

(595) INDIANAPOLIS to TERRE HAUTE.

*Terre Haute and Richmond R. R.*

To Bridgeport .....	9	
Plainfield .....	5	14
Canterburg .....	8	17
North Belleville .....	2	19
Claysville .....	2	21
Morristown .....	4	25
Crittenden .....	2	27
Coatsville .....	2	29
Fillmore .....	4	33
Greencastle .....	6	39
Hendricks .....	5	44
Reel's Mill .....	4	48
Croy's Creek .....	4	52
Brazil .....	5	57
Highland .....	4	61
Cloverland .....	2	63
Woods Mills .....	2	65
TERRE HAUTE .....	8	78

(596) NEW ALBANY to JULIET.

*New Albany and Salem R. R.*

To Bennetsville .....	10	
New Providence .....	9	18
Pekin .....	5	24
Harristown .....	6	30
Salem .....	5	35
Buena Vista .....	10	45
Orleans .....	12	57
JULIET .....	8	65



(598) INDIANAPOLIS to ST. LOUIS,  
Mo.

To Terre Haute, (see 597) ..	75
Livingston, Ill. ....	13 88
Marshall.....	4 92
Martinsville.....	12 104
Casey .....	6 110
Greenup.....	10 120
Woodbury.....	7 127
Tentopolis.....	10 137
Ewington .....	9 146
Freemanton.....	5 151
Howard's Point .....	9 160
Cumberland .....	7 167
VANDALIA .....	6 173
Mulberry Grove.....	9 182
Greenville .....	8 190
Hickory Grove.....	9 199
Highland .....	14 213
Troy .....	6 219
Collinsville.....	6 225
ST. LOUIS, Mo.....	15 240

(599) INDIANAPOLIS to SPRING-  
FIELD, ILL.

To TERRE HAUTE, (see 597) ..	75
Elbridge, Ill. ....	10 85
Paris .....	10 95
Grandview.....	12 107
Hitesville .....	6 113
Charleston .....	12 125
Bethsaida.....	8 133
Paradise .....	7 140
Cochran's Grove .....	8 148
SHELBYVILLE.....	12 160
Taylorville .....	35 195
Rochester .....	16 211
SPRINGFIELD.....	9 220

(600) INDIANAPOLIS to MONTEZUMA.

To Hampton.....	12
Danville .....	8 20
New Winchester .....	7 27
New Maysville .....	5 32
Bainbridge.....	6 38
Portland Mills.....	14 52
Rockville .....	13 65
MONTEZUMA .....	10 75

(601) INDIANAPOLIS to COVINGTON.

To Clermont .....	8
Brownsburg .....	6 14
Jamestown .....	14 28
New Ross .....	7 35

CRAWFORDSVILLE.....	10 45
Waynetown .....	10 55
Hillsboro'.....	6 61
Coles' Creek .....	5 66
COVINGTON .....	8 74

(602) INDIANAPOLIS to WILLIAMS-  
PORT.

To Crawfordsville, (see 601) ..	45
Pleasant Hill.....	13 58
Newtown .....	5 63
Rob Roy .....	6 69
Attica .....	4 73
WILLIAMSPORT .....	2 75

(603) INDIANAPOLIS to LA FAY-  
ETTE.

To Crawfordsville, (see 601) ..	45
Romney .....	15 60
LA FAYETTE.....	11 71

(604) INDIANAPOLIS to LA FAY-  
ETTE.

To Picketon .....	9
Royalton.....	5 14
Thornleyville .....	5 19
Lebanon .....	6 25
Thornton .....	10 35
Frankfort.....	12 47
Jefferson.....	4 51
Prairieville.....	6 57
Monroe.....	5 62
Wyandotte.....	5 67
Dayton .....	5 72
LA FAYETTE.....	7 79

(605) INDIANAPOLIS to NILES, MICH.

To Augusta.....	9
Eagle Village .....	6 15
Northfield .....	5 20
Kirk's Cross Roads .....	12 32
Michigantown.....	10 42
Middlefork .....	6 48
Burlington .....	5 53
Carroll.....	10 63
LOGANSPORT.....	8 71
Metae .....	12 83
Rochester.....	11 94
Sidney .....	13 107
Plymouth.....	10 117
South Bend.....	24 141
Bertrand, Mich.....	8 149
NILES .....	4 153

## (606) INDIANAPOLIS to GREENVILLE, O.

To Allisonville .....	11	
Noblesville .....	11	22
Strawtown .....	7	29
Anderson .....	17	46
Chesterfield .....	5	51
Yorktown .....	6	57
Muncietown .....	8	65
Smithfield .....	7	72
Windsor .....	6	78
Macksville .....	4	82
Winchester .....	6	88
Randolph .....	7	95
Dark, O. ....	5	100
GREENVILLE .....	10	110

## (607) INDIANAPOLIS to COLUMBUS, O.

To Cumberland .....	10	
Philadelphia .....	5	15
Greenfield .....	5	20
Kinnard .....	4	24
Charlottesville .....	4	28
Knightstown .....	5	33
Lewisville .....	10	43
Dublin .....	8	51
Cambridge .....	2	53
Centreville .....	9	62
Richmond .....	6	68
New Westerville, O. ....	6	74
Eaton .....	10	84
West Alexandria .....	6	90
Medill .....	6	96
Liberty .....	7	103
DAYTON .....	7	110
Fairfield .....	11	121
Enon .....	7	128
Springfield .....	7	135
Vienna .....	10	145
Summerford .....	5	150
La Fayette .....	5	155
West Jefferson .....	8	163
Alton .....	5	168
COLUMBUS .....	9	177

## (608) BROOKVILLE to CAMBRIDGE.

To Blooming Grove .....	7	
Everton .....	4	11
Connersville .....	6	17
Milton .....	10	27
CAMBRIDGE .....	2	29

## (609) LAWRENCEBURG to MADISON.

To Aurora ..	4	
Rising Sun ..	8	12

Grant's Creek .....	4	16
Patriot .....	6	22
Florence .....	7	29
Vevay .....	9	38
Morefield .....	6	44
Home .....	5	49
MADISON .....	10	59

## (610) MADISON to LOUISVILLE, KY.

To South Hanover .....	5	
Saluda .....	6	11
New Washington .....	7	18
Charleston .....	11	29
Utica .....	8	37
Jeffersonville .....	9	46
LOUISVILLE .....	1	47

## (611) LOUISVILLE, KY., to VINCENNES.

To Portland .....	3	
New Albany, Ia. ....	1	4
Greenville .....	12	16
Palmyra .....	9	25
Fredericksburg .....	5	30
Hardinsburg .....	5	35
Chambersburg .....	6	41
Paoli .....	6	47
Natchez ..	16	63
Mount Pleasant .....	12	75
Washington .....	15	90
Berryville .....	7	97
VINCENNES .....	14	111

## (612) LOUISVILLE, KY., to ORLEANS.

To Jeffersonville, Ia. ....	1	
Hamburg .....	8	9
Bennettsville .....	8	17
New Providence .....	5	22
Pekin .....	3	25
Salem ..	11	36
Claysville .....	12	48
ORLEANS .....	10	58

## (613) EDINBURG to RUSHVILLE.

To Shelbyville .....	17	
Little Blue River .....	7	24
Manilla .....	6	30
RUSHVILLE .....	8	38

## (614) MADISON to INDIANAPOLIS.

<i>Madison and Indianapolis R. R.</i>		
To Wert .....	6	
Middlefork .....	4	10
Big Creek .....	2	12

Dupont .....	2	14
Champion's Mill.....	2	16
Butler's Switch.....	4	20
Vernon .....	2	22
Queensville .....	6	28
Scipio .....	3	31
Elizabethtown .....	7	38
COLUMBUS .....	7	45
Taylorville .....	6	51
Edinburg .....	5	56
Amity .....	5	61
Franklin .....	5	66
Greenwood .....	10	76
Southport .....	4	80
INDIANAPOLIS .....	6	86

(615) MADISON to TERRE HAUTE.

To Columbus, (see 614) ....	45
Lefevre.....	8 53
Nashville.....	12 65
Unionville.....	10 75
BLOOMINGTON.....	8 83
Whitehall.....	7 90
Spencer.....	8 98
VANDALIA.....	9 107
Bowling Green.....	8 115
Christie's Prairie.....	10 125
TERRE HAUTE.....	14 139

(616) BLOOMINGTON to LA FAYETTE.

To Ellittsville.....	7
Mount Tabor.....	6 13
Gosport.....	3 16
Mill Grove.....	9 25
Clover Dale.....	5 30
Putnamville.....	7 37
Greencastle.....	5 42
Fincastle.....	12 54
Parkersburg.....	7 61
CRAWFORDSVILLE.....	13 74
Romney.....	15 89
LA FAYETTE.....	11 100

(617) MOUTH OF WABASH RIVER to LA FAYETTE.

*Steamboat.*

To New Harmony.....	52
Mount Carmel.....	45 97
VINCENNES.....	35 132
Russellville.....	13 145
Palestine.....	18 163
Merom.....	5 168
Hutsonville.....	8 176
York.....	8 184

Darwin.....	11 195
TERRE HAUTE.....	25 220
Clinton.....	16 236
Montezuma.....	11 247
Newport Landing.....	7 254
Perryville.....	18 272
COVINGTON.....	8 280
Baltimore.....	3 283
Portland.....	8 291
Williamsport.....	5 296
La Grange.....	14 310
LA FAYETTE.....	13 323

(618) EVANSVILLE to TERRE HAUTE.

To Sandersville.....	10
Princeton.....	20 30
Patoka.....	4 34
VINCENNES.....	20 54
West Union.....	15 69
Carlisle.....	8 77
Merom.....	12 89
Greysville.....	5 94
Furman's Creek.....	5 99
Prairie Creek.....	8 107
Prairieton.....	7 114
TERRE HAUTE.....	9 123

(619) TERRE HAUTE to LOGANS-PORT.

To Numa.....	8
Clinton.....	7 15
Highland.....	10 25
Newport.....	6 31
Eugene.....	7 38
Perryville.....	7 45
COVINGTON.....	7 52
Portland.....	8 60
Rob Roy.....	5 65
Attica.....	4 69
Shawnee Prairie.....	5 74
West Point.....	8 82
LA FAYETTE.....	11 93
Americus.....	11 104
Delphi.....	7 111
Lockport.....	9 120
LOGANS-PORT.....	12 132

(620) TERRE HAUTE to CRAWFORDSVILLE.

To Roseville.....	15
Rockville.....	9 24
Bruin's Cross Roads.....	8 32
Waveland.....	6 38
CRAWFORDSVILLE.....	14 52

## (621) LOGANSFORT TO TOLEDO, O.

To Lewisburg.....	9	
Peru.....	9	18
Wabash.....	15	33
La Gro.....	6	39
Huntington.....	13	52
Aboite.....	16	68
FORT WAYNE.....	12	80
New Haven.....	17	97
Antwerp, O.....	7	104
Junction.....	14	118
DEFIANCE.....	10	128
Milldale.....	4	132
Florida.....	5	137
Napoleon.....	8	145
Damascus.....	8	153
Providence.....	6	159
Waterville.....	12	171
Maumee City.....	5	176
TOLEDO.....	9	185

(622) FORT WAYNE TO CINCINNATI,  
OHIO.

To Poughkeepsie.....	12	
Decatur.....	12	24
Limber Lost.....	12	36
Bear Creek.....	9	45
Jay.....	8	53
Deerfield.....	12	65
WINCHESTER.....	7	72
Lynn.....	11	83
New Garden.....	6	89
Chester.....	5	94
Richmond.....	5	99
Abington.....	9	108
Brownsville.....	6	114
Liberty.....	5	119
Dunlapsville.....	5	124
Fairfield.....	6	130
BROOKVILLE.....	7	137
Cedar Grove.....	8	145
New Trenton.....	5	150
Harrison, O.....	6	156
Clark's Store.....	4	160
Miami.....	4	164
Cheviot.....	6	170
CINCINNATI.....	7	177

## (623) LA PORTE TO JOLIET, ILL.

To Door Village.....	4	
Valparaiso.....	18	22
Deep River.....	9	31
Lake Court House.....	9	40
Endor, Ill.....	10	50
Crete.....	9	59

Chelsea.....	11	70
JOLIET.....	12	82

## (624) MICHIGAN CITY TO INDIANAPOLIS.

To La Porte.....	13	
Plymouth.....	30	43
INDIANAPOLIS, (see 605).....	117	160

## ILLINOIS.

## (625) SPRINGFIELD TO CINCINNATI.

To Rochester.....	9	
Taylorville.....	16	25
SHELBYVILLE.....	35	60
Cochran's Grove.....	12	72
Paradise.....	8	80
Bethsaida.....	7	87
Charleston.....	8	95
Hitesville.....	12	107
Grandview.....	6	113
Paris.....	12	125
Elbridge.....	10	135
TERRE HAUTE, IA.....	10	145
Van Buren.....	12	157
Brazil.....	7	164
Manhattan.....	8	172
Green Castle.....	7	179
Stilesville.....	13	192
Belleville.....	8	200
Plainfield.....	5	205
Bridgeport.....	6	211
INDIANAPOLIS.....	9	220
CINCINNATI, (see 591).....	109	329

## (626) SPRINGFIELD TO GOLCONDA.

To Zanesville.....	38	
Hillsboro'.....	16	54
Hurricane.....	15	69
VANDALIA.....	12	81
Foster's.....	13	94
SALEM.....	12	106
Jordan's Prairie.....	14	120
Mount Vernon.....	9	129
Spring Garden.....	11	140
BENTON.....	12	152
Frankfort.....	7	159
Marion.....	13	172
Sarahsville.....	8	180
GOLCONDA.....	28	208

## (627) SPRINGFIELD TO ST. LOUIS.

To Chatham.....	7	
Auburn.....	8	15
Carlinville.....	24	39

Macoupin.....	6	45
Shipman .....	8	53
Monticello .....	14	67
Alton.....	5	72
ST. LOUIS, MO. ....	24	96

(628) SPRINGFIELD to NAPLES.

*Sangamon and Morgan R. R.*

Berlin .....	17	
Island Grove.....	4	21
Strown's.....	5	26
JACKSONVILLE .....	7	33
Jones' .....	5	38
Bethel... ..	9	47
Vaugundy .....	5	52
NAPLES .....	5	57

(629) SPRINGFIELD to QUINCY.

To Naples, (see 628).....	57	
Griggsville .....	10	67
Beverly .....	10	77
Liberty.....	14	91
Burton .....	6	97
QUINCY.....	9	106

(630) SPRINGFIELD to KEOKUCK,  
IOWA.

To Richland .....	10	
Pleasant Plains.....	6	16
Lancaster.....	7	23
Virginia .....	10	33
Beardstown.....	14	47
Frederickville .....	4	51
RUSHVILLE .....	8	59
Camden .....	13	72
Huntsville .....	6	78
Pulaski .....	5	83
Augusta .....	3	86
Plymouth .....	5	91
St. Mary's.....	4	95
Elm Tree .....	7	102
Carthage .....	7	109
Warsaw .....	18	127
KEOKUCK .....	4	131

(631) SPRINGFIELD to BURLINGTON,  
IOWA.

To Rushville, (see 630) ....	59	
Littleton.....	6	65
Doddsville.....	6	71
Macomb.....	13	84
Blandinsville.....	14	98
BURLINGTON.....	24	122

(632) SPRINGFIELD to LEWISTOWN.

To Athens .....	14	
Petersburg.....	8	22

Sangamon River .....	12	34
Bath .....	8	42
Havanna.....	8	50
Waterford .....	5	55
LEWISTOWN .....	5	60

(633) SPRINGFIELD to CHICAGO.

To Twelve Mills.....	8	
Middletown .....	12	20
Delavan .....	9	29
Dillon .....	23	52
Tremont .....	5	57
Groveland .....	6	63
PEORIA .....	6	69
CHICAGO, (see 655) .....	165	234

(634) SPRINGFIELD to COVINGTON,  
IA.

To Mechanicsburg.....	15	
Decatur .....	24	39
Cerro Gordo .....	15	54
Monticello .....	10	64
North Bend .....	13	77
Urbana.....	9	86
Homer .....	14	100
Danville .....	20	120
COVINGTON .....	15	135

(635) VINCENNES, IA., to SHAWNEE-  
TOWN.

To St. Francisville.....	10	
Armstrong .....	9	19
Mount Carmel .....	9	28
Graysville .....	18	46
Phillipstown .....	9	55
CARMI.....	9	64
Einma .....	8	72
New Haven.....	6	78
SHAWNEETOWN .....	17	95

(636) VINCENNES to ST. LOUIS, Mo.

To Lawrenceville .....	9	
Prairieton.....	10	19
Olney .....	13	32
Maysville .....	16	48
Xenia .....	16	64
Frederickstown .....	9	73
SALEM .....	9	82
Carlyle .....	24	106
Shoal Creek .....	9	115
Aviston .....	6	121
Lebanon.....	11	132
Rock Spring .....	4	136
Belleville .....	9	145
French Village.....	8	153

Wiggins' Ferry.....	5	158
ST. LOUIS, Mo. ....	1	159

## (637) VINCENNES TO ALTON.

To Carlyle, (see 636).....	106
Shoal Creek .....	9 115
Highland .....	8 123
Marine Settlement .....	12 135
Edwardsville .....	13 148
Upper Alton.....	12 160
ALTON .....	2 162

## (638) VINCENNES TO CHICAGO.

To Russellville .....	10
Palestine ..	15 25
Hutsonville .....	8 33
York .....	5 38
Darwin .....	9 47
Marshall.....	10 57
Paris .....	16 73
Bloomfield .....	13 86
Ridge Farm .....	10 96
Georgetown.....	5 101
DANVILLE .....	10 111
North Fork .....	15 126
Milford .....	23 149
Middleport .....	11 160
Bulbonia's Grove.....	28 188
Rockville .....	6 194
Wilmington .....	12 206
Reed's Grove .....	7 213
Jackson Creek .....	4 217
JOLIET .....	7 224
Lockport .....	6 230
Des Plains .....	9 239
Summit .....	10 249
CHICAGO.....	13 262

## (639) MT. CARMEL TO FAIRFIELD.

To Albion .....	18
Wabash .....	9 27
FAIRFIELD .....	9 36

## (640) SALEM TO CARMEL.

To Hickory Hill .....	18
Fairfield .....	21 39
Burnt Prairie.....	11 50
CARMEL.....	13 63

## (641) SALEM TO CHESTER.

To Mount Zion.....	8
Walnut Hill.....	5 13
Nashville .....	19 32
Elkhorn .....	7 39
Sparta.....	17 56

Steel's Mill .....	9 65
CHESTER .....	13 78

## (642) SHAWNEETOWN TO CAPE GIRARDEAU, Mo.

To Bay .....	7
Mount Airy .....	8 15
Vienna .....	32 47
Mount Pleasant .....	10 57
Jonesboro'.....	12 69
Cedar Creek Landing .....	18 87
CAPE GIRARDEAU .....	6 93

## (643) SHAWNEETOWN TO ST. LOUIS.

To Equality.....	14
Raleigh .....	12 26
Gallatin .....	6 32
Benton .....	20 52
Mount Hawkins.....	20 72
Nashville .....	22 94
Akau .....	14 108
Mascoutah.....	15 123
Belleville .....	10 133
French Village.....	8 141
Wiggins' Ferry.....	5 146
ST. LOUIS .....	1 147

## (644) SHAWNEETOWN TO VANDALIA.

To Duncantown .....	23
McLeansboro'.....	16 39
Moore's Prairie.....	13 52
Mount Vernon .....	14 66
Jordan's Prairie .....	9 75
SALEM .....	14 89
Foster's .....	12 101
VANDALIA .....	13 114

## (645) CAIRO TO ST. LOUIS.

Mill Creek .....	14
Jonesboro'.....	20 34
Urbane .....	12 46
Murpheysboro'.....	13 59
Jones' Creek .....	20 79
Chester .....	8 87
Kaskaskia .....	7 94
Prairie De Roche.....	14 102
Waterloo .....	21 129
Columbia .....	8 137
ST. LOUIS .....	15 152

## (646) ST. LOUIS, Mo., TO JACKSONVILLE.

To Alton .....	24
Godfrey .....	7 31
Delphi.....	6 37

Jerseyville .....	8	45
Kane .....	5	50
Carrollton .....	8	58
Whitehall .....	10	68
Manchester .....	8	76
JACKSONVILLE .....	17	93

(647) QUINCY to JACKSONVILLE.

To Columbus .....	15	
Camp Point.....	6	21
Clayton .....	6	27
Mount Sterling.....	12	39
Versailles .....	9	48
Meredosia .....	7	55
Bethel.....	8	63
JACKSONVILLE.....	12	75

(648) QUINCY to PEORIA.

*Via Rushville.*

To Columbus .....	15	
Camp Point.....	6	21
Clayton .....	6	27
Mount Sterling.....	12	39
Ripley.....	9	48
RUSHVILLE .....	9	57
Astoria .....	14	71
Vermont .....	5	76
Otto .....	7	83
Lewistown.....	8	91
Jackson Grove .....	7	98
Canton .....	7	105
Farmington.....	10	115
Trivoli.....	7	122
PEORIA .....	18	140

(649) QUINCY to KNOXVILLE.

To Mendon .....	14	
Woodville .....	10	24
Chili .....	3	27
Carthage .....	14	41
Fountain Green.....	11	52
MACOMB.....	17	69
Drowning Fork .....	5	74
Woodstock .....	14	88
St. Augustine .....	3	91
Hartford .....	7	98
KNOXVILLE .....	9	107

(650) QUINCY to KEOKUCK, IOWA.

To Ursa .....	10	
Lima .....	8	18
Green Plains .....	8	26
Warsaw .....	6	32
KEOKUCK.....	4	36

(651) QUINCY to GALENA.

To Macomb, (see 649) .....	69	
Swan Creek .....	16	85
Monmouth.....	18	103
Spring Grove .....	7	110
North Henderson.....	6	116
Pope Creek .....	6	122
Farlow's Grove .....	8	130
Pre-emption .....	5	135
Camden's Mills .....	10	145
ROCK ISLAND .....	3	148
Moline .....	5	153
Hampton .....	7	160
Port Byron.....	7	167
Cordova .....	5	172
Albany.....	11	183
Fulton .....	7	190
Savanna .....	16	206
Hanover.....	14	220
GALENA .....	15	235

(652) PEORIA to COVINGTON, IA.

To Groveland .....	8	
Tremont .....	6	14
Mackinaw .....	7	21
Stout's Grove .....	5	26
Wilksboro' .....	5	31
Bloomington .....	10	41
Le Roy.....	16	57
Santa Anna .....	10	67
Mahomet .....	14	81
URBANA .....	13	94
Homer .....	14	108
Danville .....	20	128
COVINGTON.....	15	143

(653) PEORIA to BURLINGTON, IOWA.

To Kickapoo.....	11	
Robin's Nest.....	3	14
Brimfield .....	5	19
French Creek .....	6	25
Knoxville .....	18	43
Galesburg .....	5	48
Cold Brook .....	10	58
Monmouth .....	6	64
Oquawka .....	18	82
BURLINGTON.....	16	98

(654) PEORIA to ALBANY.

To Mount Hawley .....	10	
Wyoming .....	19	29
Toulon .....	6	35
Wethersfield.....	11	46
Burns .....	17	63

Geneseo.....	6	69
Crandell's Ferry .....	15	84
ALBANY .....	12	96

(655) PEORIA to CHICAGO.

To Chilicothe .....	18	
Lacon .....	14	32
Henry .....	5	37
Hennepin.....	13	50
Granville .....	4	54
PERU .....	10	64
Ottawa .....	15	79
Marseilles.....	8	87
Morris .....	18	105
Dresden .....	9	114
Channahan .....	6	120
JOLIET .....	7	127
Lockport .....	6	133
Des Plains .....	9	142
CHICAGO.....	23	165

(656) PERU to ST. LOUIS, Mo.

*Steamboat.*

To Hennepin.....	17	
Lacon .....	18	35
Chilicothe .....	11	46
Rome .....	2	48
PEORIA .....	16	64
Pekin .....	9	73
Liverpool.....	25	98
Havanna .....	9	107
Beardstown .....	32	139
La Grange.....	8	147
Meredosia .....	8	155
Naples .....	7	162
Florence .....	10	172
Montezuma .....	5	177
Bridgeport .....	6	183
Newport .....	9	192
Gilford .....	18	210
Mouth of Illinois River .....	16	226
Grafton .....	2	228
Alton .....	18	246
Missouri River .....	3	249
ST. LOUIS .....	18	267

(657) PERU to GALENA.

To La Moille.....	18	
Dixon .....	25	43
Bufalo Grove .....	12	55
Elkborn Grove .....	8	63
Rock Creek .....	5	68
Mount Carroll .....	12	80
Elizabeth .....	22	102
GALENA .....	15	117

(658) OTTAWA to ST. CHARLES.

To Dayton .....	4	
Northville .....	16	20
Penfield .....	9	29
Bristol.....	5	34
Oswego.....	5	39
Aurora .....	7	46
Batavia.....	6	52
ST. CHARLES .....	4	56

(659) CHICAGO to DETROIT, MICH.

*Steamboat.*

To Michigan City, Ia. ....	40	
NEW BUFFALO, MICH. ....	10	50

*Central Railroad.*

Buchanan .....	21	71
Niles .....	6	77
Dowagiac.....	11	88
Decatur.....	12	100
Paw Paw Station .....	8	108
KALAMAZOO .....	16	124
Comstock.....	4	128
Galesburg .....	4	132
Charleston .....	4	136
Battle Creek .....	10	146
Ceresco.....	8	154
Marshall.....	5	159
Marengo.....	6	165
Albion .....	7	172
Gidley's Station .....	11	183
Barry .....	5	188
JACKSON .....	5	193
Leoni .....	7	200
Grass Lake .....	3	203
Franciscoville .....	3	206
Davison's.....	6	212
Dexter.....	9	221
Scio .....	2	223
Delhi .....	2	225
ANN ARBOR .....	6	231
Geddes' Mills .....	4	235
Ypsilanti .....	4	239
Wayne .....	12	251
Dearbornville .....	7	258
DETROIT .....	10	268

(660) CHICAGO to BUFFALO, N. Y.

*Steamboat.*

To Southport, Wis. ....	57	
Racine .....	13	70
MILWAUKEE .....	25	95
Manitou Islands, Mich. ....	150	245
Beaver Islands .....	45	290
Mackinaw .....	50	340
Presque Isle .....	65	405



Thunder Bay.....	80	485
Point au Barques.....	70	555
Fort Gratiot.....	85	640
DETROIT.....	70	710
Amherstburg, C. W.....	20	730
Sandusky, Ohio.....	52	782
Huron.....	14	796
CLEVELAND.....	45	841
Fairport.....	30	871
Ashtabula.....	33	904
Conneaut.....	14	918
Erie, Pa.....	30	948
Dunkirk, N. Y.....	48	996
BUFFALO.....	43	1039

(661) CHICAGO to GALENA.

*Chicago and Galena R. R.*

To Noyesville.....	10	
Cottage Hill.....	7	17
Babcock's Grove.....	4	21
Wheatland.....	4	25
Junction.....	5	30
St. Charles Branch.....	5	35
ELGIN.....	7	42
Gilberts.....	8	50
Hantley.....	5	55
Union.....	7	62
Marengo.....	4	66
Garden Prairie.....	6	72
Belvidere.....	6	78
Cherry Valley.....	6	84
ROCKFORD.....	8	92

*Stage.*

Vanceburg.....	19	111
Ridott's.....	5	116
Silver Creek.....	6	122
Freeport.....	7	129
Forestville.....	8	137
Waddam's Grove.....	2	139
Alida.....	2	141
White Oak Springs.....	32	173
Greenville.....	5	178
GALENA.....	5	183

(662) CHICAGO to MILWAUKEE.

To Dutchman's Point.....	13	
Wheeling.....	10	23
Half Day.....	5	28
Libertyville.....	6	34
Abingdon.....	4	38
Waukegan.....	6	44
Otsago.....	5	49
Southport, Wis.....	12	61

Racine.....	10	71
Oak Creek.....	14	85
MILWAUKEE.....	9	94

(663) CHICAGO to OTTAWA.

*Via Plainfield.*

To Lyons.....	13	
Flag Creek.....	5	18
Cass.....	5	23
Plainfield.....	18	41
Ausable.....	13	54
Lisbon.....	10	64
Holderman's Grove.....	4	68
OTTAWA.....	18	86

(664) CHICAGO to DIXON.

To St. Charles Br., (see 661) 35		
St. Charles.....	4	39
Sugar Grove.....	13	52
Acasto.....	7	59
Little Rock.....	3	62
Somonauk.....	6	68
Shabboney's Grove.....	9	77
Paw Paw Grove.....	7	84
Mallugin Grove.....	9	93
Lee Centre.....	8	101
DIXON.....	15	116

(665) DIXON to BELOIT, Wis.

To Grand de Tour.....	6	
Oregon.....	9	15
Byron.....	11	26
Kishwaukee.....	10	36
ROCKFORD.....	6	42
Harlem.....	7	49
Roscoe.....	4	53
Rockton.....	4	57
BELOIT.....	3	60

**KENTUCKY.**

(666) LOUISVILLE to CINCINNATI, O.

*Steamboat.*

To CINCINNATI, (see 514)...	140
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(667) LOUISVILLE to CAIRO, ILL.

*Steamboat.*

To CAIRO, mouth of the Ohio River, (see 514).....	376
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(668) LOUISVILLE to NASHVILLE, TENN.

To Salina.....	11	
West Point.....	10	21
Elizabethtown.....	22	43

Nolan .....	10	53	Christianburg .....	8	49
Leesville .....	12	65	FRANKFORT .....	16	65
Mumfordsville .....	8	73	<i>Lexington and Frankfort R. R.</i>		
Woodsonville .....	10	83	Midway .....	14	79
Prewett's Knob .....	6	89	LEXINGTON .....	14	93
Three Forks* .....	4	93			
Dripping Spring .....	8	101	(672) LEXINGTON to CINCINNATI, O.		
BOWLING GREEN .....	14	115	To Georgetown .....	12	
Franklin .....	21	136	Little Eagle .....	15	27
Mitchellville, Tenn. ....	8	144	Ray's Fork .....	6	33
Mulloy's .....	5	149	Williamstown .....	14	47
Tyree Springs .....	9	158	Dry Ridge .....	4	51
Mansker's Creek .....	7	165	Crittenden .....	7	58
Pleasant Hill .....	6	171	Walton .....	7	65
NASHVILLE .....	7	178	Florence .....	9	74

\* Mammoth Cave 7—100.

(669) LOUISVILLE to HARRODSBURG.

To Snow Hill .....	11	
Mount Washington .....	11	22
High Grove .....	6	28
BARDSTOWN .....	11	39
Frederickstown .....	8	47 <sup>th</sup>
Springfield .....	9	56
Pottsville .....	10	66
Perryville .....	10	76
HARRODSBURG .....	10	86

(670) LOUISVILLE to SHAWNEETOWN, ILL.

To Salina .....	11	
Westport .....	10	21
Garnettsville .....	8	29
Brandenburg .....	11	40
Clifton Mills .....	14	54
Hardinsburg .....	10	64
Cloverport .....	11	75
Hawesville .....	9	84
Yelvington .....	16	100
Owensboro' .....	10	110
Hebbardsville .....	12	122
Henderson .....	17	139
Smith's Mills .....	12	151
Morganfield .....	12	163
Raleigh .....	9	172
SHAWNEETOWN, ILL. ....	5	177

(671) LOUISVILLE to LEXINGTON.

*Louisville and Frankfort R. R.*

To Williamson .....	14	
La Grange .....	12	26
Walnut Grove .....	6	32
Eminence .....	7	39
Bellevue .....	2	41

(672) LEXINGTON to CINCINNATI, O.

To Georgetown .....	12	
Little Eagle .....	15	27
Ray's Fork .....	6	33
Williamstown .....	14	47
Dry Ridge .....	4	51
Crittenden .....	7	58
Walton .....	7	65
Florence .....	9	74
Dry Creek .....	3	77
Covington .....	6	83
CINCINNATI .....	1	84

(673) LEXINGTON to MAYSVILLE.

To Moreland .....	8	
Paris .....	7	15
Millersburg .....	8	23
Forest Retreat .....	6	29
Lower Blue Lick .....	8	37
Oak Woods .....	6	43
May's Lick .....	6	49
Washington .....	8	57
MAYSVILLE .....	4	61

(674) LEXINGTON to OWINGSVILLE.

To Childsburg .....	8	
Colbyville .....	7	15
Winchester .....	5	20
Mount Sterling .....	15	35
OWINGSVILLE .....	15	50

(675) LEXINGTON to KNOXVILLE, TENN.

To Nicholasville .....	12	
Boon's Knob .....	7	19
Bryantsville .....	5	24
Danville .....	10	34
Stanford .....	11	45
Walnut Flat .....	6	51
Crab Orchard .....	4	55
Mount Vernon .....	13	68
LONDON .....	19	87
Lynn Camp .....	13	100
Barboursville .....	12	112
Cumberland Ford .....	16	128
Yellow Creek .....	8	136
CUMBERLAND GAP .....	7	143
Tazewell, Tenn. ....	12	155
Sycamore .....	5	160

Thorn Hill .....	7	167
Bean's Station .....	4	171
Rutledge .....	10	181
Spring House .....	7	188
Blain's Cross Roads .....	7	195
Academia .....	9	204
KNOXVILLE .....	10	214

(676) LEXINGTON to NASHVILLE, TENN.

To Pekin .....	12	
Shawnee Run .....	12	24
HARRODSBURG .....	7	31
Perryville .....	10	41
Lebanon .....	18	59
Haysville .....	6	65
Campbellsville .....	12	77
Greensburg .....	12	89
Monroe .....	12	101
Blue Springs .....	10	111
GLASGOW .....	13	124
Cedar Spring .....	12	136
Scottsville .....	13	149
Gallatin .....	33	182
Hendersonville .....	10	192
Pleasant Hill .....	9	201
NASHVILLE .....	7	208

(677) FRANKFORT to CINCINNATI.

To Forks of Elkhorn .....	4	
Cave Spring .....	4	8
Great Crossings .....	7	15
Georgetown .....	3	18
CINCINNATI, (see 672) .....	72	90

(678) FRANKFORT to MADISON, IA.

To Consolation .....	10	
Christianburg .....	5	15
Pleasureville .....	7	22
New Castle .....	6	28
Campbellsburg .....	10	38
Bedford .....	6	44
Milton .....	11	55
MADISON, IA. ....	1	56

(679) PARIS to CINCINNATI.

To Ruddles Mills .....	6	
Cynthiana .....	8	14
Claysville .....	12	26
Havilandsville .....	5	31
Falmouth .....	9	40
Flower Creek .....	8	48
Grant's Lick .....	10	58
Alexandria .....	7	65
Cold Spring .....	6	71
Newport .....	7	78
CINCINNATI .....	1	79

(680) BOWLING GREEN to GLASGOW.

To Smith's Grove .....	14	
Merry Oaks .....	7	21
GLASGOW .....	10	31

(681) BOWLING GREEN to COLUMBUS.

To South Union .....	14	
Allison .....	7	21
Russellville .....	7	28
Elkton .....	15	43
Fairview .....	9	52
HOPKINSVILLE .....	11	63
Belleview .....	11	74
Cadiz .....	10	84
Canton .....	7	91
Aurora .....	10	101
Wadesboro' .....	12	113
Mayfield .....	20	133
Fancy Farm .....	10	143
Milburn .....	11	154
COLUMBUS .....	8	162

(682) RUSSELLVILLE to NASHVILLE, TENN.

To Adairsville .....	10	
Springfield, Tenn. ....	15	25
NASHVILLE .....	25	50

(683) RUSSELLVILLE to CLARKSVILLE, TENN.

To Allensville .....	14	
Hadensville .....	4	18
Minor's Nursery, Tenn. ....	6	24
CLARKSVILLE .....	12	36

(684) HOPKINSVILLE to NASHVILLE, TENN.

To Oak Grove .....	14	
New Providence .....	10	24
Clarksville .....	2	26
Fredonia .....	11	37
Thomasville .....	4	41
Fiser's Cross Roads .....	8	49
NASHVILLE .....	22	71

(685) HOPKINSVILLE to PADUCAH.

To Oakland .....	12	
Princeton .....	14	26
Eddyville .....	12	38
Smithland .....	25	63
PADUCAH .....	18	81

## (686) PADUCAH (mouth of Tennessee River) to FLORENCE, ALA.

*Steamboat.*

To Reynoldsburg, Tenn. . . . .	105
Perryville . . . . .	50 155
Carrollsville . . . . .	20 175
Savannah . . . . .	35 210
FLORENCE . . . . .	64 274

## (687) SMITHLAND (mouth of Cumberland River) to NASHVILLE.

*Steamboat.*

To Eddyville . . . . .	33
Canton . . . . .	25 58
Tobacco Port, Tenn. . . . .	14 72
Dover . . . . .	12 84
Palmyra . . . . .	26 110
Clarksville . . . . .	11 121
NASHVILLE . . . . .	63 184

**MISSOURI.**

## (688) ST. LOUIS TO NEW ORLEANS.

*Steamboat.*

Jefferson Barracks, Mo. . . . .	9
Harrisonville, Ill. . . . .	19 28
Herculaneum, Mo. . . . .	2 30
Selma, Mo. . . . .	4 34
St. Genevieve, Mo. . . . .	25 59
Chester, Ill. . . . .	16 75
Bainbridge, Mo. . . . .	45 120
Cape Girardeau, Mo. . . . .	12 132
Commerce, Mo. . . . .	12 144

CAIRO, ILL. (mouth of Ohio River) . . . . .	28 172
Columbus, Ky. . . . .	18 190
Hickman, Ky. . . . .	15 205
New Madrid, Mo. . . . .	42 247
Little Prairie, Mo. . . . .	30 277
Obion River, Tenn. . . . .	29 306
Ashport, Tenn. . . . .	8 314
Osceola, Ark. . . . .	12 326
Fulton, Tenn. . . . .	10 336
Randolph, Tenn., (mouth of Hatchie River) . . . . .	11 347
Greenock, Ark. . . . .	33 380
Memphis, Tenn. . . . .	34 414
Commerce, Ark. . . . .	27 441
Peyton, Miss. . . . .	33 474
Sterling, Ark., (mouth of St. Francis River) . . . . .	12 486
HELENA, ARK. . . . .	10 496
Delta, Miss. . . . .	10 506
Victoria, Miss. . . . .	65 571

Montgomery's Point, Ark. . . . .	1 572
Napoleon, Ark., (mouth of Arkansas River) . . . . .	20 592
Bolivar Court House, Miss. . . . .	12 604
Columbia, Ark. . . . .	53 657
Princeton, Miss. . . . .	45 702
Providence, La. . . . .	29 731
Yazoo River, Miss. . . . .	61 792
VICKSBURG, Miss. . . . .	12 804
Warrenton, Miss. . . . .	10 814
Carthage, La. . . . .	19 833
GRAND GULF, Miss. . . . .	27 860
Bruinsburg, Miss. . . . .	10 870
Rodney, Miss. . . . .	10 880
NATCHEZ, Miss. . . . .	31 911
Ellis Cliffs, Miss. . . . .	18 929
Homochitta River, Miss. . . . .	26 955
Fort Adams, Miss. . . . .	10 965
Red River Island, La. . . . .	11 976
Point Coupee, La. . . . .	} . . . 60 1036
St. Francisville, La. . . . .	
Port Hudson) . . . . .	11 1047
BATON ROUGE, LA. . . . .	25 1072
Plaquemine, La. . . . .	23 1095
Donaldsonville, La . . . . .	34 1129
Jefferson College, La. . . . .	19 1148
Red Church, La. . . . .	38 1186
Carrollton, La. . . . .	20 1206
La Fayette, La. . . . .	4 1210
NEW ORLEANS, LA. . . . .	2 1212

## (689) ST. LOUIS TO FALLS OF ST. ANTHONY.

*Steamboat.*

To Missouri River. . . . .	18
Alton, Ill. . . . .	3 21
Grafton, Ill. . . . .	18 39
Illinois River, Ill. . . . .	2 41
Gilead, Ill. . . . .	32 73
Hamburg, Ill. . . . .	10 83
Clarksville, Mo. . . . .	13 96
Louisiana, Mo. . . . .	11 107
Hannibal, Mo. . . . .	25 132
QUINCY, ILL. . . . .	18 150
La Grange, Mo. . . . .	10 160
Tully, Mo. . . . .	7 167
Warsaw, Ill. . . . .	} . . . 17 184
Des Moines River	
Keokuck, Iowa . . . . .	4 188
Montrose, Iowa } . . . . .	12 200
Nauvoo, Ill. }	
Madison, Iowa . . . . .	10 210
BURLINGTON, IOWA . . . . .	20 230
Oquawka, Ill. . . . .	17 247
New Boston, Ill. . . . .	19 266

Iowa River, Iowa	1	267
Muscataine, Iowa	25	292
Fairport, Iowa	7	299
Andalusia, Ill.	10	309
Rock Island, Ill. }		
Davenport, Iowa }	9	318
Hampton, Ill.	11	329
Parkhurst, Iowa	8	337
Albany, Ill.	19	356
Lyons, Iowa	9	365
Charleston, Iowa	15	380
Savannah, Ill.	2	382
Bellevue, Iowa	19	401
Fever River, Ill., (to Galena 6 miles)	7	408
DUBUQUE: IOWA	20	428
Peru, Iowa	8	436
Cassville, Wis.	23	459
Gottensburg, Iowa	6	465
Wisconsin River	20	485
Fort Crawford	2	487
Prairie du Chien	2	489
Upper Iowa River	38	527
Bad Axe River	12	539
Root River	23	562
Black River	12	574
Chippewa River	68	642
Maiden's Rock }		
Lake Pepin }	25	667
St. Croix River	35	702
ST. PAUL	26	728
Mendota }		
Fort Snelling }	5	733
ST. ANTHONY	7	740

(690) ST. LOUIS to COUNCIL BLUFFS.

*Steamboat.*

To mouth of Missouri River	18	
ST. CHARLES	24	42
Missouriton	21	63
Newport	26	89
Griswold City	8	97
Hermann	16	113
Portland	17	130
Cote Sans Dessein	20	150
JEFFERSON CITY	10	160
Marion	17	177
Nashville	10	187
Rocheport	13	200
Boonville	11	211
Arrow Rock	15	226
Glasgow	12	238
Chariton	3	241
Grand River	20	261
Reedsburg	23	284

Lexington	27	311
Camden	17	328
Sibley	16	344
Livingston	17	361
Kansas River	20	381
Parksville	8	389
Platte River	2	391
FORT LEAVENWORTH	20	411
Weston	7	418
St. Joseph	60	478
Noddaway River	14	492
Wolf River	16	508
Great Nemahaw River	18	526
Nishnebotna River	25	551
Little Nemahaw River	12	563
Platte River	70	633
Bellevue Trading House	12	645
COUNCIL BLUFFS	40	685

(691) ST. LOUIS to KEOKUCK, IOWA.

To Waltonham	9	
Feefee	6	15
ST. CHARLES	5	20
Wellsburg	16	36
Flint Hill	7	43
Troy	10	53
Auburn	12	65
Prairieville	10	75
Bowling Green	10	85
Frankfort	14	99
New London	8	107
Hannibal	8	115
PALMYRA	13	128
La Grange	20	148
Tully	7	155
Alexandria	20	175
KEOKUCK, IOWA	4	179

(692) ST. LOUIS to LITTLE ROCK, ARK.

Carondelet	5	
Jefferson Barracks	4	9
Oakville	5	14
Sulphur Springs	8	22
Herculaneum	9	31
Hillsboro	11	42
Glenfinlay	10	52
Old Mines	10	62
Potosi	7	69
Caledonia	12	81
Iron Mountain	10	91
Farmington	14	105
Mine La Motte	5	110
Fredericktown	12	122
Greenville	35	157

Cane Creek .....	18	175
Hicks' Ferry, Ark.....	32	207
Fourche Dumas .....	15	222
Pocahontas .....	8	230
Jackson .....	15	245
Smithville .....	14	259
Reed's Creek.....	12	271
Batesville .....	24	295
Rock Point .....	11	306
Searcy Court House .....	32	338
Oakland Grove.....	25	363
LITTLE ROCK .....	30	393

(693) ST. LOUIS to NEW MADRID.

To Carondelet.....	5	
Jefferson Barracks.....	4	9
Oakville .....	5	14
Sulphur Springs .....	8	22
Clifton .....	5	27
Herculaneum .....	4	31
Selma .....	8	39
Rush Tower .....	8	47
St. Genevieve .....	14	61
St. Mary's Landing .....	12	73
Perryville.....	12	85
Apple Creek.....	12	97
JACKSON .....	16	113
Cape Girardeau .....	11	124
Benton .....	16	140
Pleasant Plains.....	10	150
Ogden .....	8	158
NEW MADRID .....	23	181

(694) ST. LOUIS to FORT LEAVENWORTH.

To Waltonham .....	9	
Feefee.....	6	15
ST. CHARLES.....	5	20
Cottleville .....	12	32
Naylor's Store.....	3	35
Hickory Grove .....	13	48
Warrenton.....	10	58
High Hill .....	9	67
Danville .....	18	85
Williamsburg .....	10	95
Jones' Tan Yard .....	7	102
FULTON .....	8	110
Millersburg .....	12	122
Columbia .....	12	134
Rocheport .....	13	147
Fayette .....	15	162
GLASGOW.....	11	173
FORT LEAVENWORTH, (see 701) .....	149	322

(695) ST. LOUIS to JEFFERSON CITY.

*Via St. Charles.*

To Fulton, (see 694) .....	110	
New Bloomfield.....	11	121
Hibernia.....	10	131
JEFFERSON CITY .....	1	132

(696) ST. LOUIS to JEFFERSON CITY.

*Via Mt. Sterling.*

To Rock Hill .....	8	
Manchester .....	11	19
Fox Creek .....	14	33
Union .....	22	55
Adamsburg .....	23	78
Mount Sterling .....	14	92
Lynn .....	16	108
Lisle .....	8	116
JEFFERSON CITY .....	10	126

(697) JEFFERSON CITY to INDEPENDENCE.

To Marion .....	15	
Moniteau .....	5	20
Midway .....	9	29
Clark's Fork .....	6	35
BOONEVILLE .....	10	45
La Mine .....	10	55
Arrow Rock .....	12	67
Marshall.....	15	82
Mount Hope .....	25	107
Dover .....	7	114
Lexington .....	11	125
Wellington .....	12	137
Fort Osage .....	16	153
INDEPENDENCE .....	12	165

(698) JEFFERSON CITY to FORT LEAVENWORTH.

To Booneville, (see 697).....	45	
Franklin .....	4	49
Fayette .....	10	59
Glasgow .....	11	70
FORT LEAVENWORTH, (see 701).....	149	219

(699) JEFFERSON CITY to FORT SMITH, ARK.

To High Point .....	15	
Versailles.....	25	40
Cole Camp .....	24	64
WARSAW.....	16	80
Rocky Ridge.....	13	93
Judah's Gap .....	8	101

Eikton .....	9	110
Bolivar .....	18	128
Richland .....	18	146
SPRINGFIELD.....	12	158
Crane Creek .....	27	185
McDonald .....	16	201
Washbourn's Prairie.....	17	218
Bentonville, Ark.....	22	240
Fayetteville .....	28	268
Boonsboro' .....	18	286
Evansville .....	11	297
Natural Dam.....	12	309
Van Buren .....	14	323
FORT SMITH .....	7	330

(700) JEFFERSON CITY to CAPE GIRARDEAU.

To Westphalia .....	9	
Mavais .....	17	26
Kinderhook.....	10	36
Spanish Prairie.....	12	48
Maramec .....	15	63
Steelville .....	12	75
Osage .....	12	87
Harmony .....	15	102
CALEDONIA.....	15	117
Iron Mountain .....	10	127
Farmington .....	14	141
Mine La Motte .....	5	146
Fredericktown .....	12	158
Paton .....	24	182
Jackson .....	14	196
CAPE GIRARDEAU.....	11	207

(701) GLASGOW to FORT LEAVENWORTH.

To Keytesville.....	18	
Brunswick .....	11	29
Pleasant Park .....	10	39
Dewitt.....	6	45
Carrollton.....	7	52
Round Grove .....	13	65
Richmond .....	14	79
Crab Orchard .....	9	88
Liberty .....	20	108
Barry.....	10	118
Platte City .....	15	133
Weston.....	9	142
FORT LEAVENWORTH.....	7	149

(702) GLASGOW to HANNIBAL.

To Roanoke.....	12	
Mqunt Airy .....	6	18
Huntsville .....	6	24
Milton .....	12	36

Madison .....	7	43
Paris .....	12	55
Somerset .....	12	67
Sharpsburg .....	7	74
Hydesburg.....	14	88
HANNIBAL .....	9	97

(703) MARAMEC to SPRINGFIELD.

To Little Prairie.....	10	
Little Piney .....	20	30
Pine Bluff .....	8	38
Waynesville .....	12	50
Bellefonte .....	11	61
Oakland .....	13	74
Cave Spring .....	12	86
Woodbury .....	16	102
Pleasant Prairie.....	12	114
Walnut Forest .....	13	127
SPRINGFIELD.....	8	135

IOWA.

(704) IOWA CITY to KEOKUCK.

To Washington .....	30	
Fairfield .....	26	56
Keosauqua.....	24	80
Bentonsport.....	10	90
Farmington .....	8	98
KEOKUCK.....	32	130

(705) IOWA CITY to MUSCATINE.

To West Liberty .....	14	
Overman's Ferry .....	10	24
MUSCATINE .....	11	35

(706) KEOKUCK to BURLINGTON.

To Montrose .....	12	
Fort Madison .....	12	24
Augusta .....	11	35
BURLINGTON.....	10	45

(707) FORT MADISON to FARMINGTON.

To West Point .....	10	
Tuscarora.....	8	18
FARMINGTON.....	11	29

(708) BURLINGTON to FORT DES MOINES.

To Hartford.....	18	
Mount Pleasant.....	9	27
Rome .....	8	35
Fairfield .....	16	51
Ottumwa .....	25	76
Eddyville .....	16	92

Oskaloosa.....	13	105
Red Rock .....	29	134
FORT DES MOINES .....	31	165

## (709) BURLINGTON to MUSCATINE.

To Yellow Springs .....	15	
Linton .....	9	24
Wapello .....	7	31
Grandview.....	9	40
MUSCATINE .....	14	54

## (710) MUSCATINE to DAVENPORT.

To Fairport .....	7	
West Buffalo .....	11	18
Rockingham .....	8	26
DAVENPORT.....	4	30

## (711) DAVENPORT to DUBUQUE.

To Dewitt .....	19	
Maquoketa .....	22	41
Andrew .....	7	48
La Motte .....	14	62
DUBUQUE .....	12	74

## (712) DAVENPORT to DUBUQUE.

To Berlin .....	16	
Princeton .....	6	22
Camanche .....	8	30
Lyons .....	10	40
Elk River.....	10	50
Bellevue.....	24	74
Tete des Motte .....	10	84
DUBUQUE.....	12	96

**WISCONSIN.**

## (713) MADISON to GALENA, ILL.

To Middleton .....	8	
Blue Mound .....	14	22
Ridgeway .....	9	31
Dodgeville .....	9	40
Mineral Point .....	8	48
Belmont .....	13	61
Platteville .....	7	68
Benton .....	12	80
Hazel Green .....	5	85
GALENA, ILL.....	11	96

## (714) MADISON to ROCKFORD, ILL.

To Fitchburg .....	11	
Rufland .....	6	17

Union .....	5	22
Osborn .....	5	27
Warren .....	3	30
Janesville.....	11	41
Rock Valley .....	7	48
BELOIT .....	6	54
Rockton .....	3	57
Roscoe .....	4	61
Harlem .....	4	65
ROCKFORD .....	7	72

## (715) MADISON to MILWAUKEE.

Cottage Grove .....	8	
Deerfield .....	8	16
Lake Mills.....	9	25
Aztalan .....	3	28
Watertown .....	10	38
Ixonia .....	8	46
Summit .....	8	54
Delafield.....	4	58
Howard .....	7	65
Waukesha.....	3	68
Brookfield .....	5	73
Wawatosa .....	6	79
MILWAUKEE .....	5	84

## (716) MADISON to GREEN BAY.

To Windsor.....	11	
Lowville.....	14	25
Wyocena .....	9	34
FORT WINNEBAGO.....	8	42
Rock Hill.....	17	59
Kingston .....	2	61
Grand Prairie .....	4	65
Tichora.....	5	70
Green Lake.....	6	76
Rosendale .....	14	90
FOND DU LAC.....	13	103
Taycheda.....	3	106
Calumet Village .....	10	116
Pequot .....	3	119
Stockbridge.....	8	127
Bridgeport.....	18	145
GREEN BAY.....	17	162

## (717) MILWAUKEE to CHICAGO, ILL.

To Oak Creek .....	9	
Racine .....	14	23
Southport .....	10	33
Otsego, Ill.....	12	45
Waukegan.....	5	50
Abingdon .....	6	56
Libertyville .....	4	60



Half Day.....	6	66
Wheeling .....	5	71
Dutchman's Point .....	10	81
CHICAGO.....	13	94

(718) MILWAUKEE TO JANESVILLE.

To Greenfield .....	9	
New Berlin .....	5	14
Vernon .....	6	20
Mukwonago .....	6	26
East Troy.....	6	32
Troy .....	3	35
Sugar Creek .....	8	43
Richmond .....	9	52
Johnstown .....	3	55
JANESVILLE.....	11	66

(719) MILWAUKEE TO WHITE WATER.

To Wawatosa .....	5	
Brookfield .....	6	11
Waukesha.....	5	16
Genesee .....	8	24
Ottawa .....	6	30
Palmyra .....	8	38
WHITE WATER.....	10	48

(720) MILWAUKEE TO FOND DU LAC.

To Granville .....	10	
Menominee Falls.....	7	17
Polk .....	20	37
Hamer .....	7	44
Theresa .....	8	52
Springfield.....	6	58
Byron .....	5	63
FOND DU LAC.....	8	71

(721) MILWAUKEE TO SHEBOYGAN.

To Good Hope.....	8	
Mequon River .....	6	14
Cedarburg .....	6	20
Grafton.....	3	23
Sackville .....	4	27
Ozaukie .....	4	31
Cedar Grove .....	12	43
Gibbville .....	6	49
Sheboygan Falls .....	6	55
SHEBOYGAN .....	6	61

(722) MILWAUKEE TO SHEBOYGAN.

*Steamboat.*

To Ozaukie .....	28	
SHEBOYGAN .....	30	58

(723) RACINE TO JANESVILLE.

To Fountain .....	7	
Ives' Grove .....	8	15
Yorkville .....	5	20
Rochester .....	4	24
Burlington .....	5	29
Spring Prairie.....	7	36
Elkhorn .....	8	44
Delevan .....	6	50
Darien .....	4	54
Fairfield .....	3	57
Emerald Grove .....	7	64
JANESVILLE.....	8	72

(724) SOUTHPORT TO БЕЛОIT.

To Pleasant Prairie .....	4	
Bristol.....	6	10
Salem .....	9	19
Geneva .....	15	34
Geneva Bay.....	6	40
Walworth .....	4	44
Sharon .....	6	50
Allen's Grove .....	3	53
Clinton .....	6	59
BELOIT .....	9	68

(725) JANESVILLE TO FOND DU LAC.

To Milton.....	8	
Koskonong .....	8	16
Fort Atkinson.....	5	21
Jefferson.....	6	27
Johnson's Creek.....	5	32
WATERTOWN.....	10	42
Emmet .....	5	47
Clyman .....	3	50
Oak Grove.....	6	56
Beaver Dam .....	7	63
Waushara .....	10	73
Waupun .....	10	83
Lamartine .....	9	92
FOND DU LAC.....	9	101

(726) JANESVILLE TO GALENA.

To Bachelor's Grove .....	8	
Spring Valley .....	5	13
Decatur .....	7	20
Monroe.....	12	32
Wiota .....	12	44
Shullsburg.....	20	64
White Oak Springs .....	6	70
GALENA .....	10	80

(727) SHEBOYGAN to NEENAH.

To Sheboygan Falls .....	5	
Plymouth .....	9	14
Green Bush .....	6	20
Owascus .....	10	30
FOND DU LAC .....	11	41
Friendship .....	5	46
Oshkosh .....	13	59
Vinland .....	6	65
Groveland .....	5	70
NEENAH .....	5	75

MINNESOTA.

(728) ST. PAUL to NEW ORLEANS.

*Steamboat.*

To St. Louis, (see 689) ..	728
NEW ORLEANS, (see 688)	1212 1940

(729) ST. PAUL to FALLS OF ST. CROIX.

To Stillwater .....	17
Marine Mills .....	12 29
FALLS OF ST. CROIX .....	20 49

MILWAUKEE AND MISS. R. R.

MILWAUKIE

To Wauwatosa .....	5	
Elm Grove .....	5	10
Powers' Mill .....	4	14
Plank Road .....	3	17
WAUKESHA .....	3	20
Genessee .....	8	28

North Prairie .....		
Eagle Prairie .....	8	36
Palmyra .....	6	42
Whitewater .....	8	50
Child's Station .....	5	55
Milton .....	7	62
Janesville .....	8	70

THE

## PACIFIC STATES AND TERRITORIES.

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In this division of the United States are included the Territory of Oregon, and the extensive regions recently acquired from the Mexican Republic, known as Alta California and New Mexico. The whole lies between the Rocky Mountains and the Pacific Ocean, and between the Rio Gila on the S. and the 49th parallel of north latitude on the N.; within which limits the area is estimated at 992,474 square miles. In this aggregate, however, is included all that portion of New Mexico lying east of the Rio Grande, and which was formerly claimed by Texas as a part of her territories.

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### THE TERRITORY OF OREGON.

*Area 341,463 square miles.—Population 13,293.\**

OREGON is situated between 42° and 49° N. lat., and between 109° and 124° W. long.; and is bounded N. by the British Possessions; E. by the Rocky Mountains; S. by Alta California; and W. by the Pacific Ocean.

Oregon is a country of huge mountains, and wide, elevated plateaux. It is divided by two great ranges into three distinct portions. From the Pacific Ocean to the Cascade range, a distance of from 100 to 150 miles, includes the first; from the Cascade range to the Blue Mountains, the second; and from these to the Rocky Mountains, the third. Considerable diversity in soil, climate, and productions, characterizes these several regions. The southern portion of the Pacific section is supposed to be that best adapted to agriculture. The middle section has a light, sandy soil, except near the streams, where a rich alluvium prevails. The mountains are almost barren. The third, or eastern section, is a rugged country, but in its intervalles contains much grass lands, which renders it peculiarly suited to the rearing of cattle and for sheep-farming. Some parts of the Cascade Mountains rise 4,000 feet above the

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\* Exclusive of Indians, the number of which is unknown.

sea-level. The Rocky Mountains, many culminations of which attain 6,000 feet, present a serious barrier to communication with the old states. Only three passes have been found which admit of travel: the first in  $46^{\circ} 22' N.$ ; the second in  $44^{\circ} 30'$ ; and the third, the South Pass, discovered by Fremont. The usual overland route to Oregon is through the last. A range of mountains, called the "Klamet," runs from the Rocky Mountains westward towards the Pacific. The climate on the Pacific is temperate, and much milder than near the Atlantic in the same latitude. In the interior, it becomes more extreme; and in the mountains, varying with their elevation, winter is almost perpetual, and many of the higher culminations are capped with snow throughout the year. The greatest quantity of rain falls between November and March.

The Pacific coast of Oregon is generally rugged, and extends 650 miles along that Ocean. Only three or four harbors occur in its whole length. The Columbia, or Oregon, is the principal river; and into this, which has a S. W. and W. course from the Rocky Mountains, all the main streams of the territory empty. The navigation of this river is frequently obstructed by falls and rapids, and there is only an uninterrupted passage from the ocean, for large ships, of about 120 miles. The principal tributaries are Willamette river; Lewis, or Saptin river; and Clark's, or Flat-head river; all which receive numerous fine streams that water an immense surface. There are a number of small lakes in the country.

There is no material difference in the natural productions of Oregon and those of the Eastern states. Vegetation is, however, more developed. The fir has been found 46 feet in circumference and 300 feet in height, and pines from 200 to 250 feet high, and from 20 to 40 feet in girth. The mineral resources of the country are almost unknown, but there is no reason to suppose that the earth here is less metaliferous than in the more southern portion of the Pacific region. Wild animals, in great numbers and variety, inhabit the recesses of the mountains, and the valleys and plains. The trapper and hunter have explored the country with profit in peltry and furs. The cultivated portions, as yet confined chiefly to the banks of the lower Columbia and to the neighborhood of Puget's Sound, are very productive. The cereal crops have been abundant, and fruit trees, vines, and culinary vegetables thrive well. Since the discovery of gold in California, a great demand has arisen for the agricultural products of Oregon, and, as a consequence, a commercial connection has been the result. The export of lumber has been large. This incipient commerce will not be transitory—the demand for building materials is constantly on the increase, and that for breadstuffs and provisions will last as long as mining is the chief employment in California. Some commercial intercourse is maintained also with the Sandwich Islands and the Russian settlements on the north. But with all these fortuitous circumstances that have attended the first settlement of

the territory, it must still remain much as it is—a mere agricultural and pastoral country, unless some means of easy and rapid communication can be maintained with the Western states and the Atlantic coast. A railroad is the only solution of this difficulty. The one proposed by Mr. Whitney seems to have some claims to consideration, and by its means the shores of Lake Michigan would be brought in a juxtaposition with the mouth of the Columbia river. The details for the construction of such an avenue, chiefly through a country infested with hostile Indians, and through mountain passes almost inaccessible, have been laid before Congress, and are favorably spoken of; but to mature plans, and obtain capital for such a work, seems to offer insuperable difficulties even to its commencement. It is almost too great a work for individual enterprise. If a railroad is to be built, let it be a national work.

There are several villages and settlements of considerable pretensions in Oregon. OREGON CITY, the territorial capital, is situated about 30 miles up the Willamette river, and two miles above the Clackmas rapids, which prevents all navigation to the city. Perhaps no other place in the Union has such immense water privileges, and many large saw-mills are already in operation. Population, 702. PORTLAND, 12 miles below the falls, may be considered as the port of Oregon City. Its trade with the Pacific towns, and also with those of the Atlantic, especially with New York, is prosperous and increasing. Population, 200. ASTORIA, near the mouth of the Columbia river, on its S. bank, has a good harbor and other natural advantages for becoming a great commercial depôt. At present, there are not 20 buildings in the place. It is the only port of entry in the territory. FORT VANCOUVER, on the N. bank of the Columbia river, 100 miles from its mouth, is the principal trading post of the Hudson Bay Company, W. of the mountains. Ships drawing 14 feet water, can ascend 20 miles further up the river. The establishment consists of about 100 houses enclosed by picket-fences, and defended by armed bastions and a block-house. A Catholic church is the only building of note. The inhabitants are chiefly South Sea Islanders in the employ of the company. The establishment is on an extensive scale, and the center of vast interests—all the company's Indian trade being conducted here. Extensive agricultural operations for the support of the traders, are carried on. The farm contains about 3,000 acres. The stock of cattle and sheep is very large, and is rapidly increasing in numbers and improving in breed from the importation of European stock. The mixed breed of sheep yields from 12 to 18 pounds of fleece. The mills and outposts of the fort extend several miles above on the river. Other settlements on the Columbia are, WALLA-WALLA, a little below the confluence of Lewis river; FORT OKENAGAN, at the mouth of the river of the same name; FORT COLVILLE, below the union of Clark's river with the Columbia.

FORT NESQUALLY, on Puget's Sound, is occupied by the "Puget's Sound Agricultural Company." Their farms are very extensive, and are kept in a high state of cultivation. They supply provisions to the Hudson Bay Company's servants W. of the mountains, and export largely to the Sandwich Islands and the Russian post of Sitka. The company has also extensive farms on the Cowlitz river.

Oregon, in its entirety, extends between  $42^{\circ}$  and  $54^{\circ} 40'$  N. lat., but by the treaty of 1846, all the territory north of  $49^{\circ}$  was ceded to Great Britain. Perhaps the greatest defect in this treaty was the ceding of Vancouver's Island to the British — an island notoriously the finest portion of the disputed country, both in regard to its agricultural capacities, its commercial position, and its mineral productions. The retention of this alone would have been preferable to our possession of the whole mainland. This country was not discovered until nearly two centuries after the occupation of Mexico by the Spaniards, nor was it at all known until late in the 18th century. In 1792 the discovery of the mouth of the Columbia river by Capt. Grey gave to the United States a claim to sovereignty over the country watered by that river and its branches. Settlements, however, had previously been made by the English at Nootka Sound, and on the upper waters of the Columbia, and on these facts the British based their claim. The Louisiana Treaty of 1803 transferred the claims preferred by France to the United States, and presuming that Louisiana really did extend to the Pacific, this formed a most important point in the controversy. In 1804-5-6, Captains Lewis and Clarke explored the country from the head waters of the Missouri river to the mouth of the Columbia. Trading houses were subsequently erected by Americans on Lewis river and at Astoria. The fort at Astoria was taken by the British in the last war, but restored on the conclusion of peace. To adjust, or rather suspend, the conflicting claims of each, the United States and Great Britain, in 1818, agreed to a suspension of sovereign occupancy for 10 years, which agreement was extended indefinitely in 1828, with the proviso that either party might recede from the agreement on giving one year's notice to that effect. The treaty of 1819 with Spain, in which that nation withdrew its claims to the territory in favor of the United States, greatly strengthened the presumptions of the Union; but still, no immediate measures were resorted to. The disputes respecting the sovereignty were renewed in 1845, and the President was authorized by Congress to give the notice required. This step led to the final settlement of the question, and a partition of the territory by the line of  $49^{\circ}$  N. lat. In 1848 a bill passed both Houses of Congress, and was approved by the President on the 14th August, by which Oregon was erected into a territorial government, and soon after the necessary officers were sent out, and the government organized.

By the treaty of partition, the Hudson Bay Company retained pos-

session of their farms, &c., in Oregon. They have now made the offer to the United States, of all their right and title in these occupancies, for the sum of \$1,000,000. Should this be accepted, both parties will, no doubt, be satisfied, and all future cause of disagreement be prevented.

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## CALIFORNIA ALTA.

CALIFORNIA ALTA in its full extent, as acquired by the United States from the Republic of Mexico, lies between  $32^{\circ}$  and  $42^{\circ}$  N. lat., and between  $106^{\circ}$  and  $124^{\circ}$  W. long.: and is bounded N. by the Territory of Oregon; E. by the Indian Territory and New Mexico; S. by the Rio Gila, which separates it from the Mexican States of Chihuahua and Sonora, and by California Baja; and W. by the Pacific Ocean, on which it has a front of 970 miles. The area included within these limits is estimated at 448,691 square miles; and the total population, exclusive of aboriginal tribes, (variously estimated at from 100,000 to 300,000 in number,) is about 200,000. California Alta is now divided into the "State of California" and the "Territory of Utah," the latter co-extensive with the *ci-devant* "State of Deseret" and the "Territory of New Mexico" in part.

### THE STATE OF CALIFORNIA.

*Area 188,981 square miles.—Population 200,000.*

CALIFORNIA occupies all that portion of the above-named territory westward of the following line: to wit—beginning at the intersection of  $42^{\circ}$  N. lat. and  $120^{\circ}$  W. long.; thence S. in a direct line to  $39^{\circ}$  N. lat.; thence S. E. to where the Rio Colorado intersects  $35^{\circ}$  N. lat., and thence down the mid channel of that river to the boundary between the United States and Mexico.

This grand division of California (the only part, indeed, to which the name properly applies) is traversed from N. to S. by two principal ranges of mountains, called respectively the *Sierra Nevada*, which divides the region from the great basin, and the *Coast Range*, running almost parallel to and at a short distance from the Pacific coast. The main feature of this region is the long, low, broad valley of the San Joaquin and Sacramento rivers—the two valleys forming one—500 miles long and 50 miles broad. Lateral ranges, parallel with the Sierra, make the structure of the country, and break it into a surface of valleys and mountains—the valleys a few hundreds, and the mountains 2000 to 4000 feet above the sea. These form greater masses and become more

elevated in the north, where some peaks, as the Shastl, enter the regions of perpetual snows. The great valley is discriminated only by the names of the rivers that traverse it. It is a single geographical formation, lying between the two ranges, and stretching across the head of the Bay of San Francisco, with which a delta of 25 miles connects it. The two rivers rise at opposite ends of this long valley, receive numerous affluents—many of them bold rivers, become themselves navigable rivers—flow towards each other, meet half way, and enter the bay together in the region of tide water; making a continuous water line from one end to the other. The resources of this valley, mineral and agricultural, are immense, and perhaps no part of the world affords greater facilities for easy development. Gold and quicksilver are the most valuable of its mineral products. The soil and climate, though varying much with locality, are generally well suited for agriculture. Westward of the rivers, the soil is chiefly dry and unproductive; but on the east side the country is well watered and luxuriantly fertile, being intersected by numerous fine streams, forming large and beautiful bottoms of rich land, wooded principally with white-oaks. The foot hills of the Sierra which limit the valley make a woodland country, diversified with undulating grounds and pretty vales. Near the Tulare Lakes, and on the margins of the Sacramento and San Joaquin rivers, the surface is composed of level plains, gradually changing into undulating and rolling towards the mountains. The region W. of the Coast Range to the Pacific—the only portion inhabited before the discovery of gold—has long been the seat of numerous missions; and around these, generally situated in the most lovely vales, agriculture has converted the country into a perfect garden. All the cereals of temperate regions are cultivated, and the olive and grape thrive luxuriantly. Wheat is the first product of the north. The moisture of the coast seems particularly suited to the cultivation of roots, and to vegetables used for culinary purposes, which in fact grow to an extraordinary size. Few localities indeed can produce in such perfection so great a variety of grains and fruits.

The coasts of California are generally precipitous and rugged; and in relation to their extent present few good harbors. The bays of San Diego, Monterey, and San Francisco, are the finest, and their capacities extensive. San Francisco Bay is one of the most important in the world, not merely as a harbor, but also and mainly from the accessory advantages which belong to it—fertile and picturesque dependent country, general mildness of climate, connection with the great central valley, &c. When these advantages are taken into account, with its geographical position on the line of communication with Asia, its importance rises superior to all contingencies. Its latitudinal position is that of Lisbon; its climate that of Italy; bold shores and mountains give it grandeur; the extent and resources of its dependent country are



the cynosure of the world. The bay is separated from the sea by low mountain ranges, and only a narrow gate, about a mile wide, affords an entrance. It is land-locked in every sense of the word, and protected on all sides from the weather. Passing through this narrow entrance, the bay opens to the right and left, extending in each direction about 35 miles, having a total length of 70 and a coast of 275 miles. It is divided by projecting points and straits into three separate compartments, of which the northern two are called San Pablo and Surisson bays. The surface is much broken by numerous islands—some mere rocks, and others grass-covered, rising to the height of 300 to 800 feet. Directly fronting the entrance, mountains, a few miles from the shore, rise about 2,000 feet above the water, crowned by forests of lofty cypress, which are visible from the sea, and make a conspicuous landmark for vessels entering the bay. Behind, the rugged peak of Mt. Diavolo, 3,770 feet high, overlooks the surrounding country of the bay and the San Joaquin.

The shore presents a varied character of rugged and broken hills, rolling and undulating land, and rich alluvial tracts, backed by fertile and wooded ranges, suitable for towns, villages, and farms, with which it is beginning to be overspread. Such is the bay and proximate country and shore of San Francisco. It is not a mere indentation of the coast, but a little sea to itself, connected with the ocean by a defensible gate. The head of the bay is about 40 miles distant from the sea, and there commences its connection with the noble valley of the San Joaquin and Sacramento.

The climate of California is remarkable in its periodical changes, and for the long continuance of the wet and dry seasons, dividing as they do the year into two nearly equal parts, which have a most peculiar influence on the labor applied to agriculture and the products of the soil, and in fact connect themselves inseparably with all the interests of the country. The dry season commences with May. The north-east winds, following the course of the sun's greatest attraction, then commence to blow, and in their passage across the snow-clad ridges of the Rocky Mountains and the Sierra Nevada become deprived of all their moisture. They therefore pass over the hills and plains of California, where the temperature is very high in the summer, in a very dry state, and absorb like a sponge all the moisture the atmosphere and surface of the earth can yield. The dry season commences much earlier in the south than towards the north, and continues some time after the sun repasses the equator at the autumnal Equinox. About the middle of November, the climate being relieved from these N. E. currents, the S. W. winds set in from the ocean, surcharged with moisture; the rains commence and continue to fall, not constantly, but with sufficient frequency to designate the period of their continuance. Cold winds and fogs render the climate of San Francisco, and in fact the whole coast, extremely

irksome. A few miles inland, however, where the heat of the sun modifies and softens the ocean wind, the weather is delightful. The heat in the middle of the day is not too great to retard labor. The nights are cool and pleasant. This is the climate which prevails in all the valleys of the Coast Range, and extends throughout the country north and south as far eastward as the valley of the Sacramento and San Joaquin. In this vast plain, the sea breeze loses its influence, and the degree of heat in the middle of the day during the summer months is much greater than on the Atlantic coast in the same latitude. It is dry, however, and perhaps not more oppressive. The thermometer sometimes ranges from  $110^{\circ}$  to  $115^{\circ}$  in the shade, during three or four hours, say from 11 to 3 o'clock. In the evening, as the sun declines, the radiation of heat ceases. The cold, dry atmosphere from the mountains spreads over the whole country, and renders the nights cool and invigorating. No general description of the climate of California will cover the whole land: it varies with the latitude. The climate of the coast and interior, of the mountain and valley, &c., differ widely; and it is perhaps to these circumstances that the opinions and statements respecting it are so conflicting. Each writer has noted his own impressions.

The population of California at the period it came in possession of the United States, probably did not exceed 30,000, of which about 18,600 consisted of converted Indians. The immigration of Americans and foreigners since that period has been unremitting. On the 1st January, 1851, it was estimated that 120,000 Americans and 40,000 foreigners had come into the country since the discovery of gold. The majority of these are occupied in the mining districts. It is impossible to form any estimate of the number of mountain Indians. Some suppose there are as many as 300,000 in the country. These inhabit the foot hills of the Sierra, and the valleys between them and the coast. They seem to be of the lowest grade of human beings. They live chiefly on acorns, roots, and insects, and the kernel of the pine burr: occasionally they catch fish and game. They exhibit no inclination to cultivate the soil, neither do they pretend to hold any interest in the lands, nor have they been treated by the Spanish or American immigrants as possessing any. They are lazy—idle to the last degree. Formerly, at the missions, those who were brought up and educated by the priests made good servants. Many of those now attached to families seem to be faithful and intelligent; but those who are at all in a wild and uncultivated state, are most degraded objects of filth and sloth. They are invariably hostile to the whites, and have already committed many aggravated murders and depredations on the persons and property of the immigrants and gold-hunters.

Previous to the treaty of peace with Mexico and the discovery of gold,

the exportable products of the country consisted almost exclusively of hides and tallow. The Californians were a pastoral people, and paid much more attention to the raising of horses and cattle than the cultivation of the soil. Wheat, barley, maize, beans, and edible roots, were cultivated in sufficient quantities for home consumption. The destruction of cattle for their hides and tallow has now ceased, in consequence of the demand for beef. The number of cattle now in California is estimated only at 500,000 head—a supply inadequate to the wants of the beef eaters now in the country for more than 5 or 6 years. The great bulk of animal food must therefore come from the Atlantic Coast and the Western States. The time is not far distant when cattle from the Mississippi Valley will be driven by tens of thousands to supply this new market. The climate and soil of California are well suited for the cereals; but the temperature along the coast is too cool for the successful culture of maize as a field crop. The root crops thrive luxuriantly. Apples, pears, and peaches are cultivated with facility; and there is no reason to doubt that all the fruits of the Atlantic States can be produced in great plenty and perfection. The grasses are very luxuriant and nutritious, affording excellent pasturage. Oats spring up spontaneously the whole length of the coasts, and from 40 to 50 miles inland. The dry season matures and cures these grasses and oats, so that they remain in an excellent state of preservation during the summer and autumn, and afford an ample supply of forage. While the whole surface of the country appears parched, and vegetation destroyed, the numerous flocks and herds which roam over it continue in excellent condition. Irrigation would become necessary in many parts during the dry season, to improve the products of the soil and increase their quantity. The farmer derives some important advantages from this season. His crops are never injured by rain, and he can with perfect confidence permit them to remain in his fields as long after they have been gathered as his convenience may require. Agriculture, however, must continue for some time to come as of secondary consideration. Men will not submit to its toils while they can gather a harvest of gold. Commerce must supply almost every species of food, until the thirst for metal becomes satiated, or the supply exhausted.

The commercial resources of California are at the present founded entirely on its metallic wealth. Gold is the staple product of the country, and is immediately available in an uncoined state for all the purposes of exchange. It is not here as in other countries, where the products of the earth and of art are sent to markets—foreign and domestic—to be exchanged for the precious metals. Here gold not only supplies the medium of domestic trade, but of foreign commerce. A large trade has consequently sprung up, and, centering at San Francisco, is thence distributed into the interior. The whole world is competing for its market.

Vessels of all nations have their prows directed to this *Dorado*. Gold is the sun that attracts them. The whole trade of the Pacific—that of China and the islands—will centre at San Francisco, for no other countries on the west coast have exports which find a market in the ports of Asia. Important as the commerce of the Pacific is and will be to California, it cannot now, nor will it ever, compare in magnitude and value to the domestic trade between it and the older States of the Union. Two years ago, California did not probably contain more than 25,000 people. That portion of it which has since been so wonderfully peopled was comparatively without resources. Notwithstanding the great distance emigrants have been compelled to travel, more than 100,000 have already overcome the difficulties, and spread themselves over the hills and plains. They have been supplied from distances as great, not only with necessaries but the comforts and many of the luxuries of life. Houses have been imported from China, Chili, and the Atlantic States. All materials required in building cities and towns have been added to the wants of a people so numerous, destitute, and remote from the sources of supply. Those wants will exist as long as emigration continues to flow into the country, and labor, employed in collecting gold, shall be more profitable than the mechanic arts. The value of the trade between the old States and California for the year 1850, is estimated at \$25,000,000; and if the emigration and general movement continues for five years longer, this trade may amount to \$100,000,000 per annum.

The gold region of California is between 400 and 500 miles long, and from 40 to 50 miles wide, following the line of the Sierra Nevada. Further discoveries may, and probably will, increase the area. The metal is found in the beds of the rivers, and in the gullies formed by the action of waters during the rainy season. The original seat of this metal is in the quartz rock of the mountains, and it is there that the veins will be ultimately found. Hitherto it has been gathered chiefly from the surface, in the form of dust. No scientific mining operations have been initiated. What the production will eventually be, no one can foresee. The value of the metal gathered in 1849 is estimated at \$40,000,000; and this only from the surface, and by less than half the number of persons that will operate during the year 1850. There does not seem to be any special deposits in the rivers—gold is found everywhere E. of the Sacramento and San Joaquin rivers. The greater part of the immense amount gathered was carried away by foreigners, and perhaps not more than one-fourth reached the Atlantic ports. About \$12,000,000 have been coined at the United States' mint up to April 1st, 1850. Quicksilver is found in the form of cinnabar in several districts, and must soon become valuable for the purpose of extracting the gold from impurities. The mineral resources of California are not confined

to these metals—coal, iron, &c., are known to exist; but these will not be worked so long as gold hunting is remunerative.

The principal towns in California previous to the occupation of the country by the Americans, and the discovery of the rich gold deposits in the valley of the Sacramento, were Monterey, the ancient capital; San Diego, a port in the south, Los Angeles, San José, San Francisco, &c. None of these were of much importance, nor was their connection with the commercial world otherwise than very limited. Since these great events, however, a new era has commenced, and the whole region has experienced one of the mightiest revolutions in the history of mankind. The old settlements above alluded to have become large cities—new towns have sprung up with almost fabulous rapidity—a living tide has inundated the country from all parts of the habitable globe. Wherever a site eligible for commerce or trade is found, there we now see the germ of a future city, or perhaps a city grown to considerable proportions. Every thing is progressive; and where a year or two ago the population could be numbered by thousands it now numbers its tens of thousands, and yet the tide flows, and every day witnesses new arrivals of hardy immigrants—the fathers of a future State, whose wealth and position in the world will vie with that of Tyre in the days of its greatest glory. SAN JOSE, the present capital, is a town founded on the ancient mission of the same name, in a pleasant valley opening on the southern extremity of the Bay of San Francisco. It is here that the governor resides, and here the legislature of the State holds its sessions. SAN FRANCISCO is situated not far from the entrance to the bay, on its south shore, and has an excellent harbor and every accommodation for an extensive commerce. From the geographical position of this place, and its proximity to the gold regions, which must supply all the exports, it will eventually become the mart of an extensive commerce with Asia and the islands of the Pacific. Never in the annals of a nation has any city risen to importance at such a rate as this. At the commencement of 1849 it was a mere village—at the commencement of 1850 it had a population of 30,000, and had during the intervening year received more than 70,000 immigrants from all parts, whose destination was the great mineral region of the valley above. Steam communication has been established between New York, *via* Panama, and this city, and regular lines of steamboats sail between it and the new towns on the Sacramento. Its commerce with Oregon has also been greatly developed, and will no doubt be much enlarged in the future. Among the new cities are NAPA, SONOMA, BENICIA, &c., on the north shore of Pablo Bay, and MARTINEZ on its south shore. On the Sacramento and its tributaries, are NEW YORK *of the Pacific*, STOCKTON, SUTTER, SACRAMENTO, FREMONT, VERNON, YUBA, NICOLAUS, &c.; and on the San Joaquin, the city of SAN JOAQUIN, near the mouth of the Stanislaus

river. HANGTOWN, WEAVERSVILLE, MARYSVILLE, and numerous other places are mentioned; but so rapidly are they, one and all, increasing in extent and population, that it is futile to attempt to describe their present condition—every new arrival from this wonderful country bringing information that renders the most recent previous information obsolete and nugatory. Each successive day indeed witnesses the foundation of some future city. Nothing is here stationary. San Francisco in one season increased its population from hundreds to thousands, while in a shorter period Sacramento City and Stockton became the depôts of an extensive inland commerce, and rose to an importance to which few cismontane cities can boast after a whole century of existence. With such results from one year's exertion, and with comparatively small means, what great ends must we not anticipate, since the inhabitants have acquired almost every thing adapted to facilitate their labors?

The history of California previous to its occupation by the Americans has little to interest the general reader. It was discovered by Cabrillo, a Spanish navigator, in 1542; and the northern part of it having been visited by Sir Francis Drake, in 1578, he gave it the name of New Albion. The first colonies were planted in 1768, by the Spaniards—chiefly by priests of the order of St. Francis, whose object was to convert the Indians to the Catholic faith. The mission stations which are found in the country were established by this renowned order. The revolution which separated Mexico from Spain annexed California to that republic. The country has several times since the Spanish power was exterminated suffered from revolution; and for the last ten or twelve years of its connection with Mexico, the authority of that nation over it was very loose. Its distance from the metropolis indeed would tend to such a result. The people more than once declared themselves independent, and as often rejoined the confederacy. In 1846 California was occupied by the United States forces; and by the treaty of Guadalupe Hidalgo, 2d Feb., 1848, the whole country was ceded to that government. In the latter part of the same month, a mechanic, named James W. Marshall, was employed in building a saw-mill for Captain Sutter, on the south branch of a river known as the American Fork. On Fremont's map, the river is called "Rio de los Americanos." While cutting a mill-race for this improvement, Mr. Marshall discovered the scales of gold as they glistened in the sun-light at the bottom of the sluice. Pieces of considerable size were taken out, and in a few days gold to the amount of \$150 was gathered. The laborers soon became satisfied of its precious nature, and the news spread rapidly about the country. Examinations were prosecuted at other points along the stream, and almost every where with success. The result has been extraordinary. Thousands have flocked to the scene from all parts of the world, and a lively commerce has thus been initiated, which bids fair in a few more

years to become more extensive and valuable than all the present foreign trade of the United States together. In 1849, in consequence of the disorganized condition of things and the insecurity which generally prevailed, the people, by their delegates, met in convention, and formed a constitution, under the provisions of which the commonwealth is now organized and governed. The main feature of this document is its exclusion of slavery from the state—otherwise it is not much different from those of the generality of the older states. California was admitted as a state of the Union in 1850.

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### TERRITORY OF UTAH. (*Deseret*)\*

*Area 187,923 square miles.—Population 11,381.*

UTAH TERRITORY occupies all that portion of the great Californian basin lying north of 37° N. lat., and extends from the Sierra Nevada to the mountains of New Mexico.

This is one of the most singular countries in the world. The basin is some 500 miles in diameter every way, between 4000 and 5000 feet above the level of the sea, shut in all around by mountains, with its own system of lakes and rivers, and without any direct connection with the sea. Partly arid and sparsely inhabited, its general character is that of a desert, but with great exceptions—there being many parts of it very fit for the residence of a civilized people; and of these the Mormons have lately established themselves in one of the largest and best. Mountain is the predominating structure of the interior of the basin, with plains between—the mountains wooded and watered, the plains arid and sterile. In this great basin are situated the Great Salt Lake and Utah Lake, besides numerous smaller bodies of water. The Humboldt river is the most important of its water courses. This river possesses qualities which, in the progress of events, may give it both value and fame. It lies in the line of travel to California and Oregon, and is the best route now known through the great basin, and the one traveled by emigrants. Its direction E. and W. is the right course for that travel. It furnishes a level, unobstructed way for nearly 300 miles, and a plentiful supply of the indispensable articles of water, wood, and grass. Its head is towards the Great Salt Lake, and consequently towards the Mormon settlements, which must become a point in the line of emigration to California and the Lower Columbia. Its termination is within 50 miles of the base of the Sierra Nevada, and opposite the Salmon Trout River pass; a pass

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\* "Deseret," in Mormon history and interpretation, signifies "honey-*see*;" and is indicative of industry and its kindred virtues.

only 7200 feet above the level of the sea, and less than half that above the level of the basin, and leading into the valley of the Sacramento, some 40 miles N. of Sutter's Fort. These properties give to this river a prospective value in future communications with the Pacific Ocean. The Rio Gila bounds the territory on the S., and the Rio Colorado traverses it in a S. W. direction from the Rocky Mountains to the Gulf of California, into which both rivers empty by one mouth.

This portion of California Alta was never settled by the Spaniards, nor was it ever more than a nominal dependency of that nation nor of the Mexican Republic. Previous to the Mexican war, indeed, few white men except those engaged in scientific explorations had entered the country. About the period when that war broke out, the Mormons were driven from their city of Nauvoo, in Illinois, by mob violence, and shortly afterwards emigrated to the borders of the Great Salt Lake. Their settlements became prosperous and populous, and within two years after the first pioneers had entered the country, their numbers had increased to about 5,000. After peace had been ratified, they found themselves without a government, and without protection for person or property. To remedy this anomalous condition of things, they organized a temporary government, under the style of the "State of Deseret," and under its sanction elected officers to manage the affairs of the commonwealth. But the ultimate destiny of the country belonged to Congress, and that body, during the session of 1849-50, remanded it back to a territorial condition under its present title; at the same time curtailing the limits claimed by its spontaneous constitution. The increase of its population, however, is so rapid, that it must at no distant period be admitted as a state; and whenever such an event is consummated, Utah will, no doubt, form a bright star in the glorious galaxy of our Union.

The metropolis of Deseret is GREAT SALT LAKE CITY, situated 22 miles S. W. of the lake from which it takes its name, and about one mile and a half E. of the Jordan River, 4300 feet above the level of the sea, and in  $40^{\circ} 45' 44''$  N. lat., and  $111^{\circ} 26' 34''$  W. long. It is laid out in large squares, and one acre and a quarter of land is allotted to each family for garden purposes. A council house has been erected; and the citizens have it in view to build another temple, larger and more magnificent even than that of Nauvoo. The houses are as yet small, but very commodiously built, the material being adobes, or sun-dried brick. The population of the city is about 6,500, but it is so laid out as to admit of its becoming one of the largest and most convenient cities in the world. Being on the highway to California, thousands of emigrants from the States find in this settlement a place to rest themselves and cattle, and recruit their stores of provisions, previous to entering the desert they have to cross before reaching the goal of their desires.



Some settlements of Mormons have also been made on the borders of Utah Lake.

The prospects of these settlements are very encouraging. They are on all sides surrounded by a labyrinth of mountains, which are supposed to be very rich in mineral wealth. Rock salt is very abundant in the neighborhood, and the Great Lake is saturated with salines which concrete spontaneously on its shores and incrust its bottom. Otherwise they are possessed of vast resources. The soil is exceedingly rich, and when irrigated, which is of easy accomplishment, yields fine crops of grain and other agricultural staples. Add to these natural advantages the industry to appropriate them, which is a portion of the religion of the settlers, and what shall stay the onward progress of this colony, the location of which within a few years was scarcely known to civilized man?

## TERRITORY OF NEW MEXICO.

*Area 210,744 square miles.—Population 61,547.*

NEW MEXICO lies between 32° and 38 N. lat. and between 103° and 116° W. long.; and is bounded N. by the Territory of Utah and the Indian Territory; E. by Texas; S. by the Northern Mexican States, from which it is principally separated by the Gila River; and W. by California. That portion of the territory lying westward of the Rocky Mountains was originally a part of California Alta, and was temporarily attached to New Mexico in 1850.

The general aspect of New Mexico Proper is mountainous, with a large valley in the middle running N. and S., formed by the Rio Grande del Norte. The valley is generally about 20 miles wide, and bordered on the E. and W. by mountainous chains—continuations of the Rocky Mountains. The height of these S. of Santa Fé may, upon an average, be from 6,000 to 8,000 feet, while near that city, and in the more northern regions, some snow-capped peaks are seen, which rise from 10,000 to 12,000 feet above the sea. The mountains are principally composed of igneous rocks, as granite, sienite, diorite, basalt, &c., and are highly metaliferous. On the higher ranges, excellent pine timber grows; on the lower, cedars, and sometimes oaks; and in the central valley, mezquite, &c.

The main artery of New Mexico, the Rio Grande, is a large and long river. Its head waters are found between 37° and 38° N. lat., but its highest sources are some two degrees further N., in the recesses of the Rocky Mountains. Its course is generally S. and S. E., and its principal affluents are the Chamas, Pecos, Conchos, Salado, Alamo, and San Juan. The length of the river in a straight line is about 1,200 miles—but from the meanderings of its lower course, it runs at least 2,000 miles—from the

regions of eternal snow to the almost tropical climate of the Gulf of Mexico, which it enters in 25° 50' N. lat. The elevation of the river above the sea is 4,800 feet at Albuquerque; 3,800 at El Paso; but at Reinosá, 300 or 400 miles from its mouth, only 170 feet. The fall of the river is seldom used as a motive power. The principal advantage at present derived from its waters is for agriculture, by a well-managed system of irrigation. In its upper course it is shallow, and interrupted by sand-bars. The lower course of the river, however, is open to navigation, and steamboats ascend as far up as Laredo, 700 miles from the Gulf.

The soil is generally sandy, and looks poor, but by irrigation it produces abundant crops. Indian corn, wheat, beans, onions, and fruits, are raised in large quantities. The most fertile part of the valley begins below Santa Fé, and it is no uncommon thing in the S. parts of the country to raise two crops in the year. The general dryness of the climate, and the aridity of the soil, however, will always confine agriculture to the valleys of the water-courses. The inhabitants have no system in their farming. The plough is a rough machine, and made entirely of wood; and their fields are generally without fences. The best cultivated lands are found on the "*estancias*," or large estates belonging to the rich. These "*haciendas*" are apparently a remnant of the old feudal system, and were granted, with the Indians and all other appurtenances, by the Spanish crown to favorite vassals. The inhabitants pay considerable attention to the raising of stock, and the great owners are possessed of large numbers of horses, mules, cattle, and sheep. These, however, are generally of small size. The pasturage in the uncultivated parts is extensive, and thousands of stock graze thereon the year through. The Indians prove the greatest enemies to the farmers, and frequently carry off numerous herds of cattle, &c.

The mines of New Mexico are very rich. Mining, however, has long been neglected, and many of the most valuable "*placers*," which were formerly worked, have been entirely deserted. Gold, silver, iron, and copper, are plentiful in the mountains. Gold is found in the Santa Fé district as far S. as Gran Quivira, and N. as far as the Rio Sangre de Cristo. The poorer classes occupy some of their time in washing out gold-dust, which is largely deposited in the mountain streams. The mines in the neighborhood of Santa Fé are the only ones worked at the present time. Silver mines were worked by the Spaniards at Avo, at Cerillos, and in the Nambe Mountains; but operations have long since ceased. Copper is abundant throughout the country, and iron is equally so; but these metals are entirely overlooked as useless. Coal has also been discovered in a number of places; and gypsum, both common and selenite, are found in large quantities. The common is used as lime for whitewashing, and the crystalline, or selenite, instead of win-

dow-glass. On the high table-lands, between the Del Norte and Pecos, are some extensive "Salinas," or salt lakes, from which all the domestic salt used in New Mexico is procured. Large caravans from the capital visit these in the dry season, and return with as much salt as they can conveniently carry. The merchants exchange one bushel of salt for an equal quantity of wheat, or sell it for one, or, sometimes, two dollars a bushel.

The climate is generally temperate, constant, and healthy. Considerable atmospheric differences, however, are experienced in the mountain districts and in the low valley of the river. In the latter, the summer-heat sometimes rises to 100° Fahrenheit, but the nights are always cool and pleasant. The winters are comparatively of long duration, and frequently severe. The sky, however, is clear and dry, owing to the condensation of the moisture on the frozen hills. The months of July to October inclusive constitute the rainy season, but the rains are neither so heavy nor so regular in their returns as on the more southern part of the continent. Disease is little known, except some inflammations and typhoid fevers in the winter season.

The population of New Mexico may be estimated at 60,000 or 63,000; and its proximate composition may be thus stated: Spaniards, 2,600; Creoles, 10,000; meztizos, 13,000; Puebla Indians, 27,000, and the remainder Americans and foreigners. This is exclusive of the independent tribes of Indians which still exist in the country. The *Navajoes* are a powerful tribe, inhabiting a fine country W. of the Rio Grande, and numbering about 7,000; the *Eutaws* inhabit the N. W. frontier, and number 4,000 or 5,000; the *Apaches*, about 5,000, roam over the vast regions E. of the Rio Grande and N. of El Paso; the *Jicorilles*, a branch of the Apache family, 500 in number, are neighbors of the Eutaws on the N. W. frontier. To these must be added large parties of *Comanches*, *Arrapahoes*, and *Cheyennes*, perhaps 36,000 in number, which infest the borders to the N. and E., and lay the unwary traveller under contribution—frequently committing the foulest murders, or carrying off the women and children into captivity.

The constitution of society in New Mexico is similar, in most respects, to that of all Indo-Spanish countries. While the rich conform to the dictates of modern fashion, the mass of the people adhere to the manners and customs of former times. The men retain their *serapes*, or colored blankets, and wide trousers, trimmed with glittering buttons; and the ladies, of all classes, their *rebozo*, or small shawl, drawn over their heads, which gives them so coquetish an appearance. Both sexes enjoy their *cigarettos*, their *siesta*, and their evening amusement at *monte* or *fandango*. Their dances are very graceful, and combine the quadrille and waltz. The prominent ingredient in the Mexican race is their Indian blood—it is visible in their features, complexion, and in all their acts and disposals. The men are ill-featured, but the women are grace-

ful and winning. The differences in the sexes are nowhere more observable. The men are lazy, mendacious, treacherous, and cruel, while the women are affectionate, open-hearted, and active. Education is by no means common, but there is a strong common sense, and natural aptness in the people, which are frequently of more practical use than the most refined book-learning, especially in a country so circumstanced as this. Many of the evils of this condition of New Mexican society will, no doubt, be eradicated by the contact of civilization, and education will become an indispensable requisite in order to keep up with the progress of commerce, and the influx of an educated population from the east.

New Mexico, previous to the late war, was a state of the Mexican Republic, and its rulers consisted of a governor and legislature, (*junta departmental*;) but as the latter was more an imaginary than a real power, the governor was, in fact, despotic, and subject only to the laws of revolution, which, in this state, were very freely administered by upsetting the gubernatorial chair as often as the republic did the presidential. Well knowing the favors of fortune were at all times precarious, the governors have, in general, during their terms of office, plundered the treasury and provided against contingencies. The people, credulous and easily deceived, had to submit to every outrage, and should one more courageous than his fellows assert the profligacy of the government, his doom was as certain as speedy. Thus has New Mexico dragged on its existence—the sport of despots and the foot-ball of fortune. The judiciary was as dependent as the executive was independent, and all law succumbed to the dictates of one man. Besides these, the clergy, as well as the military classes, had their own courts of justice. In relation to the confederacy, however, New Mexico always maintained greater independence than any other of the states—partly from its distance from the capital, but more from the spirit of opposition in the people, who derived no advantage from the connection, and suffered much from its taxation without an equivalent protection. The supreme government never succeeded here in imposing upon the people the *estranguillas*, or monopoly of the sale of tobacco, and New Mexico was free from some other enormities. In the same way the people resisted the introduction of copper coin. This loose connection with the central power will aid much in the assimilation of the people with the emigrants from the United States, provided the government of the latter will bestow upon them—what the former could not—stability, safety, protection, and those just rights which are enjoyed by all persons under the aegis of American principles.

The principal city of New Mexico is SANTA FE, one of the oldest Spanish settlements. Its elevation above the sea is 7,047 feet. Santa Fé is about 20 miles E., in a direct line, from Rio del Norte, and lies in a wide plain, surrounded by lofty mountains. A small creek, rising in

the hills, and flowing past the city, supplies it with water. The land around is sandy, poor, and destitute of timber; but the mountains are covered with pine and cedar. No pasturage is observed about the settlements, and as a consequence stock is driven to the mountains. The climate is delightful and free from extremes. The sky is clear and cloudless, and the atmosphere dry. The houses are built of *adobes*, but one story high with flat roofs. The streets are narrow and irregular. The *plaza* is spacious, and one side is occupied by the official residence of the executive. The palace is, without being extraordinarily grand, a good building, and exhibits two curiosities, viz., windows of glass and *festoons of Indian ears*. Among the public buildings there are two churches with steeples, but of an ordinary construction. There are 30 or 40 stores in the city, principally kept by Americans. The inhabitants, excepting the Americans, are Spaniards and Indians, and the castes sprung from an indefinite amalgamation of the two races. Society is in a deplorable condition. They spend their time in card-playing, drinking, smoking, and at *bandangoes*. They are expert thieves, and live in a miserable state of ignorance, superstition, dirt, and poverty. The city proper contains 4,000 or 5,000 souls, and about as many more are settled within its jurisdiction. Santa Fé is the *depôt* of a considerable commerce, carried on between Northern Mexico and the Western States, and is generally visited by the overland emigrants to California.

There are a number of other towns along the course of the Rio Grande, chiefly inhabited by Indians. These are styled *Pueblos*, and the inhabitants *Pueblo Indians*, to distinguish them from the same races that infest the open country. The principal are Taos, Canada, San Miguel, Paso del Norte, &c. None of these, however, demand more than a passing notice.

New Mexico became known to the Spaniards about the year 1581, and formal possession was taken of the country in 1598. Christianity and slavery were early and simultaneously introduced among the Indians, and conversion and personal service enforced by the sword. The converted Indians were made to live in villages, and were distinguished from the roving bands by the title of *Pueblos*. Many towns, of which only the ruins now remain, were established at that time. Many mines were worked, and the occupation of the country seemed to be secured, when, quite unexpectedly, in 1680, a general insurrection of all the Indian tribes broke out against the Spanish yoke. The Spaniards were either massacred or driven southward, where they founded Paso del Norte. The country was not recovered for 10 or 12 years. Several insurrections have since occurred, but none so universal or disastrous as this one. The deep rancor of the Indian, however, bequeathed from sire to son for successive generations, still animates the race, and is often displayed in the most bloody and cruel outbreaks. This country followed

the fate of Mexico after the revolution that overthrew the Spanish power, and since that period has been silently degenerating. The history of New Mexico previous to the invasion by the Americans, has little to arrest attention. It is a continuous record of barbarism and tyranny. On the 8th of September, 1846, Santa Fé was captured by the Americans under General Kearney, and soon after several of the river towns were visited on his route to California. A civil government was now established. On the 19th of January, 1847, an insurrection broke out against the Americans, and in several pueblos many Americans were murdered; among whom was Governor Bent and Sheriff Lee. Taos, Arroya-Hondo, and Rio Colorado were the chief scenes of strife. The battles of La Canada and El Embudo also occurred in this month, and in February the battle of Taos; in all of which the Mexicans were completely vanquished. Some few skirmishes occurred after these, but none of importance. From this period the U. S. authorities exercised exclusive power. On the 2d of February, 1848, a treaty of peace and cession was signed at Guadalupe Hidalgo, by which New Mexico was assigned to the Union. On the 9th September, 1850, the country within its present limits was erected into a territorial government, the claim of Texas to the east bank of the Rio Grande having been adjusted.

## ROUTES TO OREGON AND CALIFORNIA.

### (730) FORT LEAVENWORTH TO SAN DIEGO, CAL.

#### *Emory's Route.*

To Oregon Trail.....	43	
Big John Spring .....	81	124
Diamond Spring .....	20	144
Cotton Wood Creek .....	29	173
Cow Creek .....	58	231
Bend of Arkansas River ..	22	253
Pawnee Fork .....	35	288
Jackson Grove .....	64	352
BENT'S FORT.....	212	564
Camp on the Timpa .....	34	598
“ “ Purgatory .....	53	651
“ “ Raton.....	17	668
“ “ Canadian.....	17	685
“ “ Cimmaron Ci- ton .....	30	715
The Pools .....	50	765
Vegas .....	27	792
Vernal Springs .....	19	811
SANTA FE.....	62	873
San Felipe .....	38	911
Peratta .....	48	959
Limatar .....	52	1011
Night Creek .....	190	1201
Rio GILA .....	8	1209
San Francisco River .....	160	1369
Disappointment Creek.....	21	1390
San Pedro .....	38	1428
Pijomos and Coco Marico- pas Village .....	89	1517
Junction of Gila and Colo- rado.....	170	1687
Cariso Creek .....	99	1786
Valle Citon.....	16	1802
Warner's Rancheria .....	35	1837
SAN DIEGO .....	79	1916

### (731) INDEPENDENCE TO SACRAMENTO CITY, CAL.

#### *Via South Pass.*

To Bear River, (see 732).	1054
Weber River Ford .....	40 1094

Summit of Mountain .....	23	1117
Great Salt Lake City.....	18	1135
Mary's River.....	315	1450
The Sink .....	274	1724
Truckee Lake.....	134	1858
Johnson's .....	111	1969
SACRAMENTO CITY .....	35	2004

### (732) INDEPENDENCE TO OREGON CITY, OREGON.

To the crossing of Kansas River.....	90	
Platte River.....	220	310
Crossing of Buffalo Creek ..	25	335
Good Spring .....	61	396
Goose Creek .....	51	447
Lone Tree .....	34	481
Chimney Rock .....	74	555
Scott's Bluff.....	22	577
Raw Hide Creek .....	36	613
FORT LARAMIE.....	12	625
Warm Springs .....	14	639
Horse Shoe Creek .....	29	668
La Boute River .....	18	686
Deer Creek .....	37	723
Upper Platte ferry and ford	29	752
Sweet Water River .....	50	802
Independence Rock .....	1	803
SOUTH PASS .....	101	904
Green River .....	62	966
Fort Bridger .....	55	1021
Bear River .....	33	1054
Beer Springs.....	95	1149
Fort Hall .....	55	1204
American Falls .....	22	1226
Fishing Falls .....	125	1351
Lewis River Crossing.....	40	1391
Fort Boisse .....	130	1521
Burnt River .....	72	1603
Grand Ronde .....	68	1671
Fort Walla Walla .....	95	1766
Umatillah River .....	25	1791
John Day's River.....	70	1861
Falls River .....	20	1881

# 240. ROUTES TO OREGON AND CALIFORNIA.

The Dalles.....	20	1901	Beaver River.....	18	104
Cascades.....	40	1941	Old Pawnee Village .....	11	115
Fort Vancouver.....	53	1994	Upper Ford of Loup Fork	19	134
OREGON CITY.....	30	2024	Main Platte River .....	32	166
			Wood River .. .. .	3	169
(733) COUNCIL BLUFFS to the Gt.			Deep Dry Creek.....	43	212
SALT LAKE CITY.			Crossing of Buffalo Creek..	20	232
To Elkhorn River.....	27		Bear River, (see (732))..	719	951
Platte River .....	12	39	Weber River Ford .....	40	991
Loup Fork .....	47	86	Summit of Mountain .....	23	1014
			GREAT SALT LAKE CITY..	18	1032



# THE PRINCIPAL CANALS

## IN THE UNITED STATES.

### MAINE.

#### CUMBERLAND AND OXFORD CANAL.

From Portland to Sebago Pond ..... 20½  
 Sebago Pond to Long Pond, via Songo River Improvement ..... 30 50½

#### NEW HAMPSHIRE.

Canal around Bow Falls, (Merrimac River)..... ¾ mile  
 Around Amoskeag Falls ... 1 “  
 “ Hookset Falls..... 1-6 “  
 “ Seawell’s Falls..... ½ “  
 “ Union Falls..... 9 “

### VERMONT.

There are three short canals in Vermont, overcoming obstructions in Connecticut river, viz.:

Around White River Falls ½ mile.  
 “ Bellows Falls..... ¼ “  
 “ Waterquechy Falls ¼ “

### MASSACHUSETTS.

#### MIDDLESEX CANAL.

Charles River, opposite Boston, to Somerville ..... 2  
 Medford ..... 5 7  
 Woburn ..... 4 11  
 Wilmington ..... 5 16  
 Billerica ..... 6 22  
 Middlesex, on the Merrimac River..... 5 27

#### PAWTUCKET CANAL.

Lowell to Chelmsford, ... 1½ miles.

### BLACKSTONE CANAL.

Worcester to Providence, (not now in use)..... 45 miles.

#### HAMPSHIRE AND HAMPDEN CANAL.

Northampton to Connecticut Line, (not now in use) ..... 22 miles.

#### MONTAGUE FALLS CANAL.

Around Falls in Connecticut River ..... 3 miles.

#### SOUTH HADLEY CANAL.

Around the Falls at South Hadley ..... 2 miles.

### RHODE ISLAND.

#### BLACKSTONE CANAL.

From Providence to Worcester, (not now in use) ..... 45 miles.

### CONNECTICUT.

#### ENFIELD CANAL.

Around Falls in Connecticut River ..... 5½ miles.

#### FARMINGTON CANAL.

New Haven to Massachusetts State Line, (partly filled in) .. 56 miles.

### NEW YORK.

#### ERIE CANAL.

From ALBANY to West Troy 7  
 Junction Champlain Canal.. 2 9  
 Cohoes ..... 1 10  
 Lower Aqueduct..... 3 13

Upper Aqueduct.....	13	26	MONTEZUMA, Junct. of Cay-	
SCHENECTADY .....	4	30	uga and Seneca Canal....	6 205
Rotterdam .....	9	39	Clyde.....	11 216
Phillips' Locks.....	5	44	Lock Berlin.....	5 221
Amsterdam } .....	3	47	LYONS .....	4 225
Port Jackson } .....			Lockville .....	6 231
Schoharie Creek .....	5	52	Newark .....	1 232
FULTONVILLE .....	5	57	Port Gibson.....	3 235
Spraker's Basin .....	9	66	PALMYRA .....	5 240
CANAJOHARIE .....	3	69	Macedonville.....	4 244
Fort Plain .....	3	72	Wayneport .....	3 247
Dieffendorf's Landing .....	3	75	Fairport .....	5 252
St. Johnsville .....	2	77	Bushnell's Basin .....	4 256
East Canada Creek .....	4	81	Cartersville .....	2 258
Indian Castle.....	2	83	Pittsford .....	1 259
Fink's Ferry .....	3	86	Billinghast's Basin.....	4 263
LITTLE FALLS .....	2	88	ROCHESTER, Junct. of Gene-	
Herkimer } .....	7	95	see Valley Canal.....	6 269
Mohawk } .....			Brockway's .....	10 279
Frankfort .....	6	101	Spencer's Basin .....	2 281
UTICA, Junction of Chenan-			Adams' Basin.....	3 284
go Canal.....	9	110	Brockport .....	5 289
York Mills.....	3	113	Holley .....	5 294
Whitesboro' .....	1	114	Hulberton .....	4 298
Oriskany .....	3	117	Hindsburg.....	2 300
Newville.....	6	123	ALBION .....	4 304
Rome, Junction of Black			Eagle Harbor .....	3 307
River Canal.....	2	125	Knowlesville.....	4 311
Wood Creek Aqueduct....	2	127	Medina .....	4 315
Hawley's Basin .....	2	129	Shelby's Basin .....	3 318
New London.....	3	132	Middleport.....	3 321
Stacy's Basin.....	2	134	Gosport.....	5 326
Higgins', Junction of Oneida			LOCKPORT .....	7 333
Lake Canal .....	2	136	Pendleton .....	7 340
Dunbarton .....	1	137	Tonawanda .....	12 352
Oneida Creek } .....	4	141	Lower Black Rock .....	8 360
Durhamville } .....			Black Rock.....	1 361
Lenox Basin .....	3	144	BUFFALO .....	3 364
Canastota .....	2	146		
New Boston .....	4	150	CHAMPLAIN CANAL	
Chittenango .....	3	153	Connects Erie Canal with Lake	
Kirkville .....	5	158	Champlain.	
Manlius .....	4	162	ALBANY to Junction .....	9
Limestone Feeder .....	1	163	Waterford .....	3 12
Orville Feeder .....	2	165	Mechanicsville .....	8 20
Lodi .....	5	170	Stillwater Village.....	4 24
SYRACUSE, Junction of Os-			Bleecker's Basin.....	2 26
wego Canal.....	1	171	Van Duzen's Landing.....	7 33
Geddes .....	2	173	Schuylerville .....	3 36
Belisle .....	4	177	Saratoga Bridge .....	2 38
Camillus.....	2	179	Fort Miller .....	3 41
Canton .....	5	184	Fort Edward .....	8 49
Jordan .....	6	190	Glenn's Falls Feeder.....	2 51
Weedsport .....	6	196	Smith's Basin .....	6 57
Port Byron.....	3	199	Fort Ann .....	4 61

Comstock's Landing .....	4	65
WHITEHALL .....	8	73

CHENANGO CANAL

Connects the Mohawk and Susquehanna Rivers.

UTICA to Clinton .....	9	
Deansville .....	5	14
Oriskany Falls .....	5	19
Boucksville .....	5	24
Peck's Basin .....	2	26
HAMILTON .....	4	30
Lebanon Factory .....	2	32
Earlville .....	4	36
Sherburne .....	5	41
North Norwich .....	4	45
Norwich .....	6	51
OXFORD .....	9	60
Hayner's Mill .....	10	70
Green .....	4	74
Chenango Forks .....	8	82
Port Crane .....	7	89
BINGHAMTON .....	8	97

BLACK RIVER CANAL

Extends from Rome to the high falls on Black River, and together with the river improvement, is 77½ miles.  
With a feeder from Black River to Boonville ..... 10 miles.

ONEIDA LAKE CANAL

Extends from Higgins to Oneida Lake..... 8 miles.

OSWEGO CANAL

Connects the Erie Canal at Syracuse, with Lake Ontario at Oswego.

SYRACUSE to Salina .....	2	
Liverpool .....	3	5
New Bridge .....	8	13
Phoenix .....	4	17
Sweet's Lock .....	3	20
Fulton .....	7	27
Tiffany's Landing .....	8	35
OSWEGO .....	3	38

CAYUGA AND SENECA CANAL

Extends from Montezuma on the Erie Canal

To Seneca River .....	5	
Seneca Falls .....	5	10

Chamberlain's Mills .....	2	12
Waterloo .....	2	14
Teal's .....	5	19
GENEVA .....	2	21

CROOKED LAKE CANAL.

Dresden to Mallory's .....	3	
Andrews and Ways .....	2	5
PENN YAN .....	2	7
Crooked Lake .....	1	8

GENESEE VALLEY CANAL

Will extend from Rochester on the Erie Canal, to Olean on the Alleghany River.

ROCHESTER to Tone's Basin	8	
Scottsville .....	4	12
Sackett's Basin .....	10	22
Fowlerville .....	2	24
Barclay's Mill .....	2	26
Spencer's Basin .....	4	30
Tracy's Basin .....	2	32
Cuyler .....	1	33
Genesee Dam .....	3	36
MOUNT MORRIS .....	1	37
Shaker's Settlement .....	4	41
Fitzhugh's Basin .....	2	43
Sherwood's Landing .....	4	47
McNair's Landing .....	2	49
DANSVILLE .....	3	52

CHEMUNG CANAL

Extends from Knoxville to Seneca Lake.

Seneca Lake to HAVANA ...	4	
Millport .....	6	10
Fairport .....	7	17
Elmira .....	6	23
Knoxville .....	10	33

With a feeder from near Corning to Fairport..... 16 miles.

DELAWARE AND HUDSON CANAL

Connects the Hudson River with the Delaware River and the Pennsylvania coal mines.

Eddyville to Rosedale .....	6	
Marble Quarries .....	2	8
Mechanicsville .....	1	9
Allegherville .....	4	13
Port Jackson .....	4	17
Middleport .....	4	21
Port Benjamin .....	3	24
Ellenville .....	4	28

Phillipsport .....	6	34
Beatysburg .....	2	36
Sneed's Basin .....	5	41
Brownville .....	3	44
Neversink Aqueduct .....	8	52
PORT JERVIS .....	8	60
Bolton .....	4	64
Tucker's Aqueduct .....	7	71
Craigsville .....	4	75
Barryville .....	4	79
Delaware Dam .....	4	83
<i>Pennsylvania Division.</i>		
Mouth of Lackawaxen .....	1	84
Rowlandville .....	5	89
Blue Eddy .....	3	92
Jones' Rift .....	8	100
New Castle .....	1	101
HONESDALE .....	7	108

## NEW JERSEY.

## MORRIS CANAL

Connects the waters of the Hudson and Delaware Rivers.

JERSEY CITY to Newark ..	10	
Bloomfield .....	7	17
PATERSON .....	8	25
Little Falls .....	5	30
Beavertown .....	6	36
Montville .....	4	40
Boonton .....	2	42
Rockaway .....	7	49
Dover .....	4	53
Drakesville .....	7	60
Feeder from Hopatcong		
Lake .....	3	63
Stanhope .....	2	65
Saxon's Falls .....	5	70
Hackettstown .....	4	74
Andersontown .....	7	81
Port Colden .....	3	84
Washington .....	5	89
New Village .....	4	93
Greenwich .....	6	99
Phillipstown .....	2	101
EASTON, PA. ....	1	102

## DELAWARE AND RARITAN CANAL

Connects the Delaware with the Raritan River.

NEW BRUNSWICK to Bound Brook .....	7	
Millstone .....	5	12
Griggstown .....	7	19

Rocky Hill .....	2	21
Kingston .....	2	23
Williamsburg .....	3	26
TRENTON .....	11	37
Bordentown .....	6	43
A navigable feeder extends from Trenton to Saxtonville on the Delaware. Length ... 23 miles.		

## PENNSYLVANIA.

## PENNSYLVANIA CANAL—MAIN DIVISION

Connects the Susquehanna with the Alleghany and Ohio Rivers.

Columbia to Marietta .....	3	
Bainbridge .....	6	9
Falmouth .....	4	13
Middletown .....	4	17
High Spire .....	3	20
HARRISBURG .....	6	26
Blue Mountain Gap .....	5	31
Dauphin .....	3	34
Duncan's Island .....	7	41
Newport .....	10	51
Millerstown .....	8	59
Thompsontown .....	5	64
Mexico .....	7	71
Millintown .....	4	75
Lewistown .....	14	89
Waynesburg .....	14	103
Huntingdon .....	29	132
Petersburg .....	7	139
Alexandria .....	7	146
Water Street .....	2	148
Yellow Springs .....	11	159
Frankstown .....	10	169
HOLLIDAYSBURG .....	3	172
<i>Alleghany and Portage R. R.</i>		
Summit .....	11	183
Wilmore .....	12	195
Summer Hill .....	3	198
Johnstown .....	10	208

*Western Division Canal.*

Laurel Hill Gap .....	6	214
Lockport .....	10	224
Chesnut Hill .....	5	229
Blairsville .....	8	237
Saltzburg .....	16	253
Warrentown .....	12	265
Leechburg .....	10	275
Freeport .....	5	280
Tarentum .....	13	293
Sharpsburg .....	12	305
PITTSBURG .....	7	312

**SUSQUEHANNA DIVISION**  
 Diverges from the main or central line at Duncan's Island, 15 miles above Harrisburg.  
 Duncan's Island to Liverpool.....15  
 West Mahantango Creek .. 6 21  
 Selin's Grove .....12 33  
 NORTHUMBERLAND ..... 7 40

**NORTH BRANCH DIVISION**  
 Extends from Northumberland into the anthracite coal region of Pennsylvania.  
 NORTHUMBERLAND to Danville.....12  
 Centreville .....20 32  
 Berwick ..... 7 39  
 WILKESBARRE .....23 62  
 LACKAWANNA .....11 73  
 Tunkhannock .....23 96  
 Wyalusing.....28 124

**WEST BRANCH DIVISION**  
 Extends from Northumberland into the bituminous coal region of Pennsylvania.  
 NORTHUMBERLAND to Milton .....11  
 Muncy .....13 24  
 Williamsport .....13 37  
 Linden ..... 8 45  
 Jersey Shore..... 8 53  
 Dunnsburg.....14 67  
 FARRANDSVILLE..... 8 75

**DELAWARE DIVISION**  
 Extends from Bristol to the Lehigh Canal at Easton.  
 Bristol to Morrisville..... 9  
 New Hope .....17 26  
 Lumberville ..... 7 33  
 Monroe.....16 49  
 EASTON .....11 60

**BEAVER AND ERIE CANAL**  
 Extends from Beaver on the Ohio River to Lake Erie.  
 Beaver to Moravia.....19  
 Newcastle ..... 5 24

Clarksville .....29 53  
 Greenville .....16 69  
 French Creek Feeder\* .. .19 88  
 Conneautville .....10 98  
 Lockport .....16 114  
 Girard ..... 5 119  
 ERIE .....17 136  
 \* French Creek Feeder 45 miles.

**SCHUYLKILL NAVIGATION CANAL**  
 Connects the anthracite coal region with Philadelphia.  
 Fairmount Dam, Philadelphia, to the Falls..... 4  
 Norristown .....12 16  
 Phoenixville .....12 28  
 Pottstown..... 15 43  
 READING .....21 64  
 Mohrsville .....12 76  
 Hamburg ..... 11 87  
 Port Clinton ..... 4 91  
 Schuylkill Haven.....11 102  
 Pottsville ..... 4 106  
 PORT CARBON ..... 2 108

**LEHIGH NAVIGATION COMPANY**  
 Extends from Easton along the banks of the Lehigh River to Stoddartsville.  
 EASTON to Bethlehem .....12  
 Allentown ..... 5 17  
 Lockport Basin .....14 31  
 Mauch Chunk .....15 46  
 Penn Haven ..... 7 53  
 Rockport ..... 8 61  
 White Haven\* ..... 9 70  
 Falls at Stoddartsville.....14 84  
 \* A railroad extends hence to Wilkesbarre 20 miles.

**UNION CANAL**  
 Extends from Reading on the Schuylkill River, to Middletown on the Susquehanna.  
 From the commencement of the Canal to Reading .... 4  
 Bernville .....15 19  
 Stouchestown .....12 31  
 Lebanon.....13 44  
 Swatara Aqueduct ..... 10 54  
 MIDDLETOWN .....28 82

### SUSQUEHANNA OR TIDE-WATER CANAL

Extends from Wrightsville, opposite Columbia, on the Susquehanna, along the western bank of that river to Havre de Grace, Maryland. Length .... 45 miles.

### DELAWARE.

#### CHESAPEAKE AND DELAWARE CANAL

Extends from Delaware City on the Delaware River, to Back Creek, Md. Length ..... 14 miles.

### MARYLAND.

#### CHESAPEAKE AND OHIO CANAL.

This canal will ultimately be extended from Cumberland to Pittsburg, on the Ohio, 150 miles farther.

Alexandria to Georgetown.	7½	
Seneca Creek .....	22½	30
Monocacy Creek.....	20	50
Berlin .....	14	64
Harper's Ferry .....	7	71
Williamsport .....	40	111
Clear Spring .....	11	122
Hancock .....	21	143
CUMBERLAND .....	48	191

### VIRGINIA.

#### JAMES RIVER CANAL

Extends along the bank of the James River from Richmond to Lynchburg.

Richmond to Dover Mills....	20	
Columbia .....	30	50
Scott's Ferry .....	23	73
Warren .....	6	79
Warminster .....	12	91
LYNCHBURG .....	55	146

#### DISMAL SWAMP CANAL

Extends from Deep Creek to Joyce's Creek, a branch of Pasquotank River, which flows into Albemarle Sound, N. Carolina. Length .. 23 miles.

### NORTH CAROLINA.

#### WELDON CANAL

Extends around the Falls of the Roanoke, from Weldon to Blakeley ..... 12 miles.

#### CLUBFOOT AND HARLAN CANAL,

From Clubfoot Creek, a tributary of the Neuse River, to Harlan Creek, which empties into the Atlantic near Beaufort. .1½ miles.

### SOUTH CAROLINA.

#### SANTEE CANAL

Connects the Santee River with Charleston Harbor .... 22 miles.

#### WINYAW CANAL

Extends from Winyaw Bay to Kinlock Creek, a branch of Santee River. Length .... 7½ miles.

The navigation of the Catawba River has been improved by five short canals, with an aggregate length of 11½ miles.

### GEORGIA.

#### SAVANNAH AND OGEECHEE CANAL

Extends from Savannah to the Ogeechee R. (*Cosed.*) 16 miles.

#### BRUNSWICK CANAL

Extends from Altamaha to Brunswick. Length .. 12 miles.

### ALABAMA.

#### MUSOLE SHOALS CANAL

Extends from Florence along the north bank of the Tennessee River 35½ miles. It is designed to overcome the obstruction caused by the Muscle Shoals.

#### HUNTSVILLE CANAL

Extends from Huntsville to Triana on the Tennessee Riv. .16 miles.

**LOUISIANA.**

**ORLEANS BANK CANAL**

Extends from New Orleans to Lake Pontchartrain. Length,  $4\frac{1}{4}$  miles.

**BARATARIA CANAL**

Extends from the Mississippi River opposite New Orleans to Bayou Terre Bonne, and consists of 26 miles of canal and 28 miles of lake and steam navigation.

**LAKE VERET CANAL**

Extends from Napoleonville on La Fourche Bayou to Lake Veret. Length ..... 8 miles.

**KENTUCKY.**

**LOUISVILLE AND PORTLAND CANAL.**

This canal is constructed around the Rapids in the Ohio River, and is sufficiently capacious to admit the passage of the largest steamboats, which can only pass the Rapids during the high floods. It is 50 feet wide and 10 feet deep. Length....  $2\frac{1}{2}$  miles.

The navigation of the Kentucky, Licking, Green, and Barren Rivers, has been greatly improved by the construction of dams and locks in them.

**OHIO.**

**OHIO CANAL**

Connects the Ohio River with Lake Erie.

<b>CLEVELAND</b> to Rathbun's Lock .....	5
Mill Creek .....	4 9
Tinker's Creek .....	4 13
Pinery Feeder.....	4 17
Boston .....	4 21
Peninsula .....	3 24
Niles .....	6 30
Old Portage.....	2 32
North Akron.....	5 37
South Akron.....	1 38

New Portage.....	6 44
Wolf Creek Lock .....	3 47
Clinton .....	5 52
Fulton .....	4 56
Wellman's Mills.....	5 61
Massillon .....	4 65
Navarre and Bethlehem....	6 71
Bolivar .....	9 80
Zoar .....	3 83
Jennings' Bridge .....	3 86
Dover .....	7 93
Lockport .....	4 97
Newcastle .....	2 99
Trenton.....	4 103
Gnadenhutten.....	5 108
Port Washington.....	4 112
Newcomerstown .....	6 118
Evansburg.....	4 122
Lewisville .....	10 132
Roscoe .....	3 135
Adams' Mill .....	10 145
Webbsport .....	4 149
Hartford's.....	3 152
Frazersburg.....	3 155
Nashport .....	6 161
Licking Dam .....	5 166
Lickingtown .....	4 170
<b>NEWARK</b> .....	6 176
Granville Feeder .....	5 181
Hebron .....	4 185
Licking Summit .....	4 189
Millersport .....	2 191
Baltimore.....	5 196
Havensport .....	6 202
Carroll .....	2 204
Lockville .....	2 206
Waterloo .....	3 209
Rayneysport .....	5 214
Lockbourne .....	7 221
Holmes' Landing.....	3 224
Millport and Bloomfield ...	4 228
Circleville .....	8 236
Westfall .....	5 241
Yellowbud.....	5 246
Deer Creek .....	4 250
Andersonville.....	2 252
Clinton Mills.....	4 256
Chillicothe .....	2 258
Tomlinson's.....	6 264
Stony Creek .....	3 267
Head of Big Bottom .....	2 269
Sharonville .....	7 276
Waverly.....	4 280
Trimble's Bridge .....	3 283
Jasper.....	3 286

Howard's Lock.....	5	291
Cutter's Station.....	3	294
Brush Creek.....	7	301
PORTSMOUTH.....	8	309

WALHONDING CANAL

Extends along the valley of the Walhonding River, from Roscoe on the Ohio Canal to Rochester.

Roscoe to Crooked Run		
Bridge.....	2	
Walhonding Dam.....	4	6
Warsaw.....	2	8
Bedford Bridge.....	2	10
Darling's Bridge.....	1	11
Gamble's Lock.....	1	12
Butler's Lower Crossing...	1	13
Butler's Upper Crossing...	2	15
Walhonding, (town).....	3	18
Gamble's Saw Mill.....	1	19
Cummings' Bridge.....	2	21
Mohican Dam.....	2	23
ROCHESTER.....	2	25

HOCKING CANAL

Extends from the Ohio Canal along the left bank of the Hocking River to Athens.

CARROLL to Lancaster.....	9	
Reams' Mill.....	5	14
Rush Creek.....	2	16
Green's Mill.....	6	22
Hocking Falls.....	5	27
Logan.....	1	28
Wright's.....	5	33
Pattonsville.....	1	34
Seven Mile Run.....	2	36
Nelsonville.....	5	41
Monday Creek.....	3	44
Chauncey.....	5	49
Wolf's.....	2	51
ATHENS.....	5	56

MIAMI CANAL AND EXTENSION

Extends from Cincinnati on the Ohio, to Junction with the Wabash and Erie Canal.

CINCINNATI to Lockland...	12	
Hamilton Side Cut.....	16	28
Middletown.....	13	41
Franklin.....	6	47
Miamisburg.....	6	53
Carrollton.....	3	56
Alexandersville.....	1	57

DAYTON.....	8	65
Tippecanoe.....	15	80
Troy.....	7	87
Piqua.....	9	96
Loramie's Feeder.....	3	99
Lockport.....	3	102
Newport.....	12	114
Berlin.....	5	119
Minster.....	3	122
Bremen.....	3	125
St. Mary's Feeder.....	6	131
St. Mary's.....	2	133
Deep Cut.....	13	146
JUNCTION*.....	35	181

\* See Wabash and Erie Canal, Ia.

WARREN COUNTY CANAL

Extends from Lebanon to the Miami Canal at Middletown. Length.....19 miles.

SIDNEY FEEDER

Extends from Port Jefferson to the Miami Extension Canal at Lockport. Length.....13 miles.

ST. MARY'S FEEDER

Extends from Celina to the Miami Extension Canal at St. Mary's. Length.....11 miles.

MUSKINGUM IMPROVEMENT

Extends from the Ohio Canal at Dresden along the valley of the Muskingum to its mouth.

DRESDEN to Simm's Creek .	6	
ZANESVILLE.....	10	16
Taylorville and Duncan's Falls.....	10	26
Rokeby and Eagleport.....	10	36
McConnellsville and Malta .	7	43
Windsor.....	10	53
Luke's Chute.....	5	58
Beverly and Waterford...	10	68
Lowell.....	11	79
Devoll's.....	7	86
MARIETTA and HAMAR...	5	91

SANDY AND BEAVER CANAL

(Mahoning)

Extends from the Ohio Canal at Bolivar, along the valleys of the Sandy and Beaver Creeks to the Ohio River. Length..86 miles.



INDIANA.

WABASH AND ERIE CANAL.

*Ohio Division.*

Manhattan to TOLEDO .....	4
Port Miami .....	8 12
Maumee City .....	1 13
Waterville.....	5 18
Otsego.....	7 25
Providence.....	5 30
Damascus.....	6 36
Napoleon .....	8 44
Florida .....	8 52
Independence.....	5 57
DEFIANCE.....	4 61
Junction of Miami Extension Canal .....	9 70
Reservoir .....	11 81
Antwerp.....	3 84
State Line .....	4 88

*Indiana Division.*

Indiana City .....	3 91
Fairport .....	2 93
Lewiston .....	3 96
FORT WAYNE.....	12 108
Aboité .....	11 119
Huntington .....	16 135
Utica.....	9 144
Lagro .....	5 149
WABASH .....	6 155
Peru .....	15 170
Lewisburg.....	8 178
LOGANSPORT.....	8 186
Amsterdam .....	9 195
Lockport .....	6 201
Carrollton.....	6 207
Delphi .....	5 212
Americus .....	8 220
LA FAYETTE.....	10 230
Lodi or Coal Creek .....	51 281
TERRE HAUTE .....	36 317
Point Commerce* .....	42 359
Newburg .....	17 376

Pigeon Dam .....	72 448
EVANSVILLE .....	19 467

\* This canal is now open to Point Commerce.

WHITEWATER CANAL.

This canal extends from Cambridge on the National Road to the Ohio River.

LAWRENCEBURG to Hardingsburg.....	
Elizabethtown .....	6
Harrison .....	8 14
New Trenton.....	6 20
Brookville .....	11 31
Laurel City .....	14 45
Connersville .....	11 56
CAMBRIDGE .....	12 68

ILLINOIS.

ILLINOIS AND MICHIGAN CANAL

Extends from Lake Michigan to Peru on the Illinois River, thereby opening a water communication between the Lake and Mississippi River.

CHICAGO to Canalport.....	4
Summit .....	8 12
Des Plaines .....	10 22
Athens .....	4 26
Lockport .....	6 32
JOLIET .....	6 38
Dupage.....	10 48
Dresden .....	4 52
Morrisiana .....	9 61
Clarkson.....	4 65
Marseilles.....	12 77
Ottawa .....	8 85
Utica .....	9 94
La Salle .....	4 98
PERU.....	2 100

## TABLE OF UNITED STATES AND FOREIGN MONEYS.

## UNITED STATES' MONEYS.

	<i>Finess.</i>	<i>Weight.</i>	<i>Value.</i>
<b>GOLD.</b> —Washington .....	$\frac{900}{1000}^*$	516 grains.....	20 dollars.
Eagle.....	“	258 “	10 “
$\frac{1}{2}$ Eagle.....	“	129 “	5 “
$\frac{1}{4}$ Eagle.....	“	64.5 “	2½ “
Dollar.....	“	25.8 “	1 “
<b>SILVER.</b> —Dollar.....	$\frac{900}{1000}^\dagger$	412.5 “	100 cents.
$\frac{1}{2}$ Dollar.....	“	206.25 “	50 “
$\frac{1}{4}$ Dollar.....	“	103.125 “	25 “
Dime.....	“	41.25 “	10 “
$\frac{1}{2}$ Dime.....	“	20.625 “	5 “
<b>COPPER.</b> —Cent.....	pure	168 “	10 mills.‡
$\frac{1}{2}$ Cent.....	“	84 “	5 “

Accounts are kept in dollars, (\$,) cents, (c.) and mills, (m.) The Spanish silver dollar and its parts, (1-2s., 1-4ths, 1-8ths, and 1-16ths;) and also those of Mexico and the South American republics, circulate at the same values as the U. S. dollar and its parts. The gold of Spain, Mexico, and the South American republics has a legal value of 89.9 cents per dwt. In retail trade the dollar is variously divided in different states: in New York it is divided into shillings=12½ cents, and sixpences=6½ cents; in New England into shillings also, but the shilling there is 16 2-3 cents, and the New York shilling (which corresponds with the Spanish *eighth*) is 9 pence, and so in proportion. In the Southern States the Spanish *eighth* is called a *bit*, and the *sixteenth* a *pip* or *picayune*, and are taken as 10 and 5 cents. The greatest bulk of the circulating medium in the United States consists of notes of a dollar and upwards, issued by banks incorporated under the sanction of the individual states.

## FOREIGN MONEYS,

And their equivalents in United States' currency.

*Gold Coins.*

British Sovereign.....	\$4 84	Prussian 10 Thalers.....	\$7 82
“ Guinea.....	5 00	Cologne Ducat.....	2 24½
French Napoleon.....	3 83	Danish Ducat.....	2 25
“ Louis d'or.....	4 50	“ Frederick d'or.....	3 90
Spanish Doubloon.....	15 93	Frankfort Ducat.....	2 26
“ “ Patriot.....	15 00	Geneva Pistole (old).....	3 95½
Portuguese Dobraon.....	34 00	“ “ (new).....	3 40½
“ Crown.....	5 80	Russian Ruble.....	3 90
Holland Ducat.....	2 26	Italian Pistole.....	3 85
Austrian Ducat.....	2 28½		

*Silver Coins.*

British Crown.....	\$1 15	Bremen 48 grotes.....	\$ 55
“ Shilling.....	23	“ Rix Dollar.....	78½
“ Sixpence.....	11	Hamburg “.....	1 08½
French Franc.....	18½	Hanoverian “ (constitution).....	1 08
Spanish Dollar.....	1 03	Holland Florin.....	40
“ Pistareen: head 18—cross.....	16	Belgic “ (1790).....	34½
Portuguese Crusado.....	50	“ “ (1816).....	41½
Austrian Rix Dollar (1800).....	99½	“ Franc.....	18½
“ “ (Hungary).....	1 01½	Prussian Rix Dollar (currency).....	69
“ Florin.....	48½	“ “ (convention).....	1 01½
Bavarian Rix Dollar.....	97	“ Thaler.....	69½
Brunswick “.....	1 00½	Russian Ruble.....	73
Danish “ (Schleswic, &c.).....	1 05	Saxony Rix Dollar (convention).....	1 00½
“ Specie Dollar.....	1 05	“ “ (Leipsic).....	69
Swedish “.....	1 06	Sicilian Scudo.....	97½
Swiss Ecu or “.....	1 01½		

Pound currency of British provinces in America= \$4.

\* The alloy, silver and copper—the silver not to exceed one half. † The alloy is copper.

‡ The *mill* is an imaginary coin, being the 1000th part of a dollar.

THE HISTORY OF THE UNITED STATES OF AMERICA

The first part of the history of the United States of America is the period of discovery and settlement. It begins with the arrival of Christopher Columbus in 1492, and continues through the early years of the colonies. The second part of the history is the period of the American Revolution, which began in 1775 and ended in 1783. The third part of the history is the period of the early republic, which began in 1787 and ended in 1800. The fourth part of the history is the period of the Jacksonian era, which began in 1800 and ended in 1845. The fifth part of the history is the period of the Civil War, which began in 1861 and ended in 1865. The sixth part of the history is the period of Reconstruction, which began in 1865 and ended in 1877. The seventh part of the history is the period of the Gilded Age, which began in 1877 and ended in 1900. The eighth part of the history is the period of the Progressive Era, which began in 1900 and ended in 1914. The ninth part of the history is the period of World War I, which began in 1914 and ended in 1918. The tenth part of the history is the period of the Roaring Twenties, which began in 1918 and ended in 1929. The eleventh part of the history is the period of the Great Depression, which began in 1929 and ended in 1945. The twelfth part of the history is the period of World War II, which began in 1941 and ended in 1945. The thirteenth part of the history is the period of the Cold War, which began in 1945 and ended in 1991. The fourteenth part of the history is the period of the post-Cold War era, which began in 1991 and continues to the present day.

The history of the United States of America is a story of discovery, settlement, and growth. It is a story of the struggle for freedom and independence, and of the pursuit of the American dream. It is a story of the challenges and triumphs of a young nation, and of the role of the United States in the world. The history of the United States of America is a story that continues to inspire and inform us today.

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### MISSIONARY MAP OF THE WORLD,

On a hemispherical projection, each hemisphere being six feet in diameter, and both printed on one piece of cloth at one impression. Size, 160 by 80 inches.

Price, \$10 00.

This map presents to the eye, at one view, the moral and religious condition of the world, and the efforts that are now making for its evangelization. It is so colored, that all the principal religions of the world, with the countries in which they prevail, and their relation, position, and extent are distinguished at once, together with the principal stations of the various missionary societies in our own and other countries. It is so finished, being on cloth, that it may be easily folded and conveyed from place to place, and suspended in any large room. It is especially recommended for the lecture-room, Sunday-school &c., and should be possessed by every congregation.

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With an enlarged plan of the Isthmus of Panama, showing the line of the railroad from Chagres to Panama; also tables of distances from the principal ports of the United States to all parts of the world, &c. 1 sheet. Size, 32 by 25 inches. Price, mounted, \$1 50.

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**MAP OF SOUTH AMERICA,**

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### MAP OF THE UNITED STATES,

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Showing the country from the Atlantic to the Pacific ocean. 4 sheets. Size, 62 by 55 inches.

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Extraordinary exertions have been employed to make this map perfectly reliable and authentic in all respects. It is the only large map that exhibits the United States in its full extent. Being engraved on steel, and handsomely mounted, it forms not only a useful, but highly ornamental addition to the office, library, or hall. All the railroads, canals, and post-roads, with distances from place to place, are accurately laid down. To make the map more generally useful, the publisher has appended to it a map of Central America and the Isthmus of Panama, and also a plan exhibiting the inter-oceanic railroad, &c. It deserves to take precedence of all maps heretofore published in this country.



## MAP OF THE UNITED STATES AND THE CANADAS;

Showing the base, meridian, and township lines of the United States surveys; the lines of counties, districts, and parishes; the location of cities, villages, and post-offices; all railroads, canals, post and other roads; also the district and town lines of the Canadas—the whole being compiled from the latest surveys and other authentic sources. 9 sheets. Size, 82 by 68 inches.

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"As a work of mere art, it is exceedingly beautiful; but as an accurate and faithful delineation of the country, in all its aspects, geographical and political, it is entitled to the very highest praise. The map is six feet by seven, projected on a scale of twenty-four miles to the inch; showing, with the utmost accuracy, not only the general, but minute features of the whole country. Every state, county, and township, within our whole broad territory, is designated by boundary lines—the courses of rivers and streams, canals, railroads, stage and post roads, the position of cities, towns, villages and hamlets, lakes and mountains, are laid down—every county being colored separately. The meridian and township lines of the United States surveys, and indeed all the topographical minutiae ever found on maps, is here displayed. So far as the ornamental portion of this great work is concerned, we repeat that it is superior to any thing we have seen. It is splendidly bordered by scroll-work, and by the introduction, at proper places, of fourteen of the most important cities of the United States; among which, New York and New Orleans are most conspicuous, and upon a larger scale. Boston, Philadelphia, Baltimore, Washington, and Charleston, are very accurately represented, and beautifully engraved, as is the case with all the rest, Cincinnati, Louisville, St. Louis, &c., &c. These views, it seems to us, are worth half the price of the whole work, as specimens of our rapid improvement in the arts. However, it is to the *utilitarian* portion of the map, that we wish particularly to call the attention of the public. In this respect, it is invaluable."

*New York Courier and Enquirer.*

"This noble map is six feet by seven, projected on a scale of twenty-four miles to the inch, and is certified on the map by Mr. Steiger, the principal Clerk of Surveys at Washington, that it embraces all surveys made by the United States, from the Atlantic ocean to the American Desert, or to the 32d degree of west longitude. It would seem to be authority on all boundary questions, from national to township lines. This map is particularly valuable for its correctness in regard to the Western and Southern States and Territories. The base, meridian, and township lines of the United States surveys are given; and those owning lands in any part of our country, with the map before them, may put their finger upon any section, and see the streams, lakes, swamps, &c., portrayed from actual survey. In addition to the United States, the map contains a representation of the Canadas, and North and Central America, a desirable improvement upon the shadowy outlines heretofore given. The countries set apart by the United States for the use of the different Indian tribes, and their names, are also given. As a work of art, this map is unquestionably a high achievement. It is wholly engraved on steel, is splendidly bordered by scroll-work, with the introduction, at proper places, of vignettes of cities among which New Orleans and New York are most conspicuous, and embraces a fine view of our National and State emblems."

*New Orleans Commercial Bulletin*

MAP OF THE UNITED STATES,

THE BRITISH PROVINCES, MEXICO, THE WEST INDIES, AND  
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GRENADA AND VENEZUELA,

Exhibiting the country from the Atlantic to the Pacific,  
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Price, mounted, \$2 50; in cases, \$1 50.

The vast extent of country embraced in this map, and the importance of the territories portrayed, render it one of the most useful to the merchant and all others connected with or interested in the onward progress of the United States. It is peculiarly adapted to the present times, showing, as it does, the whole sphere of American steam navigation on both sides of the continent, and giving the best delineations extant of our new territories on the Pacific. All the railroads and canals are laid down with accuracy. There is also appended to the map a diagram of the Atlantic ocean, in reference to steam communication between Europe and America; and a detailed plan of the Isthmus of Panama, showing the several lines of inter-oceanic intercourse. The map is engraved on steel and highly embellished.

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This is an exceedingly minute and correct map, having been compiled  
 with great care and a strict adherence to actual survey.

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**MAP OF THE COUNTRY 33 MILES AROUND  
 THE CITY OF NEW YORK.**

Compiled from the maps of the United States' Coast  
 Survey and other authorities. 1 sheet. Size, 29 by  
 26 inches.

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**MAP OF LONG ISLAND,**

With the environs of the city of New York and the  
 southern part of Connecticut. By J. Calvin Smith.  
 4 sheets. Size, 60 by 42 inches.

Price, mounted, \$4 00.

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**TRAVELER'S MAP OF LONG ISLAND.**

Price, in cases, \$0 38.

A neat pocket map for duck-shooters and other sportsmen.

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**MAP OF THE CITY AND COUNTY OF NEW YORK,**  
 Brooklyn, Williamsburg, Jersey City, and the adjacent  
 waters. 3 sheets. Size, 56 by 32 inches.

Price, mounted, \$3 00.

The Commissioners' Survey is the basis of this map. The improve-  
 ments have been accurately laid down: and to make the work more  
 valuable, maps of the vicinity of New York, of the Hudson river, and  
 of the cities of Boston and Philadelphia, have been appended. No  
 exertion has been spared to keep the work up with the progress of the  
 city and neighborhood. The exceedingly low price at which it is issued  
 ought to secure to it a large circulation.

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Together with Brooklyn, Williamsburg, Greenpoint, Jersey City, Hoboken, &c., exhibiting a plan of the port of New York, with its islands, sandbanks, rocks, and the soundings in feet. 1 sheet. Size, 32 by 26 inches. Price, mounted, \$1 50; in cases, \$0 50.

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### SECTIONAL MAP OF THE STATE OF ILLINOIS,

Compiled from the United States' surveys. Also exhibiting the internal improvements; distances between towns, villages, and post-offices; outlines of prairies, woodlands, marshes, and lands donated by the General Government for the purposes of internal improvements. By J. M. Peck, John Messenger, and A. J. Mathewson. 2 sheets. Size, 43 by 32 inches.

Price, mounted, \$2 50; in cases, \$1 50.

The largest, most accurate, and only reliable map of Illinois extant.

### MAP OF THE STATE OF INDIANA,

Compiled from the United States' Surveys by S. D. King. Exhibiting the sections and fractional sections, situation and boundaries of counties, the location of cities, villages, and post-offices—canals, railroads, and other internal improvements, &c., &c. 6 sheets. Size, 66 by 48 inches. Price, mounted, \$6 00.

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### MAP OF THE STATE OF INDIANA,

Compiled from the United States' surveys. Exhibiting the sections and fractional sections, situation and boundaries of counties, the location of cities, villages, and post-offices—canals, railroads, and other internal improvements, &c., &c. 2 sheets. Size, 43 by 32 inches. Price, mounted, \$3 00.

This map is a reduction from the large work, and contains equally with that important publication all the essential features of the state and the improvements that have been effected. It is suitable for an office or house map.

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### A NEW MAP OF INDIANA,

Reduced from the large map. Exhibiting the boundaries of counties; township surveys; location of cities, towns, villages, and post-offices—canals, railroads, and other internal improvements, &c. 1 sheet. Size, 17 by 14 inches. Price, in cases, \$0 38.

---

### MAP OF MICHIGAN,

Map of the surveyed part of the State of Michigan. By John Farmer. 1 sheet. Size, 35 by 25 inches. Price, mounted, \$2 00; in cases, \$1 50.

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### MAP OF THE WESTERN STATES,

Viz.: Ohio, Michigan, Indiana, Illinois, Missouri, Iowa, and Wisconsin, and the Territory of Minnesota, showing the township lines of the United States' Surveys, location of cities, towns, villages, post-hamlets—canals, railroads, and stage-roads. By J. Calvin Smith. 1 sheet. Size, 28 by 24 inches. Price, mounted, \$1 25.

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### MAP OF KENTUCKY AND TENNESSEE;

Exhibiting the railroads, post roads, &c. 1 sheet. Size 25 by 17 inches. Price, mounted, \$1.25; and in cases, \$0.50.

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With parts of Brooklyn, Williamsburgh and Green Point, and of Jersey City, Hoboken, &c. Compiled from the latest Surveys, &c. 1 Sheet. Size 32 by 20 inches.

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This map exhibits that portion of the city below 87th street on a large and uniform scale; the portion north of that street is exhibited on a smaller scale, but is distinct and complete, being engraved on steel. The ward lines, fire limits, &c., are laid down with accuracy, and in every respect the map is well suited either for the office or pocket.

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**MAP OF PALESTINE,**

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This map is elegantly engraved on steel, and is peculiarly adapted to family use and the use of theological students. It contains every place noted on the larger map, the only difference being in the scale on which it is drawn. While the large map is well suited for a school or lecture-room, this is more convenient for family use and private study. Plans of Jerusalem and the vicinity of Jerusalem are attached. The religious and secular press throughout the country has expressed a decided preference for this map of Professor Robinson over all others that have ever been issued.

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**MAP OF EGYPT,**

**The Peninsula of Mount Sinai, Arabia Petraea, with the southern part of Palestine. Compiled from the latest authorities. Showing the journeyings of the children of Israel from Egypt to the Holy Land. 1 sheet. Size, 32 by 25 inches. Price, mounted, \$1 50.**

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## NEW TESTAMENT MAP.

**A map of the countries mentioned in the New Testament and of the travels of the Apostles—with ancient and modern names, from the most authentic sources. 1 sheet. Size, 32 by 25 inches. Price, mounted, \$1 25.**

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
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