

C. F. FRONKEL, DEL. N. Y. 1853

VIEW NEAR THE ASTOR HOUSE,
BROADWAY.

1853-4.

THE

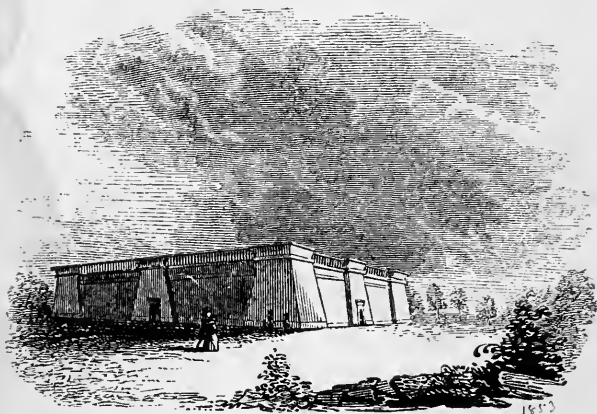
Stranger's Hand-Book

FOR THE

CITY OF NEW YORK;

OR,

WHAT TO SEE, AND HOW TO SEE IT.



CROTON RESERVOIR.

E. S. Francis & Co., 252 Broadway.



FRANCIS'S
NEW GUIDE

TO THE CITIES OF

NEW-YORK AND BROOKLYN,
AND THE VICINITY:

GIVING A FULL

DESCRIPTION OF THE METROPOLIS AND ITS ENVIRONS,

WITH A PARTICULAR ACCOUNT OF

PUBLIC BUILDINGS, INSTITUTIONS OF BENEVOLENCE, LEARN-
ING, SCIENCE, ART, LITERATURE, BUSINESS AND
RECREATION,

Churches, Hotels, Banks, Theatres, &c.,

TABLES OF DISTANCE, AND THE VARIOUS METHODS OF CONVEYANCE
IN AND FROM THE CITIES AND THE NEIGHBORHOOD.

WITH MAPS, AND NUMEROUS ENGRAVINGS.

NEW-YORK:

C. S. FRANCIS & CO., 252 BROADWAY.

1854.

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LIST OF STREETS—WITH REFERENCE TO THE MAP.

The names may be found on the Map in the squares designated by the letters upon the margin.

Albany	K ii	Broad	L ii	Clinton	J viii	Eldridge	H vii	Hague	J v
Allen	H vii	Broadway	L to C	Collister	G iii	Elizabeth	H vi	Hammersley	E iii
Amity	E v	Broome	G iv	Columbia	H ix	Elm	G v	Hamilton	J vi
Amos	C iv	Burton	E iv	Commerce	D iv	Essex	H vii	Hammond	C iv
Ann	J iii			Corlaers	J iv	Exchange	K ii	Hancock	E iv
Anthony	H iv	Canal	G iv	Cornelia	D iv			Hanover	L iii
Attorney	H viii	Cannon	H ix	Cortlandt	J ii	Factory	C iv	Harrison	L iii
		Carlisle	K ii	Crosby	G v	Ferry	K iv	Henry	H vii
Bank	C iv	Carmine	E iv	Cross	I v	Fletcher	K iv	Hester	H vi
Barclay	I ii	Catharine	J vi			Forsyth	H vi	Horatio	B iii
Barrow	D iii	Cedar	K ii	Delancy	H viii	Frankfort	J iv	Hoboken	F iii
Batavia	J v	Centre	H v	Depeyster	L iv	Franklin	H iii	Houston	F v
Bayard	I v	Chambers	I iii	Desbrosses	F iii	Front	L iii	Howard	H v
Beach	G iii	Charles	C iv	Dey	J ii	Fulton	K iv	Hubert	G iii
Beaver	L ii	Charlton	E iii	Division	I vii			Hudson	H iii
Bedford	D iv	Chatham	J iv	Dominick	F iv	Gansevoort	B iii		
Beekman	K iv	Chesnut	J iv	Dover	K v	Goerck	H x	Jacob	J iv
Benson	H iv	Cherry	J vi	Downing	E iv	Gold	J iv	James	J v
Bethune	C iii	Christopher	D iv	Doyers	I v	Gouverneur	J viii	Jane	B iii
Birmingham	I vi	Chrystie	H vi	Duane	I iv	Grand	G iv	Jay	H iii
Bleeker	E v	Church	I iii	Dutch	J iii	Great Jones	F vi	Jefferson	J vii
Bond	F vi	Clarke	F iv	East	J x	Greene	G v	Jersey	F vi
Bowery	I vi	Clarkson	E iii	East Broadway	I vii	Greenwich	J ii	John	K iii
Bridge	L ii	Cliff	J iv			Grove	D iv	Jones	D iv

The Avenues run North and South, and the Streets numbered First, Second, and so on, run East and West, through the upper part of the City.



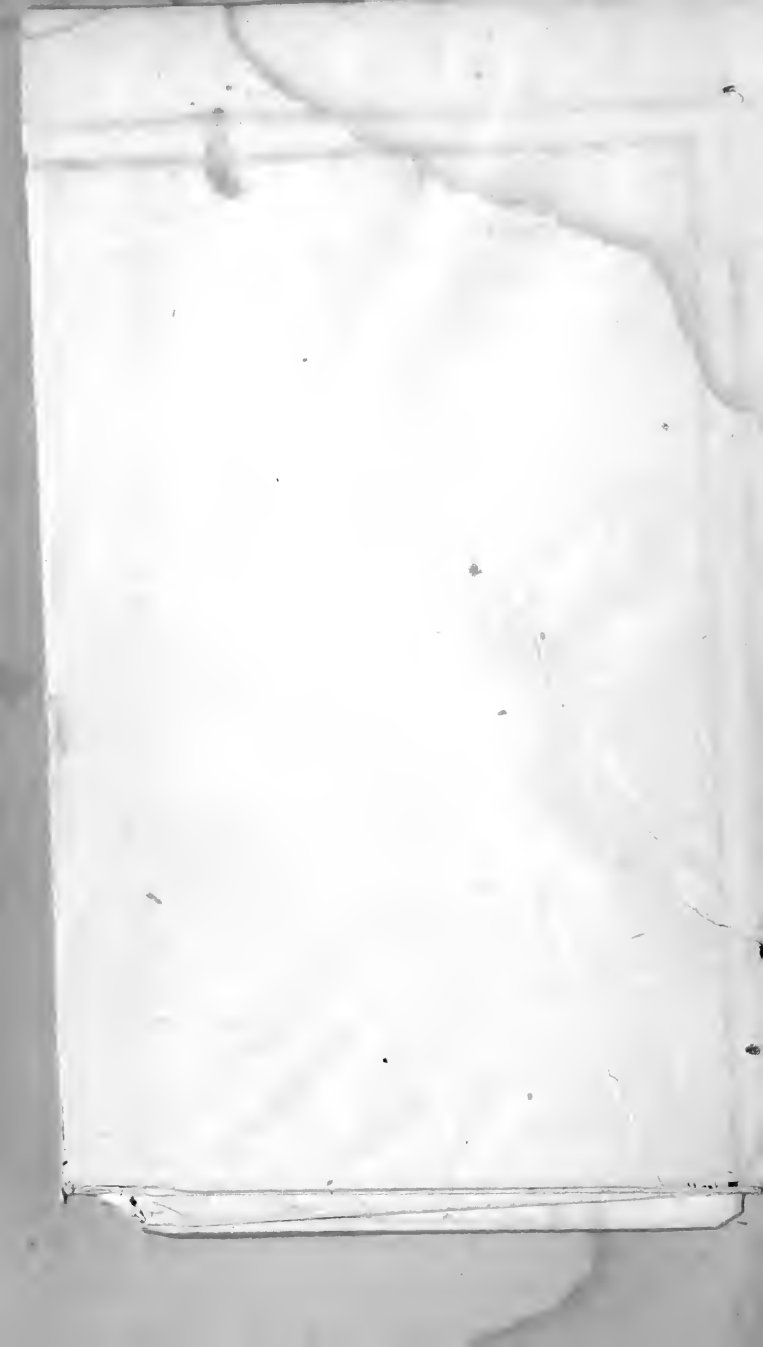
WILKINSON

was a... the humble canoes of a race whose very name



MAP
of the
CITY OF NEW-YORK.
Drawn by D.H. Burr

For
Sale by
D.H. Burr
No. 100 Nassau Street
New York



A SKETCH

OF THE

Early History of New-York City.



T was the custom of the Atlantic tribes of North American Indians to resort to the sea-coast during the summer months, where they spent their time in the peaceful employments of hunting and fishing; leaving the sterner occupations of war for the secret ambushes of the interior forests. They generally selected for their summer residences some place easy of access, and immediately contiguous to their sporting

grounds. The island of New-York, or, as it was called by the natives, Manhattan, was a favorite resort of the Hudson river tribes. Abundant evidence of this fact is found in the history of its first discovery, and the indestructible relics that every where abound, buried in the ground. Excavations in the primitive soil often expose large quantities of shells, the remnants of their "clam-bakes;" and various specimens of arrow-heads, stone axes and chisels, are found in the upper parts of the island.

From their temporary villages they went forth in search of game; and long before the white man came, the expansive bay that now reflects the sails of a hundred nations, was dotted by the humble canoes of a race whose very name

has long been lost to history. The ground that now sustains a million of inhabitants then hid in its forest shades the dusky forms of a few hundred wild men; and the waters that are now burdened with the commerce of the world were then timidly navigated by the birchen canoe of a race who never ventured beyond the protection of their inland bounds. On the 2d of September, 1609, a beautiful autumn day, the adventurous bark of Henry Hudson made its appearance in the lower harbor. The Indians, whose fishing-canoes were scattered about in every direction, attacked one of his boats which was sent out to fish, and killed its commander. They buried him on an island which was named after him, Colman's Island, now degenerated into Coney Island.

After this, these Indians became more friendly, and came on board, where they exchanged tobacco and Indian corn for trinkets. Hudson passed up with his vessel (the Half Moon) as far as the present site of Albany, and then returned to Manhattan; and after sometimes trading with the natives, and sometimes killing them, he went back to Europe again. His mutinous men forced him to go to England instead of Holland, from whence he came. The British Government, which had formerly driven him from their service, now detained him, and in a subsequent voyage to North America, he was set adrift by his crew in an open boat, with his young son and seven others, without compass or food, and never heard of after. This was brought about through the treacherous agency of one of his men, whom he had formerly befriended, under circumstances that claimed lasting gratitude. Hudson was a bold and skilful navigator, and had formerly distinguished himself in his attempts to discover a north-west passage to the East Indies.

The Dutch, finding that they could get furs of the North American Indians, sent out another ship to New-York, to trade with them; and in 1614, the Dutch Government encouraged a company of merchants, and licensed them as the "West India Company." Soon after this the company sent out two ships, one of which was accidentally burned, but was replaced by another, which was built by her commander on the East river. After sailing along the coast to Martha's Vineyard, they returned to the Hudson river, and

proceeded up to Castle Island, near Albany, where they commenced a settlement. For many years after this first settlement, Albany was the remotest point of interior civilization. In 1614, a fort was built on Manhattan Island; a few huts were soon added, to accommodate the settlers who traded with the Indians. This fort was just in the rear of the present site of Trinity Church, on the immediate bank of the river: the tide then came up to where the western wall of the churchyard now stands. In 1751, some workmen digging in the bank, back of the church, discovered a stone wall, which occasioned great wonder at first, but was soon ascertained to be the remnants of the long-forgotten fort. In 1621, the Dutch Government gave the New-Netherlands to their West India Company. The territory so denominated extended from Delaware river to Cape Cod. In 1623, they built a new fort, which stood on the ground now occupied by the Bowling Green, then a high mound of earth, overlooking an extensive ledge of rocks, the site of the present Battery.

There is every indication that New-York was in primitive days the "city of hills"—such verdant hills, of successive undulation, as the general state of the whole country part of the island now presents. The hills were sometimes precipitous, as from Beekman's and Peck's Hills, in the neighborhood of Pearl, Beekman and Ferry streets, and from the Middle Dutch Church, the building now converted into the Post Office, in Nassau street, down to Maiden Lane; and sometimes gradually sloping, as on either hills along the line of the water, near Maiden Lane. The water flowed in between many of the hills, such as "*the canal*," so called to gratify Dutch recollections, which was an inlet up Broad street. Up Maiden Lane flowed another inroad. A little beyond Peck's Slip existed a low water-course, which in high water ran quite up in union with the Collect, (Kolk,) and then joining with Lispenard's swamp on North river side, produced a union of waters quite across the city; thus converting it occasionally into an island. Boats were used occasionally to carry the foot passengers from either side of the high rising ground ranging on both sides of Pearl street.

Part of the people who came out in the Tea Company's ships settled, in 1625, on an island, at what is now called

the Wallabout, a word importing the waleon bend. About this time we find in the public records, that "Paulus Hook" was sold by Gov. Keift to Abraham Isaacs Plank for 450 guilders. For scandalizing the Governor, one Hendrick Janeson, in 1638, was sentenced to stand at the fort door, at the ringing of the bell, and ask the Governor's pardon.

On the 6th of August, 1638, two persons were appointed to inspect "tobacco cultivated here for exportation;" and on the 19th of the same month it was ordered, that in consideration of "the high character it had obtained in foreign countries," any adulteration should be punished with a heavy penalty. In 1641, a cattle fair was established, to be held annually on the 15th of October.

The lands on "York Island," without the bounds of the town walls, along Wall street, were either used for public grazing grounds for the town cows, sheep or swine, or else for the Governor's farms, under the name of Bouwerys. The Bouwery or farm sold to Governor Stuyvesant in 1631, now so valuable as building lots in the hands of his descendants, was originally purchased by him for 6,400 guilders, (£1,066;) and having, besides the land, "a dwelling-house, barn, reek-lands, six cows, two horses and two young negroes."

On another farm the company erected a *wint molen* (wind-mill) for the use of the town. Its site was near the "Broadway," between the present Liberty and Courtlandt streets. The first having decayed, it was ordered, in 1662, that there be another on the same ground, "outside of the city land-port (gate) on the company's farm."

In 1663, all the carmen of the city, to the number of twenty, ordered to be enrolled, and to draw for 6*d.* an ordinary load, and to remove weekly from the city the dirt of the streets at 3*d.* a load.

In 1675, the rates of tavern fare were thus ordered: For lodging, 3*d.*; for meals, 8*d.*; brandy per gill, 6*d.*; and cider per quart, 4*d.* In 1676, all the inhabitants living in the street called the Here Graft (now Broad street) were required "to fill up the graft, ditch or common shore, and level the same." In this same year are given the names of all the then property-holders, amounting to only 300 names, and "assessed at 1½ dollars a pound on £99,695."

Luke Lancton, in 1683, was made "collector of customs

at the custom-house near the bridge, and none shall unload but at the bridge." The house called "Stuyvesant Huys," at the north-west corner of present Front and Moore streets, was then called the "custom-house."

In 1683, it was ordered that "no youthes, maydes, or other persons may meete together on the Lord's day, for sport or play, under fine of 1s." "No more than four Indian or negro slaves may assemble together." In 1683, the vessels and boats of the port were enrolled as follows: 3 barques, 3 brigantines, 26 sloops, and 40 open boats. The old Dutche records show that all the rear of the town was divided into farms called "Bouwerijs," from whence we have Bowery now. In 1687, sixteen acres of the Basse Bowery was granted to Arien Cornelisson, for the consideration of one fat capon a year. In 1695, the celebrated Capt. Kidd came to New-York to see his wife. He soon after this commeneed his piracies, and continued them till 1699, when he visited Long Island Sound, and made several deposits of money on the shores. One of these deposits was discovered a few years since by some laborers, while digging on the shores of the East river. Kidd was decoyed to Boston, where he was arrested, sent to England, and hung in 1701.

In 1698, the Council agreed to build the "new City Hall," by the head of Broad street, for £3,000; the same afterwards the Congress Hall, on the corner of Wall street.

In 1699, they sold the old City Hall to John Rodman for £920, reserving only "the bell, the king's arms, and iron works [fettters, &c.] belonging to the prison," and granting leave also to allow the "cage, pillory and stocks *before the same* to be removed within one year; and the prisoners in said jail within the said City Hall, to remain one month."

The celebrated Negro Plot, in 1741, occurred when there were about ten thousand inhabitants in the city, of which one sixth part were negro slaves. After the lapse of a century, we look baek with astonishment on the panic occasioned by these conspiracies, and the rancorous hatred that prevailed against the Roman Catholics. There was doubtless a plot; but its extent could never have been so great as the terror of the times depicted. The only testimony taken was the mutual criminations and confessions

of the abettors; and by this means every negro in the city, and some of the white inhabitants, became objects of suspicion. The first suspicion of a plot was caused by frequent alarms of fire, and robberies committed on the premises of one of the citizens. The first fire destroyed the Governor's house and the old church, both of which were within the walls of the fort. A few days after this, another fire occurred under very mysterious circumstances, and subsequently, in the space of three weeks, eight more fires served to spread great consternation among the people. Many negroes were executed, and the investigations were long and intricate.

While the trials were going on, and the execution of several negroes taking place, proclamations were made, offering pardons to the free who should make discovery of the plot, or accuse others; and pardon and liberty to the slaves who should do the same; and rewards in money to both. The consequence was, that the negroes who were in jail accused themselves and others, hoping to save their own lives, and obtain the promised boons. What one poor wretch invented, was heard and repeated by another; and by degrees the story assumed the shape of a regular plot. In the course of the evidence it appears that the city was destined to be fired, and the inhabitants massacred, on coming out of the English Church in Broadway. St. Patrick's night was selected for the catastrophe, and many Irish Catholics lately arrived enlisted in the gang of murderers. The negroes were led by one Hughson, at whose house they were entertained, and where they brought their stolen goods. An unfortunate man, named Ury, an English clergyman, who had been teaching school in the city was tried and condemned on the most trivial testimony. He was hung amidst the greatest excitement. There were thirteen blacks burned alive at the stake, at a place then out of town, but situated near the present intersection of Pearl and Chatham streets, where there was formerly a hollow place. Twenty were hung "on the island by the powder-house," where the Arsenal now is, in Elm street. Seventy were transported to foreign parts; Hughson, his wife, and Peggy Carey, a noted informer, were hung. Several of the negroes declared that they had accused themselves and others because they had been told *that* was the only way to save their lives.

“The Indians, in the year 1746, came to the city of New-York in a body, say several hundreds, to hold a conference or treaty with the Governor. They were Oneidas and Mohawks; coming from Albany, crowding the North river with their canoes; bringing with them their squaws and papouses; they encamped on the site now Hudson’s Square, before St. John’s Church, then a low sand beach.”

In 1756, the *first* stage started between Philadelphia and New-York, three days through.

In 1765, a second stage, announced to travel between New-York and Philadelphia, to go through in three days, being a covered Jersey wagon, at *2d.* a mile.

In 1766, another stage, called “the Flying Machine,” to go through in two days, “in good wagons, and seats on springs,” at *3d.* a mile, or *20s.* through.

These extracts are principally drawn from Watson’s *Annals of New-York*. The public records, always accessible at the City Record office, are very numerous, and will well reward the curious for their perusal.

During the Revolution, the Middle Dutch Church, Nassau street, was used as a “prison for 3,000 Americans.” The pews were taken out and used for fuel. Afterwards the church was used as a riding-school by the British cavalry. The North Dutch Church, in William street, was also used as a prison-house, and at one time held 2,000 prisoners; all the Presbyterian churches were used for military purposes, but the Methodists’ houses were spared on account of their adherence to Wesley, who was known to be a loyalist.

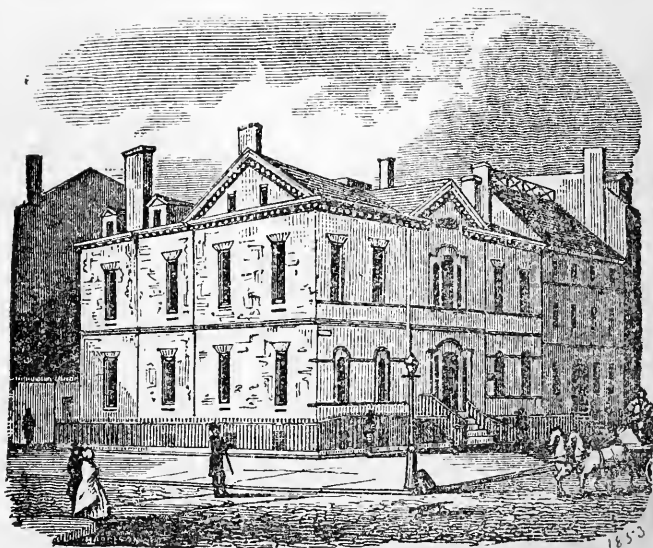
It is estimated that 11,000 Americans were interred from the British prisons at the Wallabout, near the present Navy Yard. In cutting down the hill for the Navy Yard, there were taken up as many as thirteen large boxes of human bones, which, being borne on trucks under mourning palls, were carried in procession to Jackson street, on Brooklyn height, and interred in a charnel-house constructed for the occasion beneath three drooping willows.

Two of the burnt hulks of the prison-ships still remain sunken near the Navy Yard; one in the dock, and one in the Good Hope, near Pinder’s Island.

In 1785-6, Alderman William Bayard sold his farm of fifty acres, situated on the west side of Broadway, where

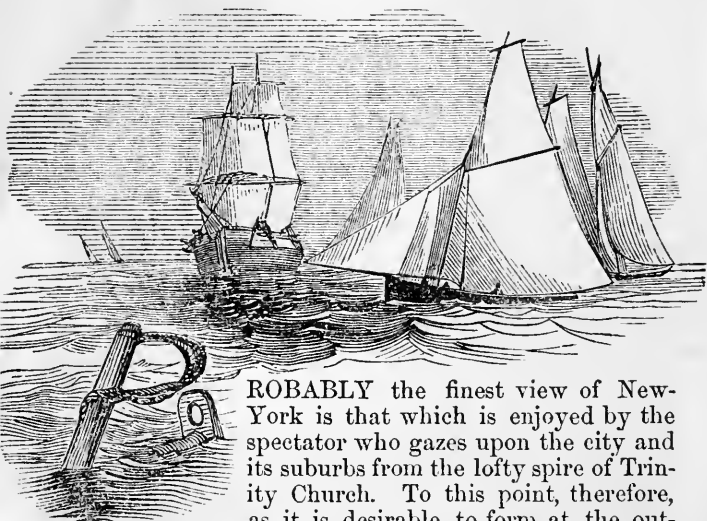
St. Paul's Church now stands. He divided it into lots of twenty-five by one hundred feet, and sold them at twenty-five dollars each.

The old Kennedy House, now converted into the Washington Hotel, No. 1 Broadway, is an object of great interest. It was, during the Revolution, occupied successively by Cornwallis, Clinton, Howe, and Washington, and here André commenced his correspondence with Arnold. The house was erected in 1760, by Hon. Captain Kennedy, afterwards Earl of Cassilis. The great fires in 1776 and 1778 occurred while the British held possession of the city. The fire in 1776 commenced in Whitehall slip, late at night, and consumed all the buildings west of Broadway and south of Barclay street. Trinity Church was burnt at this time; four hundred and ninety-three houses were destroyed. The fire in 1778 occurred on Cruger's wharf, and burnt about fifty houses. The buildings destroyed on both of these occasions were of an inferior order, and built of wood.



SIR HENRY CLINTON'S HOUSE.

A BIRD'S EYE VIEW.



ROBABLY the finest view of New-York is that which is enjoyed by the spectator who gazes upon the city and its suburbs from the lofty spire of Trinity Church. To this point, therefore, as it is desirable to form at the out-

set a correct idea of the position of the city and its surroundings, we will at once repair. With slight fatigue we ascend the stairway, and are abundantly repaid by the grandeur of the view. If we take a position facing the north—that is, looking directly up Broadway—we shall have upon our right the East river, a body of water flowing between New-York and Brooklyn, and which, if followed for fifteen miles in an easterly direction, is found to expand to the width of several miles, taking from this point the name of Long Island Sound. Before reaching the Sound, however, the water passes through a narrow rocky channel, known as the famous Hell Gate, so called by the early Dutch voyagers in consequence of its furious tide. Through this passage John Dermer sailed for the first time in 1619, and thus described the appearance of the place, as his account is given by Purchas:

“Wee found,” says the brave Dermer, “a most dangerous cataract amongst small rockie islands, occasioned by

two unequal tydes, the one ebbing and flowing two houres before the other." This account is quite graphic, although it is almost needless to observe that the theory of the "two tydes" is apocryphal. Turning to the left, we see the Hudson river, a body of water which may well be termed majestic; for whether we consider the volume of its current, with the rich freights it bears, or take into account the lovely scenery of its banks, together with the noble bay, which, grander than itself, receives it as a fit channel of conveyance to the grandest receptacle of all, the ocean—none, we think, will deny the propriety of the term. The Hudson is also sometimes denominated the North river—a name originally applied to it when the early Dutch settlements were bounded on the south by the Delaware, then called the South river, and by the Hudson on the north. To gain a full impression of the nobleness of this last-named channel, it is necessary to pass in a steamboat through the highlands on a clear summer day. At such times we have heard the river extolled in terms of almost unbounded admiration even by those most familiar with the world-renowned beauties of the Rhine. An imperfect idea of the scenery of its banks may be had by directing our attention—even from this point—to the Palisades, the bold striking bluff discernible in the distance on the left bank. This ridge, varying in height from 200 to 500 feet, extends along the west side of the river, from Weehawken, (the point now in view four miles up the river,) as far as Tappan, a distance of 20 miles. From this latter place the banks are lower until we reach Caldwell's Landing, 42 miles from New-York, and the southern entrance of the Highlands, where commences the sublime scenery, which numbers among its charms, Anthony's Nose, 1,128 feet in height; the Sugar Loaf, Crow Nest, Beacon Hill, 1,685 feet, the loftiest peak of the Highlands, and the attractions more graciously named West Point. Let us return, however, to the prospect before us. The first edifice upon our left, as we look up Broadway, is TRINITY BUILDING, known by its faint yellow color—a hue which agreeably contrasts with the shades of red, white and green, that are seen around it. This color arises from the bricks of which the walls are built, and which are known as Milwaukie brick, being made of a light

yellow clay found in the neighborhood of that city. The rental of this building has been stated at \$60,000.

Opposite to this is seen the METROPOLITAN BANK, a structure admirably adapted to its purpose; and indeed one of the finest of the many elegant banking-houses which adorn the city. Particular attention is called to the ornamental sculpture upon its two fronts, and to the tasteful gradation of ornament from the first to the upper story. The cost of the building, together with the grounds, was \$165,000. It is on the corner of Broadway and Pine street.

The first church on the left side of Broadway is ST. PAUL'S CHAPEL, belonging to the Corporation of Trinity Church. This fine old building deserves notice from having its steeple at one end, and a well-arranged porch at the other—an expedient which, in this instance at least, produces a pleasing effect. The height of the steeple is 203 feet. This church was once quite out of town. The father of the writer distinctly remembers having many years ago shot a wild pigeon which had alighted upon a tree in the churchyard.

Crossing the street, we have in view BARNUM'S AMERICAN MUSEUM—the wonders contained in which building none but a Barnum could either have collected, in the first instance, or can adequately describe.

The granite edifice upon the left is the ASTOR HOUSE. We have now reached the PARK, an enclosure of about 10 acres, containing the most important buildings of the City Government. Here we have the CITY HALL, the new City Hall, the Hall of Records, and the Rotunda. The large white pile in view from our elevated position is the City Hall, which stands somewhat to the east of Broadway, and is ornamented by a well-proportioned cupola.

Beyond the City Hall, and on the line of Broadway, we discover a building of snowy marble, whose size and beauty render it a conspicuous object. This is STEWART'S MARBLE PALACE, probably the most costly building in the world owned and occupied by one merchant, and devoted to the purposes of trade. It is said that the annual sales at this colossal dry-goods store amount to several millions of dollars.

No other building is recognizable in this direction until we come to GRACE CHURCH, which stands as an expectant bride, gracefully looking down through the turmoil of cart and carriage, toward her powerful and somewhat burly protector, Trinity Church. We are aware that the respective corporations are by no means so nearly related as this attitude might imply, but only mean to intimate that the material structures referred to have a sort of *related* look. Grace Church is, moreover, worth a visit upon a week-day, from its affording an opportunity for curious reflections upon the effect of light. The "modest mansion" which rises next door to the church is the Rectory. The buildings stand on Broadway, within one door from the corner of Tenth street.

A few blocks higher up, Broadway is directly faced by Union Park, where the street turns to the left, and pursues its way until it reaches Twenty-third street and Madison Square; where, after crossing the Fifth and Sixth Avenues, it meets and takes the name of the Bloomingdale Road.

Above Union Square, the wealthiest and most fashionable residents of New-York have their habitations; but as these are not in sight from our observatory, we turn to survey the prospect from the right or east window, and find ourselves gazing directly down Wall street, seeming, as it were, to look into the golden throat of Plutus himself. We have immediately beneath us, on the corner of Broadway and Wall street, the large and costly banking-house of the BANK OF THE REPUBLIC, a building which cannot be regarded with much approbation, since the main architectural purposes accomplished in this instance have been to magnify an attic, and make a glorious front door. The first prominent building upon our left, as we pass down Wall street, is the CUSTOM-HOUSE. The spot it occupies is venerable from the circumstance that here stood the old Federal Hall, on whose balcony Washington took the inaugural oath as President of the United States, on the 30th of April, 1789. The present building is worthy of the place it holds, and is particularly noticeable from the beauty of its proportions and the solid elegance of its work. From our lofty point of survey we must not fail to notice its marble roof.

One block in the rear of the Custom-House we descry an

old gray church, with quaint roof and cupola. This building was formerly known as the Middle Dutch Church, but is now occupied by the NEW-YORK POST-OFFICE.

On the right side of the street, farther east, is seen a granite building, having an extensive dome, and ornamented on the street by a row of granite columns; by which features we may easily recognize the MERCHANTS' EXCHANGE.

In this direction, looking across the river, we have a view of BROOKLYN, on Long Island; beyond which, following the river, a portion of WILLIAMSBURG is also distinctly seen. Perhaps, however, the most attractive prospect is that on the south, in which direction we turn our eyes down Broadway, where we see the BOWLING-GREEN and the BATTERY, together with CASTLE GARDEN, close at hand.

The large island lying nearest to the city is GOVERNOR'S ISLAND; beyond which is SOUTH BROOKLYN—the locality of the Atlantic docks. The other large island in the distance is STATEN ISLAND; between which and Long Island we see the NARROWS, the well-fortified entrance to the harbor of New-York. The two small islands lying nearer to the city, on the right, are Ellis's Island and Bedloe's Island; the latter of which is the most distant, and is fortified.

Taken in all its parts, this bay of 25 miles in circumference, extending 8 miles from the Narrows to the city, affords, indeed, a lovely prospect to the eye. As we gaze upon it, we are not disposed to question the judgment of poor Hendrick Hudson, who, viewing the landscape in its almost primeval beauty, declared: "This is a very good land to fall (in) with, and a pleasant land to see." The opinion of the old navigator seems to have been recorded on the morning of September 2d, 1609, when the beauties of the landscape were for the first time discovered to European eyes.

The view from the west window presents to us Jersey City, in the State of New-Jersey, directly across the river; north of which is Hoboken, a famous summer resort; while farther up, following the left bank, we come to Weehawken, where our circuit began; a place of surpassing interest, near the river bank; in this neighborhood is the spot where Aaron Burr shot the brave and accomplished Hamilton; killing him in a duel, fought July

11th, 1804. A conspicuous object at Jersey City is the dock of the Cunard steamers, and here is also the Philadelphia or great Southern Railroad dépôt.

Before leaving our survey, we must add, that, although no bridges span the rivers which bound Manhattan or New-York Island, except on the north, still the communication is at all hours both rapid and convenient. This necessary intercourse is kept up by means of 15 ferries, whose boats, admirably constructed and adorned, are seen darting from their piers, and pursuing their way in all directions.

In concluding our sketch, it may be well to add a few words in regard to the statistics of the cities of New-York, Brooklyn, Williamsburg and Jersey City, which have been thus brought into view. Their population at the dates 1830, 1840, and 1850, was as follows:

	1830.	1840.	1850.
New-York.....	197,112.....	312,710.....	515,507
Brooklyn.....	15,394.....	36,233.....	96,838
Williamsburg.....	1,117.....	5,094.....	30,780

The present population of Jersey City is about 17,000; making a total of nearly 700,000 human beings, whose various abodes, places of business, and resorts for recreation have contributed to our view. We pass to a

GENERAL DESCRIPTION.

The city and county of New-York have the same limits, comprising the whole of Manhattan or New-York Island, which, as we have seen, narrows to a point at its southern extremity; having the Hudson river on its west side, and the East river on the east. On the Hudson the island extends 13 miles, to Spuyten Duyvel creek; which, after a crooked course of about one mile, connects with the Harlem river, near King's Bridge. The greatest length of the island is $13\frac{1}{2}$ miles. The Harlem river runs south-east a distance of 6 miles, to the East river, which it enters near Randall's Island, 9 miles from the Battery point. The widest part of the island is on a line with Eighty-eighth street, where it measures $2\frac{1}{2}$ miles; its narrowest part being little more than half a mile in width. Its circumference is about 29 miles, and its area 14,000 acres. Four bridges

cross the Harlem river: viz., the Croton High Bridge, Macomb's bridge, the Harlem Railroad and the Harlem turnpike bridge. The Hudson River Railroad is carried over Spuyten Duyvel creek.

The surface of the island was originally uneven and rough, as is now the case in the northern parts, with occasional low valleys and marshy swamps; but the hills in the southern part of the island have been levelled, and the swamps and marshes filled up. Many creeks and inlets on the margins of the rivers have also disappeared, and the large ledge of rocks that occupied the site of the present Battery has long since been buried by made ground. The water line has been materially altered from what it was. A large part of Water, Front and South streets, on the East river, and of Greenwich, Washington and West streets, on the Hudson river, occupy made ground.

The city population extends more than four miles on each river, and the compact part has a circumference of over ten miles. In latter times, care has been taken to lay out the streets straight, and of ample width. This is particularly true of all the northern part of the city, which was laid out under the direction of Gouverneur Morris, De Witt Clinton and others, and surveyed by Mr. John Randall, jr. The survey was completed in 1821, after having occupied ten years. No city can exhibit a more beautiful plan than this portion of the city of New-York, which extends to One Hundred and Fifty-fourth street, about ten miles north of the Battery.

Twelve noble avenues, each 100 feet wide, run parallel and lengthwise of the island, giving access to the city, and these are cut at right angles by numerous streets, every tenth one of which is also 100 feet wide, while the narrow streets are 60 feet in width.

The island is mostly composed of granite, which is generally buried from 10 to 15 feet under ground. The superincumbent earth is composed of drift sand and pebbles, with large quantities of oxide of iron, which gives it a red color. The rocks crop out and appear on the surface, in the upper parts of the island, to a considerable extent. The soil for the most part is fertile, but from the abundance of rocks, hard to cultivate. The island was originally covered with a very large growth of wood.

CLIMATE.

The average temperature of our climate throughout the year is 55° of Fahrenheit's thermometer; and that is also the temperature of the deepest wells. The greatest degree of cold ever experienced is 6 or 10° below zero; but that is very rare—having occurred in 1780 and in 1820, when persons went between this city and Staten Island on the ice. In winter the thermometer rarely sinks lower than 10° or 20° below the freezing-point, and in a few hours the cold always moderates.

The highest temperature of our summer is seldom above 90°, and is rarely of long continuance. From the middle of September to about the last of October, the atmosphere will generally vie with any in the world for serenity and beauty. Winter generally sets in about Christmas, and continues for some two months, although sudden changes of temperature frequently occur in summer and winter, which, unless guarded against, will cause severe colds and other diseases; but it is to be added, that New-York, generally speaking, is as healthy a spot as any city in the world.

ENVIRONS OF NEW-YORK.

The principal place in the neighborhood of the city is Brooklyn. This city will be particularly described hereafter. The expense of excursions by boat and railroad in the neighborhood of New-York may be usually estimated at about 3 cents per mile.

WILLIAMSBURG,

Recently built, and now a city, situated on the East river, north-east of Brooklyn, and opposite the north-east part of New-York, with which it has frequent communication by means of several steam ferry-boats. Its chief buildings are a town-hall and numerous churches, together with handsome private dwellings. The ferries to Williamsburg are on the East river, one at foot of Houston street, one at

Grand street, and a third at Ferry street, nearly due east from the City Hall. Distance, $1\frac{1}{2}$ miles.

ASTORIA,

A flourishing village of Queens county, six miles north-east from New-York. It has several churches, an academy, and an extensive botanic garden. It occupies a beautiful position on Long Island Sound, near that remarkable whirlpool called by the Dutch-*Helle Gat*, "*Hell Gate*." Astoria is one of the favorite summer residences of the New-Yorkers. Steamboats for Astoria leave the pier on the East river at foot of Fulton street, and a short distance above, at Peck Slip.

FLUSHING,

An incorporated town of Long Island, situated on Flushing Bay, an arm of Long Island Sound. Flushing was formerly the seat of several literary institutions, as St. Paul's College, St. Thomas's Hall and St. Ann's Hall, but at present there are merely one or two inconsiderable schools. The Linnæan Botanic Garden is here; and this, with other advantages, renders Flushing one of the most attractive places of resort on the island. It is about ten miles distant from New-York. A boat for Flushing leaves the pier at foot of Fulton street.

JAMAICA,

A large and well-built town of Queens county, eleven miles from Brooklyn. Its chief buildings, besides those of the county, are five churches, two academics, eight hotels and taverns, and several manufactories of pianos and carriages. The Long Island Railroad Company have a large dépôt and machine-shop here. Constant communication with Brooklyn, Flushing, Hempstead, Rockaway, &c., is afforded by the railroad or stages, which ply in all directions. *Jamaica Bay*, five miles south from the town, abounds in wild fowl, oysters, clams, &c. The cars for Jamaica leave the South Ferry, Brooklyn, on the arrival of the boats from the pier near the Battery.

ROCKAWAY BEACH,

A celebrated watering-place, on the shore of the Atlantic Ocean, twenty-two miles south-east from New-York.

There are, in addition to the "Marine Pavilion" and "Rock Hall," both well kept, several private establishments, where, with less parade and show of style, the invalid may enjoy the refreshing sea air and bath in their utmost perfection, and at a moderate expense; while those who inhabit the former are expected and expect to pay liberally for their extravagant accommodations.

FLATBUSH,

A neat village of Kings county, four miles south-east of Brooklyn. The stage from Brooklyn passes through Flatbush on its way to

CONEY ISLAND,

A bathing-place of great resort, forming a part of Gravesend township, and directly exposed to the surges of the Atlantic ocean. The name Coney Island is probably a corruption of Colman's Island, as the name Colman's Point was given by Hendrick Hudson to the place in which they buried John Colman, one of his crew who was unfortunately killed by the Indians. A boat also leaves New-York for Coney Island several times a day during the summer season.

FORT HAMILTON.

This fortress, which, in connection with Forts Lafayette and Tompkins, commands the Narrows, is situated on the western end of Long Island, and about 8 miles nearly due south from New-York. A small assemblage of houses has grown up around it, including one church and an extensive boarding-house. It is a place of fashionable resort, chiefly for the convenience of sea bathing.

NEW-BRIGHTON AND STATEN ISLAND,

A village of country-seats, erected for the accommodation of some of the "best society" of New-York. It occupies the most northern point of Staten Island, at the entrance of the "Kills," which separate the island from the Jersey shore. The situation is very fine, commanding a view of the bay, with its islets, the city, Long Island, &c. The houses, with their white fronts and massive columns,

present a beautiful appearance from the water. There are two extensive hotels and several boarding-houses. A short distance to the west stands the Sailor's Snug Harbor, a sort of Greenwich Hospital or Asylum for superannuated mariners. Two miles east of Brighton lie the *Quarantine Ground*, the *Marine Hospital*, and *Tompkinsville*. The latter is a large town, containing upwards of 3000 inhabitants, three churches, several hotels, and beautifully situated on the high ground in the rear of Fort Tompkins. Attached to the Quarantine establishment are the Marine Hospital, for the reception of patients afflicted with contagious diseases; a Yellow Fever Hospital; a Small Pox Hospital; besides several other buildings for the Physician, Health Officers and others.

Steamboats leave the Battery every hour during the day for New-Brighton, the Quarantine Ground, and Tompkinsville; time occupied in the passage, about half an hour.

JERSEY CITY,

On the west side of the Hudson, opposite New-York, situated on a point or cape, formerly called Paulus Hook. The city is regularly laid out, with the streets, which are generally wide, crossing each other at right angles. The public buildings are, seven churches, a lyceum, academy, High School, a bank, a pottery, glass factory, &c. The New-Jersey Railroad Company have an extensive dépôt here, the starting-place for the cars for the South and South-west, and the interior of New-Jersey; and the Morris Canal, from Bordentown, intersects the Hudson in the lower part of the city.

HARSIMUS

Is a small village directly in the rear of Jersey City, beyond which lies

HOBOKEN,

A new village of Hudson county, New-Jersey, containing several churches and numerous public-houses. Hoboken is much frequented by the citizens of New-York. The "Elysian Fields," so called, contain some beautiful walks. A fine view of the city may be had from the high grounds of Hoboken. It is so easily accessible that none will be

willing to forego the pleasure of a visit, the boats leaving the foot of Christopher, Canal and Barclay streets every few minutes. A short distance above Hoboken we come to

WEEHAWKEN,

A small settlement on the Jersey shore, beautifully situated, about two miles north of Hoboken, on an elevated bluff of the Hudson. Here stood the monument to Hamilton. On Manhattan Island we have

BLOOMINGDALE,

A remarkably neat village of New-York county, situated on the left bank of the Hudson, five miles above the City Hall. The New-York Asylum for the Insane and the Orphan Asylum are established here. The village consists chiefly of country-seats. Many persons are tempted to drive in this direction by the beauty of the road. About two miles beyond Bloomingdale, on the same side of the river, is

MANHATTANVILLE,

Containing an Episcopal church, and some extensive factories. It is a delightful place of resort, and is much visited. The Convent of the Sisters of Mercy is finely situated near this village.

HARLEM

Is situated south-east of Manhattanville, on Harlem river, near its discharge into Long Island Sound. It is a flourishing village, with several churches, and a superabundance of hotels, besides a commodious dépôt, belonging to the New-York and Harlem Railroad Company. The cars for Harlem start every hour from the dépôt, north-east of the City Hall. Distance, 7 miles.

NEWARK

Is by far the largest, and, as a manufacturing place, the most important town—or rather city, for it is organized as such—in the State of New-Jersey. Its population is chiefly engaged in the various manufactories, which abound here to an unusual extent. Newark was first settled in 1666, by people from New-England.

The Passaic, here a beautiful stream, flows along the eastern side of the town, and gradually curves towards the east, in its passage into Newark Bay, three miles distant from the city. Its streets and avenues are wide, and shaded by an abundance of trees, which add greatly to the beauty of the city and the comfort of its citizens. The many manufacturing establishments in and about the place, give it an active and business-like appearance.

Besides the factories, most of which are on a large scale, there are several breweries, grist and saw-mills, dyeing-houses, and printing offices, each of which issues a newspaper, &c. There are schools almost innumerable, academies, and several literary and scientific institutions. The churches belong to the Episcopalians, the Presbyterians, the Baptists, the Dutch Reformed, the Methodists, and the Roman Catholics. The other public buildings are the Court House, county offices, three banks, and the immense dépôt of the New-Jersey Railroad Company. Cars for Newark leave Jersey City on the arrival of boats from Cortlandt street or Liberty street. Distance from New-York, 9 miles.

ELIZABETHTOWN,

A beautiful town situated on Elizabeth creek, in Essex county. It is a borough town, and one of the oldest in the State, its site having been purchased from the Indians by a company from Long Island, as early as the year 1664.

There is in this town an unusual proportion of handsome dwellings and churches; which, with the wide and regular streets, impart an air of great neatness and beauty to the place, and render it a very desirable residence.

One of the churches is under the pastoral charge of the Rev. Dr. Murray, the famous author of Kirwan's Letters. Take the boat at Liberty street. Distance, 15 miles.

RAHWAY,

A large and thriving town of Essex and Middlesex counties, formed by the union of several villages, the population having originally come from New-England. The Presbyterians, Methodists, Baptists and Friends, have places of worship here. Those of the Presbyterians and

Episcopalians are beautiful structures. Among the liberal institutions of the place, which possesses many, there are a public library and "Athenean Academy," so called; a fine building, erected by a company expressly for the institution, which partakes, in some measure, of the nature of a high school. Rahway is a large manufacturing place. Establishments on an extensive scale are in daily operation here. The manufactures consist of silk printing, carriages and carriage furniture, hats, shoes, clothing, clocks, earthenware and cotton goods. Boat from Liberty street, many times in the day. Distance, 20 miles.

NEW-BRUNSWICK.

This place is situated in the counties of Somerset and Middlesex, and is the seat of justice of the latter. It is an incorporated city, and next to Newark, the largest town in the State. Access as to Rahway. Distance, 31 miles.

PASSAIC FALLS.

This is a beautiful sheet of water, which presents an unbroken fall of fifty feet. It is situated at the town of Paterson, on the Passaic river, whose banks here are nearly vertical. The water in its passage, through the lapse of ages, has worn a deep chasm into the solid rock, which is obviously retreating, as the abraded banks below testify. No spectacle can be more imposing than is presented by the falling water, as it glides gently over the brow of the precipice. The town of Paterson is admirably situated for manufacturing purposes at the falls, which afford a constant and abundant supply of water for the vast number of factories in operation in the town, which is now one of the most important manufacturing places in the United States. The manufactory of the celebrated Colt's repeating fire-arms is at Paterson. Besides numerous churches, there are also a society for the promotion of literature and science, which has an excellent library; a Mechanics' Institute, a Museum, a Circulating Library, a Public Library, and some other institutions of a similar description.

ELIZABETHPORT,

A very neat and flourishing village of New-Jersey, which has recently started into notice; being at the east-

ern terminus of the Elizabethport and Somerville Railroad. Access by boat from foot of Battery Place. Distance, 14 miles.

PERTH AMBOY,

A city and port of entry of Middlesex county, New-Jersey, at the confluence of Raritan river and Staten Island Sound. It derives its name in part from James, Earl of Perth, one of the original proprietors of the ground, which was laid off in town lots in 1683, and incorporated in 1784. A large portion of the buildings are elevated forty or fifty feet above the adjacent bay. Boat from Battery Place. Distance, 26 miles. This a delightful excursion.

FORT LEE.

This fort, with Fort Washington on the opposite side of the river, was the scene of important military operations during the Revolutionary War. A large body of American militia stationed here, in attempting to retreat, were overpowered by a vastly superior force, consisting chiefly of Hessians, when they were either slain or consigned to the prison-ship, a fate more terrific than death itself. The site of Fort Lee is upwards of 300 feet above the water. A hotel at the landing is much frequented. The Palisades at this point are nearly vertical, and range from 200 to 500 feet in height.

YONKERS,

A pleasant village of Westchester county, situated at the outlet of Saw-mill Creek, 16 miles from New-York. It is built mostly on the river bank, which, being somewhat elevated, commands a fine view of the river and the Palisades opposite. The Episcopal church, of which the Rev. A. B. Carter is Rector, is a substantial and beautiful building. There is scarcely a village in the State which has increased more rapidly than Yonkers in the last few years. The supposed derivation of the name is curious. It is said that the settlement was made by some young members of the Dutch community on Manhattan Island, and thus the name attached, Yonkers being the Dutch for young. The Hudson River Railroad conveys visitors to the village.

HASTINGS,

A small village and landing of the same county, is 4 miles above Yonkers, on the Hudson River Railroad.

DOBB'S FERRY

Is a small settlement and public landing in Westchester county, with a ferry to the opposite side of the Hudson. The landing is 20 miles from New-York by the railroad.

DEARMAN

Is a new and thriving village, 25 miles from New-York; a short distance above which is Sunnyside, the Abbotsford of America—the residence of Irving. The cars of the Hudson River Railroad convey passengers to Dearman.

PIERMONT, FORMERLY TAPPAN SLOAT.

This village having been selected for the eastern terminus of the New-York and Erie Railroad, the secluded little Dutch settlement of the "Sloat" has received the classic *soubriquet* of "Piermont," and is now an important town of Rockland county. Its site is now covered by handsome public and private edifices, which form a striking contrast with the little Dutch houses of its primitive inhabitants.

The Erie Railroad extends from this point to Dunkirk on Lake Erie, 446 miles. Three miles west of Piermont is Tappan, the head-quarters of Washington for a time, and the place where Major André was executed, October 2d, 1780. His grave is still shown. His remains, however, were conveyed some years ago to England.

A pier about one mile in length, which forms the commencement of the railroad just mentioned, extends over the flats to a commodious dock, near the channel of the river. Piermont is 24 miles from New-York.

EXCURSIONS.

A SAIL.—Weehawken and the Elysian Fields. This pleasant resort is of very easy access, by means of the boats which cross the Hudson every few moments from

the foot of Barclay, Canal and Christopher streets, landing at Hoboken, half a mile north of which is the spot known as the Elysian Fields.

A DRIVE.—One of the loveliest spots in the neighborhood of New-York, and one at the same time less resorted to than almost any other, is Throg's Point, 16 miles from the city, the termination at Long Island Sound of Throg's, or more properly, Throgmorton's Neck. This point is the dividing headland between the East river and the Sound, and affords a charming view of the bright waters of the one, and of the noble expanse of the other.

Fort Schuyler, on the point, is also worthy of notice; although not yet garrisoned, the strength and solidity of its masonry, and its curious defenses, repay a visit. A carriage may be taken at the city, and a day spent enjoyably in seeing Throg's Point, the Fort, and Pelham Bridge. At the bridge, parties may get a comfortable dinner. Those who wish to save time and expense in making this trip, should take the Harlem cars for Fordham, 12 miles, and there engage a carriage, by which arrangement they will be able to accomplish their design with less outlay, and perhaps with much less fatigue than by driving directly from town.

TO ASTORIA.—Those who wish to see a thriving town, and also to view the scenery of Hell Gate, will do well to take the boat for Astoria, from the foot of Fulton street, East river. In this way, at a trifling cost, they may receive much pleasure. It is to be observed that the fury of Hell Gate is somewhat impaired by the recent removal of the rocks which lined the channel. Indeed, before this, it had sensibly deteriorated in impetuosity—a fact owing, as is supposed, to the docking out at New-York, which deepened the water and lessened the roar. An old lady, long a resident of Hunt's Point, informed the writer, that in her memory the sound of the waters was at times distinctly heard at the point, a distance of three miles.

TO SANDY HOOK.—A capital idea of the configuration of New-York bay is to be had by taking the boat for Shrewsbury and Long Branch, which every day in summer leaves the foot of Robinson street, North river, and Peck Slip, East river, for these localities. The time of the boat's starting may be learned from the daily papers.

To WEST POINT.—The visitor must not fail to see West Point, that gem of the Highlands, for the possession of which Andre lost his life, and for whose attempted betrayal Arnold has been visited with the reprobation of mankind. The Hudson River Railroad affords every facility for making this excursion. Take the cars for Garrison's, (fifty miles,) at which point a ferry crosses to the other side of the river. A day may thus be spent in the Highlands with great delight, bringing improvement to the health, and furnishing the memory with a rich landscape, painted as only nature can paint it upon the mind. There is an excellent hotel at West Point.

To CROTON DAM.—Croton, a village 35 miles from New-York, on the Hudson River Railroad, is but a short walk from the famous Croton Dam. Here a lake five miles in extent, covering 400 acres, is formed by a dam 250 feet in length and 38 feet in width at the base, stretching across the Croton river. It is estimated to contain 550,000,000 of gallons, and will allow a discharge of 60,000,000 of gallons daily. This place is well worth visiting. Cars leave the Chambers street dépôt, stopping to take up passengers at Thirty-fourth street. A line of Broadway omnibuses convey passengers to the upper dépôt.

PUBLIC BUILDINGS.

CITY HALL.

The City Hall is one of the most prominent buildings in New-York, standing near the centre of the Park, an area of about ten acres. From this situation it is seen in every direction to great advantage. A few years since, it was regarded as the finest building in the city, and now, with its interesting furniture and associations, commands great attention. The front and ends are of white marble from Stockbridge, Mass., but the back is constructed of free-stone. At the time it was built, marble was expensive, and it was determined to finish the back with cheaper stone. It was maintained that the population would never, to any extent, settle above Chambers street, and therefore the rear of the hall would seldom be seen.



CITY HALL. Page 38.



The corner-stone was laid on the 26th of September, 1803, during the prevalence of the yellow fever. It was finished in 1812, and the expense, exclusive of furniture, amounted to half a million of dollars. The architect of the City Hall was John McComb, Jr., who, at an advanced age, survived until May, 1853.

The City Hall is 216 feet long, 105 wide, and 51 high. It is two stories high above the basement, with a third or attic story in the centre building, from which rises a cupola. In the upper part of the cupola a man is lodged, whose business it is to give alarm in case of fire, by ringing the big bell, which occupies a small cupola at the back part of the roof. This bell is rung in cases of fire, when it indicates, by the number of its strokes, the part of the city where the fire is located. The City Hall bell weighs 10,000 lbs. : it is, with one exception, the largest in New-York. There are four entrances to the building—one in front, one in the rear, and one in each end: the latter communicates with the basement apartments. The front entrance is on the first story, to which there is access by a flight of twelve marble steps, surmounted by a portico of sixteen columns. In the centre of the rear of the building there is a projecting pediment. The first story, including the portico, is of the Ionic style, the second of the Corinthian, the attic of the fancy, and the cupola of the composite. In the centre there is a double staircase, ascended by marble steps, at the top of which is a circular gallery, ornamented with ten marble columns, which support the ceiling. In the building there are twenty-eight offices and public rooms. The Governor's room is a long hall, running 52 feet from wing to wing. It is used as a reception-hall by the Governor, Mayor, and other distinguished men. Its walls are hung with some of the finest pictures in America, consisting principally of portraits of great national characters. Among them are the Governors of New-York, Mayors of the city since the Revolution, some of the Dutch Governors, and the principal naval and military heroes of the late war. These were painted by Jarvis, Sully, Stewart, Inman, Page, and some other distinguished artists. The Common Council hall is a beautiful room, 42 feet long and 30 wide. It contains some fine portraits, and the chair which was occupied by Washington when President of

the first Congress. The Assistant Aldermen's hall is spacious, elegantly furnished, and hung with valuable paintings, Access to these rooms and the roof, free of expense, may be had by any person, by inquiring at the keeper's room. The keeper has no right to ask for remuneration, as he receives a salary from the city to attend to this business; but a small gratuity is usually given in acknowledgment of polite attention. The City Hall, with its many interesting relics and paintings, is much visited, and is well worthy the attention of the stranger and citizen. The pictures well repay the time spent in their examination.

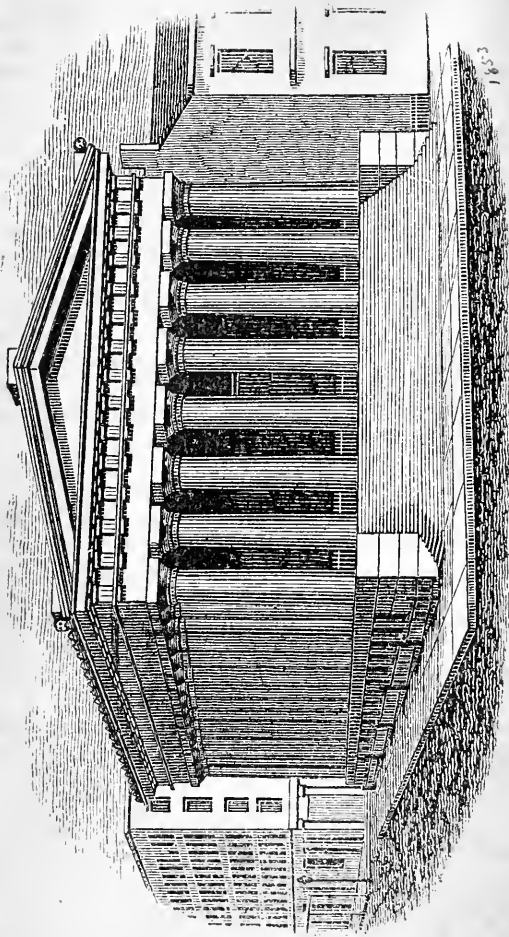
HALL OF RECORDS.

This building, situated in the Park, east of the City Hall, was formerly a city prison, when it presented a very gloomy and unsightly appearance, being built of coarse black stone. It has since been stuccoed in imitation of marble, and two lofty porticoes added, consisting of four marble Ionic columns at each end. Its name indicates its present use. It was used during the time of the prevalence of the cholera, in 1832, as an hospital.

HALLS OF JUSTICE.

This building occupies the space between Centre, Elm, Leonard and Franklin streets, the site of the old Collect, a filthy pond, which had its outlet through Canal street. The Halls of Justice is a much-admired specimen of modernized Egyptian architecture. It is built of light granite from Hallowell, Maine. It is 253 feet long, and 200 wide, and occupies the four sides of a hollow square, with a large centre building within the area. The front is approached by eight steps, leading to a portico of four massive Egyptian columns. The windows, which extend to the height of two stories, have massive iron grated frames, surmounted with cornices, ornamented with a winged globe and serpents. The two fronts on Leonard and Franklin streets have each two entrances, with two massive columns each. The gloomy aspect of this building has won for it the general name of "The Tombs." It is occupied by the Court of Sessions, a police court, and some other court-rooms, besides a prison for male and female offenders





CUSTOM HOUSE. Page 41.

awaiting trial. The open court within the walls, is used as a place of execution for State criminals.

The house of detention is a distinct and isolated building, 142 feet in length, by 45 in width. It contains 148 cells. The lower cells are 6 feet 9 inches wide, 11 feet high and 15 feet long, diminishing 18 inches in length in each story. They are provided with cast iron water-closets, hydrant, water-cocks, ventilators, and are warmed by hot water pipes. Every part of the building is constructed in the most substantial manner, and with particular reference to the security of the prisoners. The building was finished in 1838. The female department is entered from Leonard street. It is superintended by a matron, who keeps it in the most perfect order and neatness. She is very attentive to visitors, who can always have gratuitous access, between 10 A.M. and 2 P.M. The male prison opens on Franklin street. Persons can gain admittance here, on application for a written permit at the keeper's room, between 10 A.M. and 3 P.M.

CUSTOM-HOUSE.

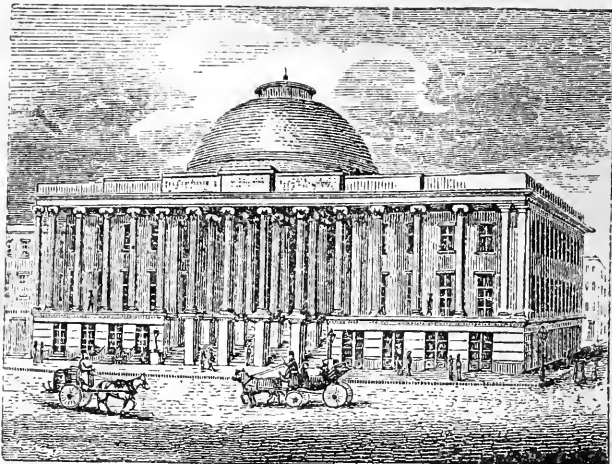
This building equals any in the world, both in the beauty of its design and the durability of its construction. It is situated on the corner of Wall and Nassau streets. The building is in the form of a parallelogram, 200 feet long by 90 wide, and about 80 feet in height. Brick, granite and marble were used in its construction; but its outside is entirely of marble from Massachusetts, except the steps. It is designed in imitation of the Parthenon at Athens, in the Doric order. At the southern end, on Wall street, is a portico of eight purely Doric columns, 5 feet 8 inches in diameter, and 32 feet high; and on the opposite end, on Pine street, is a corresponding portico; on each side are 13 pilasters, in keeping with the front pillars. The front portico is ascended by 18 granite steps. The interior is divided into a grand rotunda and numerous spacious rooms for the accommodation of officers. The rotunda is a magnificent room, 60 feet in diameter; the dome supported by 16 Corinthian columns, 30 feet high. These columns are beautifully wrought, the capitals being of the most exquisite Italian workmanship. The largest blocks of marble used in the building weigh 33 tons. The ceilings of the apart-

ments are arched, and richly ornamented with stucco. The roof is of marble; the slabs weigh over 300 pounds, and lap over each other eight inches, to allow of the expansive power and to keep out water. There is not a particle of wood in any part of the building, and it is probably the only structure in the world that has been erected so nearly fire-proof. The building was commenced in May, 1834, and finished in May, 1841. The cost, ground included, was \$1,195,000—building alone, \$950,000. The architect was John Frazee. The exquisite ornamental work was designed and executed by Horace Kneeland, since become famous as a sculptor. The number of officers employed in the Custom-House is 543. The building may be visited by the stranger any time during the day, from 10 A.M. to 3 P.M. He will do well to enter at the side door in Nassau street, and from thence ascend to the roof, inspecting the various rooms as he goes up. The key of the roof scuttle may be had by inquiring at any of the offices on the upper floor. There is no objection to the stranger's visiting any part of the building. The roof commands a fine view of the harbor.

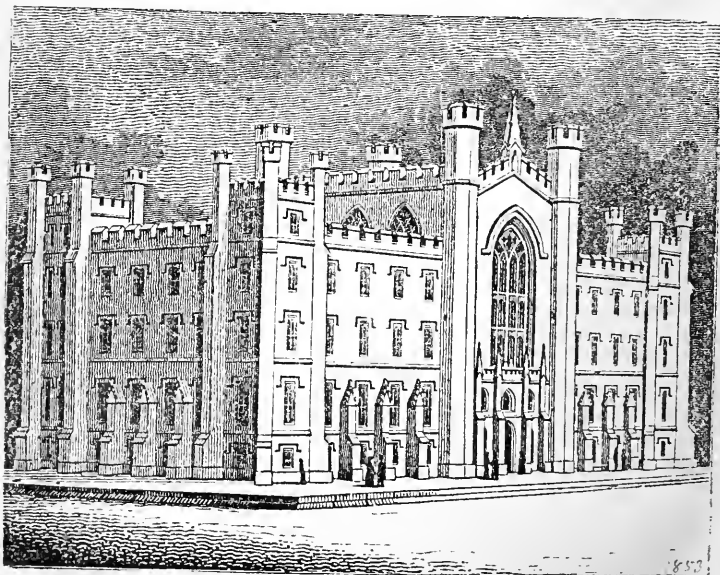
MERCHANTS' EXCHANGE.

The Merchants' Exchange is located between Wall street, Exchange Place, William and Hanover streets. It is built in the most substantial form, of blue Quincy granite, and is 200 feet long by 171 to 144 feet wide, 77 feet high to the top of the cornice, and 124 to the top of the dome. The front on Wall street has a recessed portico of 18 massive Grecian Ionic columns, 38 feet high and 4 feet 4 inches in diameter, each formed from a solid block of stone, and weighing 45 tons. Besides numerous rooms for various purposes, the rotunda in the centre is 80 feet in diameter, with four recesses, making the length and breadth each 100 feet, the whole 80 feet high, surmounted with a dome, resting in part on eight Corinthian columns of Italian marble, 41 feet high, and lighted by a skylight 25 feet in diameter. The granite columns cost \$3,000 each. They are the largest whole columns in the world, with the exception of a church in St. Petersburg. The rotunda is 80 feet in diameter, and will hold 3,000 persons. The architect was Isaiah Rogers. The building cost a little more





MERCHANTS' EXCHANGE. Page 42.



NEW YORK UNIVERSITY. Page 44.

than a million of dollars. It belongs to a corporation, and has been so far a losing investment, although its rooms command enormous rents. It contains a very extensive reading-room for merchant subscribers, accessible only to the stranger by introduction from a member, and the Board of Brokers occupy a room. The rotunda is used at 2 o'clock as an exchange by the merchants, and at other hours by auctioneers for the sale of real estate and stocks. The stranger may visit all parts of the building.

POST OFFICE.

The Post Office building, formerly the Middle Dutch Church, is situated in Nassau street, between Cedar and Liberty streets. This building has stood over a hundred and fifty years, and nine generations have worshipped at its altar. It is not generally known that its steeple, and much of its interior wood-work, was brought from Holland. During the Revolutionary War, most of the churches were used by the British, and many of them much injured, but this church suffered most, being used successively as a riding-school, a prison, and an hospital. In 1790, it was repaired and used for public worship again. The United States Government some years ago converted it into a Post Office, and pay for its use the annual rent of ten thousand dollars. It now presents the appearance of a Post Office in the heart of a graveyard; a circumstance quite characteristic of New-York enterprise. The numerous signs which appear on the building, point out the various points of communication with the interior. Its internal arrangements are very extensive and commodious. The Postmaster's room is so situated that he can see every thing going on in the building. Office hours from 8 A.M. to 7 P.M. On Sundays, from 9 to 10 A.M., and from 12½ to 1½ P.M. There are Penny Postmen attached to the office, who go their rounds twice a day, and deliver letters and papers to all who request them.

THE ROTUNDA.

This edifice, which (as the word imports) is of a circular form internally, was erected in the summer of 1818, for the exhibition of large panoramic paintings. It fronts in Chambers street, near the head of Cross street, occupying ground

belonging to the corporation, which was granted to the projector, Mr. John Vanderlyn, the celebrated artist, free of rent for ten years, on condition that the building should devolve to the city at the expiration of that time. It is constructed of brick, is fifty-three feet in diameter, and forty feet in height, surmounted with a Pantheon-shaped dome and skylight, through which the interior is lighted.

It has a portico, supported by four columns, fronting on the Park. It was for some years occupied by the Marine Court, and subsequently by the City Post Office. It is now occupied by the Croton Aqueduct Board and by the Governors of the Almshouse. It is at present overtopped by the large new brown stone building erected at its side for the use of officers of the City Government.

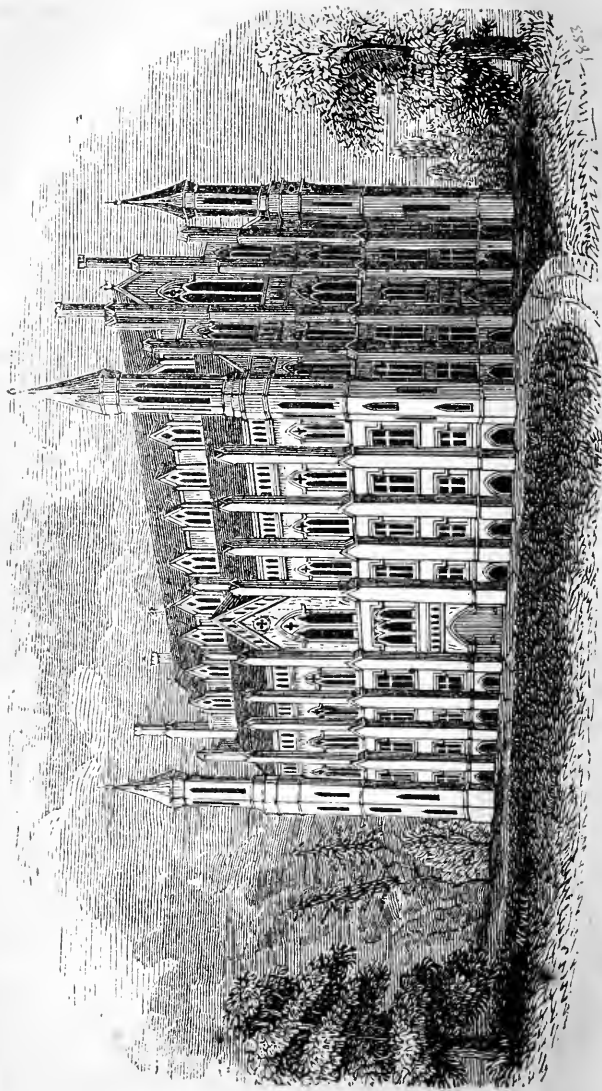
NEW-YORK UNIVERSITY,

Situated between Washington Place and Waverly Place, fronts Washington Square towards the west, forming a noble ornament to the city, being built of Westchester marble, and exhibits a specimen of the English collegiate style of architecture.

The building is 180 feet long and 100 wide. It was founded in 1831.

In front this oblong is divided into five parts—a central building, with wings flanked by towers, one rising on each of the four corners of the edifice. This central building or chapel is superior to the rest in breadth, height, and character, and is somewhat similar to that of King's College, Cambridge, England—a masterpiece of pointed architecture, and a model for succeeding ages. It is fifty-five feet broad and eighty-five feet deep, including the octangular turrets, one of which rises at each of the four corners. The two ends are gabled, and are, as well as the sides, crowned with an embattled parapet. The chapel receives its principal light from a window in the western end. This window is twenty-four feet wide and fifty high. From the central building, or chapel, wings project right and left, the windows of which have square heads, with two lights, a plain transom, and the upper division trefoiled. The principal entrance is under the great western window. The doors are of oak, richly panelled, and filled with tracery of open work, closely studded with bronze.





FREE ACADEMY. Page 45.

The institution has a chancellor and eleven professors. It has in its collegiate department 150 students, and a valuable library and philosophical apparatus. Connected with it is an extensive grammar school and a flourishing medical department. The whole number of students is about 700. Commencement, third Monday in July.

The chapel is probably the most beautiful room of the kind in America. It is open to the public on Sundays for religious worship. The Library and rooms of the New-York Historical Society are in the building. The building is accessible to the visitor at all times.

COLUMBIA COLLEGE.

Columbia College is situated at the foot of Park Place, near Broadway, with extensive grounds, beautifully ornamented with a large growth of forest trees. It was chartered by George II., in 1754, by the name of King's College, and confirmed, with the necessary alterations, by the Legislature of New-York, in 1787. It has a president and ten professors, 150 students, and 16,000 volumes in its libraries. The building is 200 feet long and 50 feet wide, with two projecting wings, one at each end, in which are accommodations for the families of the professors. It contains a chapel, lecture-rooms, hall, museum, and an extensive philosophical and chemical apparatus. There is a flourishing grammar school attached to the institution, over which a professor presides as rector.

THE FREE ACADEMY

Is on Lexington avenue, corner of Twenty-third street, and may easily be reached by taking a Broadway and Fourth Avenue omnibus, or the Harlem rail-cars, opposite the Astor House. The building is 80 feet wide, by 125 feet deep, and is intended to accommodate 1,000 pupils. It is in the style of the town-halls of the Netherlands, and is well adapted for its purpose, besides being a conspicuous ornament to the upper part of the city.

The cost of the ground was \$20,000, of the building \$50,000, while the various appliances of apparatus and furniture have cost \$10,000. The only requisites for admission are a knowledge of the branches taught in the public

schools; it being also required that the applicant should have been a pupil in one of these schools for at least one year.

It may be added that the graduates of few of our colleges could pass the final examination at the Free Academy.

THE ASTOR LIBRARY.

Lafayette Place, between Fourth street and Astor Place. A codicil appended to the will of the late John Jacob Astor, and dated August 22d, 1839, is as follows:

“Desiring to render a public benefit to the city of New-York, and to contribute to the advancement of useful knowledge and the general good of society, I do, by this codicil, appropriate \$400,000, out of my residue estate, to the establishment of a Public Library in the city of New-York; the said amount to be disposed of as follows:

“1. In the erecting of a suitable building for a public library.

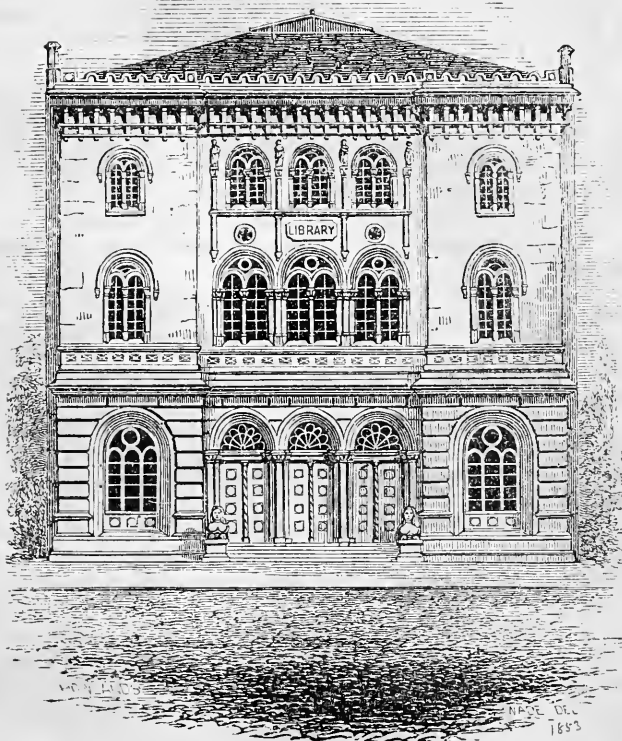
“2. In furnishing and supplying the same, from time to time, with books, maps, charts, models, drawings, paintings, engravings, casts, statues, furniture, and other things appertaining to a library for general use, upon the most ample scale and liberal character.

“3. In maintaining and upholding the buildings and other property, and in defraying the necessary expenses of taking care of the property, and of the accommodation of persons consulting the library.

“The said sum shall be payable, one third in the year after my decease, one third in the year following, and the residue in equal sums, in the fourth and fifth year of my decease.

“The said library is to be accessible, at all reasonable hours and times, for general use, free of expense to persons resorting thereto, subject only to such control and regulations as the trustees may from time to time exercise and establish for general convenience.”

In the further provisions of the codicil, twelve trustees were appointed to conduct the affairs and to hold the property of the institution. Also, the sum of \$75,000 was appropriated to be expended in the erection of the building, and \$120,000 to the purchase of books and other



ASTOR LIBRARY. Page 46.

The first part of the document is a list of names and titles, including the names of the authors and the titles of their works. The names are written in a cursive hand, and the titles are in a more formal, printed style. The list is organized into columns, with the names of the authors on the left and the titles of their works on the right.

The second part of the document is a list of names and titles, similar to the first part. It appears to be a continuation of the list, with the names of the authors on the left and the titles of their works on the right. The handwriting is consistent with the first part, and the layout is similar.

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objects in the establishment of the library, and the residue, after paying for the site, to be invested as a fund for the maintenance and gradual increase of the library.

In accordance with the foregoing directions of Mr. Astor, a suitable building has been erected, and a collection amounting to about 80,000 volumes has been judiciously arranged within its walls.

Dr. Cogswell, the learned and courteous librarian, has contributed about 1,000 bibliographical works, considering that department "of the first importance in the formation of a new and extensive library."

The building is on the easterly side of Lafayette Place. The dimensions of the site were fixed by the founder of the library; and the edifice, 65 front, by 120 in depth, covers the whole area.

Out of the thirty plans submitted for an edifice, there were none found suited to the purposes of the library, though premiums of three and two hundred dollars were awarded to the two best plans. Under the direction, however, of Mr. Alexander Saeltzer, from Berlin, who obtained the first premium, a plan was drawn which was finally adopted on the 10th of December, 1849. The trustees, though at first somewhat embarrassed with the limitation of the cost of the building to \$75,000, have still succeeded in erecting a substantial and beautiful edifice. The height from foundation to roof is 70 feet. It is built in the style of the Royal Palaces of Florence, and is partly composed of brown cut stone, and partly of brick. The truss-beams supporting the roof are made of cast iron pipes, in a parabolic form.

The first floor contains the Lecture and Reading-Rooms, with accommodations for 500 persons. The latter are located on either side of the building, and separated from the Library Hall stairway at the front entrance by two corridors leading to the rear vestibule, and from thence to the Lecture-Room, &c.

The basement contains the Keeper's rooms, cellars, coal, vaults, furnaces for warming, &c. The floors are composed of richly wrought mosaic work, resting on iron beams.

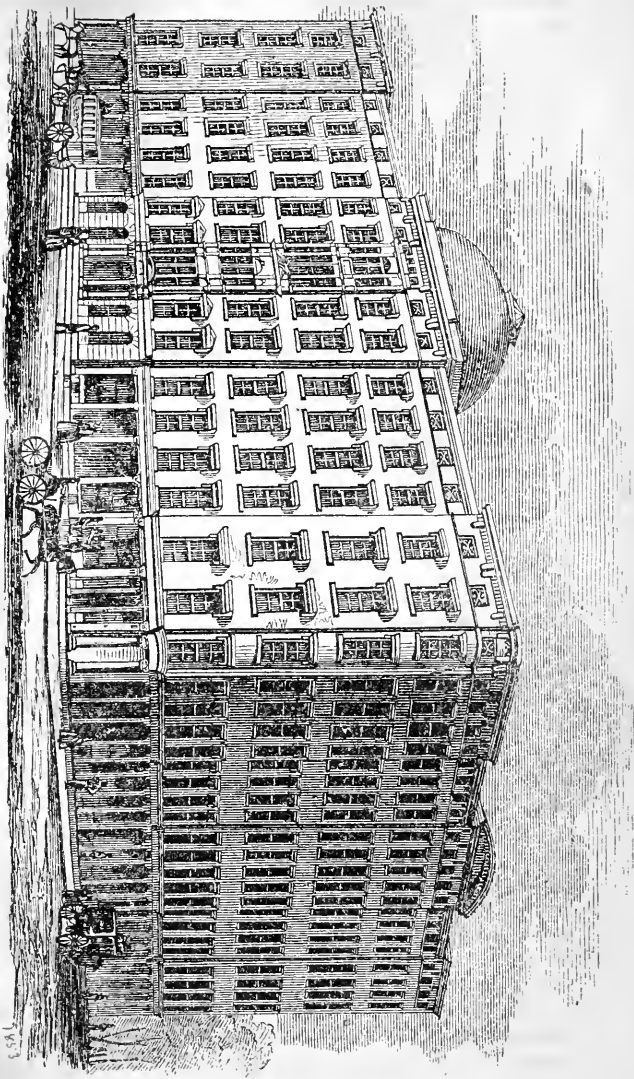
A single flight of thirty-eight Italian marble steps, decorated on either side of the entrance by a stone sphinx,

leads nearly to the centre of the Library Hall in the second story. This is surrounded by fourteen brick piers, plastered and finished in imitation of Italian marble, and supporting iron galleries midway between the floor and the ceiling. By four iron spiral stairways from the corners of the room the main gallery is reached, and the intermediate gallery, of a lighter description, is connected with the main gallery by eight staircases. The whole is very ingeniously arranged, and appropriately ornamented in a style corresponding with the general architecture of the building. At an elevation of 51 feet above is the principal skylight, 54 feet long by 14 broad, and formed of thick glass set in iron. Besides this, there are circular side skylights of smaller dimensions. These, in connection with the side and rear windows, furnish all needful light. Iron fret-work, in different parts of the ceiling, secures a full ventilation. In the extreme rear are the two librarian's rooms, which are accessible by means of the main galleries. The present number of volumes in the library is 80,000, which have cost about \$120,000.

THE NEW BIBLE HOUSE.

One of the largest buildings in New-York is the new Bible House, occupying about three fourths of an acre of ground, bounded by Third and Fourth Avenues and Eighth and Ninth streets, the property of the American Bible Society. The shape of the building is nearly a triangle, with unequal sides. It has a front of 198 feet on Fourth Avenue, 202 feet on Eighth street, 96 feet on Third Avenue, and 232 on Ninth street, making a total front of over 700 feet. The depth of the building is 50 feet. There is a large area in the centre.

The height of the building from the sidewalk is over 70 feet, divided into six stories. It is substantially built of brick, with brown stone trimmings, and has cost between \$250,000 and \$300,000. The building is commanding in appearance. Occupying a block by itself, it is safe from exposure to fires, and from damage to books in the process of manufacture, by dust, smoke, or vapor from other buildings, as none are adjoining. It also has every facility of light and air; and from it is had a most commanding view of the surrounding city and country, land and water.



NEW BIBLE HOUSE. Page 48.



The principal entrance, on Fourth Avenue, is decorated by four round columns, with Corinthian capitals and moulded bases, resting upon panelled and moulded pedestals, and semicircular arches are placed between the columns to form the heads of doors, &c.; and all surmounted with a heavy cornice and segment pediment. This ornamental work reaches to the height of five stories. In a niche in the fourth story of this rich work stands a large-sized draped female figure, carved in brown stone, representing Religion, pointing with one hand to heaven, and with the other to an open Bible, the guide to immortality.

The receipts of the Society the first year of its operations, 1816-'17, were \$37,779 35; and it issued 6,410 Bibles, but no Testaments. Its income has continued to increase, with some fluctuations, but rapidly, until, in the thirty-sixth year of its operations, 1851-'52, its receipts reached the sum of \$308,744 81; and its distributions amounted to 221,450 Bibles, and 444,565 Testaments. Since its organization, the Society has received about \$4,500,000, and has put into circulation an aggregate of about 9,000,000 Bibles and Testaments. Of the above income, it has made grants amounting to \$500,000 to aid in the publication of the Scriptures at various missionary stations in foreign lands. It has supplied thousands of seamen with the Scriptures; and sent them by seamen to nearly every part of the world. Criminals in jails and penitentiaries have been supplied; rooms in many of the hotels and many of the railroad station-houses have been furnished. The Bible has also been carried into hundreds of thousands of families throughout the country. Depositories for the Bible have been opened in every part of the land. At the present time, the Scriptures, in whole or in part, are in print in over 200 languages; the American Bible Society having published the whole Bible, or portions of it, in 24 tongues, and aided in issuing it in others.

In addition to the apartments of the Society, the Bible House contains a great number of well-arranged offices, to which access is mainly had by the entrance on the Fourth Avenue side. The following organizations have their rooms in the building: namely, The Protestant Episcopal Society for the Promotion of Evangelical Knowledge; the

American Board of Commissioners for Foreign Missions; American Home Missionary Society; Protestant Episcopal Foreign and Domestic Committees; New-York State Colonization Society; the Society for the Amelioration of the Condition of the Jews; House of Refuge; Children's Aid Society; Home of the Friendless, and the New-York Society Library. The room of the managers of the American Bible Society is a chapel-like building, extending into the yard from the Fourth Avenue front. The total number of persons employed in the building when the Society is in operation, is about 580.

The building is supplied with Croton, lighted by gas, and warmed by steam. The steam boiler-room is in the yard. The building is divided into four distinct parts by fire-proof walls and doors. There is no fire in the building, except in the stores.

THE COOPER UNION.

With a munificence never, as we believe, equalled in New-York by a living man, Mr. Peter Cooper, a merchant, has set apart from his fortune the sum of \$300,000 for the purpose of founding an institution to be called "The Union," for the moral, mental and physical improvement of the youth of this city, of the State, and of the world. The building is in Astor Place, opposite the new Bible House. The edifice is six stories high, occupying a space equal in extent to eight full lots, each 25 feet by 100, or 20,000 square feet. In the basement is a commodious lecture-room, 135 feet long, and in the upper story an observatory. The Union provides free courses of lectures, a free library, rooms for debating and other societies, and an office for the benefit of persons seeking literary employment, where their names and wishes may be registered, and applications for their services received. The institution is expected to open in the autumn of 1854.

MISCELLANEOUS PLACES WORTH VISITING IN NEW-YORK.

CROTON ACQUEDUCT.

At the city charter election in 1835, it was voted to construct this aqueduct, the vote standing 11,367 in favor, and 5,963 against it. It was then estimated to cost five or six millions of dollars. It has, however, cost the city over twelve millions. It was commenced in 1837, and its completion celebrated on the 14th day of October, 1842. It is, perhaps, the noblest work of the kind in any country, not excepting the monuments of olden times, which have been for ages the admiration of the world. By its facilities we are supplied with the very best of water for culinary purposes, and an unfailing means for the extinguishment of fires. Excluding the grand reservoir, which is five miles long, the length of the aqueduct, from the upper dam to the distributing reservoir on Murray Hill, is $40\frac{1}{2}$ miles. The dam crosses the Croton river six miles from its mouth, on the Hudson. This dam gives an elevation to the water of 166 feet above the mean tide of the Hudson river. From this dam the aqueduct runs southerly through the valley of the Hudson, 32 miles to the edge of the Harlem river valley. The whole of the distance is one continuous underground canal, of stone and brick masonry. The Harlem river and valley is crossed by a magnificent bridge of solid masonry. From the Harlem river the conduit of masonry is resumed, but again interrupted by iron pipes in the Manhattan valley. It finally reaches the great RECEIVING RESERVOIR on York Hill, about five miles from the City Hall. The receiving reservoir includes an area of 35 acres. It is 1,826 feet long, and 836 feet wide, and divided by a cross wall into two separate apartments. This reservoir is constructed of immense embankments of solid stone masonry. It will contain 20 feet depth of water, and 150,000,000 gallons. From the receiving reservoir the aqueduct is continued with cast-iron pipes, two miles to the DISTRIBUTING RESERVOIR at Murray Hill. This reservoir contains an area of more

than four acres, and is 2,120 feet square. It is divided into two basins by a partition wall. Its enclosing walls have an average height of $44\frac{1}{2}$ feet. It is three miles from the City Hall. It is constructed of solid masonry, with hollow walls, built of granite. It is in the Egyptian style of architecture, and presents a very imposing appearance. It has angular buttresses projecting from the wall, and elevated several feet above the main building. An iron railing encloses the walk or promenade which is formed on the top of the walls. In the central pilasters are doors leading to the pipe chambers in the walls, where the cocks are regulated. On the east side a door is cut and stairs constructed within the wall, which ascend to the top. The reservoir holds 30 feet depth of water, with its surface 115 feet above mean tide. The basin measures 20,000,000 of gallons. From the distributing reservoir the water is drawn through large cast-iron pipes, which lead through the central parts of the city, and from which the distribution of water is made by small lateral pipes, diminishing in size as they go from the larger ones. There are over 200 miles of these pipes, and their length is daily increasing. The country for most of the distance traversed by the aqueduct consists of a series of transverse ridges and ravines, mostly made up of rock, all of which had to be excavated, tunnelled or embanked, at an enormous expense. There are sixteen tunnels, varying in length from 100 to over 1,000 feet each. There are 114 culverts of masonry, varying in span from $1\frac{1}{2}$ to 25 feet each, crossing many large streams, principally in Westchester county. The canal is built of stone, brick and cement, arched over and under, 6 feet 3 inches wide at the bottom, 7 feet 8 inches at the top of the side walls, and 8 feet 5 inches high; has a descent of $13\frac{1}{2}$ inches per mile, and will distribute 60,000,000 of gallons in 24 hours. The most important structure is the High Bridge over the Harlem river. The Harlem valley is a quarter of a mile wide, and the river 620 feet; and the whole is crossed by the bridge. There are eight arches over the river, with a span of 80 feet each, springing from piers 20 feet wide at the spring line, which is 60 feet above the surface of the river at high water. The under side of the arches are 100 feet from the river's surface. There are several other arches spring-

ing from the ground, of 50 feet span each. The whole structure is of hewn granite, and measures 1,450 feet. The water crosses this bridge in iron pipes, and over this there is a way wide enough for carriages, but which is open only to foot-passengers.

The Croton contains, by analysis, about five grains of solid matter to the gallon. The Schuylkill, or Fairmount water, a little less. In proof of the great purity of the Croton water, we may mention the following interesting fact: In April, 1852, for the first time since it was filled, in July, 1842, the Distributing Reservoir was drawn off for the purpose of examining the interior, and making such repairs as its condition might require. It was found to be as sound and perfect as when it left the hands of the contractors, (Messrs. Thomson Price & Son;) not the slightest crack or settlement being discovered in the entire basin; though subjected for ten years to the enormous pressure of two hundred and fifty millions of pounds. It may therefore be placed among the most enduring structures of modern times. The sediment found on its bottom was not equal to one inch of solid matter; and when it is considered that a large portion of this is doubtless the product of dust carried into it by high winds, it most satisfactorily proves how small a quantity of foreign matter is held in suspension when the water arrives in the city.

The introduction of the Croton water has had the effect of reducing the rates of insurance about 40 cents on the 100 dollars. The facilities for extinguishing fires have greatly increased, as there are fire hydrants at short intervals all over the city. There are also free hydrants at convenient intervals in the streets for public use. Fire plugs are not suffered to be opened, except by authority of certain officers.

From the last report of the Board we learn that the daily delivery in the city for a large portion of the years 1852 and 1853 has been about thirty millions of gallons a day—often in the last-named year at least five millions more, drawn from the reservoirs on the island—giving to each inhabitant within the water district (not more than four hundred and fifty thousand) a daily supply of nearly ninety gallons.

In order to convey an idea of the lavish use of the

element on the part of the New-Yorkers, it may be added, that the daily supply of the city of London, with a population of two millions, does not exceed 40,000,000 of gallons.

The nett sum of water-rates for the year

1852 is reported at..... \$519,572 56

Some of the largest consumers of water are as follows:

Howel, King & Co., sugar refiners, 38 days—average per day.....	170,291	gallons.
People's Bathing and Washing Establishment, 136 days—average per day,	23,214	"
R. & L. Stuart, sugar refiners, 238 days—average per day.....	48,690	"
Hodgkiss & Co., dye and print works, 34 days—average per day.....	25,736	"
Ockerhausen, sugar refiner, 174 days—average per day.....	11,639	"

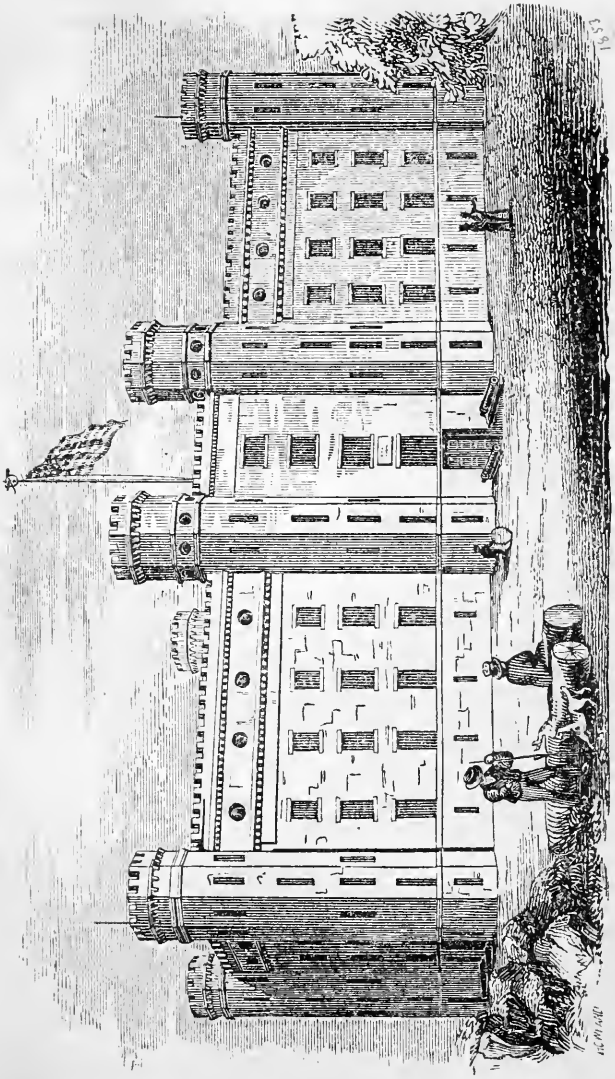
THE HIGH BRIDGE

At Harlem, mentioned in the preceding article, is an object of great interest, and should be visited by all strangers. The fare by a hackney coach, for one or more passengers, is five dollars, with the privilege of remaining two or three hours at the bridge. It can likewise be reached pleasantly and expeditiously by the Harlem Railroad. Cars leave the dépôt at the corner of Chatham and Centre streets almost every hour. Fare, 12½ cents. On reaching the dépôt at Harlem, omnibuses are in waiting to convey passengers to the bridge at a charge of 18¾ cents.

THE ARSENAL

Is situated on Fifth Avenue, between Sixty-second and Sixty-fifth streets, and is 200 feet front by 50 feet deep, exclusive of the towers. The building may be reached by either the Harlem cars or the Sixty-first street stages, which run to the spot almost every hour. The cost of the edifice was \$30,000.

The Old Arsenal, or City Armory, occupies the lot on the corner of White street and Elm street, and contains a



STATE ARSENAL, Page 54.

The first part of the book is devoted to a general history of the United States from its discovery to the present time. It is divided into three volumes, the first of which contains the history of the discovery and settlement of the continent, the second the history of the colonies, and the third the history of the United States from its independence to the present time.

The second part of the book is devoted to a general history of the world from its creation to the present time. It is divided into three volumes, the first of which contains the history of the world from its creation to the time of the birth of Christ, the second the history of the world from the birth of Christ to the present time, and the third the history of the world from the present time to the end of the world.

The third part of the book is devoted to a general history of the various nations and peoples of the world. It is divided into three volumes, the first of which contains the history of the various nations and peoples of the world from their origin to the present time, the second the history of the various nations and peoples of the world from the present time to the end of the world, and the third the history of the various nations and peoples of the world from the end of the world to the present time.

drill-room, with a place of deposit for arms and trophies taken from the British in the Revolutionary War

THE STEAM MARINE.

The American steamship SAVANNAH, built at New-York, and commanded by Capt. Rodgers, of New-Bedford, sailed from Savannah and arrived at Liverpool in June, 1819. This was undeniably the first vessel that ever crossed the Atlantic by steam.

The Savannah, of 300 tons, commenced the generous rivalry in steam navigation between Great Britain and the United States. There are now upwards of 70 steam-vessels, varying in tonnage from 600 to 3000 tons, which bring New-York into intercourse with Europe, California, and our Southern ports; there being in all 16 companies, owning no less than 76 vessels, the aggregate of whose tonnage is 129,000 tons. Transatlantic communication is maintained by means of 18 steamers, which belong as follows:

9	Steamers	Cunard Line,	. . . . .	19,000	tons.
4	"	Collins,	. . . . .	12,000	"
2	"	Ocean Steam Nav. Co.,	. . . . .	3,400	"
2	"	New-York and Havre Co.,	. . . . .	4,400	"
1	"	Glasgow and New-York	"	1,962	"
<hr/>					
18	"			40,762	"

The CUNARD STEAMERS are the

	Tons.		Tons.
Arabia,	. . . . 2,500	Africa,	. . . . 2,200
Asia,	. . . . 2,200	Niagara,	. . . . 1,800
Europa,	. . . . 1,800	Canada,	. . . . 1,800
America,	. . . . 1,800	Cambria,	. . . . 1,500
Persia,	. . . . 3,100		

The Persia is of iron, and is said to be the largest steamer in the world. In addition to these are several other iron screw steamers in process of construction for this company; viz., The Alps, The Taurus, The Teneriffe, The Baalbec, The Melita, The Etna, and The Jura, varying in size from 1,000 to 2,000 tons.

The Steamships of the COLLINS LINE are the

	Tons.		Tons.	
Atlantic, . . .	3,000	| Arctic, . . .	3,000	
Pacific, . . .	3,000			<hr/>
Baltic, . . .	3,000		Total, . . .	12,000

The engines of the Atlantic and Arctic are from the Novelty Works of Messrs. Stillman & Allen, New-York; those of the Pacific and Baltic from the Allaire Works, Messrs. Secor & Braisted.

The Arctic, of this line, has made the quickest passage of Atlantic steamers from New-York to Liverpool, accomplishing it in nine days seventeen hours.

This, however, is said to have been exceeded by the Baltic, in a passage whose actual running time was only nine days thirteen hours and forty-five minutes.

The CUNARD steamers lie at Jersey City; those of the COLLINS line at the foot of Canal street, New-York.

The ships of the OCEAN STEAM NAVIGATION COMPANY are the Washington, 1,700 tons; and the Herman, 1,700. These ships, although substantial, and capable of carrying large cargoes, have usually been excelled in speed by those of other lines. They run between New-York and Bremen, touching at Southampton, England.

The NEW-YORK AND HAVRE STEAM NAVIGATION COMPANY have two ships: viz., the Franklin, 2,200 tons; and the Humboldt, 2,200. They are not noted for speed.

The GLASGOW AND NEW-YORK STEAMSHIP COMPANY have one ship: viz., the Glasgow, 1,962 tons; making, as we have said, a total of five companies and eighteen steamships, engaged in transatlantic navigation.

STEAM COMMUNICATION WITH SOUTHERN PORTS OF THE UNITED STATES AND THE WEST INDIA ISLANDS.—The New-York and Charleston Steamship Company have the following vessels: the Marion, 1,200; the Union, 1,500; the Southerner, 1,000; the James Adger, 1,500.

The NEW-YORK AND ALABAMA STEAMSHIP COMPANY have the Black Warrior, of 1,900. She sails to New-Orleans, Mobile, and Havana.

The ships of the NEW-YORK AND SAVANNAH STEAMSHIP COMPANY are the Florida, 1,300; the Alabama, 1,300; the Augusta, a new ship, is 1,350. These ships make the trip to Savannah in about 60 hours.

The Roanoke, 1,050; and the Jamestown, 1,050, ply between this port and Petersburg, Norfolk, and Richmond, and belong to the VIRGINIA STEAMSHIP COMPANY.

The WEST INDIA steamers are the Empire City, Crescent City, and the Cherokee, and run between this port, New-Orleans, and Havana.

The Royal Mail steamship PETREL is a new ship of 800 tons, sailing between New-York, Bermuda, and St. Thomas.

The PACIFIC MAIL STEAMSHIP COMPANY has 14 steamers, and carries the mail to California and Oregon, in connection with the United States Mail Steamship Company on the Atlantic side. The steamships of the Pacific Company are: The Golden Gate, 2,500; Northerner, 1,200; Republic, 1,200; Oregon, 1,099; Panama, 1,087; California, 1,050; Columbia, 800; Carolina, 600; Columbus, 600; Isthmus, 600; Unicorn, 600; Fremont, 600; John L. Stephens, 2,500.

The UNITED STATES MAIL STEAMSHIP LINE consists of the Georgia, 3,000; Ohio, 3,000; Illinois, 2,500; Empire City, 2,000; Crescent City, 1,500; Cherokee, 1,300; Philadelphia, 1,200; El Dorado, 1,300; Fulton, 1,000; George Law, 2,800; in all, 10.

The transit of the Isthmus by the Panama Railroad is performed in from 18 to 24 hours.

VANDERBILT'S LINE FOR SAN FRANCISCO VIA NICARAGUA.—There are in this line 7 ships: The Northern Light, 2,500; Prometheus, 1,500; Pacific, 1,200; Morning Star, 2,500; Brother Jonathan, 2,100; Star of the West, 1,600; Daniel Webster, 1,200.

The NEW-YORK AND CALIFORNIA STEAMSHIP LINE, via Aspinwall and Panama.—The Winfield Scott, 2,100; United States, 1,500; Cortes, 1,800; Union, 1,500, belong to this line, to which are soon to be added 4 more superior vessels of like size and build.

The EMPIRE CITY LINE has the Sierra Nevada, 1,800; San Francisco, 3,000.

The number of steamers thus seen to be engaged in the California trade is about 40. Those running to Southern ports of the United States and to the West Indies, number 17; to which adding the number of those which ply across the Atlantic, and we have a navy of about 80

vessels, to which, large as it is, accessions are being constantly made. The Southern and California steamships lie at the piers north of the Battery, on the Hudson river side.

PACKET AND CLIPPER-SHIPS.

The ships of New-York, and especially the clippers, are objects of interest to the stranger. Splendid vessels of both kinds are always to be found at our docks, and may be examined at all times without inconvenience. Their elegant cabins, vast size and exquisite models, excite the admiration and wonder of those unused to such things. Their cabins are often fitted up at a vast expense, and their whole build and finish render them superior to any other vessels in the commercial world.

Among the finest of the packets may be mentioned the American Congress, Star of the West, and Alfred the Great. The largest and finest clippers, are the Challenge, The Invincible, The Flying Cloud, The White Squall, and The Queen of the Clippers.

RIVER BOATS.

The successful establishment of steamboats in this State by Robert Fulton, in 1806, was one of the most important events to this country, and to the world at large, that has ever occurred. The success of Fulton, in spite of the opinions of his friends, excited the bitterest enmity in those whose interests were affected and disturbed; but this was soon silenced by strong legislative enactments for protection, and the powerful voice of public opinion. A company was chartered, with exclusive privileges, for the purpose of running boats on the Hudson river, for a limited number of years. This monopoly became extremely lucrative, and in a few years the legality of the charter was contested, and Fulton's supposed rights overthrown by the United States Supreme Court. Immediately after this decision, a superabundance of steamboats were built, and the effect of opposition was manifested in the reduction of the fare from eight dollars to four, and even two dollars. Fulton did not live to see this consummation. Our limits will not permit of a minute detail of

the interesting particulars connected with the rise and progress of steam navigation in New-York. The stranger will hardly be satisfied without seeing some of the noble specimens of steam architecture which abound at our docks. The North river boats are generally lighter and more graceful than the Sound steamers, but they lack the appearance of strength which characterizes the latter. They are, however, fitted up in most superb style, and all that the arts of gilding, carpentry, and furnishing can do to make them perfect specimens of naval architecture, has been lavished on them. The Sound steamers' berths are on the North river, near the Battery. The North river steamboats can be found all along the Hudson river, from the Battery to Grand street.

SHIP-YARDS.

The extensive ship-yards in the north-east part of the city, in the region called Dry Dock, are very interesting places of resort. Here may be found ships of the largest class, and steamers of every dimension, in progress, and a vast variety of naval operations, rendering it a scene of infinite variety and interest. Extensive machine-shops, for steam-engines, will be found here also.

SECTIONAL DOCK.

This interesting machine, located at the foot of Pike street, attracts great attention. It consists of a series of tanks or vessels, connected together by timber frame-work, which may be sunk by filling them with water, and floated again by pumping them dry. In the process of lifting a vessel, the tanks are filled and sunk, and the vessel is floated over the frame-work, which gradually lifts her out of water, as the tanks are emptied by pumping out their contents, by means of a steam-engine. The several tanks are sufficiently buoyant to lift the heaviest vessel; and by this means the Great Britain, the largest hull in the world, was raised far enough to repair her propeller.

Near to the sectional dock, there is another on a different plan. The vessel is raised by means of a series of pulleys, which, coming from a common point of purchase,

diverge, and are attached at different points along the length of a platform, on which the vessel rests, and which lifts her out of the water, as the several pulleys act. The pulleys are acted upon by the powerful influence of a hydraulic pump.

Still another plan may be found in successful operation at the ship-yards. It is built on the plan of an inclined railway, the vessel being pulled out of water and carried up the inclined plane on a carriage, drawn by horse power. This plan has been in successful operation many years.

FORTS AND FORTIFICATIONS.

The National Government has not been unmindful of fortifying the defenses of this important city and harbor, and during the last twenty years, enormous expenses have been and still continue to be bestowed upon this important subject. Sufficient has been done to render the city safe from sudden attack by sea or land.

The principal defense consists in the strong works at the Narrows. On the right, this entrance is commanded by Fort Hamilton and Fort Lafayette. Fort Hamilton is situated on Long Island, and is a very complete and beautiful work. It protects Fort Lafayette, which stands on Hendrick's Reef, two hundred yards from the shore. Fort Lafayette has three tiers of guns, and is a very strong and efficient protection to the Narrows. It has a very picturesque and castellated appearance. On the opposite side this passage is defended by Fort Tompkins and Fort Richmond. Fort Tompkins is situated on Staten Island height, and has under its protection many sea-coast batteries, among which is a permanent battery on the beach, called Fort Richmond. Fort Tompkins is in a dilapidated state, and being built in a very costly manner, it presents, in its ruinous condition, a very picturesque appearance. Its numerous underground passages, which are very extensive, and the splendid prospect enjoyed from its castellated summit, render it an object of great attraction. It is about three miles from the quarantine station. All these forts may be visited at any time.

To protect the inner harbor, there are Forts Columbus and Castle William, on Governor's Island, and the works

on Bedlow's and Ellis's Islands, which unitedly mount over a hundred cannon, of the largest calibre. Vast quantities of ordnance and ammunition of every kind are deposited in these public stores.

CASTLE WILLIAM is a circular stone battery, six hundred feet in circumference, and sixty feet high. The walls are ten feet thick, and in the castle are barracks and magazines, and two curious geometrical stone staircases, leading from the lower tier to the terrace. This fort forms a very picturesque object in the harbor.

FORT COLUMBUS, on the same island, is built in the star form, consisting of several batteries, with a covered way leading to Castle William. On the island are barracks, where are constantly stationed a corps of United States soldiers. There is another small battery on the island. Governor's Island was formerly covered with trees, and nuts were obtained from it for the early inhabitants, from which latter circumstance it received at one time the name of Nut Island. It was afterwards laid out in gardens for the English governors. Row-boats belonging to the fort are constantly plying between the island and Castle Garden bridge, which will take and return any passenger who is desirous of seeing the forts.

There are several other fortifications, intended for the defense of the city, but they are remote, on Long Island Sound.

THE NAVAL DRY DOCK.

There is perhaps no modern structure that compares with this national work, either in the dimensions or the durability of the materials of which it is composed, or the beauty and accuracy of their workmanship. It is the largest dry dock in the world, and will remain for ages one of the proudest monuments of the engineering and mechanical skill of the nineteenth century. Eighty thousand tons of stone have been used in its construction. The masonry foundations are four hundred feet in length, and one hundred and twenty feet in breadth. The main chamber is two hundred and eighty-six feet long and thirty feet broad at the bottom, three hundred and seven feet long and ninety-eight feet broad at the top, within the folding gates. By using the floating-gate, an additional length of fifty feet may be obtained. The height

of the wall is thirty-six feet. The smallest face-stone exceeds three thousand pounds in weight, and the average is about six thousand pounds. The quantity of cement used was twenty-nine thousand one hundred and forty-seven barrels. The work was just ten years in process of construction. The aggregate expenditure exceeds two million one hundred and fifty thousand dollars. Four hours and twenty minutes is the time required for the complete docking of the largest ship.

PUBLIC SQUARES.

BATTERY.

This is the most delightful promenade in the city, and one of the finest in the world. The view from this spot embraces the whole of the bay, its islands and fortifications, and the shores of New-Jersey. The intense heat of summer, which compels most people to keep within doors, is here moderated by the fresh sea-breezes from the ocean below. Originally this point of land was fortified by the Dutch, who threw up embankments, upon which they placed some pieces of cannon. In process of time it became overgrown with grass and lofty sycamores, and became a favorite resort of the old burghers, who repaired to its grateful shade to smoke and gossip. It became the favorite walk of declining age; the healthful resort of the feeble invalid; the Sunday refreshment of the dusty tradesman; the scene of many a boyish gambol; the comfort of the citizen, and the pride and ornament of Manhattan. Some years since, the City Government expended \$150,000 in beautifying the ground, embanking and fencing its front, grading its walks, and surrounding it with costly iron railing. Originally its present site was a bristling mass of rocks, but this appearance has long since vanished. The Battery approaches the form of a crescent, widened at its extremities, and contains about eleven acres. Extensive additions to its area are now being made.

THE PARK

Was in early times called the *Commons*, being the unappropriated ground in the outskirts of the city. It

contains about ten acres and a half. Rows of trees are planted here, and on many places in the Park, which is interspersed with walks that afford a cool and shady retreat in summer weather. The whole is surrounded by an iron railing that cost the city \$15,000. It contains the City Hall, what is called the New City Hall, Rotunda, and Hall of Records. On the south end there was a marble gateway, beautifully finished, which was founded with great pomp, the Mayor presiding at the ceremonies, and depositing in one of the vases various coins, papers, and memorials of present times. Two of the stone balls surmounting the posts were presented to the city by Com. Perry, they having come into his possession as gifts from the Turkish Government, having been used by the Turks as cannon balls. This gateway has been removed, and its place supplied by iron posts.

The Park contains the largest fountain in the city. The basin is one hundred feet in diameter, and the circumference is sometimes entirely filled by the various jets of the "holiday fountain." The machinery of the fountain is so arranged as to supply a variety of forms in the jets, and they may be changed in a few minutes. When the water is thrown up in a single stream, it ascends to the height of about seventy feet. The basin is ornamented with a very elegant marble rim, flowers, &c.

BOWLING GREEN.

The Bowling Green, at the southern end of Broadway, occupies ground immediately in front of the site of the old Dutch fort and church, and was used during the Revolution, by the British, for a bowling alley. It contained before the Revolution a leaden equestrian statue of George III., which was pulled down by the populace, and converted into musket-balls. It contains a fountain, built at the expense of the owners of the surrounding property. The fountain formerly emerged from an uncouth pile of stone, but this has given place to the present more appropriate structure.

HUDSON SQUARE,

Or St. John's Park, between Beach, Laight, Varick and Hudson streets, was formerly a low sandy beach, partly

covered with water at high tide. It belongs to the Vestry of Trinity Church, but has been reserved as a permanent square. It is accessible to the people in its neighborhood, who have keys. Any person may hire a key of the keeper for a small annual sum. It is beautifully laid out with walks, shaded with a lofty growth of trees, with numerous beds of rare flowers, and surrounded with an iron fence, which cost \$26,000. It contains a very tasty fountain, and is by far the most beautiful public square in the city. It contains about four acres of land.

WASHINGTON SQUARE.

Another great and most effective ornament to the city was formed by laying out the ground formerly occupied as a Potter's Field. The bones were collected in a vast trench, one on each side of the square, which were enclosed with fences, and planted with trees. For many years this was used for burial purposes, and it is computed that over a hundred thousand bodies have been buried where now assemble for pleasure multitudes of living beings. The Square is surrounded with splendid private houses, and on one side is the University building and a splendid church. One third of the ground comprising the square was purchased for \$80,000, making a gross value of \$240,000 devoted to the improvement of this quarter of the city. The square contains a little over nine acres, and is ornamented with a fountain.

UNION PARK

Is an oval enclosure at the head of Broadway, between Fourteenth and Seventeenth streets, one and three quarter miles from the City Hall. It is enclosed with an iron fence, of great beauty and cost, and has besides a beautiful fountain with ornamental jets.

TOMPKINS SQUARE,

Formerly used for a parade ground, is one of the largest squares in the city. It is not yet much frequented, as the trees are young. It is between Avenues A and B, and between Seventh and Tenth streets.

STUYVESANT SQUARE

Is between Fifteenth and Seventeenth streets, and from being divided by the Second Avenue, is in fact two separate squares. On the west side is the imposing front of St. George's Church, one of the most costly and noble edifices in the city. The ground occupied by the Square was presented to the Corporation of the church by the late Peter G. Stuyvesant.

GRAMMERCY PARK,

Although smaller than several of those already named, is still worthy of notice, from being one of the most beautiful enclosures in New-York. It lies between Twentieth and Twenty-first streets, and the Third and Fourth Avenues. This Park is private property, having been ceded to the owners of the lots which surround it by the enlightened liberality of Samuel B. Ruggles, Esq.

PRINCIPAL BENEVOLENT INSTITUTIONS.**NEW-YORK HOSPITAL.**

This institution, located in Broadway, between Duane and Anthony streets, was founded in 1771, by the Earl of Dunmore, at that time Governor of the Colony. The institution has an annual revenue from various sources of about \$80,000, which is expended in the support of the establishment. The hospital buildings, to which large and costly additions have recently been made, are fitted up in excellent style for the accommodation of patients, who can have the best of medical attendance, and the convenience of nursing and medicine, for three dollars a week. Respectable persons without families will find this a very desirable asylum during sickness. Patients can have single rooms if they desire them. In cases of sudden accidents, patients are received here, and their wants immediately attended to. Medical students are permitted to go the rounds with the attending surgeons for the annual fee of eight dollars. Annual lectures are given by all the

attending physicians and surgeons. The buildings will accommodate 350 patients. Application for admission must be made at the office within the Hospital. There are ten attending and consulting physicians and surgeons.

THE BLOOMINGDALE ASYLUM FOR THE INSANE

Is a branch of the New-York Hospital, and, through a delegated committee, is under the general control of the Board of Governors of that institution. It is situated near the Bloomingdale road, seven miles from the City Hall, upon an elevated and beautiful site, half a mile from the Hudson river. This situation, though, perhaps, not apparently so, is, after Fort Washington, the highest point of the island.

The approach to the Asylum from the southern entrance, by the stranger who associates the most sombre scenes with a lunatic hospital, is highly pleasing. The sudden opening of the view, the extent of the grounds, the various avenues gracefully winding through so large a lawn; the cedar hedges, the fir and other ornamental trees, tastefully distributed or grouped, the variety of shrubbery and flowers; in fine, the assemblage of so many objects to please the eye, and relieve the melancholy mind from its sad musings, strike him as one of the most successful and useful instances of landscape gardening.

The principal building, which is constructed of hewn stone, is two hundred and eleven feet long, sixty feet wide, and three stories in height, exclusive of basement and attic. There are two other buildings, each standing at right angles with the principal edifice. These are each three stories in height, sixty feet in length, and forty in width.

The modern greatly improved and humane system of treating the insane has been fully introduced into this institution. The patients have well-furnished apartments, and eat at tables set in the usual manner in private families. They walk out with attendants, and many of them ride daily in a carriage devoted to their use. They amuse themselves with ten-pins, quoits, bagatelle, chess, chequers, and other games. Many of them work; the men on the farm or about the premises, and the women with their needles. - Many of them are instructed in a school which

is kept in the Asylum, and by lectures upon scientific and miscellaneous subjects.

It is not customary for strangers to visit the apartments of the patients, both to avoid excitement, and as a matter of courtesy towards those whose friends are placed here for restoration. The central building, however, is always open to visitors, and the view from the top of it, being the most extensive and beautiful of any in the vicinity of the city, is well worthy of their attention.

The Asylum went into operation in June, 1821; since which time several thousand patients have been admitted. The number treated in the past year is 226, of whom, 73 have been discharged, either recovered or improved.

NEW-YORK QUARANTINE HOSPITAL.

This institution is located on Staten Island, and was established by act of Legislature in 1821. Boats leave the city every hour for the Island, where they land very near the Hospital. This institution is appropriated for the reception of patients who have landed from vessels from foreign ports, particularly those afflicted with contagious diseases.

NEW-YORK DISPENSARY,

Situated in White street, corner of Centre street, established in 1790, "for the purpose of relieving such sick, poor and indigent persons as are unable to procure medical aid."

NORTHERN DISPENSARY,

Situated in Christopher street, corner of Sixth street, founded in 1829.

EASTERN DISPENSARY,

Situated in Ludlow street, corner of Essex Market Place, founded in 1834.

THE DEMILT DISPENSARY,

On the corner of Twenty-third street and Second Avenue, was erected by means of the munificent bequest of the late Miss Demilt. The cost of the building was \$30,000. The number of persons who have been attended during the past year by the physicians of this Dispensary is 2,197.

**NEW-YORK INSTITUTION FOR THE INSTRUCTION OF
THE DEAF AND DUMB.**

This institution first opened a school for the reception of pupils on the 12th of May, 1818. Until 1829, the school was held in the building now called the New City Hall. At that time the pupils were transferred to a large building erected for the Institution, on Fiftieth street and Fourth Avenue, three and a half miles from the City Hall. Communication between the Institution and the city is rendered very easy by the cars which pass on the Harlem Railroad, Fourth Avenue, every fifteen or twenty minutes, in both directions.

The principal building occupied by the Institution is one hundred and ten feet by sixty, and five stories in height, including the basement. It accommodates about 250 pupils, and the teachers, the family of the Principal, and other persons connected with the establishment.

This Institution has been well sustained by appropriations made by the Legislature of the State, by the Corporations of the city, and by private munificence.

The pupils are taught most of the useful branches of education, and some of them are instructed in trades, such as shoemaking, tailoring, cabinetmaking, bookbinding, and gardening.

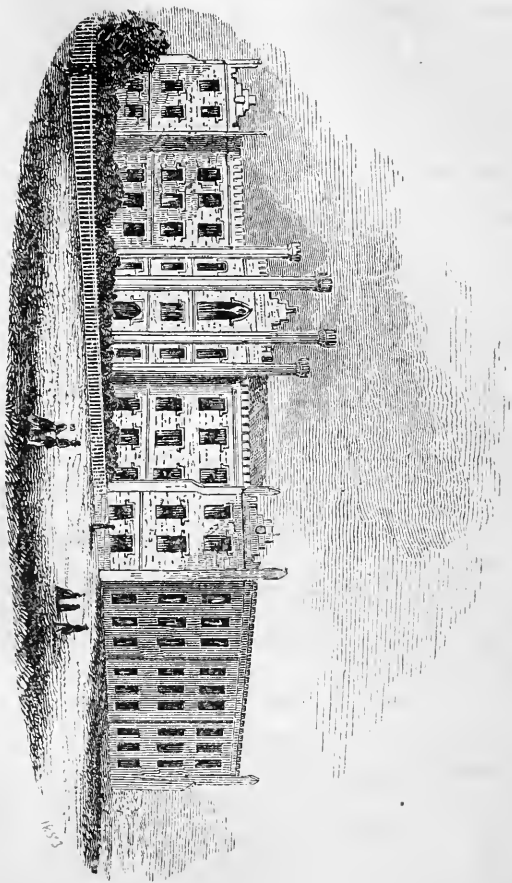
The Principal of the Institution is Harvey P. Peet, LL.D., who is assisted by a number of competent professors and others. Visitors admitted from 1½ to 4 o'clock P. M.

INSTITUTION FOR THE BLIND

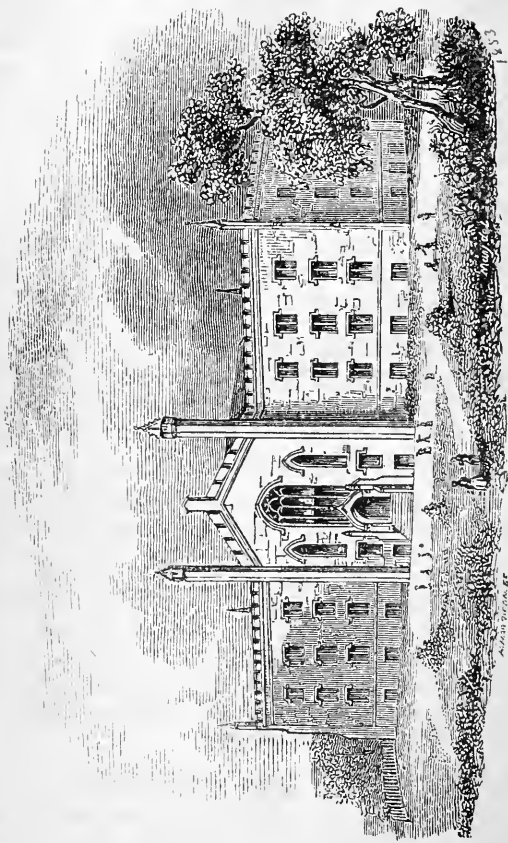
Is situated on Ninth Avenue, near Thirty-third street, where are 32 lots of land presented to the Institution by James Boorman, Esq. The Legislature in 1839 appropriated \$15,000 towards the erection of the buildings, besides which, considerable donations have been made by individuals. The pupils are taught the usual branches of English education. There is a manufacturing department, where they learn basketmaking, weaving, band-box work, and other similar work. There are usually about 100 pupils at the Institution.

The building is built of granite, in the Gothic style, and

ASYLUM FOR THE BLIND, Page 68.



1853



ORPHAN ASYLUM. Page 69.

is one of the most imposing structures in the city. Visitors are received on Tuesdays, from 1 to 6 P. M. Kipp & Brown's omnibuses pass it on Ninth Avenue, and the Knickerbocker line on Eighth Avenue. It is much resorted to by those interested in such institutions.

ASYLUM FOR RESPECTABLE AGED INDIGENT FEMALES.

This institution is situated in Twentieth street, near the Second Avenue. Aged and indigent ladies find in this truly benevolent institution a grateful asylum for their declining years.

MAGDALEN FEMALE BENEVOLENT ASYLUM.

This institution is situated between Eighty-eighth and Eighty-ninth streets, west of the Harlem Railroad. This Society is second to none in the usefulness of its labors, while the self-denying enterprise of the ladies who manage its affairs is beyond all praise. It appears to us that the support accorded to the institution by Christian people has not been in proportion to its deserving.

NEW-YORK ORPHAN ASYLUM

Is situated in Bloomingdale, near Eightieth street, about five miles from the City Hall, and is a handsome building, 120 by 60 feet, connected with nine acres of ground. It is of stone, plastered in imitation of yellow marble. It overlooks the Hudson river, and is delightfully situated, being surrounded with trees and cultivated grounds. It was instituted in 1806. The present number of male and female orphans at the Asylum is about 200. The Asylum can be visited at any time, and great numbers resort to it to see the pupils.

LEAKE AND WATTS' ORPHAN ASYLUM


Is situated near One Hundred and Seventeenth street, between the Fourth and Fifth Avenues. This noble charity was founded by the bequest of Mr. J. A. Leake, an old New-Yorker, and enhanced by the liberality of Mr. Watts, who waived a claim he had on Mr. Leake's legacy.

**THE PEOPLE'S WASHING AND BATHING
ESTABLISHMENT,**

Nos. 141 and 143 Mott street, near Grand; opened May, 1852. This establishment owes its existence mainly to the benevolent enterprise of Robert B. Minturn, Esq., and does credit to the judgment and practical good sense of all who have aided in its erection. As few even of native New-Yorkers are aware that such an institution is in being, we beg to give an outline of its plan. It is, as its name imports, a washing and bathing establishment, having on the first floor or basement a swimming-bath for boys, and one for girls. Above this, a series of closet-baths for both sexes; and in the third story, a place for washing, drying and ironing clothes. The price of admittance to the swimming-bath is 3 cents; to the common closet-baths, 5 cents; to the closet-bath with better accommodations, 10 cents; while the use of the laundry, with all its facilities of fire, water, tubs and flat-irons, may be had for three cents an hour. The cost of the building is stated at \$70,000. It may be seen at any hour of the day, and is well worth a visit.

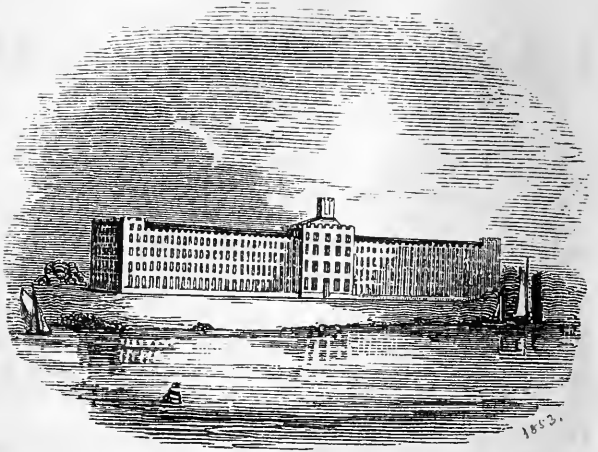
YOUNG MEN'S CHRISTIAN ASSOCIATION,

No. 659 Broadway. This Society, which was organized in June, 1852, now numbers 1,100 members, evincing an eminent success in its laudable enterprise. The object aimed at is the improvement of the spiritual, mental, and social condition of young men in this city. For this purpose the Society has a handsome suite of apartments in the Stuyvesant Institute, Broadway, fitted up in a comfortable style as a reading-room, library, and also for religious worship, where the members can spend their leisure hours in a moral and intellectual manner. The Society does not, however, limit its utility to the above advantages, but aims at more practical objects likewise. By means of its influence, young men are assisted to employments, and watched over in their social condition; a list of respectable boarding-houses being kept, where they can be comfortably lodged.

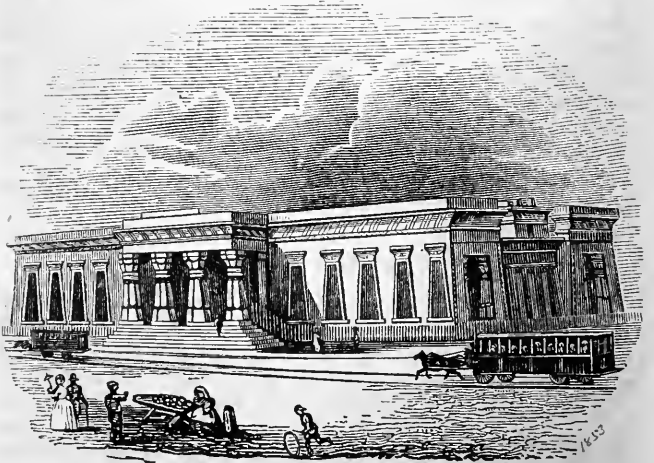
 A list of the American and Foreign Benevolent Societies will be found at the end of this volume.

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES

THE UNIVERSITY OF CHICAGO
 DIVISION OF THE PHYSICAL SCIENCES
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PENITENTIARY. Page 71.



HALLS OF JUSTICE. Page 40.

BLACKWELL'S, WARD'S, AND RANDALL'S ISLANDS.

Persons desirous of visiting Blackwell's Island may obtain a permit by applying to Mr. Kolleck, the gentlemanly Secretary of the Governors of the Alms-House, at their office in the Rotunda, near the City Hall. They will thereupon proceed to the steamboat, which leaves the foot of Grand street, East river, at 12 o'clock M. every day, and will find themselves at the island after a short and pleasant sail. Those who prefer it may take the Harlem stages to Sixty-first street, East river, and cross to the island at any hour. The stages leave No. 23 Chatham street every fifteen minutes.

The objects of interest on the island are the Penitentiary, the Lunatic Asylum, the Alms-Houses, Hospital, and especially the new Work-House. This last is built entirely of cut stone, taken from the quarries of the island, and is more complete than any structure of the kind in the country. It is capable of accommodating 600 persons. In the kitchen there is apparatus adequate to prepare food for 1,500 men. The object of the building is to reform the prison system by separating vagrants from criminals, and to compel all who are able to do something for their own support.

The cost of the completed building will be about \$100,000.

WARD'S ISLAND,

Formerly known as Great Barn Island, is the location of the Emigrant Hospital. Access to the island may be had by permit from the office of the Commissioners of Emigration in the New City Hall, near the corner of Chambers street and Centre. The boat leaves the foot of Grand street, East river, at 12 M., and the Harlem stages for One Hundred and Sixth street, from No. 23 Chatham street, at any hour. Those taking the stage will cross the ferry directly to the Island.

RANDALL'S ISLAND.

This, which to the philanthropist is perhaps the most interesting of what have been termed the "Islands of Charity," lies the farthest from the city, being opposite to One Hundred and Ninth street, and is reached from this point by a ferry-boat. The Harlem stages convey passengers to One Hundred and Ninth street. The boat, as for Blackwell's Island, leaves Grand street at 12 M. every day. Permits may be had on application as for Blackwell's Island. Randall's Island is the location of the nurseries for the support and education of destitute children, and is worthy of being visited by all who desire to become acquainted with the charitable and benevolent agencies of New-York.

ALMS-HOUSE DEPARTMENT.

The following shows the number of persons remaining at the several institutions in charge of the Governors, for a week of 1853 :

At Bellevue Hospital.....	570
Lunatic Asylum.....	542
Alms-House Hospital.....	919
Penitentiary.....	829
Penitentiary Hospital.....	272
Small-Pox Hospital.....	17
Randall's Island.....	1,097
Randall's Island Hospital.....	198
City Prison.....	228
Work-House.....	182
	<hr/>
Total.....	4,854
Number remaining.....	4,950
Received during the week.....	647
	<hr/>
Total.....	5,597
Died.....	28
Discharged.....	632
Sent to Penitentiary.....	78
Sent to State Prison.....	5— 743
	<hr/>
Total.....	4,854

LITERARY INSTITUTIONS.

NEW-YORK SOCIETY LIBRARY

Formerly occupied the brown free-stone building on the corner of Broadway and Leonard street. Its library and reading-rooms are now in the new Bible House, corner of Astor Place and Fourth Avenue. The number of books in the library is about 36,000.

Access to the privileges of the Society Library may be obtained by the payment of \$25 for a right, (which is transferable and inheritable like other property,) with an annual payment of \$6. Temporary subscribers are received at \$10 per annum; \$6 for half a year, or \$4 for a quarter.

Visitors are admitted and politely received at any time.

MERCANTILE LIBRARY ASSOCIATION.

This Society is at present located in the Clinton Hall building, in Beekman, corner of Nassau street. It possesses a library, reading-room, lecture-room, cabinet of minerals, &c. It was originally established for the express benefit of clerks, but of late it has been thrown open to all who will pay for the privilege. The library, in which all the departments of science and general literature are well represented, contains at this time 37,500 volumes. It is peculiarly rich in periodical literature. Its collection in this department is probably superior to any other institution in this country. The reading-room is supplied with a very extensive variety of foreign and American periodicals and newspapers. The number of members at the present time is 4,194. Clerks pay one dollar initiation fee, and two dollars a year thereafter, which entitles them to the use of the reading-room and library. Merchants hold honorary membership, and pay five dollars a year. Other citizens have the privileges of the library and reading-room for five dollars a year. It is the intention of the Board to remove their library to the site of the Opera House, Astor Place, in the course of another year.

LYCEUM OF NATURAL HISTORY,

An association of scientific men for the study and promotion of natural history, in all its branches. Stated meetings are held for conversation and lectures. It was incorporated in 1818, and a room appropriated for the meetings, by the city government, in the building in the rear of the City Hall. It was afterwards removed to the Stuyvesant Institute, in Broadway, opposite Bond street; from which place, on the removal of the Medical School, it was transferred to its present location, in Fourteenth street, near Fourth Avenue. The institution possesses a large library, and an extensive cabinet of minerals, shells, plants, and other specimens in natural history. The museum may be visited gratuitously by application at the building.

NEW-YORK LAW INSTITUTE.

The Library, (established 1828, incorporated 1830,) which is kept in the City Hall, contains about 4,500 volumes of select law books, including nearly the whole series of English and American Reports. The initiation fees are \$20, and annual dues \$10. Members of the bar from abroad, and the judges of the courts, are entitled to the free use of the library.

NEW-YORK HISTORICAL SOCIETY.

This able and efficient Association have their rooms in the University Building. They have a library of 17,000 volumes, and a large collection of coins and medals. Its library is open every day. The meetings of the Society are held in the evening of the first Tuesday in each month.

APPRENTICES' LIBRARY.

This library occupies a large and commodious room in the Mechanics' Hall, Broadway, near Grand street. It contains 14,000 volumes, for the exclusive use of apprentices. About 2,000 young mechanics avail themselves of the facilities of this valuable institution.

THEOLOGICAL INSTITUTIONS.

UNION THEOLOGICAL SEMINARY.—This institution, founded in 1836, is located in University Place, between Sixth and Eighth streets, near Washington Square. The principal edifice contains four large and commodious lecture-rooms, a chapel, library and study-rooms, besides four large furnished rooms for the accommodation of the students. It has six professors, and generally about 100 students. The library contains over 16,000 volumes.

THEOLOGICAL SEMINARY.

The General Theological Seminary of the Episcopal Church is situated in Twentieth street, corner of Ninth Avenue, near the Hudson, two miles from the City Hall. There are two handsome buildings of stone for the accommodation of professors and students. The Board of Trustees consists of all the bishops, and one trustee from each diocese in the United States. The institution is well endowed.

MEDICAL INSTITUTIONS.

UNIVERSITY MEDICAL SCHOOL.—This institution is in Fourteenth street, between Irving Place and Third Avenue. The rooms are large and well arranged, and the Faculty have made every provision for thoroughness and completeness in their work.

The library consists of 5,000 volumes. The hospital museum contains most interesting specimens, obtained from the post mortem examinations made in the institution.

COLLEGE OF PHYSICIANS AND SURGEONS.

This is a handsome edifice, situated in Crosby street. It was founded in 1807, has eight professors, and about 200 students. It has a library of over 1,000 volumes. Lectures commence on the first Monday in November, and

continue about four months. Attached to the college is a very extensive medical museum, containing a vast number of interesting objects. It may be visited on application to the Janitor, in the building.

The institution is governed by a Board of Trustees, composed of physicians and other citizens.

NEW-YORK MEDICAL COLLEGE.

This institution, located in East Thirteenth street, was chartered in 1850, with the purpose of giving thorough instruction to young men, as medical practitioners. To enable the Faculty to do this, they early adopted the plan of extending the course of instruction through a period of five months; they increased the number of their lecturers to nine; they procured from Europe a costly museum of external and internal pathology, unsurpassed by any similar collection in any college; they have arranged for giving an amount of clinical and hospital instruction, such as cannot be obtained in any other city in the Union; and, in order to render Analytical Chemistry more prominent, a suitable laboratory has been prepared, and such instructions in practical chemistry are given during the course as to enable every student to become familiar with toxicological examinations; with the methods of detecting adulterations of drugs, the analysis of the fluids of the human system, the use of the microscope, and such other manipulations as modern chemistry and physics have rendered important to the medical profession.

MECHANIC INSTITUTIONS.

American Institute—Incorporated in 1829.—This institution was established for the purpose of encouraging domestic industry in this State and the United States, in agriculture, manufactures and the arts, by bestowing rewards and other benefits on those who shall make any improvements, or excel in any of the above branches. The Institute has its rooms at 349 Broadway, where are a library, lecture-hall and exhibition-room. The library is

extensive, and particularly rich in those branches relating to the objects of the institution. A large collection of models, agricultural products, &c., are deposited in the room, which, together with the library, are open to the public, *free of expense*, at all seasonable hours. The stranger will do well to visit this interesting room. In connection with the Institute, there is an annual fair held at Castle Garden, which is visited by 50,000 people. A cattle show is also held by the Institute every season.

MECHANICS' INSTITUTE.

This Institute has for its object the instruction of mechanics and others in science and the arts. The Institute has established annual courses of popular lectures. It has an excellent library, containing about 3,000 volumes, together with a reading-room, supplied with popular reviews, literary and scientific journals and newspapers; a museum of models of machinery, and a valuable collection of chemical and philosophical apparatus. A male school was commenced in November, 1838, and a female school in May, 1839, both of which have been eminently successful.

PICTURE GALLERIES AND INSTITUTIONS OF THE FINE ARTS.

NATIONAL ACADEMY OF DESIGN.

An association of artists and amateurs, under the name above given, organized and opened their first exhibition on the first of May, in 1826, at the corner of Reade street and Broadway. Their present rooms are at 663 Broadway, opposite Bond street. They have an exhibition of the productions of none but living artists, and open annually during the months of April, May, and June. Their accommodations consist of several large rooms, elegantly fitted up with carpets, mirrors, and seats; and from the pains taken to make it attractive, it has become a very fashionable place of resort. Admission, 25 cents. Season tickets, 50 cents.

THE DUSSELDORF GALLERY.

This choice collection of paintings, nearly all of which are by artists of Dusseldorf, is of rare value and beauty.

The gallery is in the spacious rooms over the entrance to the Universalist Church, 548 Broadway, and is at all seasons a popular resort.

THE BRYAN GALLERY,

Is also known as the Gallery of Christian Art, and is unsurpassed in interest by any similar collection in New-York; the pictures of which it consists being either valuable originals or copies of extraordinary merit.

The Gallery is at the corner of Broadway and Thirteenth street.

PORTRAIT, LANDSCAPE, AND MINIATURE PAINTERS.

A day may be pleasantly spent in any one of the numerous studios of New-York's ingenious artists; but as few sojourners will be able to devote as much time as this to a single visit, we shall rapidly lead them to a few of the most attractive fountains of art. Chief among **PORTRAIT PAINTERS** is Huntington—now in Europe—whose historical and other pictures have rarely been excelled.

Elliot, 497 Broadway; Hicks, 114 White street; Carpenter, 374; and Baker, 806 Broadway, are all promising artists and faithful delineators of the human face. The portrait of President Fillmore, by Carpenter, gained him a high rank among our successful young artists.

The **LANDSCAPE PAINTER** whose works are perhaps the most admired, is Durand; one of whose pictures was well described by Willis, as being "enough like nature to be sold for farms." The studio of this eminent artist is at 91 Amity street. Kensett, at the corner of Broadway and Fourth street, has also produced many excellent counterfeits of nature, which have passed current with the best judges, receiving from these the highest price. Cranch, 806 Broadway, and Cropsey, of 114 White street, are

pleasing and effective artists; while we would not omit to mention, among the rising members of the profession, Coleman, whose graphic portrayals of our mountain scenery have attracted much attention.

The favorite MINIATURE PAINTERS are Shumway, 497 Broadway; Staigg, 133 Bleecker street; and Schuster, 494 Broadway. Elegant and faithful miniature portraits are also painted by Hite.

In concluding our notice, it may be added, that visitors are generally welcomed to the studios of the New-York artists. We need not say that such visits serve to cultivate the tastes of those who thus spend a leisure hour; while they promote and widen true and discriminating patronage of art.

DAGUERREOTYPES.

In the cities of New-York and Brooklyn, there are upwards of 100 Daguerrean establishments, giving direct employment to about 250 men, women and boys, though the number who derive support from the art in the United States, in all its branches, is variously estimated at from 13,000 to 17,000, including those working in the manufactories. For some years, a great proportion of Daguerreotype goods were imported from Europe, principally from France; those made here being considered by operators as much inferior, especially the plates. A great improvement has, however, of late taken place in our production of these articles, and it will be seen by the number of persons employed, as given above, that this is now quite an important branch of domestic industry, there being in this city alone six large establishments for the making, importation and sale of photographic goods; the amount of cash invested being about \$300,000, and the annual sale of materials, \$1,000,000.

It is estimated that there cannot be less than 3,000,000 daguerreotypes taken annually in the United States; Boston, Philadelphia, and Baltimore being extensively engaged in the trade, but not equally with New-York.

Among the most skilful operators, we may mention Root, of 363 Broadway, whose pictures, for accuracy and softness, have not been surpassed; Gurney, at 349; Brady, at 359; and Lawrence, at 381 Broadway. The pictures

taken by the above-named artists are of superior merit; while several others might be named whose works are almost equal to these in exactness and beauty.

Admirable pictures for the stereoscope—an instrument giving remarkable boldness to daguerreotype pictures—are taken by Peters, of 394 Broadway.

The prices of good daguerreotypes vary from \$3 to \$50, corresponding to the size and perfection of the picture.

PLACES OF AMUSEMENT.

THEATRES.

The famous PARK THEATRE occupied a site on Park Row, directly opposite the Astor House. Its place is now filled by elegant and costly stores.

BROADWAY THEATRE.

This Theatre is well situated on Broadway, between Anthony and Pearl streets, and is one of the largest theatres in the city. The front, illuminated by thirteen lamps, in honor of the original thirteen States of the Confederacy, is much admired.

BOWERY THEATRE,

Bowery, near Chatham Square.

This building is one of the most conspicuous in the city. Three theatres have been built and burned on the ground occupied by this establishment. The first stone was laid in May, 1826, with great pomp and ceremony, by Philip Hone, then Mayor of the city, and the theatre continued to increase in favor and prosperity until the evening of March 22d, 1829, when, like its rival, the Park, it was totally consumed; the conflagration presenting one of the grandest and most sublime spectacles ever witnessed in the city.

It was not long, however, before another magnificent building rose in renovated splendor from its ruins. It was designed by the classical taste of Mr. Tourne, from the celebrated Temple of Theseus, at Athens, and was said to

be the finest specimen of Doric architecture then in the United States.

The present building is rebuilt from the ashes of one that was burnt in the spring of 1845. It is celebrated for spectacles and patriotic pieces, sometimes lavishing very great sums in getting them up. Prices of admission : Boxes, 25 cents ; pit, 12½ cents.

NIBLO'S OPERA HOUSE.

This favorite resort is situated in Broadway, corner of Prince street. It is elegantly fitted up, and capable of seating two thousand persons. The arrangements of the stage and the drop-curtain are tasteful and elegant, and the building on opera nights is often filled with a very fashionable audience.

WALLACK'S LYCEUM, BROADWAY,

Near Broome Street.

BURTON'S THEATRE,

Chambers Street.

These small but elegant theatres are much resorted to by the patrons of the drama. Great pains are taken to provide for the public entertainment, and the result is in most instances successfully attained.

BARNUM'S AMERICAN MUSEUM.

This institution was founded in 1810, by the late John Scudder, by whose arduous efforts, and the persevering exertions of its more recent proprietor, it has arisen to its present state of popularity. Scudder commenced his career as an itinerant organ-grinder, and during his wanderings he collected the first specimens towards the present large collection.

This museum for many years, during his management, occupied the west end of the building back of the City Hall in the Park, and was then almost the only place of public amusement in the city. It is now on Broadway, nearly opposite the Astor House. It contains several large halls, each over a hundred feet in length, filled with curiosities of every variety. It has numerous paintings, a mineralogical cabinet, and a multitude of curiosities, well

worth visiting. In addition to this, it has a saloon connected with it, capable of seating one thousand persons, which is used for a variety of entertainments, all for the sum of 25 cents. The top of the museum, fitted up as a garden and promenade, commands a fine view of the city. It is the property of P. T. Barnum, Esq., who has made it more than ever an attractive place of resort.

CASTLE GARDEN

Is situated on a mole, connected with the Battery by a bridge. It was originally erected for a fortification, and used for that purpose till 1823, when it was ceded by the United States to this city; since which it has been leased for a place of public amusement. It was built in 1807-8-9. Immense sums of money were expended on its erection, it having cost the Government, at different times, several hundred thousand dollars. The felicitous situation of this spot, projecting into the bay, and commanding one of the finest views in the world, causes it to be a favorite place of resort in the summer months. In 1824, on the occasion of the visit of Gen. Lafayette, a splendid *fête* and gala were given to him at Castle Garden, which, for grandeur, expense, and entire effect, were never before witnessed in this country. The building has lately been altered, by the addition of a roof and outside promenade, and fitted up with a stage for concerts, operas, &c. It was here that Jenny Lind made her first appearance in America, on which occasion she is said to have received \$13,000. The effect of the interior is very grand, it being by far the largest audience-room in the world. It will easily hold 15,000 people, being over six hundred feet in circumference. Admission, 25 cents; during the day, 12½ cents. Refreshments always ready.

THE EGYPTIAN MUSEUM,

Broadway, above Bleecker. This place of rational entertainment is well worth a visit. It contains many hundred relics, collected with great care and industry by the learned Dr. Abbott during a residence of twenty years on the banks of the Nile. Here are to be seen mummied men and quadrupeds—the slates of the schoolboys in Pharaoh's time, and the remains of lamps that were used to

lighten the darkness of Egypt. *The eye scarcely meets an object which is less than three thousand years old.*

FRANCONI'S HIPPODROME.

Madison Square, Broadway, and Twenty-third street. An immense amphitheatre, capable of containing six thousand persons seated, and there is room for half as many more in the passages. The interior, which is of an oval shape, is three hundred feet long by two hundred wide, and the course is about one sixth of a mile round. The middle of this area is laid out in green parterres, ornamented with illuminated fountains and flower-vases. The course itself is about forty feet wide, and is covered over with loose earth. The interior is illuminated by a thousand gas-lights, and the spectacle it presents is very brilliant. The roof is formed by a canvas covering 90,000 feet square, supported by five poles or masts, eighty feet in height. The seats are constructed with great strength, so as to avoid the possibility of an accident, and are arranged so as to give every spectator an opportunity of seeing the performances. The exterior of the building is a plain wall of brick about twenty feet high, with two rather fantastic wooden towers at the side facing Broadway. A wooden roof extends from this wall immediately over the seats in the interior, which, with the canvas, forms the only covering of this gigantic concern. The posts or uprights in front of the seats are embellished with heraldic bearings and armorial devices, in imitation of those displayed during the ages of chivalry at tournaments.

The performances consist of horse-racing, chariot-racing, (after the fashion of the Olympic games,) surprising gymnastic exercises, a race of ostriches, exercises of the *manège*, and a grand tournament.

The company numbers one hundred and forty performers, men and women. Besides the horses, of which there are about eighty, there are ostriches, deer, camels, elephants, and monkeys, whose performances excite considerable merriment.

THE LATTING OBSERVATORY,

We desire to call attention to this building, although it is in little danger of being overlooked. It is in fact the

most conspicuous new feature in the neighborhood of the Crystal Palace, and affords from its summit a grand view of the country around New-York. Its total height is 350 feet. It is not inappropriate to remark that the building itself is quite safe, having been carefully examined by scientific men, who have made a favorable report. It stands on Forty-third street, the entrance being from Forty-second street through a building 125 feet long. On either side of the passage is a continuous bazaar. In the upper story is an ice-cream saloon elegantly fitted up for ladies. The tower is an octagon, 75 feet in diameter at the base, with an extreme height of 350 feet. It is of timber, well braced with iron, and is anchored at each of the eight angles with about forty tons of stone and timber. The first story is a refreshment-saloon, the second a ladies' ordinary. These stories are enclosed, and are together about twenty-five feet in height. Above this are three stories of open work, and then an enclosed landing arranged in good style. Here is the first look-out, 125 feet from the ground. Then come four open stories, above which is the second landing, 225 feet from terra firma. Passing three open stories, we reach the third and highest landing, 300 feet from the base, and by reason of the height of ground, about 175 feet higher than the topmost windows in St. Paul's spire. To aid the view there are telescopes at each landing, with maps and directions for the convenience of strangers. Access to the first and second landings is had by a steam elevator, running up a well-way in the centre about 15 feet in diameter. From the second to the third landing is a winding stairway. The tower terminates in a spire, with a flag-staff, in all 50 feet above the highest landing, thus making the extreme altitude from base to top of pole just 350 feet. The cost is about \$100,000; the proprietors have ten years' lease of the ground. Almost every body has named this Baraun's Tower, under the belief that the great showman was at the bottom of it. But such is not the fact: Mr. B. has no special interest in any affair of public entertainment in this city except the American Museum. Some idea of the success of the observatory may be formed from the fact that at least eighteen thousand persons ascend the Bunker Hill Monument in

the course of a year; the number who will resort to this higher elevation will probably be much greater.

Relative height of several other lofty structures.

The Great Pyramid,	514 feet.
St. Peter's, at Rome,	464 "
St. Paul's, London,	404 "
Trinity Church, New-York,	284 "
Bunker Hill Monument,	220 "
The Washington Monument, (not completed.)	520 "

The name of this building is derived from its originator, Warren Latting, Esq.

CHRISTY'S MINSTRELS,

472 Broadway, above Grand street.

This is the oldest and most popular of the Ethiopian Minstrel bands, and their hall is resorted to by crowds of persons who find pleasure in observing their droll delineations of negro costume and character, and in the really admirable music of this well-trained brotherhood.

WOOD'S MINSTRELS,

440 Broadway, above Howard street.

This is another establishment, similar in its character to the Christys', offering to the public good music and the accommodations of a superior house. The two establishments are great favorites with those who love to beguile their cares with the charms of music and a hearty laugh. The price of admission is the same to both houses—25 cents. Commence at 8 o'clock.

HOTELS.

There are upon Broadway alone some twenty-five hotels, all elegant in their appointments, and varying in the extent of their accommodations from 100 to 1,000 guests. The charge for lodging and board in these palatial tents is usually two dollars or three dollars per day. Besides those more recently erected, and which will be fully and separately described below, we must particu-

larly mention the famous ASTOR HOUSE—a rare example of popular favor, deservedly secured in the first instance, and long and surely retained. Indeed, with all that has been done by those who have followed in the train of hotel improvement, we still find nothing that induces us to take away the palm of well-established supremacy from the Astor House.

Then, also, we have the IRVING, directly opposite to Stewart's marble dry goods palace, and midway between the dépôts of the Hudson River and the Harlem Railroads. The Irving House, like the Astor, is well arranged and well ordered, and offers a convenient resting-place for those who prefer to be near the banks, the places of wholesale trade, and all the other attractions of "down town."

Those, however, who visit the city mainly for purposes of business will find comfortable accommodations at Bixby's, French's, and Lovejoy's Hotels, all of which front the City Hall Park, and are on the European plan—the guests hiring their rooms, and procuring their meals either in the hotel or where else they please.

THE METROPOLITAN,

A new hotel, on the corner of Broadway and Prince street, is considered by many the largest and most magnificent establishment of the kind in the world. It is built of brown stone, six stories high, and the building alone cost above half a million of dollars. Every thing about it is in a style of princely magnificence. The halls, parlors, ordinaries, dressing-rooms, bathing-rooms, bed-rooms, &c., are all furnished with a sumptuous elegance that it would require pages to describe, and of which description would give but an imperfect idea.

The building is warmed by steam furnished by large boilers, and is provided with the most thorough ventilation. It is delightfully cool even in the hottest weather. There is also a steam engine which furnishes power for a number of domestic purposes, and for forcing water to any part of the house in case the Croton should fail.

There are upwards of two miles of halls in this establishment, and twelve miles of gas and water pipes. There are more than 13,000 yards of carpeting laid down, which

cost, with the superb drapery, \$40,000. The cabinet furniture cost \$50,000; the mirrors, (some of them the largest ever imported,) about \$18,000; the silver ware, \$14,000. The cost of the whole establishment, including value of the ground, (\$300,000) was \$950,000.

To strangers visiting New-York, the Metropolitan will certainly be one of the greatest curiosities which the city has to offer.

THE ST. NICHOLAS.

No establishment of the kind in New-York, and perhaps none in the world, can surpass the elegance of the St. Nicholas. Its front of white marble, extending 300 feet on Broadway, near Spring street, is a conspicuous object; while the whole interior, with its spacious halls, and its wonderful profusion of mirrors, (numbering 110,) increases the admiration of the visitor. The cost of the completed building and its furniture is not far from \$1,000,000. The hotel consists, in fact, of three structures: the one on Broadway, another immediately behind it, and a third on Mercer street in the rear; which together are capable of affording room for about 1,000 guests. The cooking apparatus and the laundry are very complete, and may be seen without inconvenience. The great attraction, however, is the bridal chamber—a dazzling apartment, hung with white satin, and with exception of its gas fixtures, probably the most elegant and sumptuous room in New-York. We are not aware of the price set upon entertainment in such style, but presume that the cost of a honeymoon in this glittering dormitory would suffice to support a quiet couple for some years.

THE CLARENDON.

This elegant establishment is on the corner of Fourth Avenue and Eighteenth street, and unites the order of a first-class hotel with the comfort and quietness of a "home." It is in the near neighborhood of Union and Grammercy Parks, and but a short distance from Fifth Avenue—the finest street and the admitted promenade of New-York. The house is divided into suites of apartments, with all the modern improvements of baths, &c.—the whole being heated by steam, and is capable of accommodating 200

guests. The cost of furnishing exceeded \$80,000. The edifice is of the Elizabethan order, and is elaborately finished throughout. Families and travellers generally will find in Mr. Putnam, the proprietor, an experienced and courteous host.

THE ST. DENIS,

On the corner of Broadway and Eleventh street, is a quaint, original-looking building opposite Grace Church, and having all the advantages of an up-town house. The appearance of the establishment is attractive, and might have been almost unequalled in the city, had it occurred to the ingenious architect to adorn the structure with a fair proportion of door-way. A building situated downtown, to which we have had occasion to allude, might have imparted somewhat of the grandeur of its entrance to the St. Denis, to the manifest improvement of both.

THE KEMBLE HOUSE,

No. 45 East Nineteenth street, comprises four magnificent houses on the block between Fourth Avenue and Broadway. Those who desire the attendance and luxuries of a first-class hotel, combined with the quiet and seclusion of a private dwelling, will find themselves perfectly suited in the accommodation it affords. The location is in the most delightful and fashionable quarter of the city, and convenient to cars and stages in every direction.

THE PRESCOTT HOUSE.

Except in magnitude, this hotel building surpasses every one of its predecessors. Indeed, we are astonished at the novel splendors which competition has suggested. The ceilings are most elaborately gorgeous, being panelled, carved, and profusely adorned with gilding. The floors of the principal rooms and halls are covered with tiles of various rich colors, arranged in a carpet-like pattern, which contrast beautifully with the white and gold of the walls and ceiling. A considerable part of the furniture of the Prescott House has been made to order in Paris and London.

THE LAFARGE HOTEL.

The marble pile of the Lafarge Hotel, in front of Tripler Hall, consists of seven stories, and from its situation and

the completeness of its arrangements, is entitled to rank among our finest hotels.

PRIVATE RESIDENCES.

Visitors who desire to form an accurate idea of the progress of house-building in New-York during the last twenty years, should commence their survey by repairing to Lafayette Place, on the west side of which are seen the houses known as La Grange Terrace, or Lafayette Row—a colonnade erected eighteen or twenty years since, by Mr. Seth Geer. At the time of their erection, they were esteemed the most elegant private residences in New-York, but have since been, as we shall see, both far and frequently surpassed. A single house built at about the same time with these, is that formerly the residence of the late Henry Brevoort, on the corner of Fifth Avenue and Ninth street, and which was one of the first buildings erected in this luxurious neighborhood.

Taking Washington Square as our starting-point, let us pass up the avenue, surveying at our leisure the stately mansions that rise on either hand. On the corner of Tenth street is a house in the style of a French chateau, an agreeable departure from the uniformity of our city residences, owned and occupied by Mr. Schiff. Diagonally opposite is the residence of Mr. Cottenet.

On the right-hand side of the avenue, on the corner of Twelfth street, is the princely mansion of James Lenox, Esq. On the west side, between Thirteenth and Fourteenth streets, a house with heavy stone balcony is occupied by August Belmont, Esq.

On the north-east corner of Fourteenth street is the spacious residence of Mr. Moses H. Grinnell, well known as an enterprising and liberal merchant.

On the lower corner of Fifteenth street, east side, is the house of Mr. R. K. Haight; opposite to which is that of Charles Parker, Esq. At this point we advise our friends to turn the corner of Sixteenth street to the left, and observe the elegant abode of Col. Thorn, conspicuous from being surrounded by a court-yard, affording room for

windows on every side. Returning to the avenue, we have on the right upper corner of Sixteenth street the house of Captain Spencer, late of the U. S. Navy. This house, though no wise distinguished for architectural beauty, cost, together with the site, \$100,000.

On the north-east corner of Eighteenth street, a house remarkable for its simple and elegant proportions is occupied by Mr. Guion. It is very generally admired.

At the north-west corner of Twentieth street, we have a very elegant house, recently erected by R. L. Stuart, Esq. The house at the north-east corner, having a porte cochère at the side, is the residence of Mr. Nicholson, formerly of New-Orleans, and one of the firm of Brown, Brothers & Co.

At the north-west corner of Thirty-fourth street is the elegant mansion of Dr. Townsend, widely known as the compounder of the famous sarsaparilla syrup. There are besides many other elegant houses upon this avenue, which deserve a separate notice, but this our limits forbid.

Several conspicuous houses in other parts of "up town" must, however, be mentioned; as, for example, that of Dr. Mofiat, in Seventeenth street, fronting Union Square; that of P. Lorillard, Esq., in Broadway, corner of Tenth street, and opposite Grace Church; that of W. B. Astor, Esq., in Lafayette Place, next to the Astor Library, and the residence of that enlightened and liberal citizen, Peter Cooper, Esq., No. 9 Lexington Avenue, near Twenty-second street.

RESTAURANT SALOONS.

Taylor's, at 365 Broadway, corner of Franklin street, is probably the most costly establishment of this sort in the country. The walls are adorned with a profusion of gilding, the effect of which is still further increased by numerous large and costly mirrors.

Thompson's, at 359 Broadway, is also an elegant establishment, admirably well conducted, and largely patronized by those who pass, for business or pleasure, through the great thoroughfare.

Ladies, when on shopping excursions, very frequently betake themselves to Taylor's or Thompson's, for rest and refreshment.

REFECTORIES AND OYSTERIES.

The number of refectories in New-York is very great, and we are consequently obliged to indicate those only which occur to us as most convenient of access, or which, upon other accounts, are suited to our design :

Clarke & Brown, 86 and 88 Maiden Lane.

Geo. W. Browne, 123 and 125 Water street.

John Berry, 6 Broad street.

A. D. Thompson, 25 Pine street, next to rear of Custom House.

John Taylor, 365 Broadway.

Thompson & Son, 359 Broadway.

The Rainbow, 31 & 33 Beekman street.

The consumption of oysters in New-York is enormous, as may be seen from the fact that one thousand five hundred and twenty boats are engaged in supplying the city with this article alone ; and that the value of the oysters consumed in New-York in one year, is \$5,300,000—nearly \$15,000 per day. There are comparatively few establishments which deal exclusively in oysters. They may had, however, with other delicacies, of

Chas. Parker, 20 Dey street.

McJilton, 96 Nassau street.

Florence, 609 Broadway.

Sherwood, 239 and 240 Broadway.

Shelley's, Broadway, corner of Anthony street.

MARKETS IN NEW-YORK.

A market-place for the accommodation of the butchers and the country-people was anciently *under the trees in front of the fort*, near the corner of Water and Whitehall streets. As the city enlarged, the market-places were removed to the east and north, first at the foot of Broad street, then to Coenties Slip, and subsequently to Old Slip, and to the Vlie, (a Dutch word, indicating a valley—a rural spot, formed by a river which formerly run up Maiden Lane,) or Fly Market, foot of Maiden Lane, and to Fulton and Catharine streets.

The market-houses of this city are now judiciously dis-

tributed in various quarters of the town, to suit the wants and convenience of the citizens; the two principal ones being situated close to the water, one on the Hudson and one on the East river, at the extremity of Fulton street on each side, and adjacent to the two most important ferries, which render them very accessible to the country-people and the fishermen.

FULTON MARKET.—The Fulton Market was built in 1821, on ground formerly occupied by unsightly wooden buildings, which were destroyed by fire. It covers the block bounded by Fulton, South, Beekman and Front streets, and was erected at a cost of \$220,000.

WASHINGTON MARKET.—The next principal market is the Washington Market, in Washington street, corner of Vesey and Fulton streets, near the water's edge. It occupies a whole square, and is very similar to the Fulton market in its construction and internal arrangements. This market was formerly called the Bear Market, from the fact that bear meat was there exposed for sale. The amount of business done here is less than at the Fulton, but the whole south and west population of the city frequent it. The products of the North river country find their principal sale in this market.

CATHARINE MARKET, Catharine Slip, occupies a small square between Cherry and South streets.

CENTRE MARKET, Centre street, between Grand and Broome. This market occupies a large building, two stories high, and substantially built of brick. The market-rooms run its whole length, with stalls on each side, similar to the Boston markets, and it presents a neat and comfortable appearance, free from the bustle and confusion that is so conspicuous in the other markets. The halls in the second story are occupied by certain military companies as armories and drill-rooms; and for various other purposes by the city police.

Chelsea Market—In Ninth Avenue, near Eighteenth street.

Clinton Market—Between Washington and West streets, and between Spring and Canal streets.

Jefferson Market—Sixth Avenue, corner of Greenwich lane.

Tompkins Market—Third Avenue, between Sixth and Seventh streets.

All the markets are required by law to close every day, except Saturdays, at 12 o'clock; after which they are thoroughly washed. On Saturdays they keep open till 12 o'clock at night. Each market has a clerk appointed by the city, who attends to the general conduct of its affairs.

THE NOVELTY WORKS.

Our readers should not fail to visit the extensive range of buildings known by the above name, and situated on the East river at the foot of Twelfth street; nor, when on the spot, should they neglect to see all the marvels of science which are here brought together. The most attractive of these are the cutting engine, the bending and punching engine, and the boring engine; all of which may be seen intelligently occupied in contributing to the completeness of a gigantic steam engine, or of some other scarcely less useful or less wonderful machine. Besides these engines, we have various forms of lathes, some of enormous size, but all as deftly managed as the smallest and handiest tools. One of the cleverest contrivances manufactured at these works, is Burden's Gold Crusher—in form, an enormous saucer, which is kept moving by its appropriate machinery, while a ball of several hundred pounds weight rolls easily and steadily in the bottom of the dish. The cost of the largest crushers is \$2,000, from which we may form a judgment of their size and finish. Here, too, the visitor may gaze upon torrents of hot metal and lakes of liquid fire, but all controlled and fashioned by that most potent of magicians—the well-instructed man of science.

Those who have seen one of our colossal steamers calmly ploughing the waters of our rivers and bays, may learn the secret by which this feat is accomplished, by spending a few hours at the Novelty Works; and those who contemplate a trip to California, and purpose to dig into its auriferous mountains, may perhaps be profited by a visit to the same resort.

FERRIES.

All the ferries of New-York are supplied with large and safe boats, well fitted up for the accommodation of passengers in inclement weather. The Fulton Ferry, in particular, has some very fine boats. The ferries are sources of large revenue to the city, being leased by the Corporation to separate companies.

TO BROOKLYN.

Fulton Ferry—From Fulton street, New-York, to Fulton street, Brooklyn, is 731 yards wide. Boats leave every five minutes during the day and evening till twelve o'clock, after which they leave every half hour till morning. Fare, one cent. [*For particulars see "BROOKLYN."*]

South Ferry—From Whitehall street, near the Battery, East river, to Atlantic street, Brooklyn. Same regulations as the Fulton Ferry. This ferry is 1,476 yards wide.

Hamilton Ferry—From the foot of Whitehall street, near the Battery, to Hamilton Avenue, Brooklyn, and the Atlantic Docks. Every 15 minutes.

Catharine Ferry—From Catharine street, New-York, to Main street, Brooklyn, is 736 yards wide. Boats run every six minutes during the day, and all night, as at the Fulton Ferry.

Jackson Ferry—From Gouverneur street, New-York, to Jackson street, Brooklyn, is 707 yards wide. Boats run every 15 minutes.

Wall street Ferry—From Wall street to Montague Place, Brooklyn. Every 5 minutes.

Roosevelt Ferry—From Roosevelt street to Bridge street, Brooklyn, recently established, with new and superior boats, running every 10 minutes.

TO WILLIAMSBURG.

Peck Slip Ferry—From Peck Slip, near Fulton street, to Williamsburg. Every 15 minutes. 2,800 yards.

Grand street Ferry—To Grand street, Williamsburg. 900 yards. Boats run every 10 minutes.

Houston street Ferry—To Grand street, Williamsburg. 700 yards. Every 10 minutes.

☛ TO HOBOKEN.

Barclay street Ferry—To Hoboken, every 15 minutes during the day. This ferry is two miles long, and has admirable boats. Ferriage, three cents.

Canal street Ferry—From the foot of Canal street, one mile and a half long. Every 15 minutes.

Christopher street Ferry—From the foot of Christopher street, one mile long. Boats run every 15 minutes. Ferriage, four cents.

West Nineteenth street Ferry—Every hour in summer to the Elysian Fields, Hoboken, affording a fine opportunity of a drive without passing through the lower and more disagreeable portions of the city. Fare, four cents.

☛ TO JERSEY CITY.

Jersey City Ferry—From the foot of Cortlandt street, one mile long. Boats run every 10 minutes during the day, and every half hour during the night, till twelve o'clock. Ferriage, four cents.

☛ TO STATEN ISLAND.

Staten Island Ferry.—This ferry lands at the Quarantine, and at the lower landing. Starts from Whitehall street every hour, except 12 M., during the day, in summer. Fare, 6¼ cents. Distance, six miles.

☛ TO BLACKWELL'S ISLAND.

From foot of Sixty-first street. Fare, 12½ cents.

☛ TO ASTORIA.

Hurl Gate Ferry—From Eighty-sixth street. Every 15 minutes. Three cents.

Albany, People's Line, steamboat, (evening,) Pier 14, between Cortlandt and Liberty streets.

Albany steamboat, Pier 18 N. R., foot of Cortlandt street.

Albany steamboat, Pier 24 N. R., West, between Barclay and Robinson streets.

RAILROADS.

THE HUDSON RIVER RAILROAD.

The lower *dépôt* of this road is at the intersection of Chamber's street and Hudson, from which cars convey passengers to the upper *dépôt*, corner of Tenth Avenue and Thirty-first street, where the engine is taken and the journey fairly begun. This road extends to East Albany, a distance of 144 miles. It cost \$9,300,000.

In order to promote the comfort of those who travel on this road, we append the following, from the Albany Journal:

"AN ARMY WITH BANNERS."—As you are whirled along over the Hudson River Railroad at the rate of 40 miles an hour, you catch a glimpse, every minute or two, of a man waving something like a white pocket-handkerchief on the end of a stick, with a satisfactory sort of expression of countenance. If you take the trouble to count, you will find that it happens some two hundred times between East Albany and Thirty-first street. It looks like rather a useless ceremony, at first glance, but it is a pretty important one, nevertheless.

There are 225 of these "flagmen" stationed at intervals along the whole length of the line. Just before a train is to pass, each one walks over his "beat," and looks to see that every track and tie, every tunnel, switch, rail, clamp and rivet, is in good order and free from obstruction. If so, he takes his stand with a white flag and waves it to the approaching train as a signal to "come on"—and come on it does, at full speed. If there is any thing wrong, he waves a red flag, or at night a red lamp, and the engineer, on seeing it, promptly shuts off the steam, and sounds the whistle to "put down the brakes." Every

Each of the road is carefully examined after the passage of each train. Austrian espionage is hardly more strict.

NEW-YORK AND NEW-HAVEN RAILROAD.

This road, built at a cost of \$4,233,000, extends from NEW-YORK to NEW-HAVEN, a distance of 76 miles; thence, a road runs to SPRINGFIELD, 63 miles; from which another extends to BOSTON, 100 miles; the distance being travelled in about eight hours.

This route to Boston is much travelled by those who object to a night upon the Sound. The stations of this road are at the corner of Broadway and Canal street, and Fourth Avenue and Twenty-seventh street. The engine is attached at Thirty-second street.

NEW-YORK AND HARLEM RAILROAD.

The route travelled by this road is from the dépôt on the east side of the City Hall, through Centre street to Grand, and thence to the Bowery; up the Bowery to Fourth Avenue, which last it follows for the remainder of its way through the city. The cars take the engine at Thirty-second street. The trains run on this road to Albany and intermediate places. Up to William's Bridge, 14 miles from the city, the same track is used for the cars of the New-York and New-Haven Railroad. The cost of the road to Albany is stated at \$4,873,318.

The tunnel at Yorkville (an engraving of which will accompany this article) is an excavation in the solid rock, a quarter of a mile long, handsomely finished at both ends, and approached through a long, deep cut of more than a mile in length. This road furnishes the means of a delightful journey into the country. In the spring and summer, when the weather is favorable, it is traversed by immense numbers of New-York citizens. Cars leave the dépôt, City Hall, for Twenty-seventh street, every six minutes, from half-past seven A. M. to eight P. M. Cars leave City Hall (night line) every twenty minutes, from eight to twelve. Cars leave the City Hall every hour during the day for Harlem, and return as often.

THE OMNIBUSES AND RAILBUSES.

There are 29 lines of omnibuses now running in the city, comprising 671 vehicles. These stages make about

10 down and 10 up trips daily, or 13,420 trips per day, averaging at least 40,000 miles' travel. We estimate the number of passengers at an average of nine for each trip, which shows that 120,000 passengers are carried, for which \$7,200 per day is received. One year ago there were but 561 omnibuses, so the cars do not seem to have entirely ruined the stage business, as the latter has increased nearly 20 per cent. during the first year of railroad competition.

The Harlem and Sixth and Eighth Avenue Railroads now run about 100 cars for city passengers. These make 800 up and 800 down trips, with perhaps 18 passengers each way, or 28,800 passengers, at \$1,500 per day.

This makes about 160,000 passengers daily in public vehicles, without counting 560 hacks, which are used irregularly, as the weather may demand.

The entire number of rides in stages and cars are more than 50,000,000 per annum, collecting small change to the amount of two millions of dollars. The business gives employment to from 1,500 to 2,000 men, and more than 3,000 horses. A list of the omnibuses and their routes will be found at the end of this volume.

EXPRESSES.

Adams', East, South, and California, 59 Broadway.

American Express Company, North and West, 10 Wall street.

Berford's, California, 3 Vesey street.

Harnden's, East and South, 6 Wall street.

Kinsley's, East and South, 1 Wall street, corner of Broadway.

Hoey's, Charleston and New-Orleans, 19 Wall street.

Harlem Railroad, Tryon Row, east of City Hall.

Hudson River Railroad, 3 Hudson street.

Long Island Railroad, foot of Atlantic street, Brooklyn.

NOTE.—Express offices for the surrounding cities and villages, at some of the above offices.

HACKNEY-COACH STANDS.

1. On the south side of the Park.
2. In Broadway, around the Bowling Green.
3. In Pearl street, at Hanover Square.
4. In Hudson street, along St. John's Park.
5. In Hudson street, near Duane.
6. In Chatham Square.
7. On the north side of Canal street, near Broadway.
8. Near all the principal steamboat landings.

PUBLIC PORTERS AND HAND-CART MEN—RATES OF FARE.

Every public porter shall wear, in a conspicuous place about his person, so as to be easily seen, a brass plate or badge, on which shall be engraved his name, the words "public porter," and the number of his license; and it shall be unlawful for any other person to wear or exhibit any badge, purporting to be, resembling, or similar to, the badge of a public porter; and no public porter shall permit any other person to wear his badge, or use his name in any way whatever, in the transportation or conveyance of any thing.

Public porters shall be entitled to charge and receive for the carrying or conveyance of any article any distance within half a mile, twelve cents, if carried by hand, and twenty-five cents, if carried on a wheelbarrow or hand-cart: if the distance exceeds half a mile, and is within one mile, one half of the above rates in addition thereto, and in the same proportion for any greater distance.

If any public porter shall ask or demand any greater rate of pay or compensation for the carrying or conveyance of any articles than is herein provided, he shall not be entitled to any pay for the said service; and to so ask, demand, or receive any such greater pay or compensation, shall be deemed a violation of this ordinance.

It shall not be lawful for any person to represent himself as, or to wear or exhibit any badge, inscription, card, or device, purporting or implying that he is employed or authorized by the keeper, proprietors, agent, or officer of any hotel, boarding-house, vessel, steamboat or railroad company, to solicit, receive, or convey persons, baggage, or other things to or from any such hotel, boarding house,

vessel, steamboat, or railroad company's station or dépôt, without being actually and duly authorized by such keeper, proprietor, officer, or agent so to do, under the penalty of twenty-five dollars for every offense.

All persons who shall violate or fail to comply with any of the provisions of this ordinance, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished, pursuant to the provisions of sections 20 and 21 of an act relative to the powers of the Common Council of the city of New-York, and the criminal courts of said city, passed by the Legislature of the State of New-York, January 23d, 1833; or, in lieu thereof, shall forfeit and pay, for the use of said city, ten dollars for each and every offense, except where a penalty is prescribed in said ordinance.

CARRIAGE FARES.

The prices or rates of fares to be taken by or paid to the owners or drivers of hackney-coaches or carriages, shall be as follows:

1st. For conveying a passenger any distance not exceeding one mile, fifty cents; for conveying two passengers the same distance, seventy-five cents, or thirty-seven and a half cents each; and for every additional passenger, thirty-seven and a half cents.

2d. For conveying a passenger any distance exceeding a mile, and within two miles, seventy-five cents; and for every additional passenger, thirty-seven and a half cents.

3d. For conveying one passenger to the New Alms-House, and returning, one dollar; and for every additional passenger and returning, fifty cents.

4th. For conveying one passenger to Fortieth street, and remaining half an hour, and returning, one dollar and a half; and for every additional passenger, fifty cents.

5th. For conveying one passenger to Sixty-first street, and remaining three quarters of an hour, and returning, two dollars, and for every additional passenger, fifty cents.

6th. For conveying one passenger to Eighty-sixth street, and remaining one hour, and returning, two dollars and a half; and for every additional passenger, seventy-five cents.

7th. For conveying one or more passengers to Harlem, and returning, with the privilege of remaining three hours, five dollars; or to the High Bridge, five dollars, with the same privilege.

8th. For conveying one or more passengers to King's Bridge, and returning, with the privilege of keeping the carriage all day, five dollars.

9th. For the use of a hackney-coach or carriage by the day, with one or more passengers, five dollars.

10th. For the use of a hackney-coach or carriage by the hour, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required, one dollar an hour.

11th. In all cases where the hiring of a hackney-coach or carriage is not at the time thereof specified to be by the day or hour, it shall be deemed to be by the mile.

12th. For children between two and fourteen years of age, half price is only to be charged; and for children under two years of age, no charge is to be made.

13th. Whenever a hackney-coach or carriage shall be detained, excepting as aforesaid, the owner or driver shall be allowed after the rate of seventy-five cents an hour.

NEW-YORK NEWSPAPERS.

There are fifteen daily papers published in New-York, the average aggregate issue of which is 130,000 copies. Two fifths of these are circulated in the country, leaving three fifths for the town, which is at the rate of rather more than one copy for every *ten* inhabitants of New-York. There are ten daily papers published in London, the average aggregate issue of which is about 65,000. Only one third of these is supposed to be retained for circulation in the metropolis, being in the proportion of rather less than one for every *hundred* inhabitants.

THE TRIBUNE PRINTING OFFICE

Is open to the public; affording a view of the steam cylinder presses in operation, on any Thursday between 9 A.M. and 2½ P.M. This is the most favorable time for visiting the office, though admittance may be had on any day of the week from 2 to 3½ P.M.

THE CHURCHES OF NEW-YORK.

SUMMARY OF CONGREGATIONS.

There are in New-York no less than 272 congregations, some of which occupy churches of great elegance, while others resort to plainer and smaller structures. The most noted of these are particularly described below, but some of those that we have omitted, through want of space, are well worth a visit. Many of the congregations have been sensibly diminished of late years from the removal of pew occupants to the upper part of the city. In general, the churches of the metropolis are well attended. We add a table showing the number of churches belonging to the several religious bodies.

Baptist.....	35
Congregational.....	7
Dutch Reformed.....	19
Friends.....	4
Jewish Synagogues.....	13
Lutheran.....	6
Methodist Episcopal.....	30
African Episcopal.....	3
Methodist Protestant.....	2
New Jerusalem.....	1
Presbyterian.....	38
Associate Presbyterian.....	4
Associate Reformed Presbyterian.....	2
Reformed Presbyterian.....	5
Primitive Christians.....	3
Protestant Episcopalians.....	49
Roman Catholic.....	24
Second Advent.....	4
Unitarian.....	2
Universalist.....	5
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THE NEW-YORK PULPIT.

THE stranger visiting New-York will doubtless feel an interest in knowing where he may profitably and pleasantly spend the hours of the Sabbath day.

We therefore propose to give a brief and general notice of several distinguished preachers, indicating in each instance where they may be heard. Commencing our survey at the upper portion of the city, we will enter the new church at the corner of Nineteenth street and Fifth Avenue, which is worthy of the highest regard, as well for the architectural excellence of the building as for the piety, earnestness, and true eloquence of the pastor who therein presides. Those who wish to attend a Presbyterian church will do well to avail themselves of an opportunity of hearing the Rev. James W. Alexander, D. D., the pastor of this church. The style and manner of the reverend gentleman are well adapted to attract the young, especially young men; indeed, we have sometimes felt regret that his ministrations were not more particularly accessible to this large and important class.

Another church belonging to the same denomination is that of the Rev. Dr. Potts, situated on the corner of Tenth street and University Place. Dr. Potts is also an able and eloquent divine, powerful in his delivery, cogent and attractive in his exhibition of truth. Indeed, as a graceful and effective preacher, he has scarcely a superior in the city.

We next notice the church of the Rev. Dr. Cheever, on the corner of Fifteenth street and Broadway. The Rev. Dr. is a distinguished preacher among the Congregationalists, and attracts a large audience at his Sunday evening lectures. The church is on the left side of Union Square. Crossing the Square and passing up to the corner of Twenty-first street and the Fourth Avenue, we come to Calvary (Episcopal) church, of which the celebrated Dr. Hawkes is rector. The claims of Dr. Hawkes to be esteemed a powerful and eloquent preacher are generally conceded, and as a proof of this we need only refer to the throng of citizens and visitors who frequent his church.

On the corner of East Sixteenth street and Rutherford Place is ST. GEORGE'S CHURCH, (Episcopal,) under the pas-

toral charge of Rev. Dr. TYNG. The church itself is very fine, containing seats for about three thousand persons, whose view of the preacher is not hindered by the interference of a single column. The whole interior is therefore quite unique, and has been well compared by a nautical friend to the strong, well timbered frame-work of a great ship. The eloquent divine who here officiates, possesses a voice capable of filling the house apparently without effort.

Another clergyman of the Episcopal church also worthy of mention as an attractive and forcible preacher, is the Rev. Dr. Higbie, who unites the graces of an accomplished rhetorician to the charms of a singularly tuneful voice and an engaging manner. Dr. H. is one of the assistant ministers of Trinity Church, and preaches at St. Paul's and St. John's Chapels.

The Unitarians have also two eminent preachers, the Rev. Mr. Bellows and Rev. Mr. Osgood—the latter of whom is pastor of the Church of the Messiah, in Broadway, at the head of Waverly Place. Mr. Osgood, although a young man, is a ripe and accomplished scholar, and is noted for the brilliancy of his oratorical gifts. His burst of impassioned eloquence when called upon for a speech at the Fennimore Cooper Commemoration, will not soon be forgotten by those who witnessed it. Rev. Mr. Bellows' society having sold their church in Broadway, will, until their new building is completed, occupy a hall in the neighborhood of Union Square, with seats free to all comers.

The Baptist church situated in Amity street near Wooster, is under the care of the Rev. Dr. Williams, a faithful pastor, a varied and profound scholar, and a writer of singular force and beauty. As an author, Dr. W. is well known, having presented to the public several volumes.

Another clergyman (of the Congregational Church) who should not be passed over is the Rev. Dr. Thompson, who laboriously and effectively discharges the duties of pastor of the Tabernacle, 340 Broadway. For the thoroughness of the preparation for his pulpit work, as well as for his earnestness, judgment, and taste, Dr. T. deserves special mention. He is also an engaging and popular preacher to



TRINITY CHURCH. Page 105.

the young. The gallery pews of the Tabernacle are free. We would also mention the name of one more able minister of the BAPTIST persuasion, the Rev. Mr. Wescott, whose church is on the corner of Laight and Varick streets, facing St. John's Square. Those who attend the preaching of this gentleman will have occasion to remark the simplicity of his manner, and his earnest, impressive style.

There are in the city upwards of thirty Methodist churches enjoying the services of able and faithful men, but as these are, in the arrangement of their peculiar system, settled only for a short period, it is not thought proper to insert their names. Those who desire to attend the worship of this denomination of Christians will find a list of their houses in the appendix to City Directory.

The Universalists have several societies. The largest is that under the care of Rev. Mr. Chapin, now worshipping in the church in Broadway, between Spring and Prince streets, which was built and occupied for some years by the First Unitarian Society. This church, designed by Lefevre, has a most beautiful interior, and it is always crowded with listeners to the most popular and eloquent preacher of this denomination in the country.

SEATS IN CHURCHES.—It may be added for the information of strangers, that seats in most of the churches may be had on application to the sexton before morning service. There is usually an abundance of room in the afternoon.

DESCRIPTION OF CHURCHES.

TRINITY CHURCH, (EPISCOPAL.)

Broadway, opposite Wall street, erected in 1841-5. This is the principal church building belonging to the Episcopalians in the city. The first place of worship in the city was the "Chapel in the Fort," which was originally the Dutch Church; but after the city was surrendered to the English in 1664, it became the Episcopal Church, and was called "The King's Chapel." In 1696, a small square building called "Trinity Church" was erected on the site of the present elegant building on Broadway, at

the head of Wall street. In 1735, the church edifice was enlarged, and a further enlargement took place in 1737, until it was 140 feet long, and 70 feet wide. In 1776, the edifice was destroyed by fire. In 1788, a new building was erected on the same site, of nearly the same dimensions, which was taken down in 1839. The corner-stone of the present building was laid June 3, 1841, and the edifice was completed in 1846. It is the most elegant church in the city, and undoubtedly the most costly one. Its cost was \$338,000. The material of the building is a fine reddish sandstone, nicely dressed. It covers a large space of ground, measuring, with the tower, buttresses, &c., not much short of 200 feet long, and is more than 80 feet wide; and yet so much of the space is occupied by the tower at the east end, and vestry at the west end, and space for the chancel, &c., and having no galleries, it is not computed to accommodate in the pews more than about 800 persons, not all of whom are able to hear distinctly either prayer or sermon, thus demonstrating the impropriety of erecting such a building for the uses of a Protestant church. The prospect from the tower is very fine.

The walls of the house are about 40 feet high, and are highly ornamented. The tower and steeple at the east end of the house is the principal object which engages the eye of the beholder: and whether we consider its comely proportions, or its style of finish, or its immense height, towering as it does 284 feet into the air, it must be considered a noble specimen of architecture, and a fine ornament to that part of the city.

The highest point to which visitors ascend is 250 feet from the ground, and is reached by 308 steps. Suitable resting-places are provided, so that the ascent is not difficult. As is very proper, a charge of one shilling is made for admission to the spire. The body of the church, at any time when there is no service, may be seen without charge.

ST. MARK'S CHURCH, (EPISCOPAL,)

Stuyvesant street, east of the Bowery, erected in 1799. St. Mark's Church is built of smooth stone, of a dark gray color. It measures about 100 feet by 66. A school-room



ST. MARK'S CHURCH. Page 106

and vestry are attached to the rear. The steeple is on the front of the building, facing the south, and is very lofty. It was built in its present form in 1826. The exterior of the church is plain, and has a venerable appearance. It stands on the former estate of Petrus Stuyvesant, the last of the Dutch governors, and his remains lie in a vault under the church: a brown tablet on the east side of the church, outside, marks the place. The remains of Col. Henry Sloughter, one of the English governors, lie in the same vault, and those of Gov. Daniel D. Tompkins, in another near by. The heads of three dynasties, Dutch, English, and American, are thus reposing in peace together. The Rev. Dr. Anthon is the present minister.

ST. GEORGE'S CHURCH, (EPISCOPAL,)

East Sixteenth street, opposite Stuyvesant Square, erected in 1849. This is one of the most elegant and commodious church edifices in New-York. For the solidity of its walls, the grandeur of its front entrance, and for vast capacity, it is unequalled. Not a solitary column is seen supporting either roof or gallery, and the effect of this arrangement is certainly very fine. The church is of the Byzantine order, 94 feet wide and 168 feet deep. The spires have not yet been added, but when complete, the whole will be massive and elegant.

The cost of the church was \$200,000 without the spires, which will involve an additional expense of \$50,000. The Rectory cost \$20,000, and the Chapel \$10,000. The ground upon which the church stands was a donation of the late Peter G. Stuyvesant.

ST. PAUL'S CHAPEL, (EPISCOPAL,)

Broadway, between Fulton and Vesey streets, erected in 1766. This is the third Episcopal church erected in the city. It is a venerable-looking building, of dark gray stone, with a tower of stone and pointed steeple of wood on the western end, opposite to the main entrance, different in this respect from any other church in the city.

The total length of the edifice, including the portico in front and tower in the rear, is 151 feet, and the width is 73 feet. The height of the steeple is 203 feet. There are

two bells hanging in the belfry, which once belonged to the chime in Trinity Church.

On the front, facing Broadway, a large pediment 18 feet in depth is displayed, supported by four Ionic columns. In a niche in the centre of the pediment is a carved figure of St. Paul leaning on a sword. There is also in the front a slab of white marble inserted, bearing an inscription in remembrance of General Montgomery, who fell at Quebec during the Revolutionary War, and whose remains were removed to New-York by order of the State, in July, 1818. When St. Paul's Chapel was built, it was quite at the outskirts of the city; and the year in which the foundation was laid, the lot on which it stands, near the cemetery, was ploughed up and sowed with wheat. The cemetery is a large plot of ground extending from Broadway to Church street, and from Fulton to Vesey streets. It is now filled with tombs and single graves, and contains some elegant monuments. At the side of the church, and near Broadway, an obelisk of white marble has been erected in memory of Thomas Addis Emmet, the celebrated Irish barrister and patriot, who died here in 1827. Inscriptions are made on three sides, one in English, one in Latin, and one in Irish.

ST. JOHN'S CHAPEL, (EPISCOPAL.)

Varick street, on the east side of St. John's Park, erected in 1807. The situation of this church is not surpassed by any church in the city, and the building itself presents an imposing appearance. The material is a brownish sandstone; and the Corinthian order is generally followed in the architecture. It covers a large space of ground, being from outside to outside 132 feet in length and 80 feet in width. The portico in front is about 20 feet deep, and the pediment is supported by four large columns, which stand on a platform raised five or six feet from the ground, to a level with the floor of the main building.

The spire of the church is said to measure 214 feet and six inches from the ground. The side walls of the church are considerably ornamented, and a heavy balustrade passes around the roof.

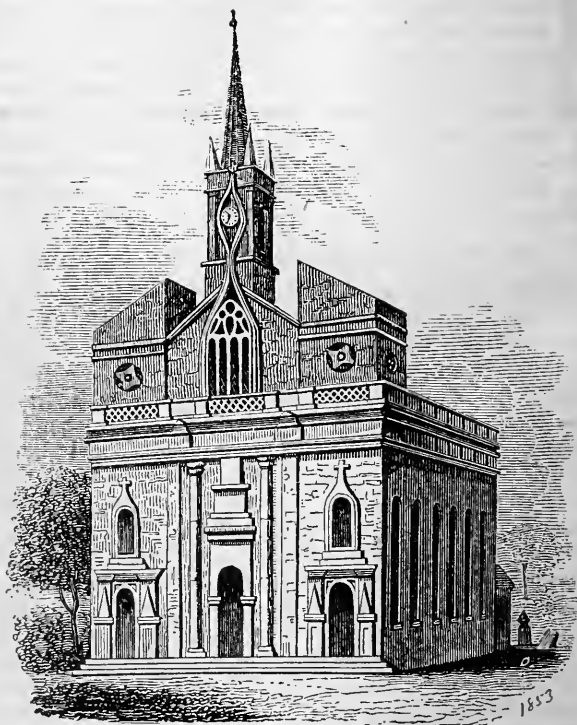
A long building, containing three Sunday-school-rooms, a vestry-room, and other rooms for various societies and



BAPTIST CHURCH. Page 109.







ST. PATRICK'S CATHEDRAL. Page 109

committees connected with the church, is attached to the eastern end of the main building.

FIRST BAPTIST CHURCH.

Corner of Broome and Elizabeth streets, erected in 1841. The congregation removed from their former edifice in Gold street, near Fulton. The building was designed by Mr. Lefevre, of this city, and does him much credit as an architect. The walls are of a bluish stone, principally from Blackwell's Island, and from the old meeting-house in Gold street. The window lintels, cornices and battlements are of brown sandstone. The dimensions of the house are 90 feet by 75—the side walls 42 feet high, and the apex of the battlements 71 feet. Rev. Dr. Cone is the present minister.

ST. PATRICK'S CATHEDRAL, (ROMAN CATHOLIC.)

Corner of Prince and Mott streets, erected in 1815. This building is very spacious. When first erected, it measured 120 feet by 80; since which, 36 feet more have been added to the length, making it now 156 feet long, fronting on Mott street and extending to Mulberry street. The side and rear walls are built of rather rough gray stone. The front is of red freestone. The rear of the church is rather more ornamented than the front. There are eight large windows in each side. The interior presents quite an imposing appearance. There are no galleries, except an organ left on the eastern end. The roof is supported by twelve large pillars, standing each alone, and running from the floor to the high ceiling, and on each pillar, far above the pews, four large globular lamps are suspended. The windows are of plain common glass, with painted blinds inside. There are few ornaments except around the altar. The floor contains about 200 pews, and the whole house will probably accommodate 2,000 persons.

CHURCH OF THE HOLY REDEEMER.

A new German Catholic Church, in Third street, near Avenue A. The neighborhood is not an agreeable one to any of the five senses. It is a wilderness of inferior-looking brick houses, swarming with Germans, men,

women, and children—particularly children. From this region of squalor rises the largest, one of the costliest, the most striking and impressive ecclesiastical edifices in New-York. From the street to the top of the cross on the spire, is 265 feet. The architecture is of that intricate and elaborate design which is styled the Byzantine. Within its walls there is space for 3,000 persons to sit, and for another thousand to stand. There are stained windows, broad aisles, marble columns, a magnificent altar, a superb ceiling, and numerous confessionals. A hundred thousand dollars will have been expended upon the church by the time it is finished; and at its side, a convent and convent schools are soon to be erected.

FIRST CHURCH, (PRESBYTERIAN,)

On the west side of the Fifth Avenue, occupying the square, between Eleventh and Twelfth streets, erected in 1845. It is of reddish hewn stone. The extreme length of the building is 119 feet, and the breadth 80 feet. The height of the tower is 130 feet to the top of the cornice, and thence is an octagon spire of stone 30 feet to the pinnacle. Large buttresses between the windows, seven on each side, are built, surmounted by a pinnacle of 8 feet in height. A battlement of stone passes around the roof. The inside of the building presents a grave and dignified appearance, very becoming a house of worship. The pulpit and pews are built of solid black walnut. The ceiling is rather plain, and there are no large columns in front of the gallery. The height from the floor to the ceiling is fifty feet. There are 124 pews on the lower floor, and the house will accommodate from 1,200 to 1,500 persons. The cost was about \$75,000. Rev. Dr. Phillips is the minister of this congregation. This church formerly worshipped in Wall street, on the spot where the first Presbyterian church in New-York was built, in the year 1719. The house they left there was taken down stone by stone and rebuilt in Jersey City, where its tall spire may be seen overtopping all other buildings.

GRACE CHURCH, (EPISCOPAL,)

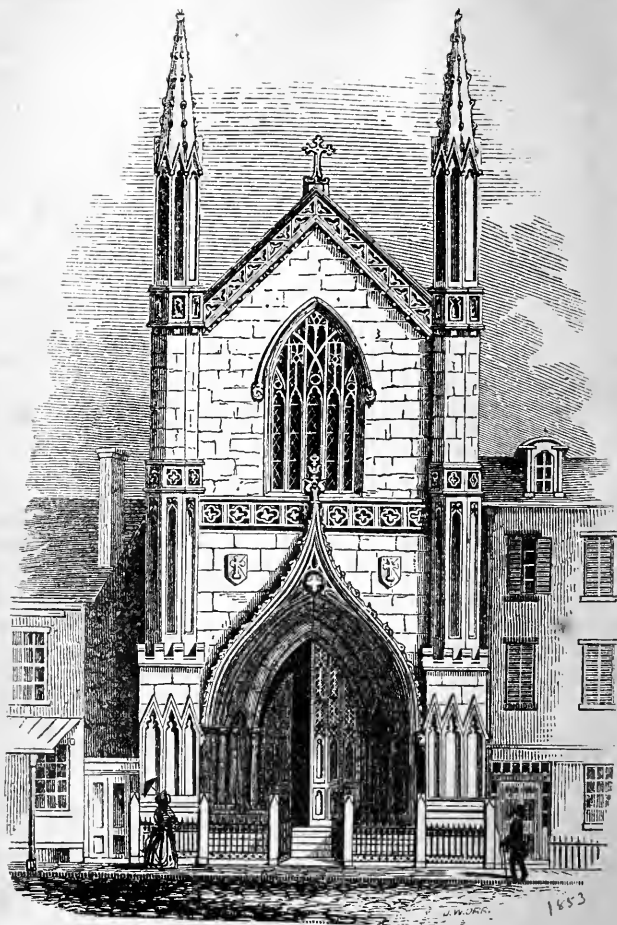
Broadway, above Tenth street, erected in 1845. This is one of the most splendid buildings in the city. The



DUTCH REFORMED CHURCH. Page 112.







FOURTH UNIVERSALIST CHURCH. Page 112

material is white marble, hewn, but not hammered. It is built in the form of a cross, and of a highly ornate Gothic style. As viewed from Broadway, we are first presented with a lofty tower of about 24 feet square, and of about 110 feet elevation from the ground to the cornice; and from thence an octagon spire of wood, running up nearly as much higher, and terminating in a cross. There are three doors in front, two of moderate size and one very large. Over this main entrance is a large circular window, of stained glass, and two tall, oblong windows in each side of the upper section of the tower. Entering the building, we stand at once amid pillars and carved work, and have all the colors of the rainbow brought to our vision through more than forty windows of stained glass, each one giving some different hues. On a line with the sides of the gallery are sixteen massive columns, eight on a side. The cost of the building was \$145,000. The congregation who occupy it, once worshipped at the corner of Rector street and Broadway, near Trinity Church. Rev. Dr. Taylor is the present minister.

DUTCH REFORMED CHURCH,

· On Lafayette Place, erected in 1839. Lafayette Place is a short but elegant street, parallel to Broadway, on the eastern side of it. Towards the southern end of it, it is crossed by Fourth street, and on the corner of Fourth street, and fronting Lafayette Place, stands one of the Collegiate Dutch churches. It is a very substantial building, of hammered granite. It is 110 feet long and 75 feet wide. It was erected in 1839, at a cost of about \$160,000.

The inside of the church is very handsomely finished, in a style of what may expressively be termed *plain elegance*. The pulpit is of solid marble.

The Collegiate Reformed Dutch Church is the oldest religious establishment in the city. At the present they occupy three houses of worship, viz.: the "North Church," at the corner of Fulton and William streets, the Ninth street Church, and the church on Lafayette Place. The church is considered as one, though assembling for worship in three places, and is governed by one Consistory. At the present time they have four pastors, viz.: Rev. Drs. Knox, Brownlee, De Witt, and Vermilye.

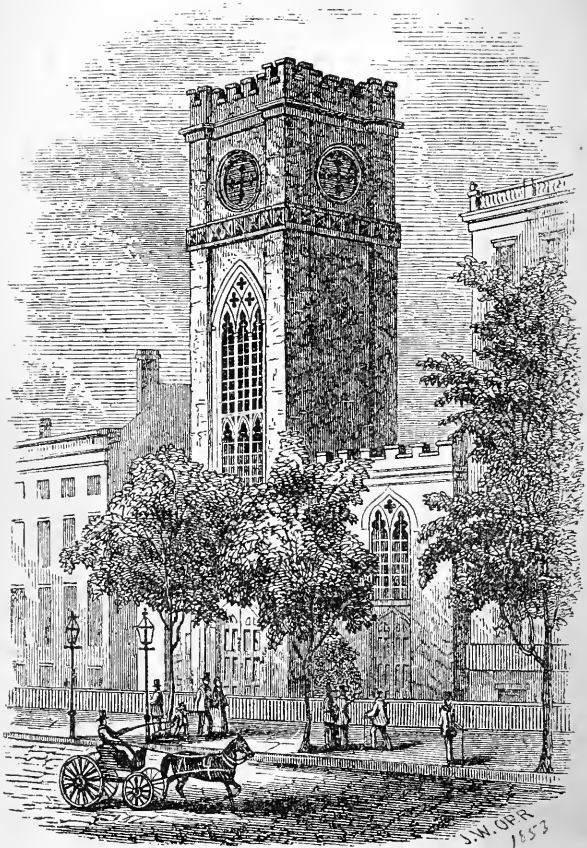
DUTCH REFORMED CHURCH,

Washington Square, erected in 1840. The great fire in New-York, which took place Dec. 16, 1835, destroyed, among other buildings, the "South Dutch Church," which stood on Garden street, now Exchange Place. After this the congregation divided, a part of them building a church on Murray street, while those who had removed "up town" commenced worship in the chapel of the New-York University, purchased a lot on the corner of Washington Place and Wooster street, fronting Washington Square, and erected a very handsome edifice. The building is of dark-colored granite, rather roughly hewn, and measuring 80 feet from the rear to the tower, and 62 feet wide. A front view of the building presents you with a large middle door and two smaller ones, one being in each tower. The Gothic architecture in which the edifice was designed to be built appears more prominently inside than outside. Inside are eight large pillars supporting the roof, and attached to the front of the gallery, which is handsomely ornamented with carved work. The organ is very elegant, and the edifice in good taste. The cost was about \$80,000, and the ground \$44,000. It was dedicated Oct. 1, 1840. Dr. Hutton is the present minister.

FOURTH UNIVERSALIST CHURCH,

Broadway, between Spring and Prince streets, erected in 1845. This edifice was built by the First Congregational Church, (Unitarian,) Rev. Mr. Bellows, pastor, and was sold in 1852 to the present occupants for \$90,000. The former society are about to erect a new church on the corner of Fourth Avenue and Twentieth street. The lot occupied by the church runs through from Broadway to Crosby street, and the main building is placed on the rear of the lot, which removes it from the noise of the great street to a place of comparative quiet. It is built of brick, and is 110 feet long, and 77 feet wide. It is a very lofty building, being about 70 feet from the floor to the apex; but standing back from the main street, and having large buildings all around it, it is scarcely seen from Broadway. The entrance is all that would be noticed in passing it. Entering the front door, there is a long passage-way of the





CHURCH OF THE MESSIAH. Page 113.



PRESBYTERIAN CHURCH. Page 113.



same width as the front, and about ninety feet long, which brings us to the main body of the church. Over this covered passage-way is a suite of rooms occupied by the Dusseldorf Picture Gallery. The interior of the church is finished in more complete Gothic style, probably, than any other building in the city. The material used for the pews is pine, with black walnut capping; and the pulpit, organ case, and all the other fine carved work is pine, painted a beautiful dark oak color. There are 140 pews on the lower floor, and about 60 in the gallery. The large pillars supporting the roof stand off about five feet from the front of the gallery, which has a very fine effect. The house is beautiful, and well worthy of attention. Rev. Mr. Chapin is the present minister.

CHURCH OF THE MESSIAH, (UNITARIAN.)

Erected in 1838. The "Church of the Messiah" is the second Unitarian church in the city of New-York. It was commenced in the year 1828, and was under the pastoral care of the Rev. Mr. Lunt. Their house of worship in Prince street was consumed by fire in 1837, and in the following year a new edifice was built in Broadway, nearly opposite Waverly Place. Rev. Mr. Osgood is the present minister. This building is a very substantial one. It is built of rough granite, measuring on the ground 100 feet by 74, and was built at a cost of \$97,000. It is a plain-looking building, with a square front. The front presents three doors, with a square window over the side doors, and a large round window over the main entrance, and circular windows in three sides of the tower above the roof.

The finish of the interior is rich. The walls and ceiling are elaborate in finish and richly painted.

PRESBYTERIAN CHURCH,

On the corner of University Place and Tenth street, erected in 1845, is of a reddish gray stone, well smoothed, having but few ornaments, and for so costly a building, presenting a rather plain appearance. The extreme length of the edifice is 116 feet, and the width 65 feet, including a lecture-room in the rear, 75 feet by 25, the interior of

the church being about 91 feet by 65. The side of the building in Tenth street presents six large Gothic windows, and three small windows over the lecture-room, all of stained glass. In the front on University Place are three Gothic doors, the main entrance being in the tower, and one on each side in the body of the church. A large Gothic window is placed over the main entrance, and smaller ones over the side doors. The tower, which is 24 feet square, is wholly in front of the main building, and is built up square to the belfry, which is the first section above the apex of the roof; above which it gradually tapers to the summit, being entirely of stone, and terminates without a vane, 184 feet from the ground. The building stands low, being raised but three steps from the sidewalk, so that it does not look as lofty as many others which are really not higher than this.

There are 124 pews on the lower floor, and 64 in the gallery; and the space over the lecture-room, in rear of the pulpit, is open for the accommodation of the Sabbath-school. It is said that 1,200 persons can be accommodated in the house. The pulpit and pews are built of solid black walnut, exhibiting much richness, but it renders the house rather more dark and gloomy than would be desirable. The total cost of the building was \$56,000. The present minister is the Rev. Dr. Potts.

ST. THOMAS' CHURCH, (EPISCOPAL,)

Corner of Broadway and Houston street, erected in 1826. This fine old edifice, measuring 113 feet by 62, is built of very rough small stones, and was more than two years building, being commenced in 1823, and finished in the early part of 1826. When erected, it was considered as the most purely Gothic structure of any in the city. The interior was entirely destroyed by fire in 1851. It has been rebuilt with a little alteration in the front, and is handsomely finished. The house will accommodate a large congregation, having large galleries, and 238 pews above and below. Rev. Dr. Neville is the present minister.

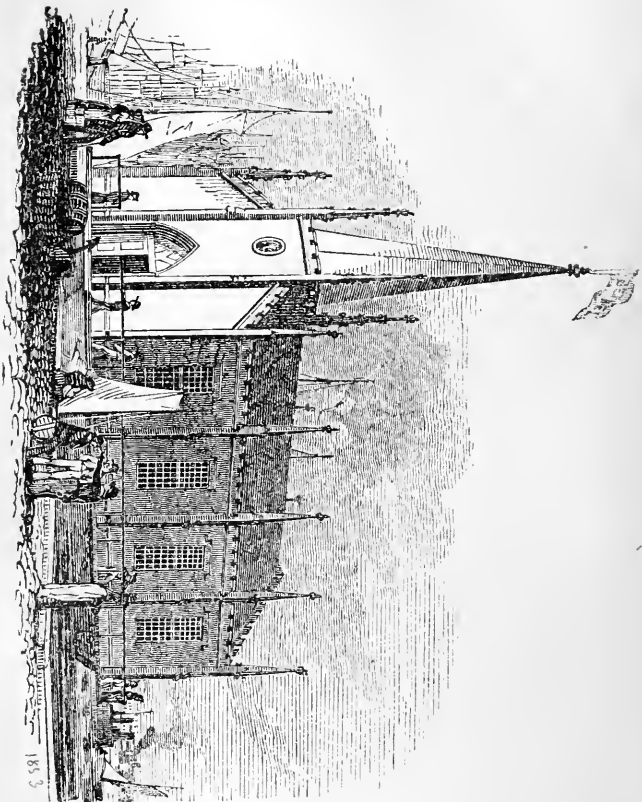
FLOATING CHAPEL, (EPISCOPAL,)

Built in 1844. It has always been considered that sailors needed something a little peculiar, and hence the



ST. THOMAS'S CHURCH. Page 114.





FLOATING CHAPEL. Page 114.

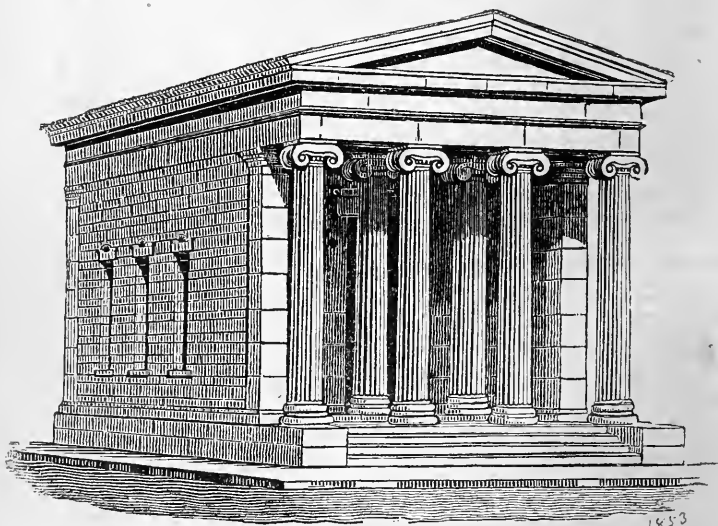






CHURCH OF THE HOLY COMMUNION. Page 115.





L'ÉGLISE DU SAINT ESPRIT. Page 116.

idea of building a house of worship for them, not only distinct from other people, but, if practicable, to have it a floating temple, moored in some dock, so that "Jack in his roundabout" should feel perfectly at home. This *desideratum* was accomplished in this city in 1844, when the "Floating Chapel" for seamen was built, and the Episcopal "Church of the Saviour" organized therein. The chapel is built of wood on a deck 76 feet long and 36 feet wide, covering two boats of 80 tons each, and 10 feet apart. The length of the chapel is 70 feet, and its breadth 30 feet. It has a plain spire rising above the peak of the roof.

The interior presents one middle aisle, with a row of seats on each side. It is a plain room, ornamented a little around the pulpit and altar. It was built by the Young Men's Missionary Society of the Episcopal Church, and was opened for religious worship February 15th, 1844. The present minister is the Rev. Mr. Parker. The chapel is now moored in the East river, at the foot of Pike street.

CHURCH OF THE HOLY COMMUNION, (A FREE CHURCH.)

Corner of Sixth Avenue and Twentieth street, erected in 1845. This is altogether one of the most singular buildings in the city. It is built of well-dressed granite in the form of a cross, having a projection in the rear of about 30 feet wide and 18 deep, containing the pulpit, reading-desk, &c. The total length of the building, from the front door to the extreme rear of the projection, is 104 feet, and the breadth 66 feet. Standing by the pulpit, on the right hand, is a deep recess in the wing, which is the organ loft. This is the only gallery in the house. In the wing on the left hand is a large door opening directly into the street, with a large circular window over it. This is shown in the annexed cut, on the right hand of the tower. Another principal entrance is shown on the cut at the left of the tower, and, like the other doors, opens directly into the street. The turret is on the south corner of the building, and is about 15 feet square within the buttresses, and 70 feet high. There are few windows in the house, and no ornaments either within or without. The whole floor is occupied with plain oak seats, which are all free. The cost of the building was about \$35,000. The Rev. Dr. Muhlenberg is the Rector.

FIFTH AVENUE PRESBYTERIAN CHURCH,

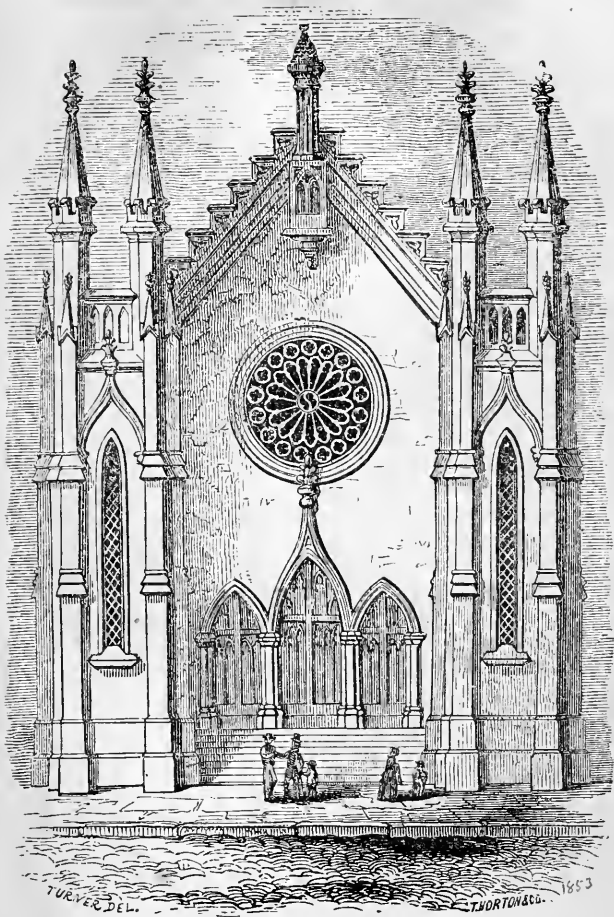
Fifth Avenue, corner of Nineteenth street, (Dr. Alexander's,) erected in 1853. The proceeds of the pews sold in this church, with the amount of the church property, covered the entire cost of the church and lots. The whole amount of sales exceeded \$90,000. The pews unsold, 77 in number, have been rented, reserving seats for the Sunday-school scholars.

FRENCH CHURCH, (EPISCOPAL,)

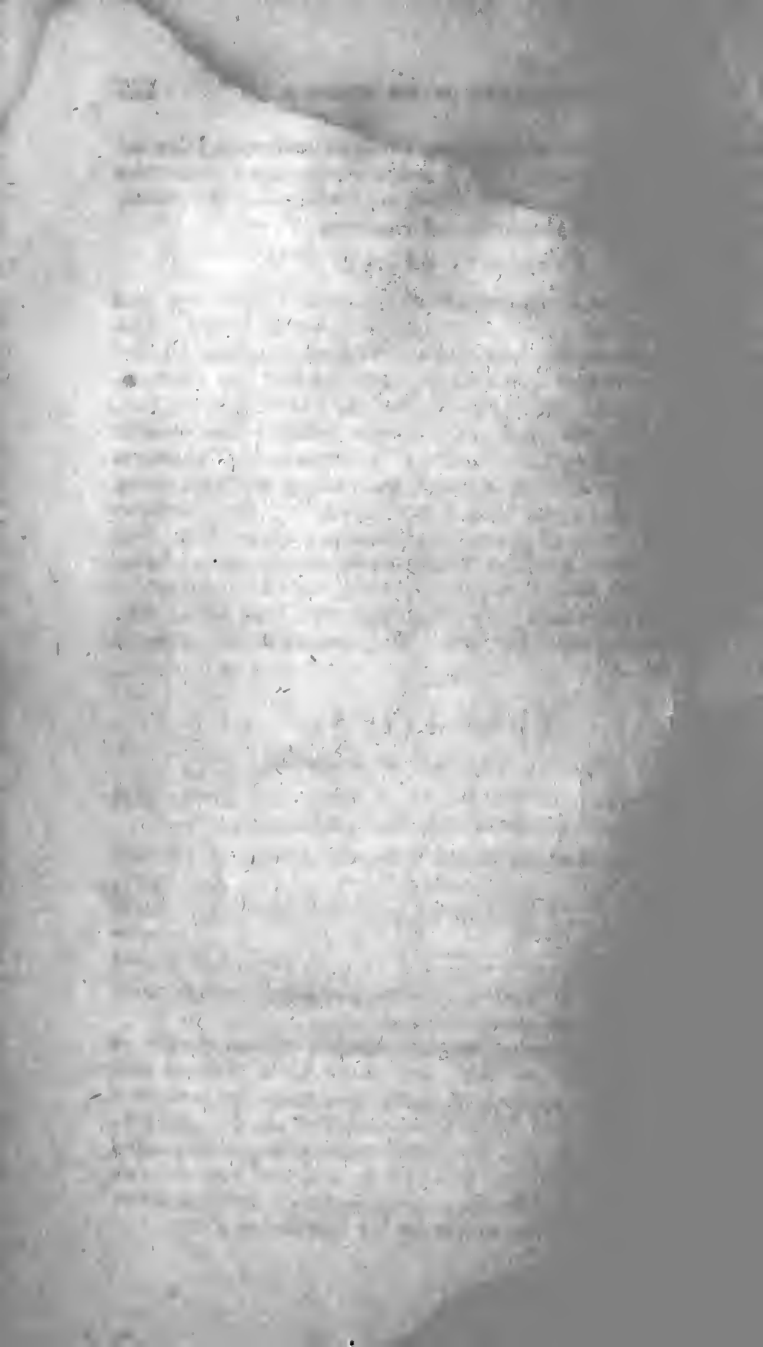
Franklin street, corner of Church street, erected in 1834. This is a rich-looking building, of fine hammered white marble, measuring 100 feet by 50, and built at a cost of \$60,000. It has neither tower nor spire, but on the front a deep pediment of between 20 and 30 feet in depth, supported by four massive pillars in front, raised on a platform six steps from the sidewalk, and two others far under the pediment, one on each side of the main entrance. The front of the main building is plain, with one large door and no window. On each side there are three long windows, square at the top. The congregation formerly occupied a stone building in Pine street, near Nassau street, which was erected in 1704 by some French Protestants, who founded their church upon the principles and model of that in Geneva. During the war of the Revolution, the interior of this church was nearly destroyed by the British soldiery. In 1794, it underwent a thorough repair; and in 1803, the members, with their minister, joined the Episcopal church, and from that time have been known as the church *Du St. Esprit*. The encroachments of business, and the removal of families from the lower part of the city, induced the sale of their property in Pine street, and the building of the present church. The Rector is the Rev. Antoine Verren, D. D.

JEWS' SYNAGOGUES.

New-York contains 13 synagogues, in which this ancient people maintain their peculiar service, ever worshipping with their faces towards Jerusalem, the city of the great King. Two of the finest buildings of this sort are Shaarai Tephila, (Gates of Prayer,) 112 Wooster street,



SYNAGOGUE. Page 116.



near Prince, and Bnai Jeshurun, (Sons of Jeshurun,) Greene street, near Houston. By a usage of the synagogue the males and females occupy different portions of the house, and to this order visitors must conform.

TRINITY CHAPEL

Is situated on Twenty-fifth street, near Broadway, and extends through the block to Twenty-sixth street. The entire length of the building is 180 feet, of which 45 are due to the chancel. Width of nave, 54 feet; of chancel, 38 feet. Height to eaves, 50 feet, and to ridge, 90 feet, with a fine open roof. The inside walls of the church are of Caen stone, brought from Normandy in France—a material of an agreeable color, and easily worked, being soft enough to be cut with a saw or knife. The windows are of richly stained glass; the ceilings painted blue, and the roof timbers covered with polychromatic decorations. The floors are tiled throughout, with tasteful ornamental patterns in chancel. The building will seat about 800, its cost having been \$80,000. The architects are Richard Upjohn & Co.

EDUCATION.

PUBLIC AND WARD SCHOOLS.

The last report of the Board of Education shows that the average attendance of scholars was as follows:—

Average attendance at Ward Schools.....	23,273
“ “ Public Schools.....	19,314
“ “ Other Corporate Schools..	2,007
Total.....	44,594

The number of children who attended occasionally during the year, is about 100,000.

We recently attended an examination of the classes of one of the public schools, and were both pleased and astonished at the amount of valuable knowledge possessed by the pupils. Too little attention, however, is paid to the physical frame, and the Trustees need to be reminded that children of four and five and six years of age require to have the spinal column in some manner assisted when obliged to maintain its erectness for five hours a day.

Under the sharp eye of an experienced teacher, there seemed a real danger of having the little ones drilled to death. The chairs of the pupils should be easy, and also provided with backs, and the strict perpendicular ought not to be so constantly enforced. Of the WARD SCHOOLS, no better specimen can perhaps be named than No. 29, which is on the corner of North Moore and Varick streets, not far from St. John's Park.

The building occupied by this school is among the most beautiful and commodious school edifices in the city; and the facilities for the acquirement of the various branches of knowledge taught in our common schools, are equal to those most favored by the selection of teachers. N. W. STARR, Esq., is the Principal, and he is assisted by twenty-four others, most of whom are females. In the male department there are 450 pupils; in the female department, 400; and in the primary department, 600; total, 1450.

The Managers of both the Public and Ward Schools appear to be zealously and conscientiously devoted to the discharge of their important duties.

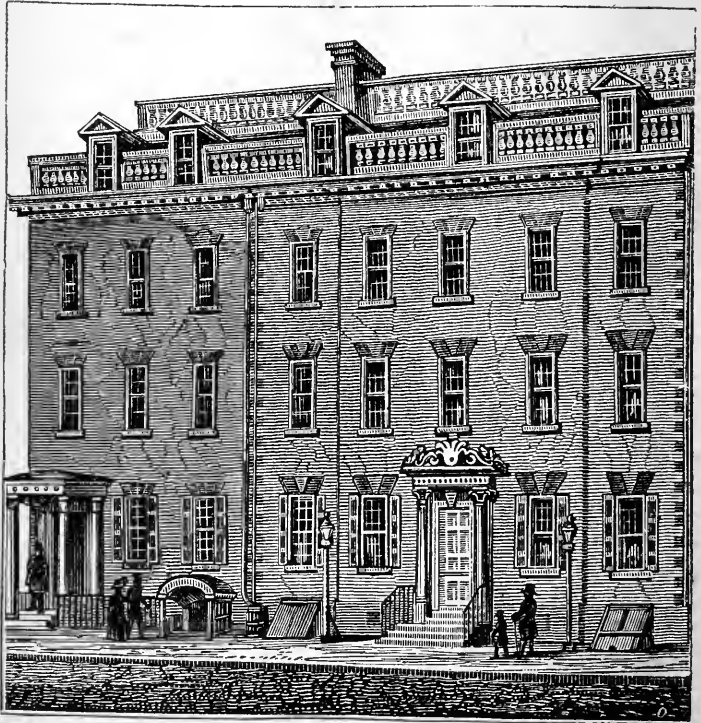
It should be added, that by a recent act of the Legislature, the two school systems are to be combined; the whole being placed under the care of the Directors of the WARD SCHOOLS.

SUPPORT OF SCHOOLS.

APPORTIONMENT OF SCHOOL MONEYS—1853.

To the Ward Schools.	\$150,695 93
“ Public School Society's Schools.	125,062 92
“ Hamilton Free School.	236 51
“ Mechanics' Society School.	282 92
“ New-York Orphan Asylum.	1,095 95
“ Roman Catholic Orphan Asylum.	3,975 65
“ Leake and Watt's Orphan House.	1,431 99
“ Protestant Half Orphan Asylum.	1,336 65
“ Female Guardian Society.	362 60
“ House of Refuge.	2,681 81
“ Colored Orphan Asylum.	1,601 72
Total.	\$288,764 65





WALTON HOUSE. Page 119.

1853



OLD DUTCH HOUSE. Page 120.



ANTIQUITIES OF NEW-YORK.

AN OLD CHURCH.

THE "Swamp Church" stood formerly in Frankfort, corner of William street, having been erected in 1767. It was one of the oldest church edifices in the city. St. George's Church, in Beekman street, was built in 1752, nine years before it, but in 1814 was burnt, all but the walls, and built up in modern style. St. Paul's Chapel, near the Park, was built in 1766, but the interior is in modern style. The Brick Church was built the same year, but that too has been remodelled, while the old "Swamp Church" retained until the last its ancient appearance, inside and out. The land east of it was originally a marsh or swamp, and hence its name. It was built of stone, was very strong, and measured about sixty feet by thirty-four.

This building was erected by the German Lutherans, and was the only place of worship in the city which was not abused and torn in pieces by the British army in the time of the Revolution; for it was here that the Hessian troops, who were generally Lutherans, attended worship; and it is not unlikely that this circumstance saved it. After the peace, the Rev. Dr. Kunze officiated here for more than twenty years. In the year 1830 it was sold to a colored Presbyterian congregation, but was at length torn down and its site occupied by stores.

AN OLD MANSION.

The "Walton House," No. 326 Pearl street, was built in 1754 by William Walton, a prosperous English gentleman who resided in Hanover Square. This then splendid dwelling was built *out of town*, as a kind of country-seat. It was bequeathed by the founder to his nephew William, who was one of His Majesty's Council before the Revolution. It was built of bricks brought from Holland, ornamented with brown stone water-tables, lintels, &c.

The hall was an ample room, and the staircase of large carved work gave the whole a most imposing air of aristocratic grandeur. It is now a boarding-house, but well

worth the attention of the curious. One fact connected with this time-honored mansion deserves to be noted. It is said that the princely style here maintained by the Waltons excited the wonder and cupidity of the English officers who came to this country; and on being related by them to the authorities at home, led to the increased taxation of the Colonies, and this incidentally contributed to bring about the Revolution.

AN OLD DUTCH HOUSE IN 1630.

The cut exhibits the fashion of most of the Dutch buildings in the early settlement of New-York.

The building here represented stood in Broad street, and was built by Peter Minuit, the first Governor of New-Amsterdam. This house was built in 1629, and was a famous house in its time. The greater part of Broad street was originally built up in the same manner. The houses were all built of bricks brought from Holland, and were constructed with the gable end to the street, and usually with a sharp and pointed roof. There is scarcely a building of the kind now left in the city.

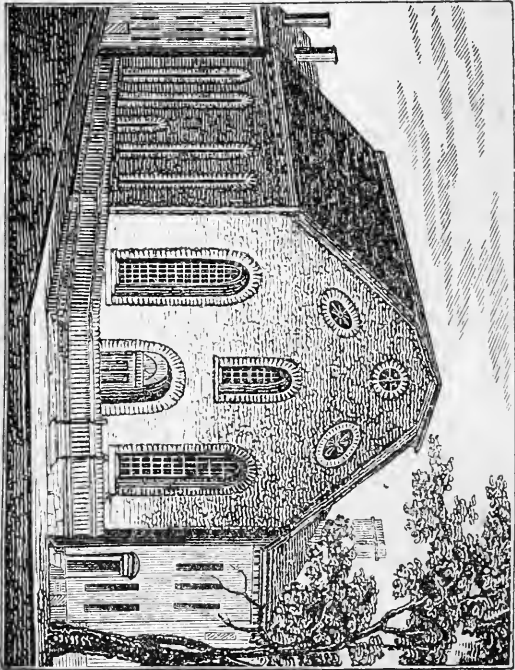
NEW-YORK BANKING HOUSES.

Some of the most elegant structures in New-York are the buildings—chiefly in the lower part of the city—occupied as banking-houses. The spacious and elegant interior of the Metropolitan Bank, corner of Broadway and Pine street, deserves special mention. The lots upon which the building stands cost \$110,000.

Those buildings which cost over \$100,000 are as follows:

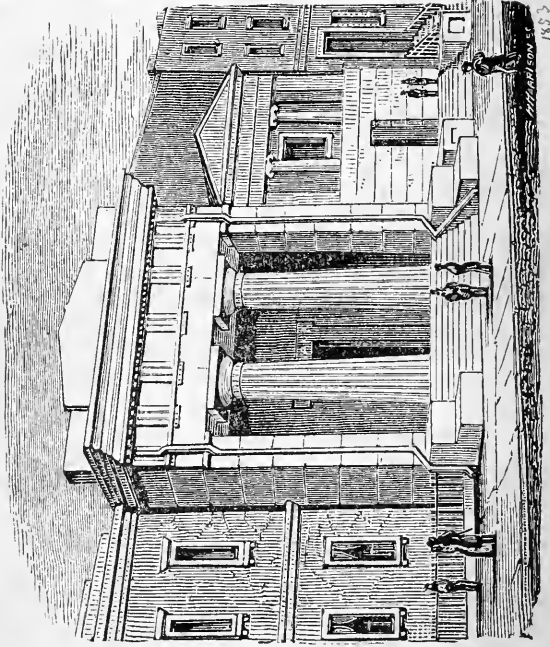
Bank of America, - - - - -	\$160,000
Bank of New-York, - - - - -	114,850
Bank of State of New-York, - - - - -	130,477
Manhattan Company, - - - - -	291,868
Phenix Bank, - - - - -	133,751
Bank of Commerce, - - - - -	110,003
Bank of North America, - - - - -	110,205
Bank of the Republic, (No. 1 Wall) - - - - -	174,191
Broadway Bank, - - - - -	126,856
Metropolitan Bank, - - - - -	160,061

These are all in Wall street except two the last named.



OLD DUTCH CHURCH. Page 120.

1855



UNION BANK AND NATIONAL BANK. Page 190.

BENEVOLENT SOCIETIES.

I. O. O. F.

The Independent Order of Odd Fellows number in New-York 85 Lodges and twelve Encampments, embracing many thousand members. The processions of Odd Fellows are among the most noted of our civic shows. Several of the Lodges also own a fine Hall, on the corner of Grand and Centre streets, erected at a cost of \$125,000; the building containing a number of large and elegant Lodgerooms.

BRITISH PROTECTIVE EMIGRANT BOARD OF THE ST. GEORGE'S SOCIETY OF NEW-YORK.

Office, 86 Greenwich street. Established 1844, to protect emigrants from fraud and imposition. President, Dr. John C. Beales, (President of St. George's Society;) John C. Wells and E. F. Ward, Secretaries; Robert Bage, Treasurer; Charles H. Webb, Superintendent. Charles Edwards, Counsellor and Solicitor to the St. George's Society.

FRENCH BENEVOLENT SOCIETY.

Victor Durand, President; J. P. Barre and A. Hoguet, Vice-Presidents; L. Boquet, Treasurer.

FRIENDLY SONS OF ST. PATRICK.

Joseph Stuart, President; J. B. Dillon and George McBride, Jr., Vice-Presidents; C. H. Birney, Secretary; C. M. Nanry, Treasurer.

GERMAN BENEVOLENT SOCIETY,

(Witwen and Waisen Institute.) Jacob Brombacher, President.

GERMAN MUTUAL ASSISTANCE SOCIETY.

J. A. F. Rachau, President; E. A. Sterneburgh, Secretary; G. H. Koop, Treasurer.

GERMAN SOCIETY OF THE CITY OF NEW-YORK.

Office, 104 Greenwich street. Established, 1787; Chartered, 1804. President, J. C. Zimmerman; H. E. Ludewig, Secretary; F. Hoose, Treasurer; C. P. De Greck, Agent.

HEBREW BENEVOLENT SOCIETY.

H. Aaronson, President; Morris Wolf, Vice-President; John Leroy, Treasurer.

HIBERNIAN UNIVERSAL BENEVOLENT SOCIETY,

No. 42 Prince street. President, Francis O'Rielly; Vice-President, Cordelius Dorus; Secretary, Francis Flynn; Recording Secretary, James Brady; Treasurer, Francis Gilmore. Number of members about 200. Object, to relieve members in sickness and defray funeral expenses.

IRISH EMIGRANT SOCIETY,

No. 51 Chambers street. Employment Office, 29 Reade street. Founded 1841, to afford protection and employment to Irish emigrants. President, Gregory Dillon; Treasurer, James Stuart; Corresponding Secretary, Edward C. Donnelly; Recording Secretary, Peter Crerar. Lawrence Keatings, Employment Agent, 29 Reade street.

ITALIAN BENEVOLENT SOCIETY.

E. F. Forresti, President; M. Pastacaldi, Vice-President; G. Cristadoro, Treasurer, Charles Ferrero, Secretary.

MARINE SOCIETY.

(1770.) Capt. Charles H. Marshall, President; John M. Ferrier, N. Briggs, Vice-Presidents; James Copeland, Treasurer; Henry Russell, Secretary. Office, 115 Wall street.

NEW-ENGLAND SOCIETY.

Founded 1806. Meetings generally held at Astor House on the first Thursday of every month; annual meeting, 22d of December. Officers: Moses H. Grinnell, President; Thomas Fessenden, Vice-President; J. L. Pope, Treasurer; Ephraim Kingsberry, U. S. Commissioner's Office, City Hall, Secretary. The objects of the Society are friendship, charity, and mutual assistance.

ST. ANDREW'S SOCIETY.

Richard Erwin, President; J. J. Palmer, Adam Norrie, Vice-Presidents; Robert Hyslop, Treasurer; John Campbell, Secretary; John T. Ferguson, Physician.

ST. DAVID'S BENEVOLENT SOCIETY OF NEW-YORK AND BROOKLYN.

Charles Miles, President; H. P. Edwards, Vice-President; David Roberts, Treasurer; Thomas R. Jones, Recording Secretary; T. J. Jones, Corresponding Secretary.

ST. GEORGE'S SOCIETY OF NEW-YORK.

Established 1786. Incorporated 1838. Meeting at Astor House. J. C. Beales, President; Robert Bage, Treasurer; Josh. C. Wells and Edward F. Ward, Secretaries; Charles H. Webb, Superintendent.

ST. NICHOLAS SOCIETY.

Ogden Hoffman, President; Wm. H. Johnson, Treasurer; Charles R. Swords, Secretary; R. E. Mount, Jr., Assistant Secretary.

THE NEW-YORK FIRE DEPARTMENT.

THE department now comprises 45 engine companies, 54 hose companies, 13 hook and ladder companies, and 3 hydrant companies, numbering in all 3,137 members. The strongest engine company is No. 14, which includes 70 members; the greatest number of members in any one of the hose companies is 25; in any one of the hook and ladder companies, 30; and the most numerous hydrant company is No. 3, which has 30 members.

The whole number of active firemen is 2,731.

MISCELLANEOUS ITEMS.

CITY PARKS.

In addition to those more fully described at p. 62, but which our limits merely allow us to mention in this place, are Madison, Hamilton, Bloomingdale, and Manhattan Squares. The location of several of these may be seen by referring to the map.

TABLE

Exhibiting the aggregate number and value of horses employed in different occupations in New-York:

	NO.	VALUE.
Horses employed in omnibuses and rail-cars,.....	7,000	\$700,000
Horses employed in hacking,.....	3,500	525,000
Horses owned by licensed cartmen,	4,000	400,000
Grocers' horses,.....	2,500	250,000
Foreign express horses,.....	260	65,000
City express horses,.....	40	3,000
Horses owned by milkmen,.....	1,200	120,000
Horses owned by soda-water manufacturers,.....	210	21,000
Bakers' horses,.....	700	84,000
Horses owned by ice-dealers,.....	250	35,000
Horses employed in trucking,.....	60	15,000
Scavengers' horses,.....	120	12,000
Ash and dirt-cart horses,.....	1,500	135,000
Pedlars' horses,.....	500	25,000
Butchers' horses,.....	760	105,000
Total,.....	22,540	\$2,495,000

THE PAVEMENTS.

The citizens of New-York, weary at length of being jolted over the old-fashioned pavements of cobble-stones which still maintain possession of most of the streets, determined to find relief. In 1846, a great improvement was made by the introduction of what was called, from

the name of its inventor, the Russ pavement; and which, thus far, has met all the opposition of heat and cold, sudden changes, and immense use, without injury.

The plan, however, is very expensive. It requires large blocks of stone about ten inches in depth, laid diagonally with the wheel track, and resting on a substratum of concrete, which again rests upon a foundation of granite chips; the whole forming a consolidated mass eighteen inches thick, so arranged as to afford access to the gas and water pipes. It has been fairly tested on Broadway. Another pavement is called, also from the name of its inventor, the Perrine. The peculiarity of this consists in combining a smooth wheel-track with a rough way for the horses, as may be seen, should there be any yet remaining, in Broadway, between Franklin street and Canal.

The cobble-stone portion of the Perrine is to be replaced with granite blocks, laid by Deghue; an experiment, the success of which is yet to be achieved.

The cost of the Deghue is \$3 85 a yard; that of the Perrine, about \$6 00; while the Russ, costing nearly as much as both together, is probably the cheapest of the three.

BOUNDARIES OF WARDS.

First Ward.—Bounded, south, by Battery; east, by East river; north, by Maiden Lane and Liberty street; west, by West street.

Second.—Bounded, south, by Maiden Lane and Liberty street; west, by Broadway; north-west, by Park Row; north-east, by Spruce and Ferry streets and Peck Slip; east, by East river.

Third.—Bounded, south, by Liberty street; west, by West street; north, by Reade street; east, by Broadway.

Fourth.—Bounded, south-westerly, by Spruce street, Ferry street, and Peck Slip; east, by South street; and north-easterly, by Catharine street.

Fifth.—Bounded, south, by Reade street; west, by West street; north-easterly, by Canal street; east, by Broadway.

Sixth.—Bounded, south, by Park Row and Chatham street;

- east, by Bowery ; north, by Walker and Canal streets ; west, by Broadway.
- Seventh.*—Bounded, south-westerly, by Catharine street ; north-westerly, by Division and Grand streets ; east, by East river ; south-westerly, by South street.
- Eighth.*—Bounded, south, by Canal street ; west, by West street ; north, by Hamersley and Houston ; east, by Broadway.
- Ninth.*—Bounded, south, by Hamersley street ; east, by Hancock and Bleecker streets, and Sixth Avenue ; north, by Fourteenth street.
- Tenth.*—Bounded, west, by Bowery ; north, by Rivington street, east, by Norfolk street ; south-easterly, by Division street.
- Eleventh.*—Bounded, west, by Avenue B and Clinton street ; south, by Rivington street ; east, by East river ; north, by Fourteenth street.
- Twelfth.*—Bounded, south, by Eighty-sixth street ; west, by North River ; east, by East river, (including Ward's and Randall's Island ;) north, by Harlem river. and Spuyten Duyvil's Creek.
- Thirteenth.*—Bounded, south, by Division and Grand streets ; west, by Norfolk street ; north, by Rivington street ; east, by East street.
- Fourteenth.*—Bounded, south, by Walker and Canal streets ; west, by Broadway ; north, by Houston street ; east, by Broadway.
- Fifteenth.*—Bounded, north, by Houston street ; west, by Hancock and Bleecker streets and Sixth Avenue ; north, by Fourteenth street.
- Sixteenth.*—Bounded, south, by Fourteenth street ; west, by North river ; north, by Twenty-sixth street ; east, by Sixth Avenue.
- Seventeenth.*—Bounded, south, by Rivington street ; east, by Clinton street and Avenue B ; north, by Fourteenth street ; west, by Bowery and Fourth Avenue.

Eighteenth.—Bounded, south, by Fourteenth street; west, by Sixth Avenue; North, by Fortieth street; east, by East river.

Nineteenth.—Bounded, south, by Fortieth street; west, by North river; north, by Eighty-sixth street; east, by East river, including Blackwell's Island.

Twentieth.—Bounded, south, by Twenty-sixth street; west, by North river; north, by Fortieth street; east, by Sixth Avenue.

STAGE LINES.

Harlem and Yorkville, every half hour, from 23 Chatham street.

Astoria and Yorkville, every hour, from 23 Chatham street.

Bloomington and Manhattanville, leaves every 40 minutes, from Tryon's Row, corner of Chatham street.

Jamaica, L. I., Newtown and Flushing, leaves Fulton Ferry, Brooklyn.

Roslin, Manhasset, Great Neck and Little Neck, from 340 Pearl street.

DISTANCES FROM THE CITY HALL TO DIFFERENT PUBLIC PLACES IN THE CITY, ETC.

From the City Hall.	Miles.	From the City Hall.	Miles.
To the Battery, south end,	1	To Corlaers' Hook,	1½
" north do.	¾	To Catharine st. Ferry,	¾
To foot of Cortlandt st.,	½	To Fulton st. Ferry,	½
" Barelay st.,	¾	To Brooklyn, foot of Ful-	
" Chambers st.,	½	ton st.,	1
" Canal st.,	1	To Brooklyn, foot of At-	
To the Old State Prison		lantic st.,	2
dock,	1½	To Brooklyn, City Hall,	2
To Fort Gansevoort,	2	To U. S. Navy Yard,	1¼
To the Prot. Epis. Theo.		To Williamsburg,	2
Seminary,	2½	To Jersey City,	1½
To the House of Refuge,	2¼	To Hoboken,	2
To Bellevue,	2½	To Harlem,	8
To the Dry Dock,	2		

TABLE OF DISTANCES IN NEW-YORK.

From	To the City Hall.	To the Battery.	To the Exch.
Rector street, - - - - -	-	$\frac{1}{4}$ mile.	
Fulton, - - - - -	-	$\frac{1}{2}$	$\frac{1}{4}$
Warren, - - - - -	-	$\frac{3}{4}$	$\frac{1}{2}$
Leonard, - - - - -	$\frac{1}{4}$	1	$\frac{3}{4}$
Canal, - - - - -	$\frac{1}{2}$	$1\frac{1}{4}$	1
Spring, - - - - -	$\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{1}{4}$
Houston, - - - - -	1	$1\frac{3}{4}$	$1\frac{1}{2}$
Fourth, - - - - -	$1\frac{1}{4}$	2	$1\frac{3}{4}$
Ninth, - - - - -	$1\frac{1}{2}$	$2\frac{1}{4}$	2
Fourteenth, - - - - -	$1\frac{3}{4}$	$2\frac{1}{2}$	$2\frac{1}{4}$
Seventeenth, - - - - -	2	$2\frac{3}{4}$	$2\frac{1}{2}$
Twenty-fourth, - - - - -	$2\frac{1}{4}$	3	$2\frac{3}{4}$
Twenty-ninth, - - - - -	$2\frac{1}{2}$	$3\frac{1}{4}$	3
Thirty-fourth, - - - - -	$2\frac{3}{4}$	$3\frac{1}{2}$	$3\frac{1}{4}$
Thirty-eighth, - - - - -	3	$3\frac{3}{4}$	$3\frac{1}{2}$
Forty-fourth, - - - - -	$3\frac{1}{4}$	4	$3\frac{3}{4}$
Forty-ninth, - - - - -	$3\frac{1}{2}$	$4\frac{1}{4}$	4
Fifty-fourth, - - - - -	$3\frac{3}{4}$	$4\frac{1}{2}$	$4\frac{1}{4}$
Fifty-eighth, - - - - -	4	$4\frac{3}{4}$	$4\frac{1}{2}$
Sixty-third, - - - - -	$4\frac{1}{4}$	5	$4\frac{3}{4}$
Sixty-eighth, - - - - -	$4\frac{1}{2}$	$5\frac{1}{4}$	5
Seventy-third, - - - - -	$4\frac{3}{4}$	$5\frac{1}{2}$	$5\frac{1}{4}$
Seventy-eighth, - - - - -	5	$5\frac{3}{4}$	$5\frac{1}{2}$
Eighty-third, - - - - -	$5\frac{1}{4}$	6	$5\frac{3}{4}$
Eighty-eighth, - - - - -	$5\frac{1}{2}$	$6\frac{1}{4}$	6
Ninety-third, - - - - -	$5\frac{3}{4}$	$6\frac{1}{2}$	$6\frac{1}{4}$
Ninety-eighth, - - - - -	6	$6\frac{3}{4}$	$6\frac{1}{2}$
One Hundred and Second, - - - - -	$6\frac{1}{4}$	7	$6\frac{3}{4}$
One Hundred and Seventh, - - - - -	$6\frac{1}{2}$	$7\frac{1}{4}$	7
One Hundred and Seventeenth, - - - - -	7	$7\frac{3}{4}$	$7\frac{1}{2}$
One Hundred and Twenty-first, - - - - -	$7\frac{1}{4}$	8	$7\frac{3}{4}$
One Hundred and Twenty-sixth, - - - - -	$7\frac{1}{2}$	$8\frac{1}{4}$	8
One Hundred and Thirty-sixth, - - - - -	8	$8\frac{3}{4}$	$8\frac{1}{2}$
One Hundred and Fortieth, - - - - -	$8\frac{1}{4}$	9	$8\frac{3}{4}$
One Hundred and Forty-fifth, - - - - -	$8\frac{1}{2}$	$9\frac{1}{4}$	9
One Hundred and Fifty-fifth, - - - - -	9	$9\frac{3}{4}$	$9\frac{1}{2}$

OMNIBUS ROUTES.

PROPRIETORS.	ROUTES.
Kipp & Brown,.....	{ From W. 48th, cor. Av. 9th, through Av. 9th to Hudson, through Hudson to Canal, through Canal to Broadway, down Broadway to Bowling Green.
Kipp & Brown,.....	{ From 42d, Av. 6th, down 42d to Av. 7, down Av. 7 to Christopher, down Greenwich to Jersey City Ferry.
George W. Holman & Co.,.....	{ From Grand street Ferry through Cannon to 2d, through 2d to Av. C, up Av. C to 14th, up 14th to Av. 3, up Av. 3 to 26th to Broadway, up Broadway to 32d, to Hudson R. R. Depot, to the Crystal Palace.
Reynolds & Greene,	{ From Second Av. and 34th to 14th to Broadway to Barclay street Ferry.
Siney, McLelland & Richardson,	{ From 31st, Av. 9, to 14th, thence to Broadway, thence to South Ferry.
Pullis & Roberts,....	{ From East 32d, down Av. 4th to Broadway, down Broadway and Whitehall to South Ferry.
Cornell & Forshay,..	{ From W. 42d and W. 49th, down Broadway and Whitehall to South Ferry.
Ryerson, M'Elvaney & M'Elroy,.....	{ From E. 42d and Av. 3d to the Bowery, down the Bowery to Chatham, down Chatham to Broadway, down Broadway to Whitehall, down Whitehall to South Ferry.
Lugar, Owens & Appleby,.....	{ From W. 31st, (Hudson R. R. Depot,) cor. Av. 10th, to W. 14th, up W. 14th to Greenwich, down Greenwich to Spring, through Spring to Broadway, down Broadway to Broome, up Broome to Bowery, down Bowery to Catharine Ferry.
John H. Clark,.....	{ From W. 31st down Av. 10th to W. 23d, thence to Av. 4th, thence Bowery and Chatham, Broadway and Wall street Ferry.
Murphy & Smith,...	{ From E. 16th through Av. B to Tenth, through Tenth to Av. A, through Av. A to Eighth, through Eighth and Astor Place to Broadway, down Broadway and Whitehall to South Ferry.
Young & Ward, ...	{ From W. 34th, cor. Av. 6th, down Av. 6th to and through Eighth to Broadway, down Broadway and Whitehall to South Ferry.

- Young & Ward,..... { From W. 46th, cor. Av. 6th, down Av. 6th to and through Ninth to Broadway, down Broadway and Whitehall to South Ferry.
- Mackrell & Simpson, { From Tenth, cor. Av. C, through Tenth to Av. D, through Av. D to Lewis, through Lewis and Grand to East Broadway, down East Broadway, Chatham, Broadway, and Whitehall, to South Ferry.
- Marshall & Townsend,..... { From W. 42d down Av. 7th, Greenwich Av., to and through Av. 6th to Amity, through Amity to Broadway, down Broadway to and through Fulton to Fulton Ferry.
- Bolster, Andrews & McDonald,..... { From W. 42d cor. Av. 5th, through Av. 5th to W. 13th, through W. 13th to University Place, through University Place to W. 11th, through W. 11th to Broadway, down Broadway to Fulton, down Fulton to the Ferry.
- Jimmerson & Beers, { From Av. C, cor. Tenth, through Tenth to Av. D, through Av. D to Columbia and Grand to the Bowery, down the Bowery Chatham, Broadway, and Whitehall to South Ferry.
- Andrews, Walmsley & Co.,..... { From Av. I, cor. E. 28th, through Av. I to Allen, through Rivington to the Bowery, down the Bowery to Chatham, Chatham to the South Ferry.
- Murphy & Flynn,.... { From Harlem Bridge down Av. 3d, Bowery and Chatham to Barnum's Museum.
- Lutz, Doll & Co.,.... { From Manhattanville. down the Bowery and Chatham to Tryon Row.
- Sudlow & Siney,.... { From Eleventh near Av. C, through Av. C to Houston, through Houston to the Bowery, down the Bowery, Chatham, Broadway, and Whitehall, to South Ferry.
- John B. Dingledien & Co.,..... { From E. 61st and Av. 3d, down Av. 3d, Bowery, and Chatham to Pearl, through Pearl to Peck Slip and South to Burling Slip.
- William Tyson & Co,..... { From Williamsburg Ferry, through Grand to and down Broadway to Canal, through Canal to Greenwich, down Greenwich to Courtlandt, to Jersey City Ferry.
- Finch, Sanderson & Co.,..... { From Twenty-Third, down Av. 8th, to and through Bleecker to Broadway, down Broadway and Whitehall to South Ferry.
- Finch, Sanderson & Co.,..... { From W. 42d down Av. 8th to Fourth, down to Av. 6th, through Carmine, Bedford, Houston, to Broadway, to Maiden Lane, to Fulton Ferry.

- A. Lent & Mumford, { From Houston street Ferry, through Second, Bowery, and Bleecker to Broadway, down Broadway to and through Courtlandt to Jersey City Ferry.
- Sheldon & Hynard,.. { From One Hundred and Twenty-Fifth street, cor. Av. 4th, through One Hundred and Twenty-Fifth to Av. 8th and M'Comb's Dam to the High Bridge.
- William Tyson & Co., { From Williamsburg Ferry through Grand street to the eastern side of Broadway.
- Dewey, Dingeldien & Co.,..... { From Crystal Palace through Forty-Fourth street to Madison Av., down Madison Av. to Thirtieth street to Third Av., down Third Av., Bowery and Chatham street to Pearl street, down Pearl street to Peck Slip, and South street to Burling Slip.

CITY CARS.

The order observed in mentioning the various lines, is taken from the date of their respective charters.

- Harlem Company's { From Park Row to Centre street, through
City Cars..... { Centre to Grand, through Grand to Bowery, up Bowery to Fourth Avenue and 27th street.
- Sixth Avenue Cars. { From Chambers street, up West Broadway to
To Crystal Pal- { Canal, along Canal to Varick, up Varick to
ace,..... { Sixth Avenue and 51st street. (Some of the
Cars of this line start from corner of Broad-
way and Canal.)
- Eighth Avenue..... { From Chambers street, through West Broad-
way to Canal street, through Canal to Hud-
son, up Hudson to Eighth Avenue and up
Eighth Avenue to 51st street. (Some of the
cars of this line also start from the corner of
Broadway and Canal street.)
- Third Avenue..... { Park Row, Bowery, Third Avenue and 61st
street.
- First and Second Av. { From Peck Slip, along South street to Oliver,
through Oliver to Chatham Square, through
Bowery to Grand, along Grand to Allen as far
as First Avenue, up First Avenue to 23d street,
and thence on Second Avenue to Harlem.
(Returning, pass through Second Avenue,
Christy, Grand, Bowery, Chatham, and Pearl
streets.)

LOCATION OF PIERS.

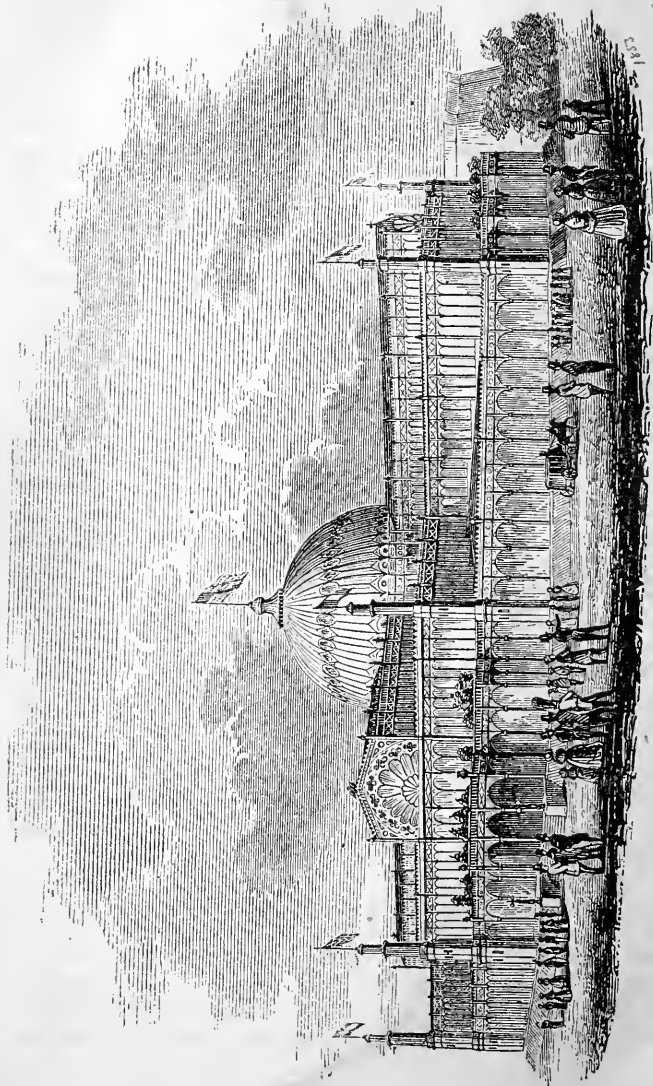
NORTH RIVER.

<p>No. 1, foot Battery Place. " 2, 3, bet. Battery Pl. & Morris. " 4, foot Morris. " 5, 6, 6½, bet. Morris & Rector. " 7, foot Rector. " 8, 8½, bet. Rector & Carlisle. " 9, foot Carlisle. " 10, " Albany. " 11, bet. Albany & Cedar. " 12, foot Cedar. " 13, " Liberty. " 14, bet. Liberty & Cortlandt. " 15, 16, foot Cortlandt. " 17, bet. Cortlandt & Dey. " 18, foot Dey. " 19, " Fulton. " 20, bet. Fulton & Vesey. " 21, foot Vesey. " 22, bet. Vesey & Barclay. " 23, 24, foot Barclay. " 25, foot Robinson. " 26, foot Murray. " 27, " Warren. " 28, " Chambers. " 29, " Duane.</p>	<p>No. 30, bet. Duane & Jay. " 31, foot Jay. " 32, " Harrison. " 33, " Franklin. " 34, " North Moore. " 35, " Beach. " 36, " Hubert. " 37, " Vestry. " 37½, " Desbrosses. " 38, " Watts. " 39, 40, foot Canal. " 41, foot Spring. " 42, bet. Spring & Charlton. " 43, foot Charlton. " 44, " King. " 45, " Hamersley. " 46, " Clarkson. " 47, " Morton. " 48, " Christopher. " 49, " Amos. " 50, " Charles. " 51, " Perry. " 52, " Hammond. " 53, " Bank. " 54, " Troy.</p>
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EAST RIVER.

<p>No. 1, 2, foot Whitehall. " 3, " More. " 4, bet. More & Broad. " 5, " Broad & Coenties slip. " 6, 7, 8, Coenties slip. " 9, 10, bet. Coenties & Old slips. " 11, 12, Old slip. " 13, b. Old sl. & Gouverneur's la. " 14, foot Jones' lane. " 15, 16, foot Wall. " 17, foot Pine. " 18, " Maiden lane. " 19, " Fletcher. " 20, 21, foot Burling slip. " 22, " Fulton. " 23, " Beekman. " 24, bet. Beekman & Peck slip. " 25, 26, foot Peck slip. " 27, foot Dover. " 28, bet. Dover & Roosevelt. " 29, foot Roosevelt. " 30, bet. Roosevelt & James.</p>	<p>" 31, 32, foot James' slip. " 33, " Oiver. " 34, 35, " Catharine. " 36, 37, " Market. " 38, (Z Ring's) bet. Market & Pike slip. " 39, 40, foot Pike. " 41, (Sectional dock,) bet. Pike & Rutgers. " 42, 43, foot Rutgers. " 44, " Jefferson. " 45, " Clinton. " 46, bet. Clinton & Montgomery. " 47, foot Montgomery. " 48, not built. " 49, foot Gouverneur's slip. " 50, not built. " 51, 52, foot Walnut. " 53, 44, " Grand. " 55, 56, " Broome. " 57, " Delancey. " 58, bet. Rivington & Stanton.</p>
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CRYSTAL PALACE. Page 133.

THE CRYSTAL PALACE.

THE SITE.—The site of the Palace is Reservoir Square, being the unoccupied half of a plot of ground 1,000 feet long by nearly 500 wide, reserved by the city for the purpose indicated by its name. It is four miles from the Battery, and three and a quarter from the City Hall, but most conveniently located with reference to travel. The dépôts of the Sixth Avenue, the Eighth Avenue, and the Harlem Railroads, and the upper termini of some dozen lines of stages, are in the immediate neighborhood; so that for five or six cents one may reach the place from any part of New-York, and, with the addition of ferriage, from the remotest sections of Brooklyn, Williamsburg and Jersey City, without so much as two minutes' walking.

Two years ago, the mile square which is now the busiest portion of the city was almost a solitude. A walk to the Croton Reservoir involved a country ramble. There were acres of gardens; vacant blocks overgrown with stramonium or heaped with the refuse coal ashes of the town; old hedges that once marked the boundaries of farms, and ditches of stagnant water arrested the pedestrian, and sent him a long retrograde journey to some of the few graded streets. Twenty blocks southward was the red line of the built-up city, advancing like fire on a prairie against the wind, and devouring with its brick-and-mortar jaws every green thing in its way. East and west were broad open spaces, dotted with a few old houses, and bounded by the settled portions of the Third and Eighth Avenues; while on the north, three or four public institutions were the only signs of habitation.

THE PLAN.—After securing the ground and appointing sundry officers, the next proceeding in order was to procure plans for the building. Sir Joseph Paxton, the architect of the London Crystal Palace, furnished one of singular beauty, but the shape of the ground upon which it was to be placed rendered its adoption impossible. Many other plans were offered, of much beauty and origin-

ality, and well adapted to the purpose, from which the one finally adopted, designed by George J. B. Carstensen and Charles Gildemeister, architects, was selected. This plan was chosen on the 26th of August, 1852. On the 4th of September, the masonry contracts were signed, and on the 25th of the same month, the principal part of the iron work had been contracted for. The contracts for the mason work specified that the foundations were to be ready for the erection of the iron work on the 21st of October; as at that time the delivery of the iron work was to commence.

The piece of ground upon which the Crystal Palace is to be exhibited being nearly square, its shape is unfavorable for architectural purposes. In other respects, no better spot could be found in the city. The main features of the building are as follows: It is, with the exception of the floor, entirely constructed of iron and glass. The general idea of the edifice is a Greek cross, surmounted by a dome at the intersection. Each diameter of the cross measures 365 feet 5 inches long.

CONTENT.—The building contains, on the ground floor, 111,000 square feet of space, and in its galleries, which are 54 feet wide, 62,000 square feet more, making a total area of 173,000 square feet for the purposes of exhibition. There are thus on the ground floor two acres and a half, or exactly 2 52-100; in the galleries one acre and 44-100. Total, within an inconsiderable fraction, four acres.

COLUMNS.—There are on the ground floor 190 octagonal cast iron columns, 21 feet above the floor, and 8 inches diameter, cast hollow, of different thicknesses, from half an inch to one inch. These columns receive the cast iron girders. The second story contains 148 columns, of the same shape as those below, and 17 feet 7 inches high. The dome is supported by 24 columns.

THE IRON.—The quantity of iron to be used for the building amounts to about 1,250 tons. The roof covers an area of 144,000 square feet, and is in part tinned.

THE GLASS.—The glass for the Crystal Palace was made at Camptown, N. J. The Managers made a contract for 40,000 feet, one eighth of an inch thick. The glass is enamelled by a new process, which saves the necessity of covering it with cloth, as had to be done in the Crystal

Palace at London. The enamel is laid upon the glass in a fluid state with a brush, and after being dried, it is subjected to the intense heat of the kiln, which vitrefies the coating, rendering it as fixed and durable as the glass itself. It has an effect similar to that produced by ground glass, being translucent, but not transparent.

THE FOUNTAINS.—In the centre of the Palace rises a beautiful crystal fountain; and in other parts of the building small fountains of cologne and essences perfume the air.

GENERAL EFFECT.—On entering the building, the observer's eye will be greeted by the vista of an arched nave, 41 feet wide, 67 feet high, and 365 feet long; while on approaching the centre, he will find himself under a dome 100 feet across, and 118 feet high. The aspect of the building is entirely different from that of the London Crystal Palace. Its form affords the requisite scope for a pleasing variety of architectural embellishment, by which all monotony can be avoided, and allows a very economical use of the ground. The rising dome, independent of its effect in the interior arrangement of the edifice, will give height and majesty.

MOTIVE-POWER.—Steam, as a motive-power for the machinery, is generated in a building across Forty-second street, and is conveyed under the street to the building in which it is to be applied.

THE MACHINERY DEPARTMENT is in a building adjoining, but independent of the Palace. The edifice for the purpose is seen between the Palace and the Reservoir, with wings at each end. The main building is about 400 feet long, by 24 wide, and 50 high, divided into two stories, and covered with glass. The wings are each 100 feet long, by 27 wide, and one story high, and, together with the first story of the main building, are filled with moving machinery; thus making a grand hall of mechanism of 600 feet in length. This building also serves to separate the Reservoir and the Palace.

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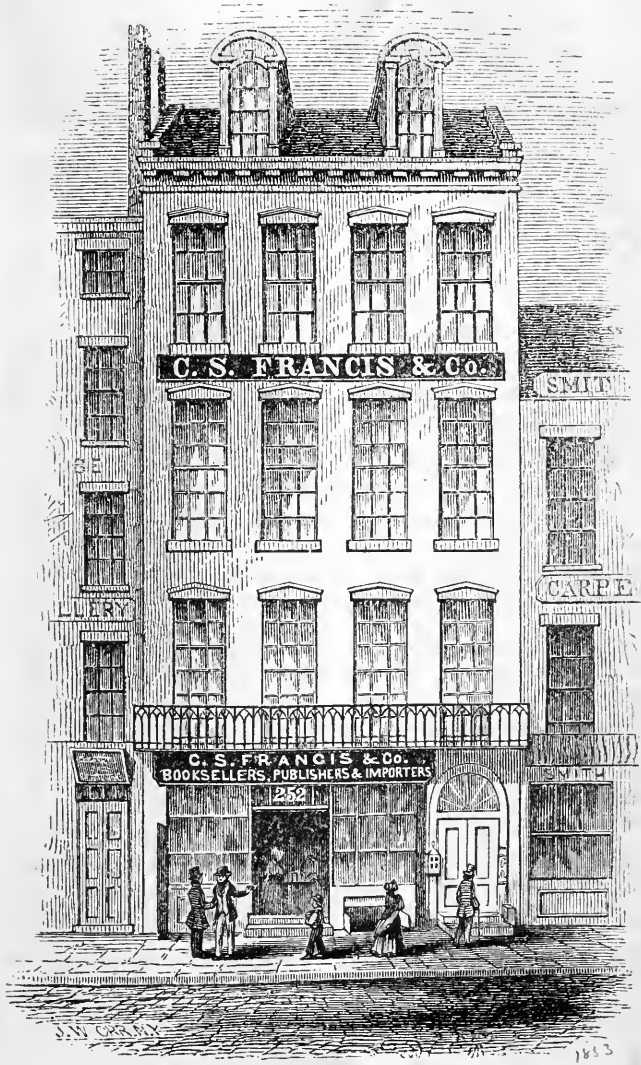
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CITY OF BROOKLYN.

THIS town, the whole of which is now included within the corporation of the city of Brooklyn, lies upon the extreme western part of Long Island, opposite the southern portion of the city of New-York, and separated therefrom by the East river, which is here about three quarters of a mile in width. The pure air and delightful prospects of Brooklyn render it a favorite place of residence to persons doing business in New-York, and it is nearer to the business centres of the latter than residences in the upper part of the city; and these things have contributed to give it a very rapid growth. The increase of population from 1830 to 1840 was 20,837. Its present population is about 97,000.

The name conferred upon this town by the Dutch was Breucklen, (or broken land;) and in the act for dividing the province into counties and towns, passed November 1, 1685, it is called *Breucklyn*; nor does the present appellation appear to have been generally adopted until after the Revolution. Many changes have doubtless taken place upon the shore, and it is believed that Governor's Island was formerly connected with Red Hook Point. It is well known that, a short period previous to the War of Independence, cattle were driven across what is called Buttermilk Channel, now sufficiently deep to afford passage to vessels of the largest class. The first European settler in this town is supposed to have been George Jansen de Rapelje, at the Waalboght, or Waaloons Bay, during the Directorship of Peter Minuit, under the charter of the West India Company. In a record in the possession of the family

of the late Jeremiah Johnson, Esq., it is stated that the first child of Rapelje was Sarah, born in 1625—unquestionably the first white child born upon Long Island. Watson says she was born on the 9th of June, and honored as the first-born child of the Dutch settlers; also that, in consideration of such distinction, and of her widowhood, she was afterwards presented with a tract of land at the Wallabout. In the journal of the Dutch Council in 1656, it is related that “the widow Hans Hansen, the first-born Christian daughter in New-Netherlands, burdened with seven children, petitions for a grant of a piece of meadow, in addition to the twenty morgen granted to her at the Waale-Boght.” A few of the other associates of De Rapelje were Le Escuyer, Duryee, La Sillier, Cershow, Conscillaer, Musserol; these, with some changes in the mode of spelling, are still found among us. It appears by the Dutch records, that in 1634, a part of the land at Red Hook was the property of Wouter Van Twiller, being one of the oldest titles in the town. The earliest deed for land was from Governor Kieft to Abraham Rycken, in 1638.

The city is regularly laid out, and the streets—with the exception of Fulton street, the oldest in the city—are generally straight, crossing each other at right angles, and are from fifty to sixty feet wide, and a number of them have greater width. A large number of the streets, including all within the most thickly settled parts, are paved and lighted. Many of the streets are bordered with trees, giving the place a peculiarly rural aspect. Fulton street, originally narrow in its lower portion, has been amply widened, and is bordered with ranges of lofty brick stores, and presents a commanding entrance to the city. No city in the country, of its extent, is better built than Brooklyn, and many of its houses are distinguished for a chaste elegance, and some of them are splendid. Brooklyn, as laid out by the commissioners appointed by the State Legislature, is sufficiently large to become another London. The thickly settled parts have no public squares or open grounds; and though some have been laid out within the city bounds, they are not in such locations as to add, at present, to its beauty or its comfort. Many of its principal avenues, however, have a commanding width, and its whole appearance is open and airy; and its great extent,

and the many fine situations presented in its outer parts, will probably long prevent it from being uncomfortably crowded in the portions now most thickly settled.

Brooklyn was incorporated as a village in 1816, and as a city, with greatly extended limits, in 1834. It is divided into nine wards, and is governed by a Mayor and a Board of eighteen aldermen, two from each ward, all elected by the people.

Brooklyn was first settled in 1636, but it did not choose regular magistrates until 1746, though some kind of authority was previously established. The first house for public worship, which was a Dutch church, was erected in 1666. Six years previous to this, the Rev. Henricus Selwyn had been installed in Brooklyn, with a salary of 600 guilders, or \$240, one half of which was paid by the inhabitants, and the other half by Fatherland, or Holland.

FORTIFICATIONS.

There are some remains of fortifications which were thrown up by both armies during the Revolutionary War, which may still be traced on the hills in the back parts of Brooklyn. The principal of these is Fort Greene. This was originally a large fort. Many of the embankments were repaired during the war of 1812, and may still be distinctly traced. It is one of the most interesting spots in the vicinity of New-York.

THE CITY HALL.

At the junction of Court and Fulton streets, one mile from the Fulton Ferry, is a fine structure built of white marble from the quarries of Westchester, and of the Ionic order. Its length is 162 feet, its depth 102 feet, and its height to the top of cornice 75 feet. The height to the top of the cupola is 153 feet. The building is on one side of a triangular park. Its cost was about \$200,000.

THE POST OFFICE

Is situated in Court street, opposite the City Hall, and is a creditable building, well adapted for its purpose. The mail between Brooklyn and New-York arrives and departs many times in the day; the exact hours, which vary at different seasons, may be learned on reference to the Brooklyn City Directory.

THE MANSION HOUSE.

This House is situated on Hicks street, Brooklyn Heights, midway between Fulton and Wall street Ferries. It commands a view of the Bay of New-York and the country around, and is only ten minutes from the Exchange, *via* Wall street ferry. It has been enlarged and newly fitted up expressly for transient or permanent boarders. Omnibuses pass every five minutes, to and from the different ferries. It is a pleasant house, pleasantly situated, and furnishes accommodation for 250 guests.

THE GLOBE HOTEL,

No. 244 Fulton street, occupies a front embracing four lofty and well-built houses, and is conveniently situated, being near the City Hall, Post Office, and other public buildings. This hotel is much frequented by officers of the Navy. It contains about 100 rooms, and is a popular, well-ordered house. Omnibuses for Fulton Ferry pass the door every few minutes.

THE BROOKLYN ATHENÆUM.

The Athenæum and Reading-room has been erected by subscriptions, mostly from persons who reside in what is known as South Brooklyn. It is situated on the corner of Atlantic and Clinton streets; is 80 feet by 90 feet; three stories in height, built of brick, with brown stone facings, and cost \$60,000. The first floor is arranged for mercantile purposes. On the second floor is a large, well-lighted and commodious reading-room, an excellent library-room, and a number of private rooms. The third floor is a lecture-room or concert-hall, which is capable of seating about 2,000 people.

THE BROOKLYN SAVINGS BANK,

On the corner of Fulton and Concord streets, is a beautiful building of cut freestone, having a remarkably neat and attractive appearance. The institution is managed by careful men, and is in a prosperous condition.

THE LYCEUM,

On the corner of Washington and Concord streets, is a fine granite building, containing the City Library and that intended for the use of apprentices. The building also contains a commodious, well-arranged lecture-room.

ATLANTIC DOCK.

The Company which own this extensive work was incorporated in May, 1840, with a capital of \$1,000,000. The shares are one hundred dollars each. It is situated on the water-front of the Sixth Ward of Brooklyn, below the South Ferry, within "Red Hook Point," the outside pier extending 3,000 feet on "Buttermilk Channel." The basin within the piers contains about forty-two acres, with a sufficient depth of water to accommodate the largest ships. On the piers there are large warehouses, many of which are of great strength. Some improvement of this kind was needed, by the crowded state of the docks around New-York city, and the difficulty of finding suitable berths to unload vessels with heavy cargoes. The Hamilton Ferry runs from the corner of the basin to the Battery in New-York. The whole work is immense, and is well worthy the attention of a stranger.

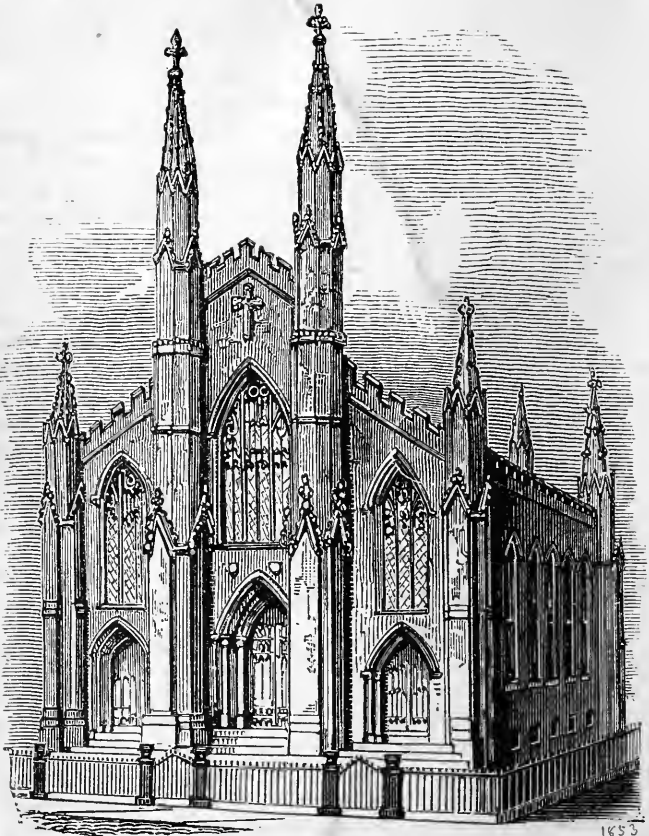
THE NAVY YARD,

A place well deserving of a visit, is situated on Wallabout Bay, occupies about forty acres of land, and is surrounded on the land side by a lofty wall. The Yard is kept in admirable order, and may be visited every day except Sundays by making application at proper hours. For a particular description of the Naval Dry Dock at this place, see page 61 of this volume.

Omnibuses convey passengers to the Yard from Fulton Ferry, Brooklyn side

AN ELEGANT PRIVATE HOUSE.

One of the most attractive private residences in either city, is that on the corner of Clinton and Remsen streets, occupied by Wm. Spencer, Esq. The house is of cut stone, in villa style, and is quite worthy of being noticed by the visitor, as it presents an agreeable departure from the stereotyped form of city residences, which are for the most part mere parallelograms covered with brick or stone.



CHURCH OF THE SAVIOUR. Page 143.

from Plymouth, Mass., inserted in the wall, and projecting clearly in view. In each side of the house there are three large arched windows, that being the style in which all the windows are made. The lecture-room is cut off from the rear of the building, and is a very large and commodious room. The rear of the building presents four short windows below, and one large one above, and a small circular window in the gable, near the apex. The cost of the building was about \$50,000. Rev. R. S. Storrs, Jr., D.D., is the pastor.

GRACE CHURCH,

Brooklyn Heights. The style of this handsome edifice is that known as Decorated Gothic, the exterior of the building being of wrought stone, and presenting an attractive appearance. The interior roof and columns are of wood; the whole open to the view, and exhibiting a complete system of framing. The nave columns have arch-braces supporting the centre roof, the aisle-roofs being arranged in like manner. The length of the nave inside is 85 feet, its width and height, each 60 feet. The chancel is 28 feet by 24. In addition to the church building, there is a chapel measuring 60 feet in length by 22 in width. A tower is to be erected on the south-west corner, which, when completed, will be a conspicuous object from New-York City, and from various points in the harbor and bay. The cost of the church was \$42,000, the ground having been purchased at \$20,000. The Rev. Francis Vinton, D. D., is the Rector.

CHURCH OF THE SAVIOUR, (FIRST UNITARIAN CONGREGATIONAL,)

Pierrepont street, corner of Monroe Place. This church is built in the perpendicular Gothic style, of red sandstone: the walls, which are *rubble*, from the quarries at Nyack, N. J., and the ornamental portions, which are finely hammered, from those of Connecticut. The entire length of the building, exclusive of the front towers, which project eight feet, is eighty feet; and its width, exclusive of the buttresses on the corners, which project four feet, is sixty-five feet.

The outer doors, of elaborate tracery, open into the vestibule, ten feet in width, extending across the entire

church, with stairs to the basement, and galleries at either end.

The roof of the nave is elegantly vaulted and groined, the extreme height being fifty-seven feet; that of the galleries is of the same style, the height being thirty feet from the floor of the church.

The entire cost of the building, land, furniture, organ, and external items, may be stated at about thirty-six thousand dollars.

The church was consecrated on the 24th of April, 1844, and the present pastor, the Rev. Frederick A. Farley, was installed on the following day.

CHRIST'S CHURCH,

Clinton street. Erected in 1842. This is a Gothic building of a reddish stone, about 100 feet long and 60 feet wide. The height of the walls is about 36 feet, and the extreme height of the tower about 100 feet. The tower in front is about 24 feet square, having heavy buttresses on each corner, built to the top of the roof, and then becoming octagons to the top, ending in four large pinnacles. The main entrance is in the tower, and smaller doors on each side in the body of the church. There is a large Gothic window over the main entrance. In the tower is a bell and clock. The body of the house is lighted by fifteen windows, seven on each side and one in the rear, with buttresses between them, running to the eaves, and there terminating without pinnacles. In the rear of the building is a lecture-room of one story, with a flat roof, showing above it the large pulpit window. On the apex of the roof in the rear there is a short stone cross. The cost of the edifice was about \$28,000. Rev. E. H. Canfield is the present minister.

FIRST REFORMED DUTCH CHURCH,

Joralemon street. Erected in 1834. This church is built of brick, stuccoed to represent clear white marble. The extreme length of the building is 111 feet, and its width 66 feet, and was erected at a cost of about \$26,000. It is a noble-looking structure, and presents probably one of the best specimens of a Grecian temple which can be found in this region. Viewing the building in front, we

are presented with a deep pediment, supported by eight Ionic massive fluted pillars, standing on a platform raised about four feet from the ground, and two similar pillars within these, and nearer to the body of the house. A lighter pediment projects in the rear of the building, supported also by one row of pillars. The house is lighted on the sides only with eight long windows, four on a side, with square heads. The building is unornamented, exhibiting a plain grandeur well becoming the purpose for which it was erected. The interior is also plain. Instead of a close pulpit there is a table or reading-desk, on a raised platform, with a sofa seat. In the rear of this is a fine perspective, representing a recess, with a profusion of pillars. It is well executed, and the illusion very perfect. Rev. M. W. Dwight, D. D., is the present pastor.

PLYMOUTH CHURCH.

This plain but commodious building, which is to our mind a model of a church, is situated in Orange street, between Hicks and Henry; and to it multitudes resort to listen to the original and powerful discourses of the Rev. Henry Ward Beecher. From an occasional attendance at this church, we judge that it has during the past five years been more frequently filled to an overflow than almost any other church edifice in either New-York or Brooklyn.

There is in the building a large and powerful organ, whose notes, together with the voices of the congregation, nearly all of whom join in the singing, resound through the large building with fine effect. The cost of this church was about \$45,000.

FIRST PRESBYTERIAN CHURCH

Is in Henry street, near Clark, and is a fine, commodious building, having lecture and session-rooms, with every arrangement for the convenience of the pastor and congregation. The church is lighted by windows of clear, unstained glass. The Rev. Samuel H. Cox, D. D., is the pastor.

DUTCH REFORMED CHURCH,

In Pierrepont street, is a large edifice, peculiar from being situated in the middle of a block, and having no

side windows, the want of these being obviated by a large circular sky-light, tastefully arranged. The church is in other respects conformable to the ordinary style. The Rev. George W. Bethune, D. D., is the pastor.

SECOND PRESBYTERIAN CHURCH,

Fulton street, corner of Clinton street. Erected in 1834. This is one of the largest and most commodious church edifices in Brooklyn. It is built of brick and stuccoed, and after the Grecian model, with six heavy Doric pillars supporting the pediment, standing on a platform raised six steps from the sidewalk. The front presents three large uniform doors. In each side of the building there are six tall windows with square tops, having flat pilasters between them. On the roof, back of the pediment, there is built a wooden turret about forty feet high, divided into three sections; the first being square, the second an octagon, and the third round; the upper section having several windows. This turret is not in very good keeping with the building, as an imitation of a Grecian temple, though the effect is not bad on the whole. The steeple contains a fine-toned bell, altogether the best in the city. The interior of the house is plain. It contains about one hundred and forty pews on the lower floor, and has a deep gallery on three sides. The cost of the building was about \$24,000. Rev. Ichabod S. Spencer, D. D., is the present minister.

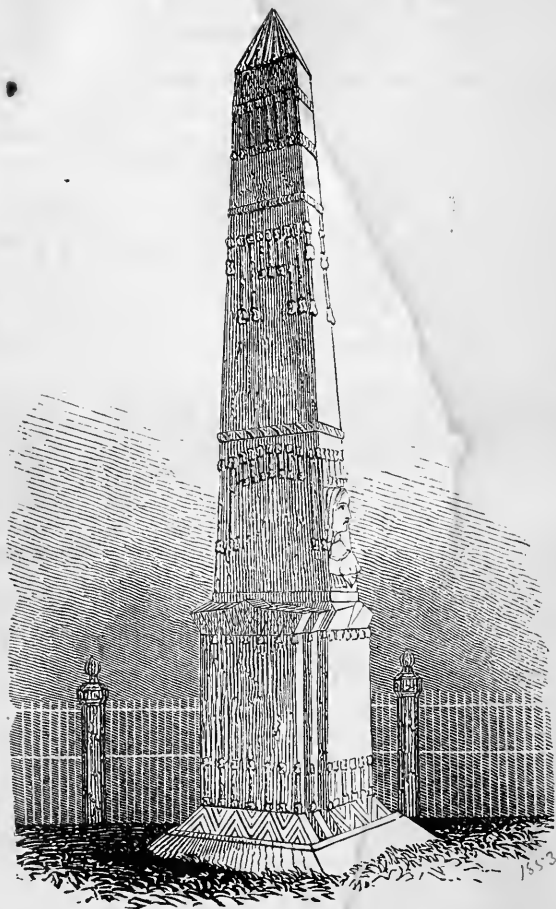
ST. ANN'S CHURCH.

No description of the churches of Brooklyn would be at all complete, without an especial mention of this, which is the oldest of their number, and perhaps the most honored of all.

St. Ann's is situated in Washington street, near Sands; is an unpretending structure of brick; and although large and commodious, has very few of the decorations now employed in the arrangement of a modern church. The churchyard on Sands street is, however, an attractive feature, presenting to the eye, during the summer, a refreshing expanse of verdure.

Rev. Benjamin C. Cutler, D.D., is the Rector, and Rev J. D. Cornell the assistant minister of the church.





SHIELD'S MONUMENT. Page 147.

Greenwood cemetery, Brooklyn, N. Y.

GREENWOOD CEMETERY.

OFFICE, NO. 53 BROADWAY.

THE grounds of this institution, originally consisting of one hundred and seventy-five acres, now comprise three hundred and thirty acres. They are more extensive than those of any similar institution in this country or Europe, and are entirely free from encumbrance.

These grounds are situated in Brooklyn, on Gowanus Heights, about two and a half miles from the South Ferry, at which place carriages may at all times be hired to convey parties to the Cemetery. Omnibuses also run to the Cemetery from the Fulton and South Ferries, conveying passengers to the entrance of the grounds for a trifling charge.

The elevated portions of the Cemetery afford numerous and interesting views, embracing the bay and harbor of New-York, with its islands and forts; the cities of New-York and Brooklyn, the shores of the North and East rivers, New-Jersey, Staten Island, the Quarantine, numerous towns and villages in every direction, together with a view of the Atlantic Ocean reaching from Sandy Hook to the Pavilion at Rockaway.

The various avenues in the grounds (exclusive of paths) extend about fifteen miles. These, together with the principal hills, dells, etc., are delineated on a map of the Cemetery, which is published in portable form, as a guide to those not familiar with the grounds.

Greenwood Cemetery became a chartered institution in 1838. Its location was the result of a careful and extensive survey of the entire vicinity of New-York. The enterprise, after four years of hard struggle, was at length placed upon a firm foundation, and the Cemetery was thrown open for interments in 1842. From that time, its history has been one of uninterrupted progress.

Among the noted monuments in the Cemetery, that to the memory of Miss Canda is worthy of especial remark, both for its costly beauty and for the sad story of her whose ashes are here enshrined. The pilots' and firemen's monuments are also of deep interest; while the bronze

statue of Clinton will soon take its place as another ornament and attraction to these hallowed grounds.

We must not fail to mention the grave of McDonald Clarke, the poet, nor the resting-place of Do-hum-me, that gentle Indian maid. Both sleep by the still waters of the Sylvan Lake. These and numerous other objects of interest will be pointed out to the visitor by the attentive driver.

LONG ISLAND RAILROAD

Extends from Brooklyn to Greenport, a distance of 95 miles.

The whole cost of construction of the railroad, including the tunnel, was about \$2,000,000.

The tunnel under Atlantic street is 2,750 feet long, and cost \$96,000.

The termination of the Long Island Railroad is at the South Ferry, in Brooklyn, through Atlantic street. The land being somewhat elevated, it became necessary either to cut down the street, or construct a tunnel. This last was done. The depth at the highest part of the street is about 30 feet.

TABLE OF DISTANCES.

Comparative table of distances from Merchants' Exchange, New-York, to different points in Brooklyn and New-York:—

Brooklyn.	Miles.	New-York.
To Fulton Ferry, - - -	$\frac{3}{4}$	Same distance as Anthony street.
" Catharine Ferry, - - -	1	do. Canal "
" South " - - -	1	do. Canal "
" Jackson " - - -	$1\frac{1}{2}$	do. Houston "
" Henry street, - - -	1	do. Canal "
" Clinton " - - -	$1\frac{1}{8}$	do. Grand "
" Court " - - -	$1\frac{1}{4}$	do. Spring "
" Boerum " - - -	$1\frac{3}{8}$	do. Prince "
" Smith " - - -	$1\frac{1}{2}$	do. Houston "
" Navy Yard, - - -	$1\frac{3}{8}$	do. Bond "
" Hoyt street, - - -	$1\frac{3}{8}$	do. Bond "
" Bond " - - -	$1\frac{3}{4}$	do. Fourth "
" Powers " - - -	2	do. Ninth "
" Parmenter's Garden, - - -	$2\frac{1}{2}$	do. Nineteenth "
" Clinton Avenue, - - -	$2\frac{3}{4}$	do. Twenty-fourth
" Denton street, - - -	3	do. Twenty-ninth.
" Mount Prospect, - - -	$3\frac{1}{4}$	do. Thirty-fourth
" Bedford Corners, - - -	$3\frac{1}{2}$	do. Thirty-ninth.
" Flatbush, - - -	5	do. Sixty-eighth.





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