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AND

BUSINESS DIRECTORY

OF

B O S T O N

AND ITS VICINITY.

FOR

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City Exchange and Hotel Building, Devonshire Street.

INTRODUCTION.

This Publication is issued as a volume representing the Institutions and Business Interests of Boston and New England, for distribution in Public Houses, Steamboats, and other public places, throughout the Union and the British North American Provinces. The work originated in an experienced want of such a publication, which the present Publishers were asked to supply.

The volume was commenced previously to the business revulsions of 1857, and has struggled with the disasters of the times, in common with the community it represents. Lashed by adverse gales, and nearly whelmed in surging seas, our gallant craft has yet moved steadily on, and brought us at last safely to the end of our voyage. That we have escaped the fate of those whose story is, "they started on their course, and were never heard of more," is due, under Providence, only to the staunch materials of which our bark has been constructed.

Metaphor aside, we trust this volume will be found to present some evidence of the inherent power and energy of New England capital and labor. Arrested in its career of prosperity by the shock of universal disaster, the industry of the people is employed in pulling down old structures and building up new, breaking down old barriers, and opening new and commodious streets, filling up tide wastes, and establishing square miles of magnificent habitations.

That this indomitable spirit of enterprise will realize its share in the prosperous future, can be but self-evident to all who know its past manifestations, shown in statistics of accumulated wealth, and the network of inland communication it has largely assisted in creating. Let it finish the sagacious purposes to which it is now devoting itself, and maintain its place in modern systems of ocean-navigation, and its destiny no prophecy is at present competent to portray.



SKETCHES OF BOSTON AND VICINITY.

HISTORICAL NOTES.



BOSTON was settled in 1630, by the Puritans from England, of whom it was remarked by the historian, Hme, that "it is to this sect, whose principles appear so frivolous, and whose habits so ridiculous, that the English owe the whole freedom of their constitution." "We shall take the compliment," says Dr. Priestly, "and despise the reflections."

The primary cause which led to the various settlements in New England, of which Boston soon became the metropolis, was religion. "It was not," in the language of J. Q. Adams, "the search of gold—it was not the pursuit of wealth—it was not the spirit of adventure—it was not the martial spirit of conquest, which animated our English forefathers to plant themselves here in a desert and barren wilderness, to lay the foundations of the mightiest empire that the world ever saw. It was religion. It was the Christian religion, purified and refined from its corruptions by the fires of persecution. The first colonists were indeed of that class of emigrants from their native land driven away by oppression; but in the settlements of Plymouth and Massachusetts, the stern and severe impulses of religion were tempered by the tenderest and most attractive sympathies of English patriotism. The Plymouth colonists had been fugitives from the north of England, who, from time to time, had escaped by crossing the North Sea to Holland, in numbers

sufficient to form an English Church at Leyden. They had fled from their country for the enjoyment of religious liberty in peace. But with that religion was inseparably connected the code of Christian morals in its simplicity and in its purity,—a code, above all others, resting upon the fundamental principle of the natural equality of mankind. The English Puritan found in Holland a refuge from the persecutions of his own countrymen, but he found not his English home—he found not the same system of pure morals to which his soul was bound. In the lapse of time he found that his children were leaving him and losing the name of Englishmen; and notwithstanding all that he suffered from the injustice of his countrymen, so intense was his attachment to the name of England, that, interdicted as he was from returning to her bosom, he determined to seek, beyond the Atlantic Ocean, at the distance of 3000 miles, in the most desolate region of the New Hemisphere, a spot of earth where he could make for himself an English home, and find or create in the wilderness a *New England*, as the only consolation accessible to his heart for the loss of the old."

During the season of 1630, 17 ships were employed, and they carried over not far from 1500 souls. "Many of them," says Bancroft, "men of high endowments, large fortune, and the best education; clergymen who ranked among the most eloquent and pious in the realm, embarked with Winthrop for their asylum, bearing with them their character, which was to be the basis of their liberty. The land was planted with a noble vine, wholly of the right seed.

Religion did not expel the feelings of nature." "They constituted a corporation to which they themselves might establish at their pleasure, the terms of admission. They held in their own hands the key to their asylum, and maintained their right of closing its doors against the enemies of its harmony and its safety."

Such were some of the impulses which led to the early settlement of New England. The settlement of Plymouth was ten years previous to that of Boston, but during this ten years the inhabitants of Plymouth Colony did not exceed 300.

The growth of the Massachusetts Colony was much more rapid. In ten years 20,000 inhabitants had arrived, and 300 ships had been employed in their transportation. The early settlements were mainly in and around Boston, and near the seashore. Boston thus soon became the metropolis and centre of Massachusetts Colony, although Salem, Charlestown, and Newtown, (now Cambridge,) were, for a short time, formidable rivals. It was at this epoch that the foundation of those institutions were laid under which we now live.

"An affectionate and respectful remembrance of those worthies," says Judge Davis, "who here laid the foundation of our multiplied enjoyments, is a debt of gratitude. We possess a good heritage, and it should heighten our sense of obligation to recollect that a generous foresight was a distinguished characteristic of our ancestors. An ardent desire to lay the foundation for the best interests of posterity, influenced all those plans of policy so expressive of their wisdom. In every stage of their enterprise they were prompted by an enlightened humanity and a prospective reference to the happiness of their descendants." The government which was then formed, he continues, "though popular in its construction, was influenced in its most important operations, by the wisdom, public spirit, and foresight of superior minds. In their extending settlements every suitable provision was made for the maintenance of civilization and order. Activity, energy, industry, and harmonious concert animated the whole community. A happy mediocrity prevailed, equally removed from excessive opulence and the depression of poverty. A salutary and permanent diffusion of the glad some light of literature was in the very infancy of the colonies, secured by the establishment of Harvard College, the child of their fondest hopes, and ever the cherished ornament of the country. A legal provision for schools, in concert with the general disposition of parents, produced an extensive inculcation of the minor branches of learning. The civilization and religious instruction of the natives was pursued with laudable assiduity." "The few exceptionable features, which may appear to views induced by a more large experience, and more liberal conceptions, are of inconsiderable import, when compared

with the great and manifest benefits derived from the steady prosecution of their system of policy. Never, perhaps, has been exhibited a more rapid progress of society, a more successful application of those moral elements in the economy of nations, which are the best and surest source of general felicity."

"The whole territory of New England was purchased for valuable consideration by the new-comers, and the Indian title was extinguished by compact, fulfilling the law of justice between man and man. The most eminent writer on the law of nations, of modern times, Vattel, has paid a worthy tribute of respect to our forefathers, for their rigid observance, in this respect, of the natural rights of the indigenous natives of the country. It is from the example of the New England Puritans, that he draws the perceptive rule, and he awards to them merited honor for having established it."

It was always the custom, and soon became the law in New England, that "none of the brethren shall suffer so much barbarism in their families, as not to teach their children and apprentices so much learning as may enable them perfectly to read the English tongue." "To the end that learning may not be buried in the graves of our forefathers," it was ordered "that every township, after the Lord hath increased them to the number of fifty householders, shall appoint one to teach all children to write and read; and when any town shall increase to the number of one hundred families, they shall set up a grammar school; the masters thereof being able to instruct youth so far as they may be fitted for the university."

In six years after the settlement of Boston, the colony voted a sum for the establishment of a college. "In these measures," says Bancroft, "especially in the laws establishing common schools, lies the secret of the success and character of New England. Every child, as it was born into the world, was lifted from the earth by the genius of the country, and, in the statutes of the land, received as its birthright, a pledge of the public care for its morals and its mind."

The constant succession of stirring events which occurred in the Massachusetts colony, from its first settlement to a period succeeding the Revolution, was such as to keep the minds of its citizens ever active. The trials attending their first settlement developed all their energies. In six or eight years, the Pequot war, which led to the destruction of the Pequot nation, first called forth their military power. Their religious discussions, not to say dissensions, added not a little to the mental activity of these times.

From the revolution in 1661, to 1686, a stubborn conflict was going on with the English government for the preservation of their charter, which finally resulted, in 1689, in an insurrection in Boston, and in what was called the New

England revolution. Boston was the centre of this revolution, which soon spread to the Chesapeake.

Then came the tremendous crisis of King Philip's war, in which there was scarcely a family that had not lost a father, brother, or son. The sacrifice of life and property was greater in 1685-6 in Massachusetts, in proportion to population and wealth, than that afterwards sustained in the eight years' War of Independence. This she met mainly from her own resources. She was chided by Lord Anglesey, in 1676, for not calling upon the crown for assistance and protection. "It seems as if Massachusetts was disposed," says Palfrey, "at whatever cost, to avoid receiving anything that could be called favor from a foreign government, whose control over herself she was always intent on limiting as far as possible. In short, they chose to take care of themselves, though they could ill afford it, and to give the king as little right as possible to appeal to their gratitude when they should be disposed to try any bolder experiments on his authority."

The Salem witchcraft and its attending circumstances, in 1691-2-3, was a dreadful passage in a majestic current of events. "Deplore as we may," adds Mr. Palfrey, "the grievous infatuation, still more even than we lament and condemn that, may we find cause to applaud the brave and constant spirit that never would quail before the awful delusion that possessed it. It was no less than the powers of darkness that these men believed were their assailants. They imagined the Prince of Hell, with his legions, to be among them, the Lord's host, seeking whom he might devour: and they gave place to him for subjection, no, not for an hour. Set upon by invisible and supernatural foes, they thought of nothing but prompt defiance, inflexible resistance, and the victory of which God would give his people. They would have made bare the arm of flesh against the Serpent in bodily presence, could he have put on an assailable shape; as it was, they let it fall without mercy on those whom they understood to be his emissaries."

Next came the succession of French and Indian wars, which lasted from 1675 to 1763. In 1677, Massachusetts purchased the province of Maine for £1250. "In a pecuniary point of view," according to Bancroft, "no transaction could have been for Massachusetts more injurious, for it made her a frontier State, and gave her the most extensive and most dangerous frontier to defend." The territory of Maine was then claimed to the St. Lawrence, and Massachusetts felt in honor bound to protect her own soil. Her legislature, by a majority of one, determined on the expedition against Louisborg, and levied over 3000 volunteers, while Connecticut furnished 516, New Hampshire 304, and Rhode Island 200; which led to its capitulation. She sent over 7000 men into these wars—from two to three times as many as all the other colonies together—which

forever broke down the power of France on this western continent.

The scenes and trials of the Revolution are known by heart, and it is unnecessary to reproduce them. Boston being then the metropolis of Massachusetts, and of New England, was the centre in which a vigorous fermentation was always going on, and opinions were matured. She is therefore completely identified with the early history of the country—"a history incomparably precious to the New England man, as being that of his own great race; inestimably precious to the wise of every lineage, as being full of rich instruction and example."

"It is impossible for a discerning man to turn over the records of Massachusetts," says Palfrey, "and not find delight in the exhibition there held up of much that is most vigorous and excellent in human nature. They are the records of a people generally prudent and clear-sighted through the whole period of its history; but which, hasty and mistaken, as at one period, or sagacious and rightly judging, as at another, has always been firm and brave—always true and loyal to the convictions of the time."

If Boston is indebted to any one thing more than another for her prosperity, and for the position which she occupies among the cities of the world, it is to the early and constant provision which she has made to the cause of education.

Her schools now present, in the opinion of experienced educationists, a course of instruction adapted to the wants of the mechanic and business man, as thorough and complete as that of the average of the colleges in the United States.

Notwithstanding the strong religious tendencies of the early settlers, they paid much attention to the military, which was fostered with the greatest care. As an evidence of this, the Ancient and Honorable Artillery Company was formed in 1638, eight years after the settlement of Boston. By the charter, which is signed John Winthrop, Governor, and Thomas Dudley, Deputy Governor, it was called the Military Company of Massachusetts, and it is the oldest military company in the United States.

The practice of having a sermon preached before them on each anniversary has been handed down to the present day. The first of these sermons which was printed was in 1672. The celebrated Cotton Mather preached before them in 1691.

On Monday, April 24, 1704, John Campbell published in Boston, the first newspaper ever issued in America. That first paper may now be seen in the cabinet of the Antiquarian Society, at Worcester. It was called the *Boston News Letter*, and was regularly published by different proprietors for nearly 72 years. It was the only paper printed in Boston during the siege.

A paper called the *Courant* was published in Boston by

James Franklin, who, being put under bonds for good behavior, in consequence of certain articles, left out his own name in the imprint, to evade a certain law, in 1722, and inserted his brother's, Benjamin Franklin. This is the first time that great man's name, probably, ever appeared in print. He was then a minor, and an apprentice to James. The Courant, which was publicly denounced by the celebrated Dr. Increase Mather, was printed on a half sheet of Crown paper, in Queen street. The printing office was in a building on the easterly corner of Court street and Franklin avenue.

The first Business Directory ever issued, appeared in the Boston Almanac for 1841.

The first canal in the country was made within ten miles of Boston, in nine years after Winthrop and his associates sailed into the harbor, (1630.) It was made by the inhabitants of Dedham, from Charles River to the Neponset, for water power, which it now supplies to four large manufacturing establishments, and other mills.

The first railroad in the country was also constructed within ten miles of Boston for the transportation of Quincy granite.

CHURCHES IN BOSTON.

CLASSIFICATION, MINISTERS, AND LOCATION.

BAPTIST.

Neale, Rollin H.,	Somerset Street.
Beleher, James,	Baldwin Place. Belknap Street.
Stockbridge, John C.,	Charles Street.
Stow, Baron,	Bedford, corner Rowe Street.
Duncan, John,	Broadway, South Boston.
Eddy, Daniel C.,	Harrison Ave. cor. Harvard St.
Kalloch, I. S.,	Tremont Temple.
Murdock, J. N.,	Bowdoin Square.
Foljambe, S. W.,	Central Square, East Boston.
Crane, D. M.,	Merrimac Street.
Stowe, Phineas,	Lewis, corner Commercial Street. Williams Hall.
Grimes, L. A.,	Southae Street.
Davis, S.,	South Boston Point.

CONGREGATIONAL.

Lowell, Charles,	Lynde Street.
Bartol, Cyrns A.,	" "

CONGREGATIONAL ORTHODOX.

Blagden, G. W.,	Washington, corner Milk Street.
Manning, J. M.,	" " "
Stone, Andrew L.,	Park, corner Tremont Street.
Adams, Nehemiah,	Chauncy, corner Essex Street.
Johnson, Edwin,	Bowdoin Street.
Field, George W.,	Salem, corner N. Bennet Street.
Dexter, H. M.,	Washington, corner Pine Street.

Kellogg, Elisha,	Summer, corner Sea Street.
Richards, George,	Winter Street.
Haskell, T. N.,	East Boston.
Kirk, Edward N.,	Ashburton Place. Broadway, South Boston. Shawmut Avenue.
Porter, Charles S.,	South Boston.
Graves, John L.,	Free Chapel.

CONGREGATIONAL UNITARIAN.

Robbins, Chandler,	Bedford Street. Tremont, corner School Street.
Lothrop, Samuel K.,	Brattle Street. Hanover, corner Clark Street. Summer, corner Bedford Street.
Dewey, Orville,	Hollis Street.
Gannett, E. S.,	Hawes Place Church, S. Boston.
King, Thomas Starr,	Bulfinch Street.
Dawes, Thomas,	Chambers, corner Allen Street. Harrison Ave. cor. Beach Street.
Alger, William R.,	Pitts Street.
Barrett, Samuel,	Washington, cor. Castle Street. Warren Street.
Winkley, Samuel H.,	Suffolk, corner Rutland Street.
Hale, Edward E.,	Music Hall.
Barnard, Charles F.,	Indiana Place.
Cruft, Samuel B.,	Chauncy Place.
Parker, Theodore,	Maverick, East Boston.
Clarke, James Freeman,	Hanover, corner Salem Street.
Ellis, Rufus,	Canton Street.
Cudworth, W. H.,	
Gerry, E. J.,	
Hepworth, George H.,	

EPISCOPAL.

Smithett, William T., Salem Street.
 Eastburn, Manton, Summer Street.
 Smith, John C., " "
 Clinch, Joseph H., Broadway, South Boston.
 Wells, E. M. P., Purchase Street.
 Mason, Charles, Temple Street.
 Tremont, near Winter Street.
 Randall, George M., Florence Street.
 Stickney, M. P., Green Street.
 Robinson, J. P., Richmond Street.
 Evans, S. J., Paris, corner Decatur, E. Boston.
 Commercial Street.
 Knight, Cyrus F., West Concord Street.

METHODIST.

Heigh, Wm. C., Hanover Street.
 Thayer, L. R., Bromfield Street.
 Taylor, Edward T., North Square.
 McCurdy, C. L., Church Street.
 Dadmun, J. W., North Russell Street.
 Field, Chester, Fourth Street, South Boston.
 Tupper, Samuel, Meridian Street, East Boston.
 Warren, Henry W., Shawmut Avenue.
 Lewis, T. W., Bennington Street, East Boston.
 Freeman, T., West Centre Street.

PRESBYTERIAN.

Blaikie, Alexander, 16 Summer Street.
 Freeman Place.
 Johnson, H. H., Meridian Street.

ROMAN CATHOLIC.

Fitzpatrick, J. B., Franklin Street.
 Healey, James A., " "
 Tucker, H., " "
 Roddan, J. T., " "
 Lynch, Chas., " "
 Moran, M., " "
 McElroy, J., Endicott Street.
 Roccofort, A., " "

Steinbacher, N., Endicott Street.
 Wiget, B. F., " "
 Lynch, Thomas, Northampton Street.
 " "
 Lyndon, P., Broadway, South Boston.
 McNulty, T., " "
 Flatleigh, J., " "
 Haskins, George F., Moon Street.
 Brinoni, Charles, " "
 Donahoe, J. W., " "
 Reiter, Ernest, Suffolk Street.
 Fitton, James, East Boston.
 Healey, P., " "
 Lyonnet, J. L., Purchase Street.
 Williams, J. J., Harvard, corner Albany Street.
 McCarty, Chas., " " " "
 St. Augustine's Church, Dorchester Street.
 Tucker, H., Cambridge Street.

UNIVERSALIST.

Streeter, S., Bennet, corner Hanover Street.
 Gaylord, N. M., " " " "
 Miner, A. A., School Street.
 Dean, W. W., Broadway, South Boston.
 Thayer, T. B., Warren Street.
 Talbot, J. W., Ritchie Hall.
 Concord Street.

OTHER DENOMINATIONS.

Quaker, Milton Place.
 Edmunds, E., Christian, Tyler, corner Kneeland.
 Worcester, T., Swedenborgian, Bowdoin Street.
 Uebelacker, A., Lutheran, Shawmut Ave. c. Walth.
 Grant, M., Second Advent, Chapman Hall.
 Schwarz, L. B., German Protest. Shawmut n. Pleasant.
 Himes, J. V., Second Advent, Hudson, cor. Kneeland.
 Straight, F. W., Free-Will, North Bennet.
 Jacob, B. E., Polish Jewish, 73 Warren Street.
 Schoninger, J., German Jewish, Pleasant Street.
 Boyden Luman, Union Evang. Bennington, E. B.

VIEWS OF THE CHURCHES.

CONGREGATIONAL UNITARIAN.



FIRST CHURCH.

CHAUNCY STREET.

On the 27th day of August, 1630, John Winthrop, first Governor of Massachusetts, Thomas Dudley, who for a long time was deputy-Governor, and afterwards Governor of the Colony, Isaac Johnson, "a gentleman of family and fortune," and John Wilson, a minister of religion, with about

ninety-two others, men and women, entered into a covenant as a Church of Christ, and first met for religious services under a large tree which stood in what is now Charlestown, having installed Rev. John Wilson as teacher. In a few weeks, or months, the larger portion of worshippers removed their place of worship to Trimotane or Boston, and erected their first meeting-house on the South side of what is now State street. The second was built in Cornhill, and was consumed by fire Oct. 2, 1711. Rebuilt on the same spot in 1712; was dedicated May 3, 1713, and for many years known as the Old Brick. It was taken down in 1808. The fourth or present meeting-house was erected in Chauncy Place, and dedicated July 21, of the same year.

The ministers have been as follows:—

Rev. John Wilson, installed Nov. 23, 1632;	died Aug. 7, 1667.
" John Colton, " Oct. 17, 1633;	" Dec. 23, 1652.
" John Norton, " July 23, 1656;	" April 5, 1663.
" John Davenport, " Dec. 9, 1668;	" Mar. 15, 1670.
" James Allen, " Dec. 9, 1668;	" Sept. 22, 1710.
" John Oxenbridge, " Apr. 10, 1670;	" Dec. 28, 1674.
" Joshua Moody, " May 3, 1684;	" July 4, 1697.
" John Bailey, " July 17, 1693;	" Dec. 12, 1697.
" Benj. Wadsworth, ord'd Sept. 8, 1696;	" Mar. 12, 1737.
" Thomas Bridge, inst'd May 10, 1705;	" Sept. 26, 1715.
" Thomas Foxcroft, ord'd Nov. 20, 1717;	" June 18, 1769.
" C. Chauncy, D.D. " Oct. 25, 1727;	" Feb. 10, 1787.
" John Clark, D.D. " July 8, 1778;	" April 1, 1798.
" Wm. Emerson, install'd Oct. 16, 1799;	" May 12, 1811.
" John L. Abbott, ord'd July 14, 1813;	" Oct. 17, 1814.
" N. L. Frothingham, " Mar. 15, 1815; resig. Mar. 1850.	
" Rufus Ellis, present pastor, installed May 4, 1853.	





SECOND CHURCH.

BEDFORD STREET.

The history of the Second or Old North Church is interesting and eventful. It has always maintained a position of influence among the churches in Boston; has passed through many vicissitudes, and has numbered amongst its pastors and members some of the most distinguished men of New England.

It was gathered on the fifth day of June, 1650, but the foundation of its first church edifice was laid a little earlier, in 1649, at the head of North Square. This house was burned in a great fire, Nov. 27, 1676.

The Second Church has gathered into itself, at different periods, two other churches. In 1779 it formed a union with what was called the New Brick Church, founded in 1721, by a number of seceders from the New North, who were dissatisfied with the call of Rev. Peter Thacher from his society at Weymouth; and in 1854 it purchased the beautiful house of worship in Bedford Street, belonging to the "Church of the Savior," and united with the small but most excellent society by which that noble edifice had been erected.

In the war of the Revolution, while Boston was occupied by the British, the Old North Church, which had stood about a hundred years, was torn down, and burnt by the soldiers for fire wood; it being built of fine oak timber.

The new brick church in Hanover Street was taken down in March, 1844, and a new building erected in its stead, which, on account of a division of feeling, wholly sectional between the North End and South End portions of the parish, was sold to the Methodists in 1849; the church, and nearly all the congregation, removing with the pastor, first to the Masonic Temple, afterwards to the Chapel in Free-

man Place, and finally to the present edifice in Bedford Street. This edifice was dedicated Nov. 10, 1852, and was built at the cost of \$70,000. It is in the early English style of ecclesiastical architecture, and consists of a nave, with side aisles, a chancel and a tower. The nave is separated from the aisles by columns bearing arches, over which is a clerestory, pierced with triangular trefoil windows. The aisles are lighted with lancet windows; and in the front is a large triplet. The windows are of stained glass, richly ornamented. The roof is left open to the ridge. The inside length, from the front to the rear of the chancel, is 104 feet, and the width is 59 feet. There are 182 pews, which will accommodate about 1000 persons. The material of the church is freestone. There is a chapel in rear of the church which will accommodate 300 persons. Both church and chapel are finished in the best taste. H. & J. E. Billings were the architects.

The church is now in a very flourishing condition, and the congregation is one of the strongest and healthiest in the city.

PASTORS.

Rev. John Mayo, ordained Nov. 9, 1655; dis. 1672.

" Increase Mather, D.D., ord. May 27, 1669; ob. Aug. 23, 1723.

" Cotton Mather, D.D., ord. May 13, 1685; ob. Feb. 13, 1728.

" Joshua Gee, ord. Dec. 18, 1723; ob. May 22, 1748.

" Samuel Mather, ord. June 21, 1732; dis. Dec. 21, 1741.

" Samuel Checkley, Jr., ord. Sept. 3, 1747; ob. Mar. 19, 1768.

" John Lathrop, D.D., ord. May 18, 1768; ob. Jan. 4, 1816.

" Henry Ware, Jr., D.D., ord. Jan. 1 1817; dis. Oct. 3, 1830.

" R. W. Emerson, ord. March 11, 1829; dis. Oct. 28, 1832.

" Chandler Robbins, ord. Dec. 4, 1833; present pastor.



BRATTLE SQUARE CHURCH.

It was in the year 1697, when the population of Boston numbered but a few thousands, that Thomas Brattle conveyed a piece of land to an association of persons for religious purposes. The church rose a frail wooden structure, and was finished in the year 1699. It was called the Manifesto Church, from a document or manifest, in which, contrary to the principles professed by the Puritan Churches of that time, the founders of the society advocated a freer institution, afterwards adopted by almost all our Congregational Churches, which allowed the right of voting for the choice of minister not only to communicants but to all contributing to the support of the public worship; besides tolerating the reading of the Scriptures in church and the baptising of children whose parents were not members of the church in full.

Rev. Benjamin Colman, D.D., became the first minister. Ordained in London he entered upon his pastoral duties Aug. 4, 1699, and was connected with the church for a period of half a century. Rev. William Cooper was united with him as colleague from May 23, 1716, to Dec. 20, 1743.

Rev. Samuel Cooper, the son of this latter, also settled as colleague with Dr. Colman, was their next pastor. During his ministry the plan of erecting a new and more commodious edifice was proposed by a number of pious and liberal members of the society. In accordance with this design the old building was taken down in May 1772, and on its foundations rose the existing church, at the cost of £8,000, of which Gov. John Hancock contributed one-eighth. Dr. Cooper closed his long and able ministry by his death in Dec. 20, 1783.

The following ministers respectively labored with the church from that period.

- Rev. Peter Thacher, from Jan. 12, 1785, to Dec. 16, 1802.
- “ J. S. Buckminster, from Jan. 30, 1805, to Jan. 9, 1812.
- “ Edward Everett, from Feb. 8, 1814, to March 5, 1815.
- “ John G. Palfrey, from June 19, 1818, to May 22, 1830.
- “ S. K. Lothrop, D.D., present pastor, ins. June 18, 1834.



NEW SOUTH, OR CHURCH GREEN.

The first known meeting of the proprietors of this church was at the tavern called “The Bull” on the 14th July, 1715. On the 20th Sept. of the same year, they petitioned the town for a parcel of land called “Church Green” for the purpose of erecting a church thereon. A more suitable place could not have been obtained; and by situation and name it was doubtless intended for the use made of it. The building was dedicated on Jan. 8, 1717, and the Church Covenant was signed April 15. A new and the present edifice was dedicated on 29th December, 1814.

The location of this church is one of the most beautiful in the city. The church itself is built of white hammered granite; and its graceful steeple, 190 feet high, is one of the handsomest structures in the city.

PASTORS.

- Rev. Samuel Checkley, ord. April 15, 1719; died Dec. 1. 1769.
- “ Pennel Bowen, ord. colleague Apr. 30, 1766; dis. May 12, 1772.
- “ Joseph Howe, ordained May 19, 1773; died Aug. 25, 1775.
- “ Oliver Everet, ordained Jan. 2, 1782; dis. May 27, 1792.
- “ John Thornton Kirkland, ord. Feb. 5, 1794; dis. Nov. 14, 1810.
- “ Sam'l Cooper Thacher, ord. May 15, 1811; died Jan. 2, 1818.
- “ J. W. P. Greenwood, ord. Oct. 21, 1818; dis. June 24, 1821.
- “ Alexander Young, ord. Jan. 19, 1825; died March 16, 1854.
- “ Orville Dewey, present pastor, settled 1857.



CHAPEL IN FREEMAN PLACE.

FEDERAL STREET CHURCH.

This society commenced under the Presbyterian form in the year 1727; and for some time they met in a barn which they had converted into a place of religious worship. They exchanged this humble place of meeting for one more imposing which was erected on the spot occupied by the first in 1744. This in turn gave place to another of the gothic style, built of brick surmounted by a wooden spire, which was dedicated Nov. 23, 1809. This edifice, being located in the centre of extensive business improvements, disappeared in the spring of 1859. A new building is to be erected by the church on the new lands west of the Common. The society now occupy the Chapel in Freeman Place, represented in the above engraving.

August 6, 1786, by the vote of the society, they forsook the Presbyterian form, and adopted the Congregational, to which order the church now belongs.

The first pastor was Rev. John Moorhead who was settled March 31, 1730; his ministry continued till his death, Dec. 2, 1773.

Rev. Robert Annah, Rev. Jeremy Belknap, D.D., and Rev. John S. Popkin, D. D., successively labored with the church to the ordination of the lamented Dr. Channing. Rev. Mr. Annah was installed 1783, and dismissed 1786;

Rev. Dr. Belknap, installed April 4, 1787, and died June 16, 1798; Rev. Dr. Popkin was ordained July 10, 1799; dismissed Nov. 28, 1802.

June 1st, 1803, Rev. Mr. Channing commenced his pastoral connection with the church. He is extensively known at the present time as a writer of no common order; his works show marks of great learning and profundity of thought, and are not less remarkable for purity of diction and chasteness of expression. He died Oct. 2, 1842.

Rev. Ezra S. Gannet, present pastor, was ordained June 30, 1824.



FREE CHAPEL:

OR, SUFFOLK STREET CHAPEL.

The Free Chapel on Shawmut Avenue, corner of Rutland Street, formerly called the Suffolk Street Chapel, (that being the name of the street at the time of its erection, but since changed to Shawmut Avenue,) is one of the chapels connected with the ministry at large, established under the auspices of the "Benevolent Fraternity of Churches," and mainly supported by it.

This chapel was built in the year 1839. It was dedicated February 5, 1840. It is the largest of the chapels connected with the ministry at large, and was built at a cost of 15,000 dollars on land that was given by the city, according to a grant in 1806, to the first religious association who should erect a church thereon. The congregation previously worshipped in a hall, at the corner of Canton Street, and before that in the upper room of the primary school house in Northampton Street, where it was originally gathered, and which was first opened for religious services July 16, 1837.

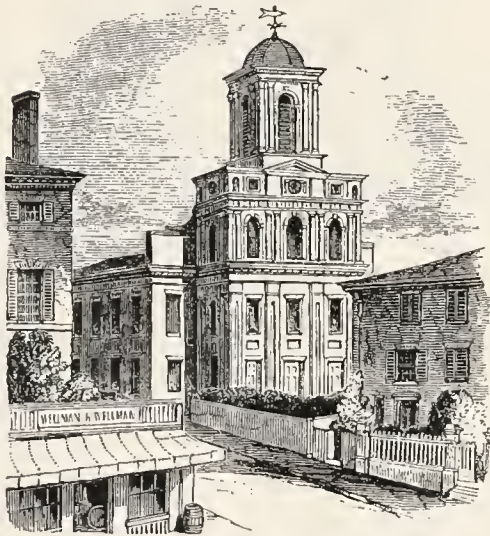
Rev. John T. Sargent was the first minister, who was ordained for the ministry at large in October of the same year. He continued in that ministry till the close of 1844, when he resigned his office.

Rev. Joseph Harrington, Jr., succeeded Mr. Sargent, supplying the pulpit of the chapel by quarterly engagements, through the year 1845.

Rev. Samuel B. Cruft, the present incumbent, succeeded Mr. Harrington, and commenced his labors as minister at large January 1, 1846.

NOTE. — The following announcement appears in the newspapers as this page is passing to the electrotyper: —

“CHURCH ENTERPRISE. We understand that a committee of the Thirteenth Baptist Society, now worshipping in Williams Hall, have made an offer of \$25,000 for the stone chapel on the corner of Rutland Street and Shawmut Avenue, now used as a mission church by the Unitarians. The offer has been accepted by the committee who have the matter in charge, and the matter now only awaits the approval of the two societies.”



WEST CHURCH.

LYNDE STREET.

This church was gathered Jan. 3d, 1737, consisting of seventeen members. The first edifice, small and of wood, was finished in April, 1737. To have a more suitable place of worship the erection of a new building was proposed, and April 4, 1806, was laid the corner stone of the present edifice, which was dedicated Nov. 27 of the same year. It is situated in Lynde street and contains 164 pews.

The first pastor, Rev. Williams Hooper, from Scotland, was ordained in May, 1737, and resigned in 1746.

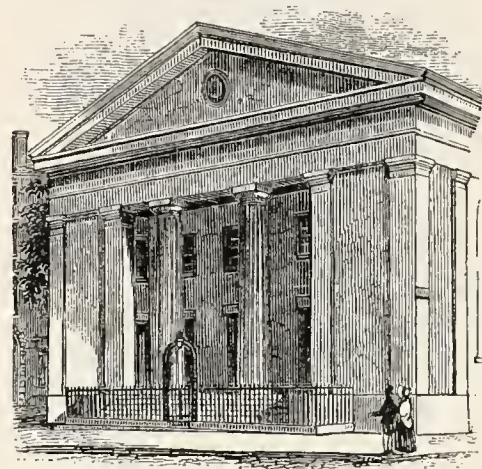
The second pastor, Rev. Jonathan Maybew, D.D., from Martha's Vineyard, was ordained June 17, 1747, and died July 9, 1766.

The third pastor was Rev. Simeon Howard, D.D., from Bridgewater (West Parish), he was ordained May 6, 1767, and died Aug. 13, 1804.

The two present colleague pastors are, —

Rev. Charles Lowell, D.D, ordained Jan. 1, 1806.

Rev. Cyrus Augustus Bartol, ordained March 1, 1837.



TWELFTH CONGREGATIONAL CHURCH.

CHAMBERS STREET

In 1823 several gentlemen having conferred together on the subject of the increasing population of Boston, resolved to attempt the formation of a new society of liberal Christians, and the erection of a suitable meeting-house for their accommodation. They caused a subscription paper to be circulated which soon received the names of 102 persons who were willing to share in the expense of the undertaking, provided the location of the contemplated edifice should be in the western section of the city, where, it had been ascertained, many families resided that were unable to find seats in any neighboring church of their own faith. The corner stone of the building was laid, with appropriate ceremonies, May 10, 1824; and on the 14th of June the proprietors were incorporated by the Legislature as the “Twelfth Congregation Society in the City of Boston.” Early in the autumn of the same year, the structure was completed at a cost of 34,000 dollars; and it was solemnly dedicated to the worship of God on the 13th of October. This meeting-house is pleasantly situated on Chambers Street, between Allen and McLean Streets, and is shaded

by trees on three sides. It contains 150 pews, in which a thousand persons may be seated, and also a commodious vestry.

A church composed of members of the new society was formed, January 12th, 1825, according to congregational usage; and on the 9th of February the present pastor Rev. Samuel Barrett, D.D., was ordained.

In 1827 a Sunday School was organized, and, about the same time, two associations for benevolent purposes.



SOUTH CONGREGATIONAL CHURCH.

CORNER OF WASHINGTON AND CASTLE STREETS.

An association of citizens founded a society with this title in 1827. The corner stone of an edifice was laid on the corner of Washington and Castle Streets, Aug. 7th of that year. The building, which is of brick, was dedicated Jan. 30, 1828, Rev. Dr. Henry Ware, Jr., preaching the sermon. Rev. Mellish Irving Motte, the first pastor, was ordained May 21, of the same year, Rev. Dr. Channing preaching the sermon. The church body was organized, and the names of 23 persons were enrolled as members, two days before. Mr. Motte's ministry continued about fourteen years. Rev. F. D. Huntington was ordained Oct. 19, 1842, Rev. Dr. Putnam, of Roxbury, preaching the sermon. Rev.

Edward E. Hale, the present pastor, was settled in 1856. The church has been repaired, and its sittings have been increased, within a few years. It now accommodates about a thousand persons. There are 184 pews.



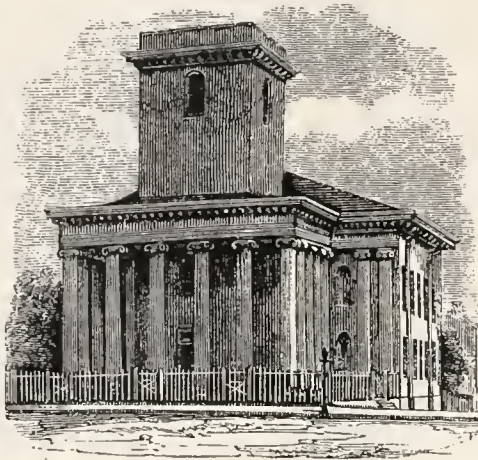
EAST BOSTON CHURCH.

MAVERICK, CORNER OF BREMEN STREET, EAST BOSTON.

Efforts were made to establish regular Unitarian worship in East Boston as early as A. D., 1835. Services were holden in a school-house in Paris Street. No regular church organization was entered into, however, until the year 1845. Rev. Leonard J. Livermore was the first pastor. He was ordained March 24th, 1847, and resigned in the year 1851.

During the year 1852 efforts were made to procure funds sufficient to erect a place of worship, which proved successful. The edifice rose at the cost of \$11,000, and was dedicated Dec. 29, 1852. It is a modern structure of wood, 60 feet by 44, with a room 20 by 25 called the "Parish Parlor."

Rev. Warren H. Cudworth, present pastor, was ordained on the 17th of March, 1852.



KING'S CHAPEL.

The society worshipping at King's Chapel was formed in June, 1686, being the first Episcopal society in New England. The first church, which was of wood, was completed in 1689, and stood on the spot covered by the present church. In 1710 it was enlarged, but, falling into decay, it was determined to rebuild it of stone, and the present house was erected and opened for public worship August 21, 1754. Feb. 20, 1785, the proprietors voted that it was necessary to make some alterations in the Liturgy, and, June 19, 1785, the present amended Liturgy was adopted, and, without any material modifications, has been since retained. The connection of the church with the American Episcopal Church was terminated in 1787, on the ordination of Rev. James Freeman

CLERGY.

Rev. Robert Ratcliffe	Rector,	set. 1686, left 1689.
" Robert Clark,	Assistant,	" " " "
" Samuel Myles,	Rector,	" 1689, died 1728
" George Hatton,	Assistant,	" 1693, left 1896.
" Christopher Bridge,	"	" 1699, remov'd 1706.
" Henry Harris,	"	" 1709, died 1729.
" Roger Price,	Rector,	" 1729, resign'd 1746.
" Thomas Charles Howard,	Assistant,	" 1731, died 1736.
" Addington Davenport.	"	" 1737, left 1740.
" Stephen Roe,	"	" 1741, remov'd 1744.
" Henry Caner,	Rector,	" 1747, left 1776.
" Charles Brockwell,	Assistant,	" 1747, died 1755.
" John Troutbeck,	"	" 1755, left 1775.
" James Freeman,	Reader,	" 1782.

Rev. James Freeman,	Rector,	set. 1787, died 1835.
" Samuel Cary,	Asso. min.,	" 1809, " 1815
" Francis W.P. Greenwood,	Rector,	" 1821, " 1843.
" Ephraim Peabody,	"	" 1816.



BULFINCH STREET CHURCH.

This society was formed in 1822. The corner stone of the church edifice was laid Oct. 7th, 1822. Its dedication took place on the 7th of May, 1823. The house is of brick, and is 74 by 70 feet. The proportions and arrangements of the interior are in good taste, and are considered creditable to the architect. The basement contains two very commodious vestry rooms, arranged for the accommodation of the Sunday School connected with this society, which is quite large, and also for the evening lectures, the sewing circle, and church meetings.

The society was incorporated Jan. 21, 1823, by the name of the Central Universalist Society. By a unanimous vote of the proprietors, in March, 1838, application was made to the Legislature for a change of name, for the reason, as set forth in their memorial, "that the term Universalist, as now theologically defined, expresses a meaning inconsistent with their faith." The petition was granted, and they were authorized to take the name of "Bulfinch Street Society."

PASTORS.

Rev. Paul Dean,	installed May 7, 1823; resigned May 3, 1840.
" Frederick T. Gray,	installed Nov. 26, 1880.
" Wm. R. Alger,	present pastor.



HAWES PLACE CHURCH.

SOUTH BOSTON.

This congregational society was incorporated in the year 1818. The church was formed Oct 27, 1819. The present place of worship is a neat wooden building, 60 feet by 46. It was built in 1832, and dedicated Jan. 1, 1833.

The first minister, Rev. Mr. Wood, was ordained Nov. 13, 1821, as an Evangelist from a council assembled at Weymouth. He died in 1822 without sustaining a pastoral relation to the society.

Rev. Lemuel Capen was invited to become the second pastor of the church. He accepted, but in consequence of his connection with the public schools he performed his ministerial duties without a formal installation from Jan. 23, 1823, to Oct. 31, 1827, when he was installed as pastor. He left in 1839.

Rev. Charles C. Shackford, ordained May 19, 1840.

“ Geo. W. Lippitt, ordained 1844, left 1850.

“ Thos. Dawes, present pastor, was ins. May 22, 1854.



THE CHURCH OF THE DISCIPLES.

INDIANA PLACE.

The church was founded in 1841. It first worshipped in Ritchie Hall, Amory Hall, and the Masonic Temple; and afterward erected the chapel in Freeman Place (named after the late Rev. Dr Freeman, of King's Chapel,) which it occupied until, in 1850, on account of the sickness of the pastor and other reasons, its public worship was suspended, and its chapel sold to the Second Church. It now worships in Indiana Place.

The condition on which men worship in this church is that one shall declare his “faith in Jesus as the Christ, the Son of God,” and his purpose of “uniting with the church in the study and practice of christianity.”

This church has from the first held social religious meetings for the culture of christian thought and affection. In its liturgy it has introduced something of the Episcopal, Methodist, and Quaker services, combining congregational singing and responses with extemporary and silent prayer. It has also been, to a great extent, a free church, meeting its expenses by a voluntary subscription.

Rev. James Freeman Clarke, first and present pastor.



HOLLIS STREET CHURCH.
HOLLIS STREET.

This church, situated in Hollis Street, was formed in 1732. The founders of it were Gov. Belcher and William Paine, Esq. The house was dedicated on the 14th of June, 1732. The first pastor of this church, Rev. Mather Byles, D. D., was ordained Dec. 17, 1732, and ministered 44 years. He was dismissed 1776 on account of his clinging to principles unpopular with his flock.

The next pastor, Rev. Ebenezer Wight, was ordained Feb. 25, 1778, and was dismissed in September, 1788, at his own request.

The original church was destroyed by fire in 1787, and a larger one built on the same site in 1788.

The third pastor, Rev. Samuel West, was installed in 1789, and died in 1808.

The fourth pastor, Rev. Horace Holley, was installed May 8th, 1809. Soon after his installation the present edifice was built, the old church not being large enough. Dr. Holley was dismissed at his own request Aug. 24, 1818.

The fifth pastor, Rev. John Pierpont, was ordained April 14, 1819. His ministry lasted almost twenty years, when he was dismissed at his own request.

The sixth pastor, Rev. David Fosdick, was installed May 3, 1846. His ministry lasted not quite two years. He resigned.

In 1853 the old pulpit was removed and a new one substituted; also a marble font was placed in the church, of great value, the gift of A. W. Thaxter, Esq.

The pews are 168 in number, and nearly all are sold or rented.

The present edifice is $79\frac{1}{2}$ feet by 76 exclusive of the tower.

The steeple is 196 feet high.

Rev. Thos. Starr King,

ins. Dec. 6, 1848.



THIRTEENTH CONGREGATIONAL CHURCH.
HARRISON AVENUE, CORNER OF BEACH STREET.

The corner stone of the first edifice (called from its location the "Purchase Street Church,") was laid Sept. 7, 1825, near the head of the wharf where the vessels laden with tea lay on the memorable night of Dec. 16, 1773. This structure was of rough granite, and covered a space of 81 feet by 74. It was dedicated Aug. 24, 1826. In the year 1843 it was put in complete repair. But, a few years later, the site being regarded as inconvenient by a majority of the worshippers, the building was sold to Roman Catholics. A new and handsome house, 162 feet by 107, was reared on the corner of Harrison Avenue and Beach Street, and was dedicated May 3, 1848, where the society now worship. The corner stone was laid May 3, 1847. Rev. George Ripley was ordained Nov. 8, 1826, and was dismissed, at his own request, March 28, 1841, when he left the ministry.

Rev. James I. T. Coolidge, was ordained Feb. 9, 1849, and resigned in 1858.



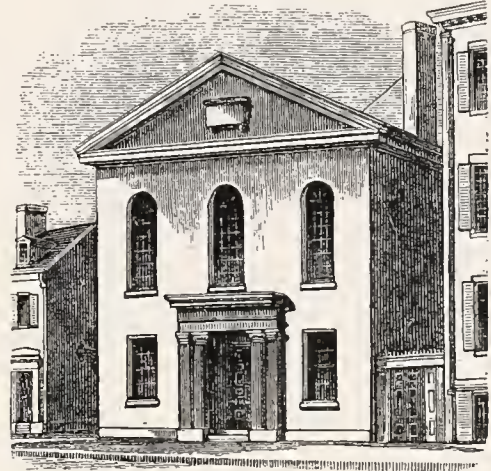
NEW NORTH CHURCH.

HANOVER, CORNER OF CLARK STREET.

The New North was the fifth congregational church built in this city. The first house was dedicated May 5, 1714. It was enlarged in 1730 to nearly double its original size. The second, which is the present, was dedicated May 2, 1804; — its cost was \$26,570.96.

PASTORS.

- Rev. John Webb, ord. Oct. 20, 1714; died April 16, 1750.
 " Peter Thacher, Colleague, inst. Jan. 28, 1720, died March 1, 1739.
 " Andrew Elliot, D. D., ord. April 14, 1742; died Sept. 13, 1778.
 " John Elliot, D. D., ord. Nov. 3, 1779; died Feb. 14, 1813.
 " Francis Parkman, D. D., ord. Dec. 8, 1813; res. Feb. 1, 1849.
 " Amos Smith, colleague, ins. Dec. 7, 1842; res. June 1, 1848.
 " Joshua Young, ord. Feb. 1, 1849; res. June 3, 1852.
 " Arthur B. Fuller, ins. June 1, 1853.



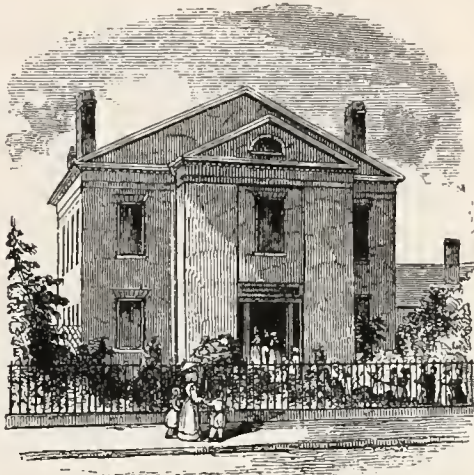
PITTS STREET CHAPEL.

PITTS STREET.

The first chapel was erected in Chapel Place, Friend Street, and was called Friend Street Chapel. The first service was held therein Nov. 10, 1827. The present Chapel was erected in Pitts Street, in 1836. It was dedicated Nov. 13, 1836, and has since been the home of the Congregation. The object of the building and ministry connected therewith is not exclusively for the benefit of the rich or the poor, the ignorant or learned, Orthodox or Baptist, Unitarian or Trinitarian; but for all having no connection with other societies. It is conducted under the auspices of the "Benevolent Fraternity of Churches."

MINISTERS.

- Rev. Dr. Tuckerman, set'd Dec. 2, 1826; cont'd until May, 1840.
 " C. F. Barnard, " 1832; " " Jan., 1836.
 " F. T. Gray, " Oct. 5, 1833; " Nov. 20, 1839.
 " C. A. Bartol, " 1836; " March, 1837.
 " R. C. Waterston, Nov., 1839; " " 1845.
 " A. Bigelow, D. D., settled May, 1845; " Sept., 1846.
 " S. H. Winkley, present pastor, settled September, 1846.



WARREN STREET CHAPEL.

WARREN STREET.

This Institution, established A. D. 1835-6, through the liberality of several private individuals, and placed under the charge of Rev. C. F. BARNARD, is devoted to the general objects of the Ministry at Large, particularly in their relation to the young. It contains various free schools for instruction in Reading, Writing, Arithmetic, and Sewing, intended for those who cannot obtain such advantages elsewhere, and open at such hours as their convenience requires.

The following letter from Boston to the *National Intelligencer*, gives an interesting History of the Warren Street Chapel:—

BOSTON, April 23, 1859.

On the south side of Warren, just out of Washington street, stands a large plain brick structure, three stories in front and four in the rear. (We give the precise locality for the benefit of visitors from abroad.) On the left of the entrance is a small garden with a fountain; and on the right a conservatory. Within the admirably-planned building are accommodations for the janitor and his family, washing and bathing-rooms, a half a dozen or more ample school-rooms and parlors, neatly fitted up, hung with maps, pictures, and medallions, and adorned with casts of appropriate pieces of statuary. The chapel proper, on the second floor, will seat an auditory of five or six hundred persons. It has a small, sweet-toned organ, sittings for the choir, and a simple mahogany desk pulpit at one end. In the corners are kneeling Samuels and other fitting figures, and on the walls, choice engravings. This place of worship, like all the rest of the building, has been arranged with a nice regard to

convenience, simplicity, and correct taste. There are two libraries—one for adults and the other for children; also, cabinets for minerals and shells, and cases of curiosities.

What is this Warren street Chapel (that is the not very descriptive name which it bears) for, what is done under its roof, what is its history, and how is it sustained? In the first place, on week days there are several schools, *e.g.* a *charity* school of pupils gathered up from the streets, cleaned up, clothed, and taught, and fitted for the public schools, or otherwise provided for to save them from ruin; sewing schools, dancing schools, and evening schools for adults. On Sundays there are Sunday schools, two regular services for children, and sometimes a third for their parents and others who may choose to attend. Occasionally, courses of lectures are given. But this is not all. At certain seasons, such as Thanksgiving, Christmas, New Year's, there are juvenile parties, when the whole house is bright and alive with joy and frolic. At other times, as on May Day and Fourth of July, the Chapel gets up *fêtes* in Faneuil or the Music Hall. Formerly it furnished on the national holiday the elaborate and very beautiful floral processions. These were succeeded by floral fairs in the Public Garden. But the growth of the city and the increased cost and labor necessary to make them profitable, together with the risk of bad weather, caused their discontinuance. They are still remembered as beautiful shows that had a refining effect on occasions that are apt to be noisy and coarse.

The history of this institution may be briefly told. The Rev. Charles F. Barnard, a quarter of a century ago, was the associate for a short time of the late Rev. Dr. Tuckerman, the first city missionary. From his experience in this relation he was led to consecrate himself to the work of a visitor of the poor. Entering upon his duties as one of the ministers of the Fraternity of Churches, an association formed by the Unitarian churches to support the ministry at large, he soon became satisfied that he could do the most good by confining his attention almost exclusively to the young. The "Fraternity" did not yield to his wishes, and so, in business phrase, he "set up for himself." Sympathizing friends came to his aid, and in due time the Chapel was built by subscription. One thing brought on another; and the result is the institution as it now exists—still under Mr. Barnard's supervision, zealously seconded all along by the hearty coöperation and efficient services of a corps of volunteer teachers, advisers, and contributors of both sexes. Mr. B. of course has his heart, head, and hands full. He visits the sick, carries them to ride, and furnishes them with medicines and delicacies; he preaches; he oversees the schools; he marries his scholars now and then as they grow up to manhood and womanhood; and he buries those who are called hence—the Chapel having its carefully kept "lot" at Mount Auburn. No man in the city works more

diligently than he, or, to all appearance, with more loving devotion to his Christian task. It seems to be his life; and he is always at his post, always up and doing. He, we venture to say, has no *ennui* from "unused powers," no leisure for morbid feelings, no uneasiness for want of something to do. He and his coadjutors, who deserve a large share of the praise it has earned, have managed the Chapel for more than two score years, and brought it to its present estate. Of course they can now report fruits, and ask from year to year permission and material aid to enable them to go on with their enterprise.

It appears by the last report that nearly a thousand children and other persons have enjoyed the advantages of the Chapel in some or all of its departments during 1858-9. We are told that of more than six thousand young persons who have been connected with the Chapel not one has as yet been known to be a violator of law, or seen as an offender in any court of justice. We have heard of some of these graduates, so to speak, who, becoming prosperous men, have gratefully remembered, by donations, the school that helped them out of early ignorance and poverty. We know of well-to-do men of business, musicians, vocalists, and artists, good citizens, faithful wives and mothers, ever ready to confess their indebtedness, directly or indirectly, for their start in life, to the Warren Street Chapel. The Chapel was not "got up" according to a preconceived and carefully prepared plan. Those concerned have, in great measure, been carried forward step by step, following out providential hints, trying experiments in a practical common sense way, building all the while better than they knew, and astonished at times, we doubt not, both at their venturesomeness and their prosperous career. The Chapel has been, to a considerable extent, self-supporting; obtaining from floral sales, festivals, and concerts no inconsiderable portion of the needed income. The Chapel has always eschewed sectarianism. Some of its operations, especially those having reference to amusements, have been looked upon occasionally as injudicious. But it has lived down jealousy and distrust, and obtained a fair repute and popularity with people of all classes and denominations. The Chapel is not exclusively an institution for the poor — meaning by that term destitute objects of charity — it aims also to benefit those who, "to put a fine point upon it," are in less favored circumstances as regards the means of a true culture for themselves and their children. The Chapel, in a word, is a sort of educational institution, furnishing to such as want them, in part or in whole, the benign influences of the church, the home, and the school. It would teach the young whom it gathers in, make them or help them to be good, minister to their happiness, cultivate their tastes, give them innocent recreations, awaken in them the desire to learn and to be useful, and train them in loyalty to truth and virtue.

Doubtless the Chapel has its faults and makes its mistakes; but we apprehend that there are few institutions in Christendom that could present a cleaner or a more interesting record of experiences and success.

If there were a Warren Street Chapel in every ward in our cities, as one of its friends once said, they would do more than any other instrumentality to prevent poverty, ignorance, vice, and crime. The Chapel, however, cannot, we suppose, be copied or transplanted. It is a speciality which has not been fabricated, but which has grown up and become what it is by a process of development. Still this sketch of it, which has told but a portion of its story, may furnish some valuable suggestions to practical philanthropists elsewhere, and enable them to go and do somewhat likewise. Yours, &c., S.

P. S. We ought to have stated that, under the auspices of the Chapel, there are various executive agencies for benevolent purposes. One of these the last year provided places for sixty-two girls. As evidence of the systematic and careful management of the Chapel, we may add that in the circulation last year of 1549 books none have been lost, that only four volumes have disappeared since 1852.

TWENTY-EIGHTH CONGREGATIONAL SOCIETY.

MUSIC HALL.

This society was founded in 1845, and settled Rev. Theodore Parker, its first and present Pastor, in 1846.

HANOVER STREET CHAPEL.

HANOVER STREET.

Rev. E. J. Gerry, present Pastor, settled in 1853.

CANTON STREET CHURCH,

CANTON STREET

Founded in 1857.

Rev. George H. Hepworth, Pastor, settled in 1857.

This society is erecting a new church edifice.

WASHINGTON VILLAGE CHAPEL.

WASHINGTON VILLAGE.

Edmund Squire, present Pastor, settled in 1857.

SOCIETY OF FRIENDS.



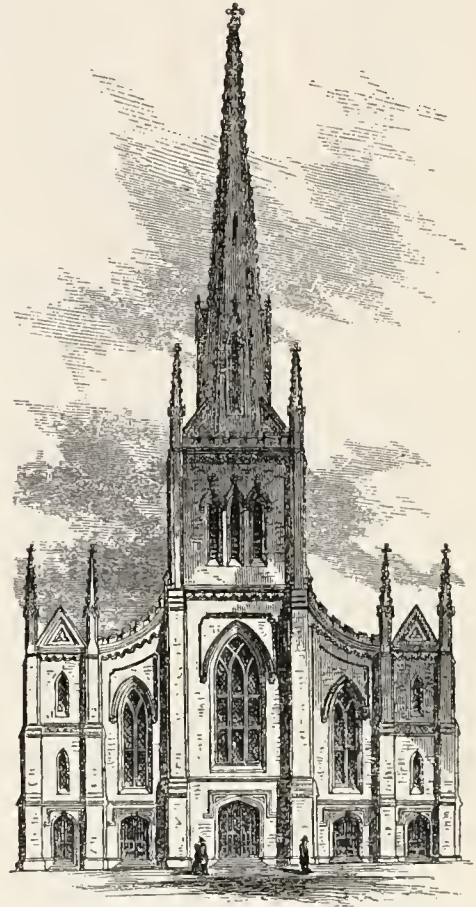
FRIENDS' MEETING HOUSE,

MILTON PLACE—IN FEDERAL STREET.

There are but few Quakers in Boston. They occasionally hold meetings here, but the persons composing these meetings are generally residents of other places; they are chiefly from Lynn.

Their meeting house is quite small, built of stone, and is a very neat edifice. It is in Milton place, situated a little back from the street. Like the Friends themselves, it is so quiet and retired that a person might pass through the street a number of times, and not observe the building. In Bowen's picture of Boston, it is stated: "From the year 1664 to 1808, the society of Friends held regular meetings in Boston. They built the first brick meeting house in the town, in Brattle street, and another of similar materials in Congress street. The former was sold in 1708; the latter was erected prior to 1717, and stood till April, 1825, when the building was sold and demolished. Connected with this house was a burial ground, in which the dead of the Society were interred. Their remains were removed to Lynn in the summer of 1826. The land was sold in 1827, and the stone building opposite the west end of Lindall street occupies the site of the old church."

BAPTIST DENOMINATION.



FIRST BAPTIST CHURCH,

SOMERSET STREET.

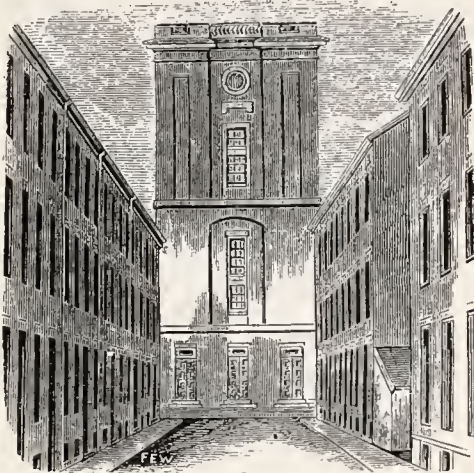
This Church was first gathered in Charlestown, on the 28th of March, 1665; at that time it consisted of nine members. Their first house of worship was built in 1679, on the corner of Stillman and Salem streets, in Boston. In 1771 a new house was erected on the same spot, which was occupied by the society till 1829, when they removed to the church on the corner of Hanover and Union streets, where they remained till 1854.

On the 12th September, 1853, was laid the corner stone of their new church in Somerset street. This building is of brick, covered with mastic. It is of the Gothic style of architecture, and is 94 feet long by 70 wide, in front. The spire is of wood, covered with copper, and is 200 feet high.

The church will seat a thousand persons. The lot on which it stands cost \$35,000, and the edifice, including the organ and other fixtures, about \$45,000, making in all \$80,000.

PASTORS.

- Rev. Thomas Gold from 1665 to 1675.
- “ John Russell from 1675 to December, 1680
- “ John Emblem from 1684 to 1702.
- “ Ellis Callender from 1708 to 1726.
- “ Elisha Callender from May, 1718, to March, 1738.
- “ Jeremiah Condry from February, 1739, to August, 1764.
- “ Samuel Stillman from January, 1765, to March, 1807.
- “ Joseph Clay from August, 1807, to October, 1809.
- “ James M. Winchell from March, 1814, to February, 1820.
- “ Francis Wayland, Jr., from 1821 to 1826.
- “ Cyrus P. Grosvenor from January, 1827, to 1830.
- “ William Hague from February, 1831, to June, 1837.
- “ Rollin H. Neale from September, 1837, — present pastor.



BALDWIN PLACE BAPTIST CHURCH.

This church was organized July 27, 1753. At its formation it consisted of seven members. The first Meeting House was dedicated March 15, 1746, enlarged in 1788, and again enlarged in 1797. The corner-stone of the present edifice was laid May 28, 1810, and the house was dedicated January 1, 1811.

PASTORS.

- Rev. Ephraim Board, ordained Sept. 7, died June 18, 1765.
- “ John Davis, ordained Sept. 9, 1770, dismissed July 19, 1772.
- “ Isaac Skillman, D. D., commenced his labors in September, 1773, without a formal installation; dis. Oct. 7, 1787
- “ Thomas Gair, installed April 22, 1783, died April 27, 1790.
- “ Thomas Baldwin, D. D., inst. Oct. 11, 1790, d. Aug. 29, 1825
- “ James D. Knowles, ord. Dec. 28, 1825, dis. Sept. 20, 1832.
- “ Baron Stow, installed Nov. 15, 1832, left July 1, 1848.
- “ Levi Tucker, D.D., settled Dec. 31, 1848.
- “ T. F. Caldicott, ordained in 1853.
- “ James Belcher, settled 1858.



FIRST INDEPENDENT BAPTIST CHURCH,

DELKNAP STREET.

This Church was constituted under the title of the “African Baptist Church,” on the 5th day of August, A. D. 1805. It was incorporated under its present title, A. D. 1838.

PASTORS.

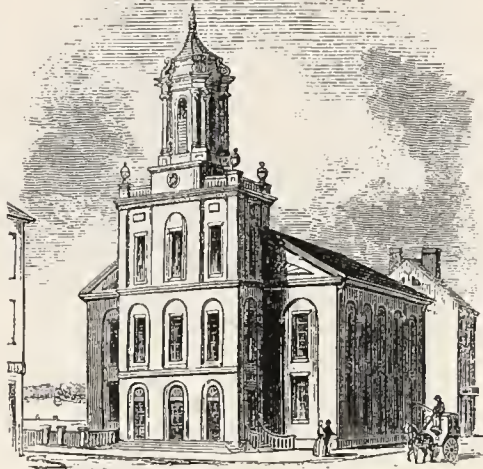
- Rev. Thomas Paul, installed 1805, dismissed 1829.
- “ Wasington Christian, installed 1832, dismissed 1832.
- “ Samuel Gooch, installed 1832, dismissed 1834.
- “ John Given, installed 1834, dismissed 1835.
- “ Armstrong Archer, installed 1836, dismissed 1837.
- “ George H. Black, installed 1838, dismissed 1841.
- “ J. T. Raymond, from 1842 to 1847.
- “ W. B. Serrington, from 1847 to 1849.
- “ A. T. Wood, installed 1850, left 1850.
- “ Wm. Thompson, settled Oct., 1850.



TREMONT STREET BAPTIST CHURCH

TREMONT TEMPLE.

This Society was founded in 1839.



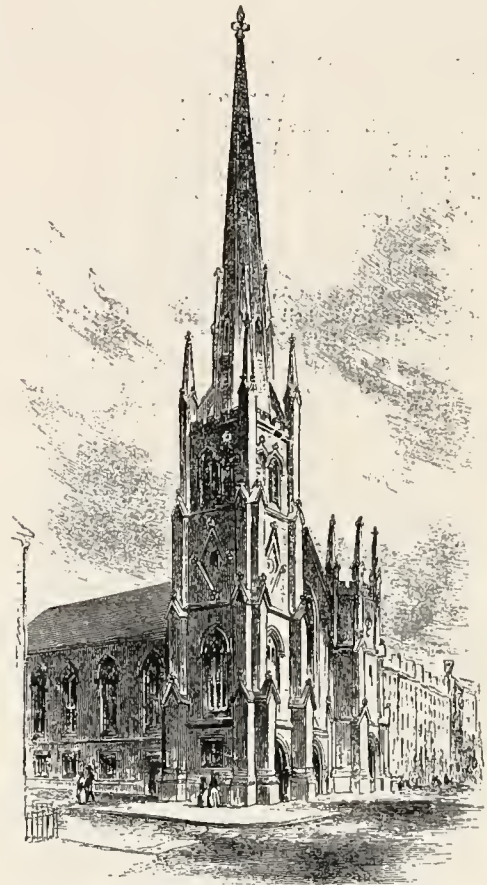
CHARLES STREET BAPTIST CHURCH.

This Church, consisting originally of nineteen members from the Second Baptist Church, and of five from the First, was constituted Aug. 5, 1807. On the same day the Meeting House was dedicated to the worship of God. It is built of brick, and exclusive of the tower is 75 feet square. It is an elegant edifice, adorned with a cupola and bell, and cost \$27,000. That portion of the street on which this Church was built, was reclaimed from the flats. The bell here used was the first used in Boston by the Baptists.

On the 5th of October, 1807, Rev. Caleb Blood, of Shaftsbury, Vt., accepted an invitation to become its Pastor, and the relation between Mr. Blood was dissolved June 5, 1810. Rev. Daniel Sharp, D. D., entered on his pastoral labors on the first sabbath in March, 1812, although he was not installed until the 29th of April, 1812.

Dr. Lowell, of the West Church, is the oldest pastor in Boston, now officiating. Settled in 1806. Dr. Sharp, of this Church, at the time of his death, was the next. Settled in 1812.

Rev. J. C. Stockbridge, present Pastor, was installed in 1853.



ROWE STREET BAPTIST CHURCH.

This Church, formerly the Federal Street Baptist Church, was formed in 1827. The house in which they then worshipped, was commenced in 1826, and stood in Federal street, near Milk street. In 1845, that building was demolished, to give way to the stately warehouses which now occupy the spot.

On the 27th April, 1846, the corner-stone of the present edifice, in Rowe street, was laid, and it was dedicated on the 7th of April following. It is of the pointed Gothic style of architecture; built of dark red sand-stone, having a tower at the corner, surmounted by a spire, rising to the height of 175 feet above the sidewalk. The interior of the building is finished with black walnut, and contains 158 pews.

The succession of pastors is as follows:

Rev. Howard Malcom, from Nov. 13, 1827, to Sept., 1835.

“ Geo. B. Ide, from Dec. 30, 1835, to Dec., 1837.

“ Handel G. Nott, from May 23, 1839, to May, 1840.

“ Wm. Hague, from Sept., 1840, to 1848.

“ Baron Stow, D. D., the present Pastor, was settled 1848.



SOUTH BAPTIST CHURCH.

BROADWAY, CORNER OF C STREET, SOUTH BOSTON.

On the 28th of August, 1828, nineteen individuals were recognized as a Branch of the Federal Street Baptist Church. This Branch became independent March 1, 1831; then consisting of 52 members.

The branch originally met for public worship in a small house formerly occupied by the Methodists. They were aided for several years by the "Baptist Evangelical Society." Their present house was dedicated to the worship of God, July 22, 1830. It is on the corner of C street and Broadway. The building has nothing remarkable in its appearance, though to the antiquarian there are interesting associations connected with its history.

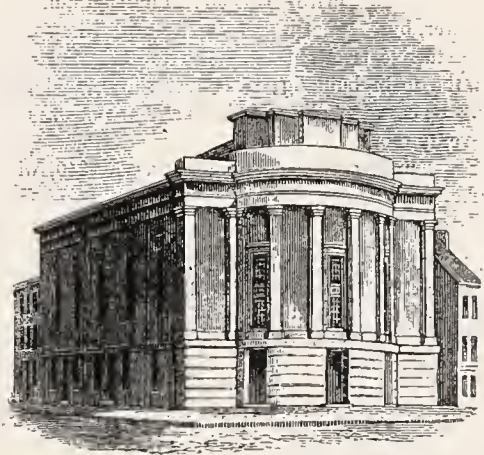
PASTORS.

- Rev Thomas Driver, ordained April 16, 1829, dis. April 1, 1830.
- " R. H. Neale, installed Oct. 1830, dismissed March 19, 1834.
- " Timothy R. Cressy, inst. May 25, 1834, dis. June 22, 1835
- " Thomas Driver became pastor again, Oct. 14, 1838, to 1843.
- " Dunean Dunbar, from 1844 to 1845.
- " George W. Bosworth assumed the charge Feb. 22, 1847.
- " J. A. Goodhue.
- " John Duncan, settled 1858.

HARVARD STREET CHURCH,

CORNER OF HARVARD STREET AND HARRISON AVENUE.

This Church was constituted March 27, 1839, consisting of one hundred and twenty-one members, derived chiefly from the various Baptist churches in the city. As they met at first in Boylston Hall, they took the name of the Boylston Street Church, which has been changed to that of the



Harvard Street Church, since their removal to the new place of worship. From Boylston Hall they moved to the Melodeon, and thence to the new Church.

The corner-stone of the Church was laid in May, 1842. It will accommodate between 1100 and 1200 persons.

PASTORS.

- Rev. Robert Turnbull, installed Aug. 27, 1839.
- " Joseph Banvard, settled in 1846.
- " A. H. Burlingham.
- " Daniel C. Eddy, settled in 1856.



BOWDOIN SQUARE BAPTIST CHURCH.

This edifice stands on the north side of Bowdoin square, beautifully opening to the view from all the streets which

radiate from the square. It is 98 feet in length, inclusive of the tower, by $73\frac{1}{2}$ feet wide. Its front, with its tower and its six turrets, is of granite. The tower projects 10 feet from the main building; is 28 feet square, and 110 feet high. Its cost, including furniture and organ, was upwards of seventy thousand dollars.

The Church was constituted Sept. 17. 1840, with 137 members.

PASTORS.

Rev. R. W. Cushman, installed July 8, 1841, left July, 1847.

“ Pharcellus Church, D. D., installed Sept., 1848.

“ Wm. H. Wines, settled in 1852.

“ John N. Murdoch, settled in 1858.

CENTRAL SQUARE BAPTIST CHURCH,

CENTRAL SQUARE, EAST BOSTON.

Founded in 1844. Rev. S. W. Foljambe, present Pastor, settled in 1839.

UNION BAPTIST CHURCH,

MERRIMAC STREET.

Founded in 1845. Rev. D. M. Crane, present Pastor, settled in 1858.

BOSTON BAPTIST BETHEL,

LEWIS, CORNER OF COMMERCIAL STREET.

Founded in 1845. Rev. Phineas Stowe, present Pastor, settled in 1845.

TWELFTH BAPTIST CHURCH,

SOUTHAC STREET.

Founded in 1848. Rev. Leonard A. Grimes, present Pastor, settled in 1848.

THIRTEENTH BAPTIST CHURCH,

DOVER, CORNER OF WASHINGTON STREET.

Founded in 1856. See Note on page 18.

ORTHODOX CONGREGATIONAL.



THE OLD SOUTH CHURCH.

WASHINGTON STREET, CORNER OF MILK.

The Old South is the oldest of the Orthodox Congregational churches in this city. It was organized, May 16, 1669. In 1815, all the original Congregational churches of Boston had departed from the faith of the fathers. During Rev. Mr. Huntington's ministry, the "American Education Society," and the "Society for the Religious and Moral Improvement of the Poor," were established principally by his influence. More than a hundred years ago, this church made appropriations for the distribution of bibles, to help sustain feeble churches, and to educate young men for the ministry. This church was a bible, missionary, and education society, long before these modern organizations existed.

The first house of this society was of cedar. Their wooden house was taken down in 1729; and religious services were attended in the present house, for the first time, on the 26th of April, 1730. This house is eighty-eight by sixty-one feet. It contains internal evidence of having been built in the early part of the last century. It has a sounding-board, and two tiers of galleries. This house has many interesting historical associations connected with revolutionary times.

"Here was delivered, in defiance of the threats of authority, and in presence of a marshalled soldiery, Warren's fearless oration, on the anniversary of the massacre of the 5th of March, 1770. Here were repeatedly held the meetings of

oppressed freemen, which called forth those peals of patriotic eloquence which moved the whole country, and shook the British throne."'

During the siege of Boston, the British cavalry here learned to exercise; and a grog-shop was kept in the first gallery. There was nothing sacred about the building, because it was a dissenting meeting-house. Before the revolution, it had often been thronged with multitudes of eager listeners to the holy man of God, George Whitefield.

PASTORS.

Rev. Thomas Thatcher, the first pastor, was installed, Feb. 10, 1674; deceased, Oct. 15, 1678. Aged 58.

Rev. Samuel Willard. Installed, April 10, 1678; deceased, Sept. 12, 1707. Aged 67.

Rev. Ebenezer Pemberton. Ordained, Aug. 28, 1700; deceased, Feb. 13, 1717. Aged 45.

Rev. Joseph Sewell, D. D. Ordained, Sept. 16, 1713; deceased, June 27, 1769. Aged 80.

Rev. Thomas Prince. Ordained, Oct. 1, 1718; deceased, Oct. 22, 1758. Aged 72.

Rev. Alexander Cumming. Installed, Feb. 25, 1761; deceased, Aug. 25, 1763. Aged 36.

Rev. Samuel Blair. Installed, Nov. 26, 1766; dismissed, Oct. 10, 1769.

Rev. John Bacon. Installed, Sept. 25, 1771; dismissed, Feb. 8, 1775.

Rev. John Hunt. Ordained, Sept. 25, 1771; deceased, Dec. 30, 1773. Aged 31.

Rev. Joseph Eckley. Ordained, Oct. 27, 1779; deceased, April 30, 1811. Aged 61.

Rev. Joshua Huntington. Ordained, May 18, 1808; deceased, Sept. 11, 1819. Aged 33.

Rev. B. B. Wisner, D. D. Ordained, Feb. 21, 1821; dismissed, Nov. 12, 1832.

Rev. S. H. Stearns. Ordained, April 10, 1834; dismissed, March 8, 1836.

Rev. G. W. Blagden, D. D. Installed, Sept. 28, 1836.

Rev. Jacob M. Manning, colleague, installed, 1857.

PARK STREET CHURCH.

PARK STREET, CORNER OF TREMONT STREET.

This church was gathered February 27, 1809. At its organization it consisted of twenty-six members, twenty-one of whom came from other churches. Dr. Griffin was its first pastor. He was bold and fearless in declaring the doctrines, as they were held by the fathers of New England. The ears of Bostonians had so long been accustomed to smoother things, that they tingled when they heard the gospel in its primitive simplicity and purity. The character of this infant church was formed under his ministry. The influence which this church has exerted upon the city, the country, and heathen world is principally owing to his ministry. This church has enjoyed repeated times of refreshing from the presence of the Lord. During the year



1812-13, the Holy Spirit was specially present with the Word. In 1822-23, one hundred and forty-four were gathered into the church. Again, in 1827-28, one hundred and thirty-four made a public profession of religion. In 1842, one hundred and one persons were received into the bosom of this church.

PASTORS.

Rev. Dr. Griffin was installed, July 31, 1811; dismissed, April 27, 1815.

Rev. S. E. Dwight was ordained, Sept. 3, 1817; and dismissed, April 10, 1827.

Rev. E. Beecher was ordained, Dec. 27, 1826; and dismissed, March 22, 1830.

Rev. Joel H. Linsley was installed, Dec. 5, 1832; and dismissed, Sept. 28, 1835.

Rev. Silas Aiken was installed, March 22, 1837; and dismissed, 1848.

Rev. A. L. Stone was installed, Jan. 25, 1849.

UNION CHURCH.

ESSEX STREET.

This church was originally gathered by Rev. James Sabine and the house dedicated, in 1819. A difficulty arose between some members of the church and their pastor, and a majority of the church and pastor left the house. After this, a minority of the church was organized, June 10, 1822. The infant church made application to the Old South and Park Street churches for assistance. Several members from these churches volunteered to go to their assistance, — connected themselves with them. Hence they called themselves the "Union Church."



On the 12th of November, 1822, the church unanimously made choice of Rev. Samuel Green, of Reading, to become their pastor; and he was installed March 22. In the revival of 1823-24, between eighty and ninety were admitted to this church. In the visitation of the Spirit in 1827-28, one hundred and eighteen were gathered into the church as the fruits of this revival. In 1842, sixty-six professed faith in Christ.

Rev. Nehemiah Adams, D. D., was installed Mar. 26, 1834.

In 1841, the house was remodelled; and both its exterior and interior appearance was much improved, at an expense of fifteen thousand dollars. The basement part now contains a large and commodious vestry and other rooms.

PHILLIPS CHURCH.

BROADWAY, SOUTH BOSTON.

This church was gathered Dec. 10, 1823, — consisting at that time of thirteen persons. Rev. Prince Hawes was installed, April 28, 1824. A house of worship was erected at the junction of Broad and H Streets. Mr. Hawes was dismissed, April 18, 1827; and on the 2d of November, of the same year, Rev. Joy H. Fairchild was installed. The place of worship being too small, a larger one was erected on the same location, and dedicated May 4, 1836. The house is built of wood, and has one hundred and four pews on the lower floor; and will accommodate, including the gallery, seven hundred persons. Mr. Fairchild was dismissed, May 16, 1854.

PASTORS.

Rev. William W. Patton. Settled, Jan. 18, 1843; dismissed, Jan. 6, 1846.

Rev. John W. Alvord was settled, Nov. 1846; dismissed in 1852.

Rev. Charles S. Porter was installed, Feb. 22, 1854.



BOWDOIN STREET CHURCH.

This church was gathered, and house erected in Hanover Street. The church was organized July 18, 1825. The corner-stone of the meeting-house was laid, June 20, by Rev. Dr. Wisner; and an address was made by Rev. Samuel Green. On the 10th of January, 1826, Rev. Lyman Beecher was installed pastor. The house was destroyed by fire, February 1, 1830. The new house was erected in Bowdoin Street, and the name changed from Hanover to Bowdoin Street Church.

During the six and a half years of Dr. Beecher's ministry, four hundred and eighty-five members were received into the church. During the ten years of Rev. H. Winslow's ministry, seven hundred persons were admitted to the communion of the church. It is a remarkable fact, that, under the ministry of the first and second pastors of this church, the average number per year was not far from seventy. The greatest number received in any one year of Mr. Winslow's ministry was one hundred and sixty; and the least, forty-three. This church has sent forth her members to aid in planting and strengthening Pine, Salem, and Winter Street churches; the Eliot, in Roxbury; the Winthrop, in Charlestown; the Evangelical, in Cambridgeport; the Mariner's Church; the church in East Boston; and the church in Chelsea.

PASTORS.

Rev. L. Beecher was installed, Jan. 10, 1826; dismissed, Sept., 1832.

Rev. Hubbard Winslow was installed, Sept., 1832; dismissed in 1845.

Rev. J. B. Waterbury, D. D., was installed, Sept., 1846.

Rev. Edwin Johnson, settled in 1859.



MOUNT VERNON CHURCH.

ASHBURTON PLACE.

During the year 1840-41, several brethren of the Orthodox Congregational churches were impressed with the importance of forming a church to secure the services of Rev. E. N. Kirk. These brethren held several meetings for consultation and prayer. Twenty-five brethren, and twenty-two sisters, were organized into a church, at Park Street Vestry, June 1, 1842. On the same day, Mr. Kirk was installed as their pastor. They worshipped a year or more in the Masouic Temple.

On July 4, 1843, the corner-stone of the Mount Vernon Church was laid; and it was dedicated, January 4, 1844. The dimensions of this building are seventy-five feet by ninety-seven; containing one hundred and thirty-two pews on the lower floor and fifty in the gallery, in which one thousand two hundred and seventy persons may be conveniently seated. The basement story contains, besides the general committee rooms, a commodious chapel, sixty-eight feet long by forty-eight broad, which will accommodate six hundred persons.

On the first of June, 1852, ten years from the organization of the church, there were connected with the church five hundred and seventy-five members; making an annual increase of fifty-two.



CENTRAL CHURCH.

The congregation which now worships in Central Church, in Winter Street, was originally gathered, with a view to occupy the Odeon, which was formerly used as a theatre. Several members of the Evangelical Congregational churches, in the city, agreed with the Academy of Music to occupy it as a place of worship on the Sabbath. A meeting was called, May 6, 1835, at which, after mature deliberation, it was judged expedient to form a new church. The church was organized, May 11, embracing sixty-three members. Rev. William M. Rogers was installed pastor, August 6, 1835.

On May 27, 1841, the corner-stone of the Winter Street Church was laid with appropriate religious services. The Central Congregational Society was legally organized, December 7, 1841. On December 24, the Franklin Street Church assumed the name of "Central Congregational;" and on December 31, 1841, the church edifice was dedicated to the worship of God. Before the church left the Odeon, a deep solicitude was felt that they might enter the new house with right feelings. They ardently desired that the glory of God might fill the house. The church then numbered two hundred and eighty members. God was pleased graciously to visit this church with special tokens of loving kindness. During the first year of occupying their new house, two hundred and three were gathered into this church.

Rev. George Richards was settled as colleague pastor, Oct. 8, 1845.

Rev. William M. Rogers died, Aug. 11, 1851.



PINE STREET CHURCH.

The corner-stone of this meeting-house was laid June 20, 1827. The church was gathered Sept. 2, 1827, consisting of forty-five members. This church was formed by a colony from other churches. The house is eighty feet by seventy-one: it contains one hundred and eighty-two pews, and large rooms in the basement story.

PASTORS.

Rev. T. H. Skinner, D. D. Installed, April 19, 1827; dismissed, Aug. 27, 1828.

Rev. John Brown, D. D. Installed, March, 14; dismissed, Feb. 16, 1831.

Rev. Amos A. Phelps. Installed, Sept. 13, 1831; dismissed, March 26, 1834.

Rev. Artemas Boies. Installed, Dec. 10, 1834; dismissed, Nov. 9, 1840.

Rev. Austin Phelps. Ordained, March 31, 1842; dismissed, 1848.

Rev. H. M. Dexter was installed, April 18, 1849.

MARINERS' CHURCH.

SUMNER STREET, CORNER OF FEDERAL STREETS.

In 1818, Rev. Dr. Jenks commenced his labors among seamen, under the patronage of the "Boston Society for the Religious and Moral Instruction of the Poor." He preached half of the Sabbath at a hall over the arch on Central wharf. He continued his labors until 1826. In



1828, the "Boston Seaman's Friend Society" was formed. On January 1, 1830, the Mariners' Church was dedicated; and, the 20th of the same month, a church of nine members was gathered. Rev. Stephen Bailey officiated as seaman preacher from 1826 to 1828; Rev. Jonathan Greenleaf from 1828 to 1833; Rev. D. M. Lord was installed in 1834, dismissed in 1848. Rev. G. W. Bourne was installed, February 15, 1849; dismissed, March, 1854. Connected with this establishment is a Sailor's Home, capable of accommodating a large number of the sons of the ocean. Two or three years ago, the church and home were both destroyed by fire. The home has been rebuilt; and a church purchased, lately occupied by the Christian Society. Elijah Kellogg, pastor, settled in 1855.

MAVERICK CHURCH.

EAST BOSTON.

The Maverick Church, East Boston, was gathered in May, 1836, and consisted of ten members. It was recognized by the sister churches, May 31, 1836, by the name of the First Congregational Church in East Boston, which name was afterwards changed to the present. The society worshipping with the church was incorporated by the legislature in 1838, by the name of the Maverick Congregational Society.

The present large and commodious house of worship was built in 1844-45, and dedicated, February 6, 1845.



PASTORS.

Rev. William W. Newell was settled July 19, 1837; resigned, May 11, 1841.

Rev. A. A. Phelps. Settled March 2, 1842; resigned, April 29, 1841.

Rev. Robert S. Hitchcock. Settled Nov. 1846; resigned, Oct. 16, 1850.

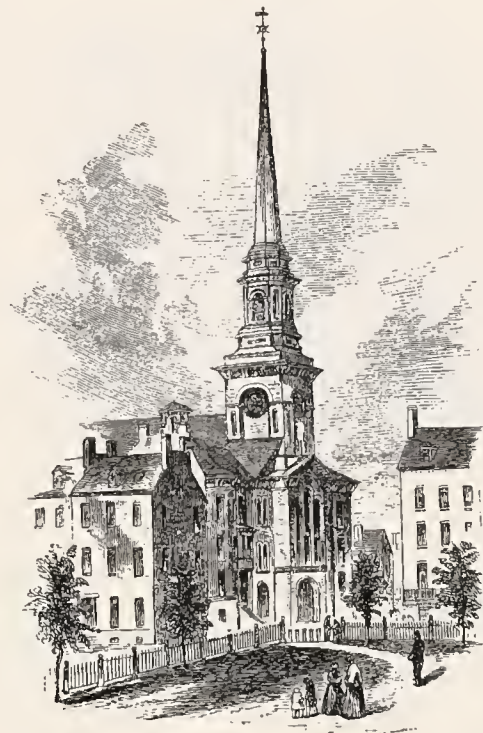
Rev. Rufus W. Clark. Settled Dec. 3, 1851.

Rev. T. N. Haskell, settled in 1853.

SHAWMUT CONGREGATIONAL CHURCH,

SHAWMUT AVENUE.

For several years before this church was gathered, a Sabbath Evening Lecture had been maintained in a hall not far from the place where the present church is located. The church was organized with fifty members, Nov. 20, 1845, under the auspices of the City Missionary Society, and worshipped in a chapel erected by that society until the fall of 1851. They moved into their new house of worship, November, 1852. It is built on Shawmut Avenue, nearly fronting Blackstone Square, in one of the most pleasant parts of the city. It is of the Romanesque style, and reflects much credit on the designer, J. D. Towle, Esq., architect of the city. The edifice is built of brick, with a mastic front, one hundred feet deep by sixty-six broad. The spire rises to the height of one hundred and ninety feet. This church is universally admired; and its internal arrange-



ments are well fitted for the various purposes of a church edifice. The auditory is seventy-five feet by sixty-three, and contains one hundred and forty pews. The prospects of the society are very encouraging.

Rev. George H. Oviat. Settled, Nov. 20, 1845; dismissed, March 28, 1849.

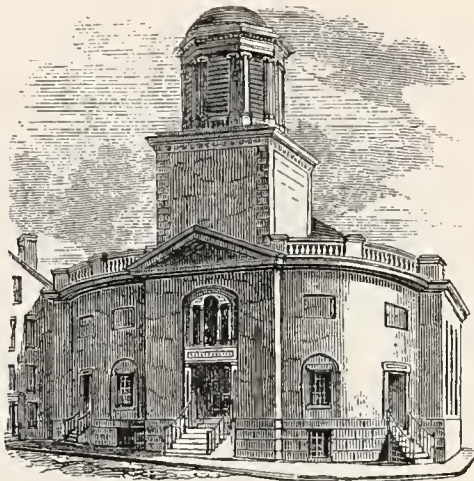
Rev. William C. Foster. Installed, Oct. 25, 1849; dismissed, Dec. 30, 1851.

Rev. Charles Smith was installed, Dec. 8, 1853.

PAYSON CHURCH.

SOUTH BOSTON.

The Payson Church, in South Boston, was organized on the 16th day of July, 1845, consisting of fifty-six members, all of whom were previously connected with the Phillips Church. The late Rev. William M. Rogers preached the sermon on the occasion. Rev. J. H. Fairchild was installed as pastor of said church on the 19th day of November, 1845. Dr. Woods, of Andover, preached the installation sermon.



SALEM CHURCH.

SALEM STREET

A meeting of the friends of the Redeemer was held March 21, 1827, to consider whether it was not expedient to erect another house of worship. It being doubtful whether it was most needed at the north or the south part of the city, it was resolved to erect two, one on Pine and the other on Salem Street. The corner-stone of Salem Church was laid, July 17, 1827. Ninety-seven persons were organized into a church, Sept. 1, 1827.

PASTORS.

Rev. Justin Edwards, D. D., was installed pastor, Jan. 1, 1823; dismissed, Aug. 20, 1829.

Rev. G. W. Blagden was installed, Nov. 3, 1830; dismissed, Aug. 1836.

Rev. J. H. Towne was installed, June 2, 1837; dismissed, Jan., 1844.

Rev. E. Beecher, D. D., was installed, March 13, 1844.

Rev. George W. Field, settled in 1856.

EPISCOPAL CHURCHES.

Episcopacy did not obtain "a local habitation and a name" in the city of Boston until the year 1687. There were several influential members of that communion residing here previous to that date; but, owing to the strong opposition manifested towards the Church of England by the Puritans and their descendants, the Episcopal liturgy was not publicly used until the year just mentioned. The Rev. Robert Ratcliffe had arrived in Boston in May, 1686, but it was not till the March following that he was permitted to hold public services; and it was only by the influence and

authority of Governor Andros that this privilege was at length, and with some difficulty, obtained. Three years afterwards the Episcopalians were enabled to erect the first church of that order in Boston,—a wooden edifice,—on the spot now occupied by the Stone Chapel, and known as King's Chapel. This building was much enlarged in the year 1710; and, in 1749, the present stone edifice was commenced. Here the sacraments and ordinances of the church were regularly administered, until the troublous times of the Revolution. The chapel was closed from the period of the evacuation of Boston by the British troops, until about 1782, when it fell into the hands of the Unitarians, in whose possession it has ever since remained. With its history subsequent to 1775, this portion of the work has nothing to do; it will be found under the proper head.



CHRIST CHURCH,

SALEM STREET.

Notwithstanding the enlargement of King's Chapel in 1710, it was soon found inadequate to supply sittings for the increasing number of Episcopalians in Boston; and, on the 15th of April, 1723, the corner-stone of a new church, to be named Christ Church, was laid by the Rev. Samuel Niles, then rector of King's Chapel; and the building was opened for public worship on the 29th of December, of the same year, by the Rev. Timothy Cutler, D. D. It is a brick edifice, situated on Salem Street, near Copp's Hill; in length, seventy feet; in width, fifty; and, in height, thirty-five. On the western end is a tower twenty-four feet square, surmounted by a steeple which rises to the height of one hundred and seventy-five feet from the sidewalk.

This steeple was blown down in the memorable gale of October, 1804; and the present one, in which the symmetry and proportions of the former are carefully preserved, was erected in 1807, and thoroughly repaired in 1847. The tower contains a set of eight finely toned bells, which were placed there in 1744. The following persons have successively filled the office of rector of this church:—

- Rev. Timothy Cutler, D. D. Settled, Dec. 29, 1723; died, Aug. 7, 1765.
- Rev. James Greaton. Settled, May 30, 1760; left, Aug. 31, 1767.
- Rev. Mather Byles, Jr. Settled, Sept., 1768; left, April, 1775.
- Rev. Stephen Lewis. Settled, Aug., 1778; left, Sept., 1784.
- Rev. William Montague. Settled June, 1787; left, May, 1792.
- Rev. Wm. Walter, D. D. Settled, May 29, 1792; died, Dec. 5, 1800.
- Rev. Samuel Haskell. Settled, May, 1801; left, Sept., 1803.
- Rev. Asa Eaton, D. D. Settled, Aug. 23, 1803; left, May, 1829.
- Rev. Wm. Croswell. Settled, June 24, 1829; left, June, 1840.
- Rev. John Woart. Settled, Nov. 1, 1840; left, Nov., 1850.
- Rev. William T. Smithett. Settled, Jan. 6, 1852,—present rector.

TRINITY CHURCH.

SUMMER STREET.

In about ten years after the building of Christ Church, it was found that a third church was required to furnish accommodation for the Episcopal families residing in what was then the southern section of the city. Accordingly on the 15th April, 1734, the Rev. Roger Price, then rector of King's Chapel, laid the corner-stone of an edifice, to be named Trinity Church, in Summer Street, at the corner of Hawley Street. It was of wood, and was first opened for divine service in about four months from its commencement. This building was taken down in August, 1828; and the present church, built of rough granite, in the massive Gothic style, was consecrated to the worship of God on the 11th of November, 1829. It is as an elegant and substantial structure, capable of seating about one thousand two hundred persons. The woodwork of the interior is painted to imitate oak, and the walls are beautifully frescoed. Among other mural tablets which decorate the interior is one designed and executed by Brackett, to the memory of the late Bishop Griswold, whose remains are deposited beneath. The organ, built at a cost of about ten thousand dollars, is a remarkably rich toned and powerful instrument.



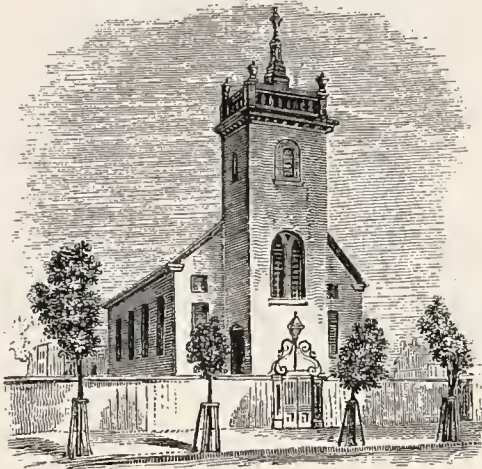
The succession of ministers in this church runs as follows:—

- Rev. Addington Davenport. Settled, May 8, 1740; died, Sept. 8, 1746.
- Rev. Wm. Hooper. Settled, Aug. 28, 1747; died April 5, 1767.
- Rev. William Walter, D.D. Settled, April, 1767; left, 1775.
- Rev. Samuel Parker, D.D. Settled, 1774; died Dec. 7, 1804.
- Rev. John S. J. Gardiner, D. D. Assistant minister, 1792; rector, 1805; died, 1830.
- Rev. George W. Doane, D.D., Assistant minister, 1828; rector, 1830; left, 1833.
- Rev. John H. Hopkins, D.D. Assistant minister, Feb., 1831; left, Nov., 1832.
- Rev. Jonathan M. Wainwright, D.D., Rector, March, 1833; left, Jan., 1837.
- Rev. John L. Watson. Assistant minister, June 1, 1836; left April, 1846.
- Rt. Rev. Manton Eastburn, D.D., Bishop of the Diocese rector, Dec. 29, 1842, is the present rector.
- The Rev. Thomas M. Clark, D.D., also held the office of assistant minister from May, 1847, to 1850, and the Rev. John C. Smith is the present assistant.

ST. MATTHEW'S CHURCH,

SOUTH BOSTON.

In the interval between the years 1734 and 1816, no additional church edifice was erected for Episcopal worship in the city of Boston. In fact, the number of churches of that denomination had diminished in that interval; for it was during this period that King's Chapel passed into Unitarian hands. Those who were connected with that church, and who still held the Trinitarian faith, instead of erecting another edifice, united themselves with the congregations of Christ Church and Trinity Church; so that, from 1782 to 1816, there were only these two Episcopal churches in



Boston. In the latter year, a small Episcopal society was organized at South Boston, under the name of St. Matthew's Church; and from March, 1816, till June, 1818, their services were held in a schoolhouse, and principally conducted by lay readers. Indeed, no settled clergyman was connected with this parish till the year 1824, though several ministers officiated temporarily in the church for longer or shorter periods. On the 24th June, 1818, St. Matthew's Church was consecrated to the service of God, by the late Bishop Griswold. In the autumn of 1831, the building was considerably enlarged. It is a brick edifice, centrally situated on Broadway, between D and E Streets, and contains sittings for about 450 persons. A new and more commodious building is much needed by this society. The following is the list of ministers who have been connected with this church:—

Rev. John L. Blake. Settled, June, 1824; resigned, June, 1832.

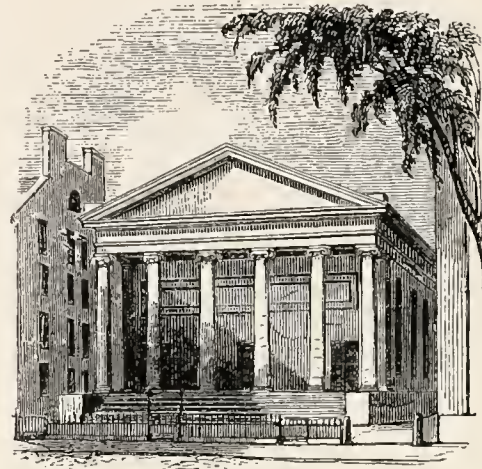
Rev. Mark A. DeWolf Howe. Settled, Aug., 1832; resigned, October, 1832.

The church was then closed till February, 1834.

Rev. E. M. P. Wells. Settled, Feb 1834; resigned April, 1835.

Rev. Horace L. Conolly. Settled May, 1835; res., May, 1838.

Rev. Joseph H. Clinch. Settled, June, 1838, is the present rector.



ST. PAUL'S CHURCH.

TREMONT STREET.

About the period of the completion of St. Matthew's Church, a project was put on foot for the erection of a costly edifice, to be situated on Tremont Street, between Winter Street and Temple Place, and facing the Common and the State House. Subscriptions to the building fund were commenced in March, 1819; and the corner-stone of St. Paul's Church was laid, with appropriate solemnities, on the 4th of September in the same year. The church was consecrated on the 30th of June, 1820, by Bishops Griswold of Massachusetts, and Brownell of Connecticut, assisted by several of the clergy. It is built in the Grecian style of architecture, of the Ionic order. The body of the church is 112 feet long, 72 feet wide, and 40 feet high, from the floor to the top of the cornice. The walls are of a fine grey granite; the portico, and the columns which support it, are of Potomac sandstone, laid in courses. This portico projects 14 feet from the end wall, and rests upon six finely proportioned Ionic columns. The interior of the church has been greatly improved and beautified, at a considerable expense, within a few years past. Four persons only have held the office of rector since the erection of this edifice.

Rev. S. F. Jarvis, D.D. Settled, July 7, 1820; resigned, Aug. 22, 1825.

Rev. Alonzo Potter, D.D. Settled, Aug. 26, 1826; resigned, September 6, 1831.

Rev. John S. Stone, D.D. Settled, June 19, 1832; resigned, January 7, 1841.

Rev. A. H. Vinton, D.D. Settled, June, 1842.



GRACE CHURCH.

TEMPLE STREET.

After an interval of ten years from the erection of St. Paul's Church, a new Episcopal society was organized in Boston, under the name of Grace Church. In the first years of its existence, from 1829 to 1835, its growth was very slow. For the greater portion of that period, the public services were held in Amory Hall, which was found amply large to accommodate the ordinary congregation. At length, by great exertions, and by the noble efforts of some of the leading members, a sufficient sum was raised to warrant the commencement of a building for the exclusive use of the society; and the corner-stone was laid on the 30th of June, 1835. On the 14th of June, 1836, Grace Church was solemnly consecrated to the worship of God, by Bishop Griswold. From that period its growth has been rapid, and it is now in a highly prosperous condition, the number of communicants being about 350.

Grace Church is situated on Temple Street. The front is of Quincy granite, in the Gothic style of architecture, of which it is considered to be a very correct specimen. The interior of the building is beautifully frescoed. The basement contains a spacious lecture and Sunday-school room.

The clergymen who have held pastoral relationship with this church were at first settled only for brief periods. The following have been regularly instituted as rectors:—

Rev. Zachariah Mead. Settled, April, 1834; left, 1836.

Rev. Thos. M. Clark. Settled, Nov. 13, 1836; left, Sept., 1843.

Rev. Clement M. Butler. Settled, May 24, 1844; left, Feb. 21, 1847.

Rev. Charles Mason. Settled, Sept. 1, 1847; present rector.



CHURCH OF THE MESSIAH.

FLORENCE STREET.

In September, 1843, an Episcopal society was organized in Boston, composed principally of a few of the members of Grace Church, who resided in the southern part of the city, under the title of the Church of the Messiah. For a period of about five years, the congregation met for public worship in a commodious hall, at the corner of Washington and Common Streets. The present church edifice, situated on Florence Street, was consecrated by Bishop Eastburn, on the 29th of August, 1848. It is built of brick, with a handsome freestone front, in the Gothic style of architecture, after a design by Billings; and is beautifully finished in the interior, with open-work roof and stained glass windows. It is a neat, commodious, and substantial building; capable of accommodating a congregation of about 700 persons. It is a flourishing and prosperous society, and has in connection with it a very interesting Sunday school, numbering about 250 scholars, under the instruction of a numerous and efficient body of teachers.

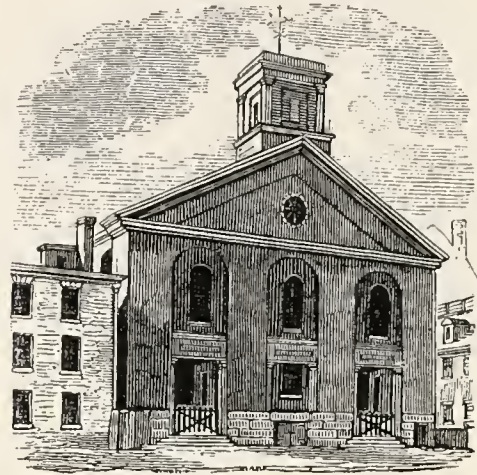
This church has had but one rector from its first organization to the present day, the Rev. George M. Randall, who entered upon his duties in May, 1844.



ST. STEPHEN'S CHURCH.

PURCHASE STREET.

A free church for the poor was built in the year 1845, by the name of St. Stephen's. In strict order of time, this church, perhaps, should take precedence of the two last mentioned, for it had, in fact, a corporate existence, under another name, so far back as 1830, in which year, an Episcopal city mission was established under the pastoral care of the Rev. Asa Eaton, D.D., formerly rector of Christ Church. This continued until the year 1836, when a free chapel was opened in Common Street, into which the City Mission became merged and incorporated. For the better accommodation of this congregation St. Stephen's Church was built. The corner-stone was laid, in Purchase Street, near Summer Street, on the 24th March, 1845, by Bishop Eastburn, and solemnly consecrated by him on the 5th of October, 1846. The funds for its erection, amounting to \$17,000, together with the additional sum of \$10,000 for its endowment, were the generous donation of the Hon. William Appleton. The endowment fund was further increased by a bequest of \$5000, made by the late Edward Tuckerman, Esq.; and thus, the seats are made free for ever to all who desire to worship God according to the rites of the Protestant Episcopal Church. The design of the building was furnished by Upjohn. A house of refuge for the poor is also connected with this church. The Rev. E. M. P. Wells, D.D., has been the minister of this chapel, since the year 1844.



CHURCH OF THE ADVENT.

GREEN STREET.

In September, 1844, an Episcopal parish, by the name of the Church of the Advent, was incorporated; and commenced public services in a hall at the corner of Causeway and Lowell streets, about the beginning of the year 1845. Towards the close of the year 1847, the Congregational meetinghouse in Green Street, near Bowdoin Square, was purchased by this parish at a cost of \$25,000, and thither the congregation removed in the ensuing November. They have it in contemplation to erect a more commodious edifice, whenever the building fund shall have reached the required amount. The Church of the Advent, soon after its organization, invited the Rev. William Crosswell, D.D., to become their rector, who entered upon his duties in Nov., 1844, and who fell, struck by death, while concluding the services of the church, on Sunday, the 9th of November, 1851. He was succeeded by the Rt. Rev. Horatio Southgate, D.D. Rev. M. P. Stickney, the present rector, was settled in 1853.



ST. JOHN'S CHURCH.

EAST BOSTON.

On the 25th of November, 1845, a society was organized at East Boston, in connection with the Protestant Episcopal church, under the title of St. John's Church. It was, at first, composed of only seven members. They met for public worship in a small store, under Ritchie Hall, which they continued to occupy until 1848, when they removed to a more convenient room, in which the public services were held until May, 1852. On the 11th of November, 1850, the corner-stone of the present edifice was laid at the corner of Paris and Decatur streets. This Church, which is of wood, was nearly completed, when, in a violent gale in April, 1851, it was levelled with the ground. Another effort was immediately made for its reconstruction, and in May, 1852, it was sufficiently advanced towards completion to enable the congregation to meet in the basement. On Sunday, the 16th July, 1854, the body of the church was, for the first time, used for the celebration of public worship.

The Rev. Nathaniel G. Allen was the rector of this parish from October, 1848, till April 17, 1853. Rev. John Irwin was the next rector. Rev. Samuel J. Evans, the present rector, was settled in 1857.

SEAMEN'S CHAPEL.

COMMERCIAL STREET.

In the early part of the year 1845, a free missionary Episcopal chapel, for seamen, was opened in Boston, in a hall fitted up for the purpose, at the corner of Ann and Ferry Streets, and placed under the pastoral care of the Rev. John P. Robinson. In the autumn of 1849, a more convenient and commodious room was procured in Ann Street, near Blackstone. The Rev. W. Robinson's connection with the mission having been dissolved in November, 1851, he was succeeded by the Rev. Christian Wiltberger, who entered upon his duties in the following Spring.



ST. MARK'S CHURCH.

CONCORD STREET

A society of Episcopals was organized, as St. Mark's Church, on the 4th of April, 1851, and held their first services in the wardroom of Ward XI, in the Franklin schoolhouse. The building represented in the engraving was erected by the Shawmut Congregational Society, in 1845, and was purchased by the congregation of St. Mark's Church, in September, 1851, and immediately occupied by them, in consequence of the schoolhouse in which they had previously met, having been destroyed by fire in the previous August. It is a neat wooden building, situated on West Concord Street, capable of seating about 400 persons. The Rev. Patrick H. Greenleaf was connected with this society from its formation till June, 1853. Rev. Cyrus F. Knight, the present rector, was settled in 1857.



ST. MARY'S CHURCH.

RICHMOND STREET.

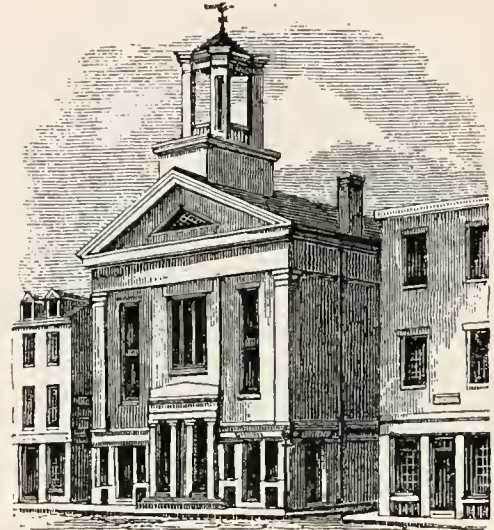
An Episcopal church, under the title of the Free Church of St. Mary, for seamen, was organized in the latter part of the year 1851, and a Methodist house of worship situated in Richmond Street, was purchased and fitted up for the performance of public worship. It is a small, but neat wooden building, large enough to contain a congregation of about 500 worshippers. The Rev. John P. Robinson is the chaplain.

UNIVERSALIST CHURCHES.

FIRST UNIVERSALIST CHURCH.

HANOVER STREET.

In the year 1785, the society of the late Samuel Mather sold their place of worship to Shippie Townsend and others. In 1792, the then proprietors voted to enlarge the house. In 1793, Rev. John Murray, who had preached for the society for several years, was installed as pastor. In 1806, the society was incorporated by an act of the legislature. In 1838, the old house was removed, and a new and commodious brick church erected on the same spot. It was dedicated on the first day of January, 1839.



From this society, in about half a century, have emanated several other societies, who have erected for themselves places of worship in the city and vicinity, all of which are fully attended.

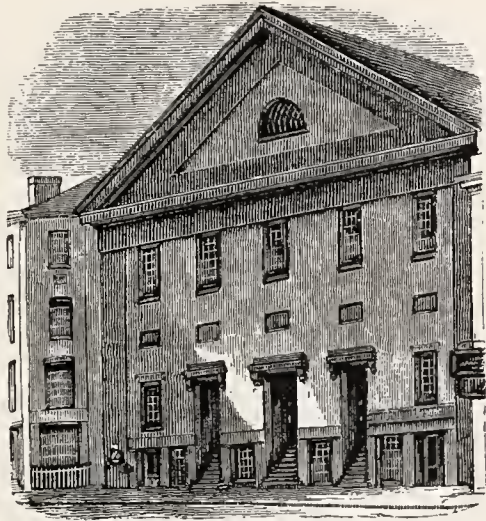
PASTORS.

Rev. John Murray. Installed, 1793.
 Rev. Edward Mitchell. Installed, 1810.
 Rev. Paul Dean. Installed, 1813.
 Rev. Sebastian Streeter. Installed, 1824.
 Rev. N. M. Gaylord, colleague. Settled, 1855.

SECOND UNIVERSALIST CHURCH.

SCHOOL STREET.

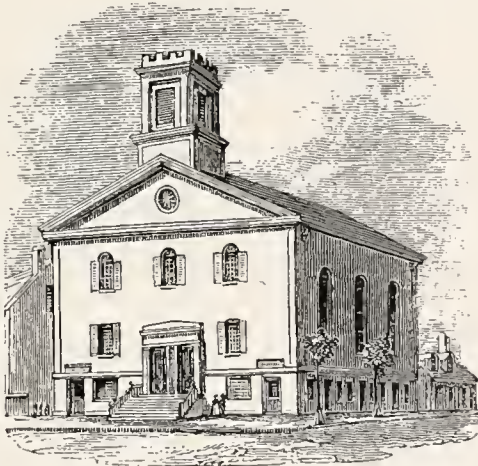
The Second Universalist Church, standing in School Street, was consecrated October 16, 1817. Rev. Hosea Ballou was installed on the 25th of the following December; having commenced his labors in the church the sabbath following its dedication. The church was formed the third sabbath in December, 1817.



The house is a plain brick building, without a steeple, 75 feet long and 67 broad. With the corner-stone a silver plate was deposited, being the gift of Dr. David Townsend, bearing the following inscription:—

“The Second Universal Church, devoted to the service of the true God, Jesus Christ being the chief corner-stone, May 19th, 1817.”

Rev. Alonzo A. Miner, present pastor. Settled in 1848.



FOURTH UNIVERSALIST CHURCH.

SOUTH BOSTON.

This edifice is situated at the corner of B Street and Broadway. It was built and is now occupied by the

“Fourth Universalist Society,” which was gathered in April 1830, under the labors of Rev. Benjamin Whittemore, who was installed, April 10, 1833. Rev. Thomas D. Cook, installed in 1844. Rev. Calvin Damon was installed July 18, 1852. Rev. William W. Dean, present pastor, was settled in 1855. The society was organized May 30, 1831, and incorporated April 19, 1837.



FIFTH UNIVERSALIST CHURCH.

WARREN STREET.

The Fifth Universalist Society was formed January, 1836. It worshipped in Boylston Hall three years, when it removed to the meeting-house erected for its use in Warren, near Tremont Street. The house was dedicated in February, 1839.

The meeting-house is built of brick, with a granite basement, and contains 162 pews, and will seat about 1,100 persons. It is furnished with a fine-toned organ. In the basement there is a large vestry and three schoolrooms.

The Church, which originally consisted of eighty-five members, was formed in 1837. There are connected with the society two sabbath schools, also two female charitable associations.

PASTORS.

Rev. Otis A. Skinner. Settled, January, 1837; resigned, April, 1846.

Rev. J. S. Dennis. Installed, January, 1847; resigned, June, 1848.

Rev. Ot's A. Skinner. Re-installed, March, 1849.

Rev. Thomas B. Thayer. Settled, 1857.



SIXTH UNIVERSALIST CHURCH.

EAST BOSTON.

This society was founded in 1840, and the building erected in 1842, on the corner of Webster and Orleans Streets.

Rev. J. W. Talbot, the present pastor was settled in 1857.

CHURCH OF THE PATERNITY.

CONCORD STREET.

Founded in 1859.

METHODIST EPISCOPALIAN.

FIRST METHODIST EPISCOPAL CHURCH.

HANOVER STREET.

The first Methodist sermons preached in Boston, so far as any record has been preserved, were by the Rev. Mr. Boardman, in 1771. Mr. Boardman was the colleague of Mr. Fillmore; and the two ministers were sent to this country by the Rev. John Wesley, at the request of the small body of Methodists already gathered in the city of New York. A society was formed at the time; but for want of pastoral care was ultimately dissolved. In 1784, Rev.



William Black, who had been, heretofore, preaching in the British Provinces, visited Boston and remained about three months. He held his services in what was then called the "Sandemanian Chapel," in Hanover, near Cross Street. Large congregations attended upon his ministry; and many referred the commencement of their religious life to his powerful discourses. With the departure of Mr. Black, these persons united with the established churches in the city; and no organized monument of his devoted labors was left behind.

On the 9th of July, 1790, Jesse Lee, a Virginian, a Methodist preacher of remarkable presence, endowed with a strong mind, capable of extraordinary physical endurance, and "full of faith and the Holy Ghost," having entered New England a year before, upon a preaching tour, stood behind a table, under the arms of the old elm tree, upon Boston Common. With a powerful but musical voice, he sang a hymn; and four persons arrested by the novelty of the scene, drew near as he knelt down upon the table, and stretching forth his hands, offered up a prayer with peculiar

unction and power. It was at the close of a warm afternoon, and crowds were beginning to gather upon the Common to enjoy the shade and air of its sheltered walk, when their steps were arrested by the voice of prayer, and an immense mass of people gathered around the simple stand of the speaker, and listened to his earnest, extemporaneous discourse. One who heard that discourse has preserved his impressions of it in a permanent form. "When he entered upon the subject matter of his text," says Ware, in his memoir, "it was with such an easy, natural flow of expression, and in such a tone of voice, that I could not refrain from weeping; and many others were affected in the same way. When he was done, and we had an opportunity of expressing our views to each other, it was agreed that such a man had not visited New England since the days of Whitefield. I heard him again; and thought I could follow him to the ends of the earth."

Mr. Lee continued some time in the city, preaching in private houses, and upon the Common, to the spiritual profit of many persons; but no permanent public edifice could be obtained for their gathering. A small church was finally constructed; and public services were held in the house of Mr. Samuel Burrill, on Sheaf Street. Rev. Jeremiah Coaden became, soon after, their minister; and successful effort was made to secure the use of a public school-house; from this, however, they were finally removed, — objection being made to the early hour at which they rang the bell and assembled for worship on Sabbath morning; the church following then the custom of Mr. Wesley to have preaching at five o'clock in the morning. They next hired one of the rooms in the "Green Dragon Tavern," which stood near the corner of Union and Hanover Streets.

Compelled to leave even these uncomfortable quarters, they hired one room after another at the "North End," until in the year 1794, the little band numbering about forty-two in its membership, resolved to build a house of worship.

The indefatigable Lee, sought aid for the struggling enterprise at the South; and on the 5th of September, 1795, a lot of land was purchased, upon what was afterwards called Methodist Alley, and is now known as Hanover Avenue. A wooden building, forty-six by thirty-six was erected upon this site and dedicated amid the rejoicing of the little flock, by the Rev. George Pickering, of precious memory, on the 15th of May, 1796. It was a rough shell of an edifice, but to the troubled and persecuted society, it was a haven of unspeakable rest. The building was not fully completed until 1800. The little society had received an important accession about the time of the erection of the church in the person of Col. Amos Binney, whose noble and generous character, business talents, social position, and sincere piety, were of inestimable value to the struggling church. From an exceedingly small and problematical ex-

periment, Mr. Binney lived to see the denomination permanently established in Boston and throughout New England.

In this old frame building on Hanover Avenue, nearly all the early preachers of Methodism of considerable note, occupied the pulpit in succession. Of the Bishops in the Methodist Episcopal Church, Asbury, Coke, Whatcoat and Hedding, were among its occupants; and of the ministry, the honored names of Lee, Pickering, Broadhead, Merwin, Ostrander, Wells, D'Sargeant, Kibley, Webb, &c., were numbered upon its list.

In the year 1828, the church occupying this edifice having constructed a new building upon North Bennet street, it was occupied as a Seamen's Bethel, by Rev. E.T. Taylor. Upon the erection of the present Bethel it was sold, used for a while as a school-house and afterwards removed to Causeway street, where it still preserves its old proportions and is used as a carpenter's shop. It would be an interesting movement, and honor to the Methodist Church, if this venerable and memorable edifice could be rejuvenated and applied to some religious purpose. It might be made a Mission Sabbath School, and thus become a sanctuary for the young, as it has been a tabernacle for the fathers.

In 1828 the church upon Hanover Avenue removed to their new building upon North Bennett Street, which was dedicated by Rev. S. Martindale, Rev. E. Wiley, now of Melrose, being the pastor of the church. It numbered at that time sixty members. During the whole history of this church, which as the successor of Methodist Alley has held the relation of parent to nearly all the churches of the denomination in the vicinity, it has been noted for its extensive revivals and spirited social meetings. The names of Bonney, A. D. Merrill, John Lendray, Fillmore, Abel Stevens, Sargeant, Pierce, Porter, and Trafton appear upon its records as successive pastors, and the place will ever be sacred in the memory of the denomination. In 1843 the church becoming so crowded, through the remarkable awakening of the preceding year, a lot of land was purchased upon Richmond Street, and an edifice erected for the accommodation of a new church. This enterprise was attended with prosperity, and a full and permanent congregation had been gathered, when, in 1849, the large gothic edifice, which had been erected at great expense by the Old North or Second Church, on Hanover Street, being offered for sale at a very low rate, the two churches, Bennet and Richmond Streets, united and consummated the purchase. In this noble and convenient edifice they now worship. The pastor at the time of the union was Rev. Mosely Dwight, who was succeeded by Rev. J. Cummings. Mr. Cummings' successor was Rev. E. Cook, under whose administration the mortgage which encumbered the building was removed, and this valuable and elegant structure, with

all its appurtenances, came without a burden into the hands of the trustees who hold it for its legitimate purposes. The building is 92 feet by 80 on the ground, and its spire rises 220 feet from the ground. Rev. Mr. Cox, an excellent, amiable, and experienced minister, was the next pastor of the church. Rev. Wm. C. High, the present pastor, was settled in 1859.

Its relief from debt will long save this church from the peril that threatens the churches at North End from the removal of the old population and the rapid encroachment of business. And long may it stand, its tall spire a grateful beacon to the returning sailor from the sea, and its ample and elegant accommodations offering a welcome to the rich or poor who may frequent its courts.

SECOND METHODIST EPISCOPAL CHURCH.

BROMFIELD STREET.

On the 15th of April, 1806, the corner stone of the Chapel upon Bromfield street, was laid by Rev. Peter Jayne, and on the following November the edifice was completed and dedicated by Rev. S. Merwin. In the middle course of hammered stone on the foundation of this building, is a block taken from Plymouth rock. In 1835 the chapel was raised and a commodious vestry provided in the basement, and in 1849 the building was entirely renewed with the exception of the outer walls. It is one of the pleasantest and best arranged audience rooms in the city. It will comfortably seat one thousand people. There are a large number of rooms about the building adapted to the various purposes of a religious society, and well ventilated and commodious vestry, arranged for every want of the sabbath school and for social meetings.

Within a short time the Society has nobly subscribed an adequate amount to remove the encumbrance of a mortgage, so that they are permitted to enjoy the satisfaction of worshipping God in an edifice unincumbered by the claims of Mammon upon it. During the history of this church, about forty different clergymen have filled the pastoral office, following each other generally in biennial rotation, in accordance with the custom of the denomination. Many of these men were among the most marked members of the Conference, and their labors have been eminently blessed of God in the increase and piety of the church. A large proportion of them have "ceased from their labors, and their works do follow them."

Rev. Lorenzo Thayer, present pastor, was settled in 1858.

METHODIST EPISCOPAL CHURCH.

REVERE STREET.

In the early days of Methodism in Boston, the colored people were attracted to their religious services by their simplicity and warmth, and many of them were converted and became devotedly and intelligently pious. It was thought desirable at an early day that they should have public exercises among themselves, both for their own enjoyment and for the benefit of that portion of the city in which they resided. Col. Binney and Thomas Patten, Esq., were the first to set in motion a plan for the accomplishment of this purpose. A colored man by the name of Snowden, they heard of, as an interesting exhorter, and a devotedly pious man, connected with the Methodist Church in Portland, Me. For him they sent, and he at once entered upon the work of preaching to his brethren in private houses and wherever he could find opportunity. A building became an indispensable necessity, and the convenient edifice upon May Street was the result of the efforts of the brethren of the M. E. Churches to provide for their spiritual wants. Here preached and prayed and sang and shouted "Samy Snowden," a man of more than ordinary abilities, a good reasoner, a lively speaker full of original and subdued wit. His earthly labors ceased a few years since, and he died widely lamented by his white, as well as colored, brethren. Rev. Elijah Grissam was his successor, a worthy man, a good minister, and a devout Christian. Rev. Thomas Freeman, present pastor, was settled in 1857. An interesting congregation meets on the Sabbath in the church, and a fine sabbath school, with white teachers, is also held. There are few more refreshing services held in the city, than some of the "Love Feasts" in Revere Street M. E. Church.

BETHEL CHURCH.

NORTH SQUARE.

About forty years since, a sailor, with a very marked face, and wonderfully expressive eye, but not a little rugged in his appearance, began to frequent the Methodist meetings in the chapel on Bromfield Street; and after very powerful impressions, and a deep work of grace upon his heart, he began to exhibit, in his somewhat rough and uncultivated style, extraordinary originality of thought, and a peculiar natural eloquence. The older members of the church, discovering the promise of usefulness, now but slightly developed, encouraged the exercise of his gifts, and aided him in his efforts to overcome the impediments arising from the utter absence of text-book training. In the warmth of a rich religious experience, even before he could



read or write, he began to exhort and preach in the surrounding towns with wonderful unction and with peculiar success. Finally, recommended by the official board of the church, where he was spiritually born, Edward T. Taylor was received by the New England Methodist Episcopal Conference, and began his labors as a Methodist minister. About this time two members of this church, Wm Morley, Esq., lately deceased, and Thomas Patten, Esq., had their sympathies awakened to the spiritual wants of the seamen connected with the commerce of Boston. It occurred to these gentlemen that there was no one better adapted to this work than the zealous sailor who had been converted at their altar. Through their efforts, Mr. Taylor was appointed to this work, and commenced a career of almost unexampled usefulness and success among this interesting and too long-neglected portion of our community. When, in 1828, the Bennet Street Chapel was completed, it was proposed to devote the edifice upon Hanover Avenue to the purpose of a Bethel. A board of trustees, from the two Methodist Episcopal Churches in the city, was formed; and as the church was unable to make a gift of the property to this object, Mr. Taylor was commissioned to solicit subscriptions. When the plan was presented to the merchants of the city, it was received with peculiar favor; and, to secure a more general interest, it was proposed to establish a society upon as liberal a basis as possible. This was the origin of the "Boston Port Society." Its members were selected indiscriminately, — within and without the Methodist Episcopal Church. By the constitution of the society, no denominational creed or church were to be established; but the spiritual interests of seamen were to be sought, and

they were to hold their church relations whenever they elected to do so. In later years, however, an independent church has been constituted, and all the ordinances of the Lord's house are administered by the pastor.

As the constitution now reads, and which is to be changed only by a large majority of the board, the pulpit is to be supplied by the New England Methodist Episcopal Conference; the minister, however, to remain permanently in his place, and not to be removed biennially, in accordance with the plan of the itinerancy.

In 1833, the spacious Seamen's Bethel which now commands and adorns the north-western portion of our city, its fluttering banner waving a welcome to the homeless sailor, was built and consecrated to its noble purposes. And here, for more than twenty years, this earnest and sincere laborer in Christ's vineyard, has been exercising, with untiring zeal, the extraordinary talents with which God has endowed him, for the benefit of his "brethren according to the flesh." Father Taylor, as he is now affectionately called by all classes, is one of the oldest pastors of the city. Few men enjoy so wide or so enviable a celebrity. His monument will be composed of pearls, gathered from the sea. His memory will ever be as green as the ocean's wave, and tears, as briny as the deep, would fall from a thousand eyes, were the announcement of his departure from earth to reach the ear. Of late, his health has been delicate, and there are serious presages, written in the deepening lines upon that wonderful face, of the approaching release from mortal toils. May a life so valuable be still longer extended! One of the social gatherings in the vestry of the Bethel is thus described by a late visitor: —

"By invitation, I attended one of his Monday evening prayer-meetings, in the vestry of the Bethel, in August. The weather was oppressive, and, any where else, rather a heavy meeting might have been anticipated. I entered the consecrated place a little after sundown. A few faithful ones had assembled — sailors with their wives and daughters — and a sprinkling of Christian strangers. All were seemingly wrapt in holy meditation. The Father not appearing, a simple and ancient song of Zion was commenced by a single voice, and speedily there was a chorus of praise. The soul of the Bethel now entered and took his place in the little sacred desk. He immediately gave out the beautiful hymn: 'Father, I stretch my hands to thee!' which was sung with the spirit. He then offered such a prayer as he is wont to offer — simple, touching, fervent, and in which the sons of the sea, upon water and upon land, had a large share of remembrance. He now made a very few remarks that were just to the point — timely, pertinent, affectionate, and earnest, and then called upon all present to tell what the Lord had done for their souls, and to tell whether they re-

ceived any food on the Sabbath that had just passed. There was an immediate response. A weather-beaten sailor arose, and, with streaming eyes, spoke of his late fall, and of his return to God, and of his determination to 'go and sin no more.' As the sailor sat down, Father Taylor both encouraged and warned him. Others, also, arose, and added their share to the interest of the meeting.

An interesting sabbath school meet regularly upon the Sabbath. A large congregation of seamen, officers, and sailors, are always to be found here upon the Sabbath, when the beloved shepherd is at home; and with these a numerous miscellaneous crowd, of every class in the community, from the chief in the law to the highest orders in the gospel — strangers of almost every clime, and representatives of every form of faith. Who will fill such a place as this, when the attracting sun is removed from its present orbit!



THIRD METHODIST EPISCOPAL CHURCH.

CHURCH STREET.

On the 4th of July, 1834, Rev. Abel Stevens preached the first Methodist sermon in the church edifice upon Church Street. The building had been erected for, and occupied by a Presbyterian church; but upon the withdrawal of its pastor, Rev. James Sabine, to the Episcopal church, the society relinquished its house of worship. About twenty-five members from the other churches united to form the original society. Mr. Stevens was succeeded in course by Messrs. Scudder, Oltheman, Porter, Peirce, Smith, Pickering, Merrill, Raymond, Crowell, and Cobleigh. The latter gentleman was called to a professorship in a college in Illi-

nois; and was succeeded by Rev. D. K. Banister, a clergyman of peculiar excellence of character, a good preacher and a faithful pastor. Rev. Converse L. McCurdy, present pastor, was settled in 1858. In 1843, the building was thoroughly repaired, both internally and externally; and as the raising of the grade of the street has injured, in a measure, the light and comfort of the vestry, extensive renovations are proposed. This church has always been well attended, noted for its vigor and practical piety; the poor and the tempted have ever found efficient aid from its membership.



FOURTH METHODIST EPISCOPAL CHURCH.

NORTH RUSSELL STREET.

In 1837, Rev. Mr. Stevens, then stationed in Church Street, preached the first sermon in the Wells' Schoolhouse, Blossom Street, before the little colony of Christians from the other churches, which ultimately became the Russell Street Methodist Episcopal Church. The church was organized under the pastoral care of the Rev. M. L. Scudder, and consisted of sixty members.

In 1833, an estate was purchased upon North Russell Street, upon the rear of which a commodious chapel was erected. In 1844, the building was enlarged and raised; the front lots covered with handsome edifices, and an arched entrance provided to the audience rooms of the chapel. Every convenience was provided for sabbath-school and social purposes, and the main hall is especially neat and commodious. Mr. Scudder, the first pastor, was succeeded, in time, by Messrs. Harecall, True Hatch Trafton, Rice, Cobleigh, and Adams.

Rev. John W. Dadmun, the present pastor, was settled in 1859.



FIFTH METHODIST EPISCOPAL CHURCH.

D STREET, SOUTH BOSTON.

As early as 1817 or '18, Methodist services were held in private houses in South Boston. Thomas C. Peirce, afterwards a member of the New England Conference of the Methodist Episcopal Church, at that time a member of the Bromfield Street Church, and a lay preacher, commenced holding public services upon the Sabbath, in this part of the city; and, being a carpenter, he obtained subscriptions and erected a small, but convenient chapel, for the use of the congregation he had gathered.

Upon his leaving the city to join the conference, this small body of christians not being able to support a regular ministry, the building finally came into the hands of the Baptists; the South Baptist Church being gathered and formed within its walls. In the summer of 1834 Abel Stevens, then preaching at Church Street, was invited to hold religious services in private rooms. The interest which attended these exercises induced the friends of the movement to hire Harding Hall. This was first occupied Oct. 31st, 1834, and the church that was then constituted numbered but six members. In 1836 they removed to Franklin Hall, and in 1840 their numbers had increased to 103. At this time they enjoyed the earnest and devout labors of Rev. James Mudge, through whose zealous efforts a tasteful gothic edifice was erected upon D Street, and a new impulse was given to the society. In 1852 the congregation had so far increased as to require additional room for its accommodation, and under the direction of Rev. E. Cook, who was at that time the pastor of the church, and whose practical wisdom was peculiarly exhibited in the management of the whole matter, the house was enlarged and beautified, and the old encumbrance which had rested heavily upon the previous building, and all the

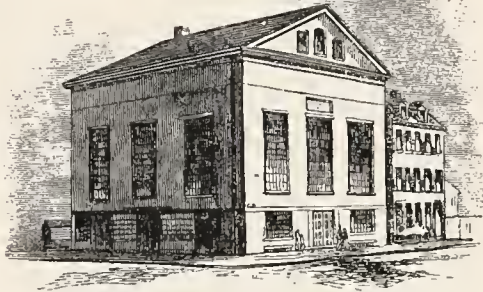
expenses of the renewal, were fully met by the sale of the pews, and the house was entirely relieved from debt. Its ministers have been Rev. Messrs. Tracy, Howard, Macready, Mudge, Dunham, Savage, Pool, Degen, Cook, and Porter. Rev. Chester Field, present pastor, settled in 1859.



SIXTH METHODIST EPISCOPAL CHURCH.

MERIDIAN STREET, EAST BOSTON.

In 1839-40 Rev. T. C. Peirce, then stationed in the Bennett St. M. E. Church, held evening services in East Boston in private rooms, and so much interest was felt in those gatherings that the ward room in Lyman School House was hired, and public services were held, first by local preachers in connection with such aid as was received from the pastors of the city proper. Rev. J. W. Merrill was the first minister from conference, and during his administration preliminary steps were taken for the construction of a chapel. In 1842 a small building was erected and dedicated for divine worship, which was occupied until 1845. This edifice is now used for a city school-house and stands on the junction of Meridian and Paris Streets. In 1845, under the labors of Rev. Joseph Whitman, a very extensive religious awakening occurred in the congregation, and the church was greatly increased in its numbers and pecuniary ability. At this time the present edifice standing at the junction of Meridian, Havre, and Decatur Streets was erected. The house is of brick, 73 feet long by 48 in width, with galleries, and is very neatly constructed with all the modern appliances for sabbath schools and business meetings. The church has enjoyed the labors, in addition to those referred to, of Rev. Messrs. Richards, J. A. Merrill, Hempstead, Porter, and McReading. Rev. Samuel Tupper, present pastor, was settled in 1859.



HEDDING METHODIST EPISCOPAL CHURCH.

SHAWMUT AVENUE.

The Hedding Methodist Church was organized on the 15th of May, 1846. It was a colony from the Church Street Church, and was first gathered in a hall upon the corner of Shawmut Avenue and Canton Street, Rev. B. K. Peirce was the first pastor of the church. His successor, Rev. G. W. Frost, commenced the work of the erection of a building for public worship; but, his health failing, Mr. Peirce again resumed the charge. The present edifice, on the corner of Shawmut Avenue and South Williams Street, was finished and dedicated in 1849. It is a neat and commodious structure; but, as the lot upon which it stands is small, and forbids enlargement, the society are already looking for another locality upon which to erect a larger edifice. Mr. Peirce was succeeded, in course, by Rev. Messrs. Street, Dennison, and Pettce. Rev. Henry W. Warren, present pastor, was settled in 1859.



EIGHTH METHODIST EPISCOPAL CHURCH.

BENNINGTON STREET.

In 1853, the edifice of the Sixth Church having become too small for the congregation, a colony from the Sixth Church was formed, a convenient hall was hired upon Bennington Street, and a church was constituted. Rev. Mr. Field, a gentleman of an amiable character and a fine preacher, was the pastor of this body.

Rev. T. Willard Lewis, present pastor, was settled in 1858.

CHRISTIAN DENOMINATION.

FIRST CHRISTIAN CHURCH.

TYLER STREET, CORNER OF KNEELAND STREET.

This church was built in 1853. It is a plain substantial brick building, with granite base, furnished in a neat and appropriate manner, with a good organ. It cost \$21,000, and seats conveniently 600 persons.

This society was gathered in 1803-4, under the preaching of Rev. Abner Jones; and July 1, 1804, seven believers were baptized and united in church covenant. Their first meetings were held in Friend Street; then in a hall in Bedford Street. In 1825 one of their number built a



church at the corner of Summer and Sea Streets, and let it to the society. Subsequently they purchased it, and continued to worship there until 1852, when they sold it to the "Boston Seamen's Friend Society," for a Bethel, and built as above described on Tyler Street. This house was dedicated Sept. 29, 1853.

This society take the scriptures for their discipline and articles of faith, believing that if all would do so, and unite on the Bible, there would be more union and less schism in the church. They take the name "Christian" because it is apostolic, and sufficient to distinguish Christ's disciples, and because it is also promotive of union.

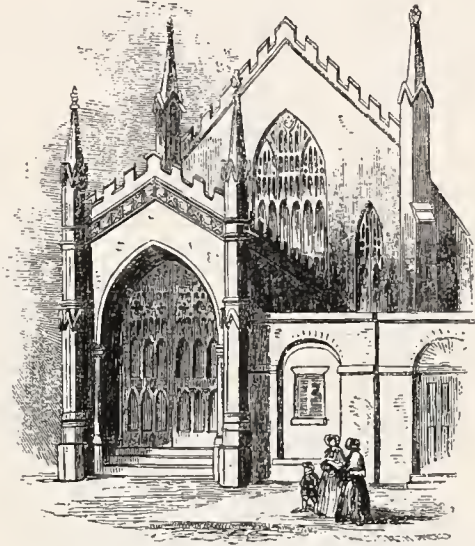
They hold all Christians to be one in Christ Jesus; that they should worship and commune together as the disciples of one Lord, and brethren of one family. They believe in the divinity of Christ, and the efficacy of his atonement; that without a change of heart, and holiness of life, we cannot see the kingdom of God; and that the resurrection of the dead and future retribution are clearly taught in the Bible. The denomination numbers 1500 churches and 250,000 communicants. An institution of learning at Yellow Springs, Ohio, has recently been established by them, called "Antioch College." President, Hon. Horace Mann.

PASTORS.

- Rev. Abner Jones, from 1803 to 1807.
 _____ Supplied from 1807 to 1816.
 " Elias Smith, from 1816 to 1817.
 _____ Supplied from 1817 to 1819.
 " Simon Clough, from 1819 to 1824. Supplied from 1824 to 1825.

- Rev. Charles Morgridge, from 1825 to 1826. Supplied to 1828.
 " Isaac C. Goff, from 1828 to 1829.
 " J. V. Himes, from 1830 to 1837.
 " Simon Clough, again, from 1837 to 1839.
 " Edwin Burnham, 1839 to 1840.
 " J. S. Thompson, from 1841 to 1843.
 " E. Edmunds, settled in 1843, and is the present pastor.

SWEDENBORGIAN.



THE BOSTON SOCIETY OF THE NEW JERUSALEM.

BOWDOIN STREET.

This society was instituted August 18, 1818, at which time it consisted of twelve members. In 1821 Mr. Thomas Worcester, then a licensed preacher, was settled as minister of the society, which office he still holds.

Though meetings were regularly held for public worship, no building was consecrated for that purpose by the society till the 11th of June, 1845, when the building which they now occupy, on Bowdoin Street, was finished and dedicated.

This building is admirably adapted to its use, the interior being tastefully finished in Gothic style, and containing 1000 comfortable seats. At the centre of the east end is a beautiful tabernacle, used as a repository for the sacred scriptures. A little to the right of the centre, and in front of the chancel, is the pulpit. The two corners of this end of the church are occupied by two chambers, extending from the floor to the ceiling. In the one at the right hand is a room

for the use of the minister, while that to the left contains the organ. Over the entrance in the west end is a large painted window, the light through which being mellow and soft, adds very much to the agreeable effect of the whole.

The members of the society, having arrived at mature years, have expressed their belief in the doctrines of the New Jerusalem, as revealed in the writings of Emanuel Swedenborg, and their desire to live according to them. The principal doctrines of the New Jerusalem are,

1st, That there is one God, who is the Lord Jesus Christ.

2d, That the sacred scriptures are divine truth.

3d, That a life according to the truths contained in the scriptures, *because they are the laws of God*, is the only means of salvation.

ROMAN CATHOLIC.



CATHEDRAL OF THE HOLY CROSS.

FRANKLIN STREET.

The first movements of the Roman Catholics to form a Society in Boston were in the year 1784. They were prompted by the Irish and French emigrants, under the pastoral charge of the Abbe La Poitrie, a chaplain in the French navy.

This Church was consecrated by Rev. Dr. Carroll, on the 29th of September, 1803. It was afterwards considerably enlarged by Bishop Fenwick, who also, in 1827, converted the basement into a Chapel capable of containing 2,000 children.

This Church is situated on Franklin street, is of large size, and capable of containing a very great number of persons. The architecture is of the Ionic order, after a plan given by Charles Bulfinch, Esq.

PASTORS.

Rev. Francis Matignon, D. D., from 1803 to 1810.

Rt. Rev. Dr. Cheverus, from 1810 to 1832.

Very Rev. William Taylor, from 1823 to 1825.

Rt. Rev. B. Fenwick, installed Dec., 1825, died Aug. 11, 1846.

Rt. Rev. John B. Fitzpatrick, succeeded Bishop Fenwick in 1846, and is the present Bishop.



ST. MARY'S CHURCH.

ENDICOTT STREET.

This Church was consecrated by Bishop Fenwick, of the Roman Catholic Church, on the 22d of May, 1836.

This Church is situated on Endicott Street, at the corner of Cooper Street. It is built of rough stone, and is a beautiful and durable edifice. It has a spacious and convenient basement.

PASTORS.

Rev. William Wiley, from May, 1836, to April, 1837.

“ P. O'Beirne, from 1837 to 1838.

“ Michael Healy, 1838 to 1841.

“ Thomas O'Flaherty, from January, 1841, to March, 1842.

“ John Fitzpatrick, from March 4, 1842, to 1847.

“ John P. Flood, from 1847 to 1849.

“ John E. McElroy, present Minister.



ST. PATRICK'S CHURCH.

NORTHAMPTON STREET.

This Church was consecrated on the 11th of December, 1836, by Bishop Fenwick, for the use of the Catholics at the South end.

This Church is located at a section of Boston where the population, particularly the foreigners, are rapidly increasing. It is uniformly thronged with devoted worshippers.

First and present pastor, Rev. Thomas Lynch.



CHURCH OF ST. PETER, ST. PAUL, AND ST. AUGUSTINE.

BROADWAY, SOUTH BOSTON.

This Church was commenced in 1842, by Rev. Mr. Fitzsimons, its first pastor, and was consecrated by Bishop Fen-

wick. It is a large granite structure, and will seat from twelve to fifteen hundred persons. In September, 1848, the church was destroyed by fire, leaving only the outside walls standing. The rebuilding of it was commenced the following season, but was afterwards suspended till the spring of 1853, when it was resumed by the Rev. P. F. Lyndon, the present pastor, and was consecrated on Thanksgiving day, Nov. 24, 1853



CHURCH OF THE HOLY TRINITY.

SUFFOLK STREET.

This building was erected in 1842-3, the corner stone having been laid on the 29th June, 1842, by Bishop Fenwick. The people who attend religious service here are all of German origin, and number about 3000, some of them being residents of Roxbury and other adjoining towns.

In the vestry of this church and in the building adjoining are four schools, numbering collectively about 200 pupils, who are taught in German in the forenoon, and in English in the afternoon.

Ernest Reiter, present pastor.



ST. JOHN'S CHURCH.

MOON STREET.

Founded in 1844.

Rev. George F. Haskins, Pastor.



CHURCH OF ST. NICHOLAS.

EAST BOSTON.

Founded in 1844.

Rev. James Fitton, Pastor.



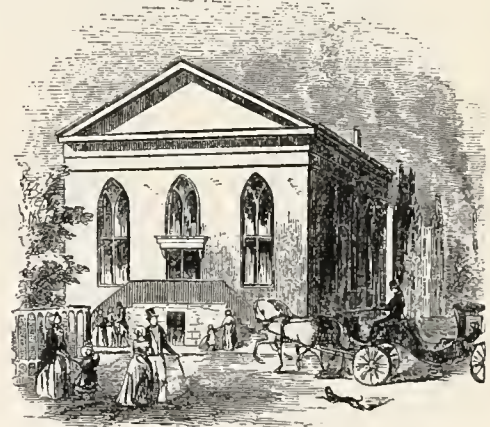
ST. VINCENT DE PAUL'S.

PURCHASE STREET.

This building is constructed of rough hewn granite, and covers a space of 81 by 74 feet. It stands near Liverpool wharf, where the famous Tea vessels were moored during the memorable 16th of December, 1773.

Rev. J. L. Lyonnet, Pastor.

GERMAN LUTHERAN.



ZION CHURCH.

SHAWMUT AVENUE, CORNER WALTHAM STREET.

This Church was commenced in 1844, and finished and dedicated in 1846. The Society worshipping here are of the Evangelical Lutheran persuasion.

Previous to the erection of their church, the Society met, first in the Franklin School building, and afterwards in Boylston Hall. About 400 families are connected with this congregation, all of whom are German by birth.

The succession of pastors has been as follows:—

- Rev. Henry Smith, from 1834 to 1836.
- “ George M. Merz, from 1836 to 1840.
- “ Jacob Branden, from 1840 to 1844.
- “ Frederick Smith, from 1844 to 1849.
- “ Frederick William Bogen, from 1849 to 1853.
- “ John James Simon, Jan. 1853.
- “ Armin Uebelacker, 1857.

GERMAN PROTESTANT.



GERMAN EVANGELICAL CHURCH.

SHAWMUT STREET, NEAR PLEASANT STREET.

Twenty years ago a few Germans resided in this city. Advanced in years, they felt very little edified by hearing the preaching of the gospel in a strange tongue. This feeling led to an arrangement with a teacher of the German language to read with them the German and English Bible on the Sabbath, as a Sabbath School. The number of

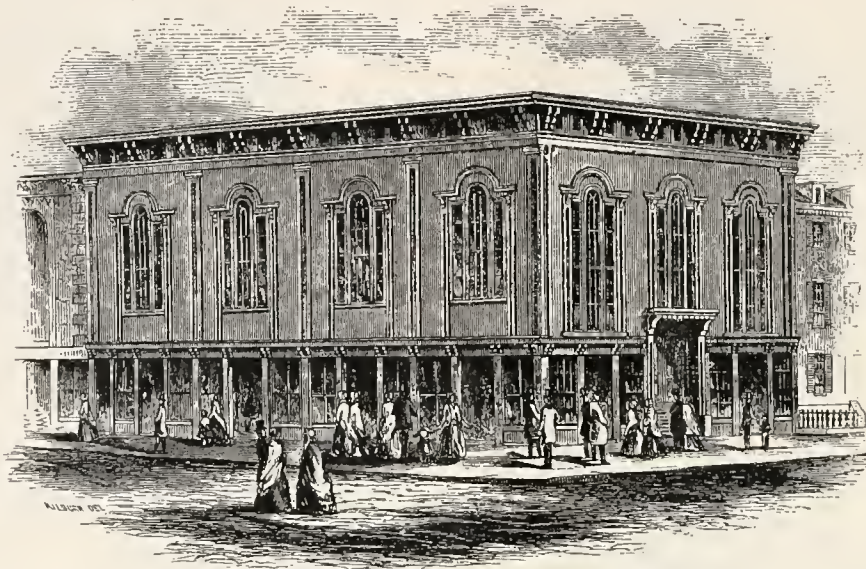
attendants increasing, they agreed to form a religious society, in which Catholics, Lutherans Reformed, and others joined, agreeing to differ in views, well contented if only the gospel could be preached to them in their native tongue. In this they succeeded in securing the services of the Rev. Mr. Schmidt. Their meetings were held in the Franklin School for a length of time. Prof. Schmidt, from some cause, felt not at home here, and left the congregation under the charge of another brother minister of the Lutheran Synod. When under the ministry of Mr. Merz, the Act of Incorporation, and the project of building a house of worship, was necessarily considered, the poorly cemented union in mere dollars and cents had come to its crisis.

Mr. Merz and some leading members of the same school, declared in their zeal that “the church should be Lutheran even if only three would remain with them.” To this the more Calvinistic element of the society could not consent, feeling that the word “mine” was just as pretty as “thine”; that they were of the same Reformation family, hating its unfortunate extremes, modified through ages and experience, on the one hand, by Lutheranism, on the other by Zuinglianism, and from historical and natural reasons, now generally known as Melancthonian-Calvinism. In this common sense feeling fifty-two male members met the 8th of April, A. D. 1841, to form another society on a more liberal basis, and called the Rev. J. I. Kempl, from the Lutheran Synod, New York, to become their Pastor, who labored among them faithfully for seven years. So two societies were striving to build a church and maintain public worship, and all effort for their voluntary re-union, on the side of Rev. Dr. N. Adams and others, were in vain. The result was in favor of Mr. K.’s society, as the more “ready to make all becoming sacrifices for the sake of harmony, and desiring the countenance and aid of the Christian community,” as it was expressed in a letter of recommendation, signed by twenty pastors of our city. The Mass. H. M. S. aided annually with \$150 or \$200 from that time, three or four churches gave together \$120, and an unknown friend a silver communion set. The society raised \$1200 among themselves, which paid for the present wooden chapel in Shawmut street, between Pleasant and Church streets, on land not paid for, and most unfavorably located for the share of missionary labors which has to be performed among the thousands of Germans now here, coming and going as soon as they can do better somewhere else.

The society is entirely composed of hard laboring people, not possessing private property, and numbering about 500 souls, children included, as soon as they can come to Sabbath School. Pastor’s salary, music, and miscellaneous expenses amount to not over \$800 per annum.

Rev. L. B. Schwarz, Pastor.

SECOND ADVENT.



CHURCH OF THE ADVENTISTS.

CORNER OF KNEELAND AND HARVARD STREETS.

This church had its origin in the "Second Christian Church," of this city, under the preaching of the doctrine of the Second Advent, by Elder Joshua V. Himes, who was the pastor of that society, then worshipping at the Chardon Street Chapel. The congregation had become so large that in the spring of 1843 the Chapel ceased to accommodate them, and the main body of the church, with its pastor, and some others who worshipped with them, removed to the Tabernacle, a large temporary building that had been erected for that purpose in Howard Street.

The Tabernacle was dedicated and first occupied on the 4th of May, 1843, from which time is properly to be dated the distinct existence of the Church of the Adventists. They remained there nearly three years, removed to "Central Hall," (Milk Street) in the spring of 1846, and in

July, 1848, returned again to the Chardon Street Chapel, where they continued till they removed to the Advent Chapel, erected for their use by the "Boston Advent Association," at the corner of Hudson and Kneeland Streets. A view of this Chapel is given above.

This church has encountered various vicissitudes and discouraging circumstances, but removed to its new place of worship, Elder Himes still being their pastor, under encouraging auspices.

CHURCH OF THE ADVENTISTS.

CHAPMAN HALL.

Founded in 1848.

Rev. Miles Grant, Pastor.

POLISH JEWS.



ISRAELITISH SYNAGOGUE.

WARREN STREET.

This building, which was erected in 1851, is a small wooden structure, tastefully decorated and pleasing in its appearance. It will seat about 500 persons, and has connected with it rooms for a school and for business meetings of the trustees of the society, and for other purposes. There are, also, in the rear, bathing rooms for the females of the society, after the ancient customs of the Israelites. The galleries of this church are set aside for the use of the females of the congregation, the body of the church being occupied exclusively by the males.

The Synagogue of the Israelites were first organized in Boston in 1843, and consisted at that time of ten members with their families. The name which the Synagogue adopts and by which they are incorporated, is "Ohebei Shalom," which being interpreted is, "Friends of Peace."

Connected with the Church is a school for their children, where they are taught in the ancient Hebrew as well as in the English language.

There are, also, two charitable associations made up of members of this Synagogue, the one for males and the other for females.

The services in their church are all conducted in the Hebrew language, and with all the ancient forms and ceremonies. They have the five books of Moses written on parchment, from which their Rabbi reads as part of their Sabbath service. At the present time the Rev. B. E. Jacobs officiates as their religious instructor, and also as teacher of their children in the Hebrew tongue. They give him the ancient title of Rabbi. Their Sabbath commences on Friday at Sundown, and ends at the corresponding hour on Saturday. Their numbers are quite rapidly increasing. They have a burial ground at East Boston.

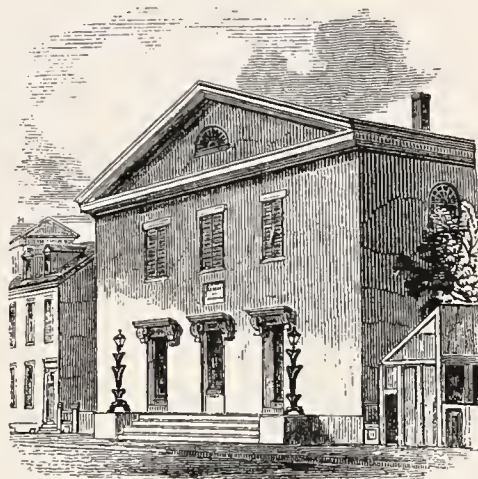
GERMAN JEWS.

SYNAGOGUE OF THE ISRAELITES.

PLEASANT STREET.

Under the ministerial charge of Rev. Joseph Schonenger.

FREEWILL BAPTISTS.



FREEWILL BAPTIST CHURCH.

NORTH BENNET STREET.

Rev. J. W. Holman came to Boston in 1835, formed an independent church in that year, and united with this denomination. They became possessed of a house and worshipped in Causeway Street, but by some means it went out of their hands, and the church became scattered, and lost its visibility, till in 1843 its friends commenced again, and this church was organized Sept. 20th, 1844, of twenty-one members. They worshipped for a time in Marlboro' Chapel, and in Boylston Hall. In 1850 the church and society purchased the house where they now worship, of the Methodist Society, at a cost of \$14,000, situate on North Bennet Street.

Rev. Eli Noyes was the first pastor, from Sep. 20, 1844, to Feb. 21, 1849, when he was dismissed. (He was their first missionary to India, and returning on account of ill health, soon commenced his labors with this people.)

Rev. Ransom Dunn was settled June 25, 1849, and remained till March 18, 1851. Left on account of ill health.

Rev. Daniel P. Cilley commenced his labors Oct. 4, 1851.

Rev. F. W. Straight, present pastor, was settled in 1858.

EDUCATIONAL INSTITUTIONS.

COLLEGES OF NEW ENGLAND.

In New England are the following seats of learning :

MAINE.

Bowdoin College, Brunswick.
Waterville College, Waterville.

NEW HAMPSHIRE.

Dartmouth College, Hanover.

VERMONT.

University of Vermont, Burlington.
Middlebury College, Middlebury.
Norwich University, Norwich.

MASSACHUSETTS.

Harvard University, Cambridge.
Williams College, Williamstown.
Amherst College, Amherst.
Tufts College, Medford.
College of the Holy Cross, Worcester.

RHODE ISLAND.

Brown University, Providence.

CONNECTICUT.

Yale College, New Haven.
Wesleyan University, Middletown.
Trinity College, Hartford.

In future issues of this publication, its originators trust that they may be able to present views and sketches of the New England Colleges complete. In the present issue, the following illustrated article is introduced, initiatory of the contemplated series.



HARVARD UNIVERSITY, CAMBRIDGE, MASS.

(From the Boston Almanac for 1839.)

HARVARD UNIVERSITY, CAMBRIDGE, MASS.

CONTRIBUTED BY THE PRESIDENT.

HARVARD COLLEGE, the oldest literary institution in the United States, was founded in 1636. The first class, consisting of nine members, graduated in 1642; one of whom

was the notorious Sir George Downing, who afterwards figured in England under Cromwell and Charles II. Henry Dunster was the first President, appointed in 1640, and the present incumbent is the eighteenth in succession from him. Dunster and his immediate successor, Chauncey, were educated in England; all the rest have been alumni of the College.



THE OBSERVATORY.

The Corporation, consisting of the President, Treasurer, and five Fellows, holds under the Charter granted by the Colony of Massachusetts Bay in 1650, and the Appendix to the same, granted in 1657. The name and style of the Corporation is "The President and Fellows of Harvard College."

Certain votes and acts of the Corporation, to be valid, must be confirmed or concurred in by another Board, the Overseers. This Board, in the beginning, consisted of the Governor and Deputy-Governor for the time being, and all the magistrates in the jurisdiction, together with the President of the College and "the teaching elders of the six next adjoining towns, — viz., Cambridge, Watertown, Charlestown, Boston, Roxbury, and Dorchester." When the Province became an independent State, it was provided in the constitution that the successors of the Governor, Deputy-Governor, and magistrates should be "the Governor, Lieutenant-Governor, Council, and Senate of this Commonwealth," who, together with the President of the College and "the ministers of the Congregational Churches," in the six towns above mentioned, were vested with all the rights pertaining to the Overseers of Harvard College. From 1810 to 1834, several Acts were passed, to alter and amend the "Constitution of the Board of Overseers." They resulted in substituting thirty permanent members for the ministers of the Congregational Churches in the six neighboring towns, fifteen ministers and fifteen laymen, to be elected by the Board itself. In 1851, the present organization was adopted. The Board now consists of the Governor, Lieutenant-Governor, President of the Senate, Speaker of the House of Representatives of the Commonwealth, the Secretary of the Board of Education, and the President and Treasurer of Harvard College, together with

thirty other persons, elected by joint ballot of the Senators and Representatives in General Court assembled.

Down to near the close of the last century, frequent grants were made by the Legislature in order to defray the current expenses of the College, and to assist in erecting some of the buildings which still remain. In 1814, ten thousand dollars a year for ten years, being part of a Bank Tax, was granted to the College; but this also was expended in buildings and otherwise, as directed or understood at the time. Almost the whole of the funded and productive property of the College, amounting, according to the last annual Report of the Treasurer, to about a million of dollars, is the accumulation of donations by private individuals, the friends of the College, since the present century began. It would be a great mistake, however, to suppose that this large sum is at the disposal of the Corporation, so that it can be used to lessen the expenses of education, or to meet incidental charges. The donations, with but few exceptions, are pledged to special objects, from which they cannot be diverted; and what is worse, many of them are inadequate to their respective objects, and require to be eked out from the general fund of the College, so that instead of relieving that fund, they may be said to act, in some cases, as a tax upon it.

The College yard contains a little more than twenty-two acres, and is bounded on all sides by public streets. Within this inclosure are most of the buildings occupied by the undergraduates as lodgings, or used for public purposes. They are as follows, arranging them according to the date of their erection: —

1. Massachusetts Hall, built in 1719–20, and occupied by students.



UNIVERSITY HALL.



BOYLSTON HALL.

2. Holden Chapel, built in 1744 : used for Recitation and Lecture Rooms.

3. Hollis Hall, built in 1762-63 ; occupied by students.

4. Harvard Hall, built in 1764, to replace the second Harvard Hall, which was burnt in January of that year. The principal story is used for a picture Gallery and Dining Room; the second story for Recitation and Lecture Rooms.

5. Stoughton Hall, built in 1804-5 ; occupied by students. The first building bearing this name stood between Massachusetts and Harvard ; erected 1700, and taken down 1780.

6. Holworthy Hall, built in 1812 ; occupied by students.

7. University Hall, built in 1812-13 ; used for Recitation and Lecture Rooms. The offices of the President and of the Regent are also in this building.

8. Dane Hall, built in 1832, and greatly enlarged in 1845. It contains the Library and Lecture Room of the Law School, and the offices of the Law Professors.

9. Gore Hall, built in 1839-42. It contains the Public Library of the University.

10. Boylston Hall, built in 1857-58, containing an Anatomical Museum, a Chemical Laboratory, and a Mineralogical Cabinet, with Lecture and Recitation Rooms.

11. Appleton Chapel, built in 1856-58 ; to be used exclusively for daily prayers, and worship on Sundays.

To these must be added the edifices owned by the College, and used for College purposes, outside the yard, —

12. Divinity Hall, erected in 1826, containing the Chapel, Library, and Lecture Rooms of the Divinity School, with

lodging rooms for the students. If, as is expected, the Divinity School should be separated from the University, this building will go with it.

13. Graduates' Hall, built in 1832, with large additions in 1845. The principal story is rented, with the exception of the steward's office, for business purposes : the two upper stories are mostly occupied by students.

14. The Observatory, built in 1845-46, to which is attached a dwelling house for the Observer.

15. Scientific Hall, built in 1848. It belongs to the Lawrence Scientific School, and contains a large and completely equipped Chemical Laboratory, and the Drawing and Recitation Rooms for the Engineering Department. Near it is a wooden building, which affords a temporary, but very inadequate, accommodation for the Museum of Natural History.

16. Medical College, in Grove Street, Boston, erected in 1846. It contains the Library, Museum, Laboratory, and Lecture Rooms of the Medical School.

The University comprises :—

1. The College proper, or Academical Department, founded as above mentioned.

2. The Medical School, instituted in 1782 removed to Boston in 1810.

3. The Divinity School, organized in 1816.

4. The Law School, instituted in 1817, but more liberally endowed and completely organized in 1829.

5. The Lawrence Scientific School, founded in 1847.

6. The Observatory, instituted in 1839, attached to the



APPLETON CHAPEL.

Scientific School when that was first organized, but afterwards separated from it, and made a distinct department of the University, in 1856.

The order of studies, and the discipline and internal affairs of the several departments of the University, are regulated by their respective Faculties, subject to the control of the Corporation and the Board of Overseers.

The officers of instruction and government in the University at the beginning of the academic year, 1858-59, are as follows:—

- James Walker, D.D., L.L.D., President.
- William C. Bond, A.M., Director of the Observatory.
- Joel Parker, LL.D., Royal Professor of Law.
- John Ware, M.D., Hersey Professor of the Theory and Practice of Physic.
- Converse Francis, D.D., Parkman Professor of Pulpit Eloquence and the Pastoral Care.
- Theophilus Parsons, LL.D., Dane Professor of Law.
- George R. Noyes, D.D., Hancock Professor of Hebrew and other Oriental Languages, and Dexter Lecturer on Biblical Literature.
- Emory Washburn, LL.D., University Professor of Law.
- D. Humphreys Storer, M.D., Professor of Obstetrics and Medical Jurisprudence.
- Emi'e Arnoult, M.D., Instructor in French.
- Frederick H. Hedge, D.D., Professor of Ecclesiastical History in the Divinity School.
- John B. S. Jackson, M.D., Shattuck Professor of Morbid Anatomy and Curator of the Anatomical Museum.
- John Langdon Sibley, A.M., Librarian.



SCIENTIFIC HALL.

Louis Agassiz, LL.D, Professor of Zoology and Geology in the Lawrence Scientific School.

Cornelius C. Felton, L.L.D., Eliot Professor of Greek Literature.

Oliver W. Holmes, M.D., Parkman Professor of Anatomy and Physiology.

Benjamin Peirce, LL.D., Perkins Professor of Astronomy and Mathematics.

Asa Gray, M.D., Fisher Professor of Natural History.

George Cheyne Shattuck, M.D., Professor of Clinical Medicine.

Francis Bowen, A.M., Alford Professor of Natural Religion, Moral Philosophy, and Civil Polity.

George E. Ellis, D.D., Professor of Systematic Theology in the Divinity School.

Joseph Lovering, A.M., Hollis Professor of Mathematics and Natural Philosophy, and Regent.

Henry W. Torrey, A.M., McLean Professor of Ancient and Modern History.

Jeffries Wyman, M.D., Hersey Professor of Anatomy.

John Bacon, M.D., University Professor of Chemistry in the Medical School.

Henry J. Bigelow, M.D., Professor of Surgery.

Henry L. Eustis, A.M., Professor of Engineering in the Lawrence Scientific School.

Evangelinus A. Sophocles, A.M., Tutor in Greek.

Santiago Cancio-Bello, LL.B., Instructor in Spanish.

Eben N. Horsford, A.M., Rumford Professor and Lecturer on the Application of the Sciences to the Useful Arts.

James Russell Lowell, A.M., Smith Professor of the



MOORE HALL.

French and Spanish Languages and Literatures, and Professor of Belles-Lettres.

Frederic D. Huntington, D.D., Preacher to the University, and Plummer Professor of Christian Morals.

Ezra Abbott, A.M., Assistant Librarian.

Edward Hammond Clarke, M.D., Professor of Materia Medica.

George P. Bond, A.M., Assistant Observer.

Francis J. Child, P. D., Boylston Professor of Rhetoric and Oratory.

George M. Lane, P.D., University Professor of Latin.

James Jennison, A. M., Tutor in History, and Instructor in Elocution.

Josiah P. Cooke, A.M., Erving Professor of Chemistry and Mineralogy.

George Adam Schmitt, Instructor in German.

Luigi Monti, A.M., Instructor in Italian.

John Noble, A.B., Proctor.

William Watson Goodwin, P.D., Tutor in Greek.

Ephraim W. Gurney, A.B., Tutor in Latin.

Charles W. Eliot, A.M., Assistant Professor of Mathematics and Chemistry.

Edward Pearce, A.B., Tutor in Mathematics.

James Mills Pierce, A.M., Proctor.

Edwin Hale Abbot, A.B., Tutor in Latin.

Solomon Lincoln, A.B., Tutor in Greek and Latin.

Levi Parsons Homer, Instructor in Music.

William G. Stearns, A. M., Steward.

Elijah F. Valentine, Assistant Steward and Patron.

Candidates for admission to the Freshman Class in the College proper, or Academical Department, must pass a satisfactory examination in the following books, or in equivalents to the same:—

Latin Department.—The whole of Virgil; the whole of Cæsar's Commentaries; Cicero's Select Orations, Folsom's or Johnson's edition; Andrews and Stoddard's Latin Grammar, including Prosody; and in writing Latin.

Greek Department.—Felton's Greek Reader; Sophocles's Greek Grammar, including Prosody; and in writing Greek with the Accents.

Mathematical Department.—Davies's or Chase's Arithmetic; Euler's Algebra, or Davies's First Lessons in Algebra, to "The Extraction of the Square Root," or Sherwin's Common School Algebra; and "An Introduction to Geometry and the Science of Form, prepared from the most approved Prussian Text-Books," as far as the Seventh Section, or Hill's "First Lessons in Geometry."

Historical Department.—Mitchell's Ancient and Modern Geography; Worcester's Elements of History.

For admission to advanced standing, the candidate, whether from another College or not, must appear, on examination, to be well versed in the following studies:—

1. In the studies required for admission to the Freshman Class.

2. In all the *required* studies, and, if after the commencement of the Junior year, in one of the *elective* studies, already gone over by the class for which he is offered.

He must also pay to the Steward, at the rate of \$45 per annum, according to the standard to which he is admitted. Any student, however, who has a regular dismissal from another College, may be admitted to the same standing, if, on examination, he is found qualified, without any pecuniary consideration. This charge for advanced standing is also remitted to indigent students.

Every candidate, before examination, must produce proper testimonials of a good moral character, and, if admitted, must give a bond for four hundred dollars to pay all charges accruing under the laws and customs of the University. The bond must be executed by two bondsmen, who must be satisfactory to the Steward of the College, and one of them must be a citizen of Massachusetts.

The academic year is divided into two terms of twenty weeks each, with two vacations of six weeks each. Commencement is on the third Wednesday in July, and is followed by the Summer Vacation. Candidates for admission to the College must offer themselves for examination on the Monday before Commencement, or on the first day of a term.

The aggregate annual expenses of an undergraduate vary with the economy of the individual, and cannot be stated with much precision. The proper College charges, including what is paid for instruction, Library, and Lecture Rooms, amount to \$75 a year. Rent and care of room in the College buildings, \$20; in private houses the charge is higher. Text-books average about \$12. The price of board varies from \$2.75 to \$4 per week.

Pecuniary assistance is provided for meritorious students among the undergraduates. Ten of the best scholars, needing aid, receive annually \$300 each from the Trustees of the Thayer Fund. Ample provision is thus made for those

who stand at the head, or near the head, of their respective classes. There are also four Shattuck scholarships, yielding an annual income of \$150 each; the scholarship of the class of 1814, \$115; the Abbot scholarship, \$100; and two Saltonstall scholarships, \$90 each. Several other scholarships will become available in a few years.

Deserving students, whose rank is not such as to entitle them to a scholarship, receive aid from the beneficiary fund,—a consolidation of various bequests and donations which have been made to the College from time to time for this purpose. The annual amount distributed from this source is about twelve hundred dollars, in sums ranging from twenty to forty dollars, according to the merits of the applicants. About the same sum may also be obtained, as a loan, from the Trustees of the Loan Fund, which was raised a few years ago by subscription among the friends of the College, for the accommodation of indigent and worthy students.

There are eight monitorships, with a compensation varying from twenty to eighty dollars a year; and prizes for excellence in composition and declamation, amounting in all to two hundred and seventy dollars annually; both of which may be considered as an addition to the beneficiary funds of the institution.

The expenses of members of the Professional and Scientific Schools need not exceed those of undergraduates, except where this is caused by heavier charges for instruction and apparatus.

In the Divinity School the charges for instruction, rent and care of room and furniture, and use of text-books, amount to \$75 per annum; but this is much more than offset in the case of indigent students, by an annual appropriation of about \$200 each, from beneficiary funds.

In the Law School the fee for tuition, including the use of the Law and College Libraries, and the text-books, is \$50 a Term.

In the Scientific School, if, as is usually the case, the whole time is given to a single department, the fees are,—

For instruction in Chemistry, \$50 a Term; with an additional charge of \$50 for Chemicals and the use of apparatus.

For instruction in Engineering, \$50 a Term.

For instruction in Botany, from April to the end of the Term, \$45.

In the other departments, the fees for special instruction are agreed upon with the Professors.

In the Medical School, the fees for the winter course of Lectures amount in all to \$80. A summer course of instruction by recitations and lectures, with daily visits at the hospital, has just been established, the fee for which is \$100.

Candidates for admission to the several schools must furnish satisfactory evidence of good moral character, and give

bonds for the payment of their term bills, as in the case of undergraduates. A deposit of money is sometimes accepted instead of a bond.

For admission to the Law School no examination is required; but the candidate, if not a graduate at some college, must be nineteen years of age. To enter the Scientific School, the student must be eighteen years of age. If he proposes to study Engineering, a knowledge of Algebra, Geometry, and Trigonometry is also required before admission. If he proposes to study Chemistry, the same, together with an acquaintance with Stockhard's Elements of Chemistry, or some equivalent. Candidates for admission to the Divinity School, if not graduates of any College, must pass a satisfactory examination in the studies necessary to an English Education, and also in Latin and Greek.

The following is a summary of the students attending the several departments of the University at the commencement of the last academic year:—

Professional Students and resident Graduates, — Divinity Students, 17; Law Students, 121; Scientific Students, 61; Medical Students, 118; Resident Graduates, 8: 325.

Undergraduates, — Seniors, 89; Juniors, 94; Sophomores, 130; Freshmen, 96: 409. Total, 734.

The Public Library of the University is for the use of the officers and students in all its departments. It contains 80,000 volumes, together with a vast collection of unbound pamphlets. To this are to be added the large and very complete Law Library at the Law School, containing 14,000 volumes; the Theological Library at the Divinity School, containing nearly 11,000 volumes; the Medical Library, at the Medical School, containing 2,000 volumes; and the Phillips' Astronomical Library, at the Observatory, containing 1,000 volumes. The Libraries of the Societies among the Undergraduates contain about 15,000 volumes. In all, 122,000 volumes.

The other means and facilities of instruction are among the amplest and most valuable in the country. They comprehend, —

1. Apparatus for illustrating the mathematical and physical sciences, and the application of science to the arts, including a complete set of the celebrated Olivier models.
2. A Mineralogical Cabinet.
3. A Geological and Zoological Museum, collected by Prof. Agassiz: already in some departments unequalled by any in the world.
4. Two Anatomical Museums, the Boylston Museum at Cambridge, and the Warren Museum at the Medical College in Boston.
5. Two large and completely equipped Chemical Laboratories, — one for the use of the Lawrence Scientific School, and the other for the Undergraduates. The Medical College in Boston has also a Laboratory.

6. A Botanic Garden, with a new Conservatory, much enlarged. The Garden contains about seven and a half acres, and encloses two dwelling houses, — one for the Professor and the other for the Gardener.

7. The Astronomical Observatory, supplied with all the necessary instruments, among which is the Great Equatorial. A dwelling-house is attached to the Observatory, in which the principal observer resides.

The importance of attending to physical education is felt more and more. Through the liberality of its friends, it is expected that the College will soon be able to erect and furnish a Gymnasium, and thus provide the means of regular and systematic exercises in all seasons.*

The College belongs to no religious sect. A large proportion of the students live in the neighborhood, and are allowed to pass their Sundays at home. The rest attend worship either in the College Chapel, or in some church of their own denomination, where seats are provided for them free of expense. The Preacher to the University and Plummer Professor of Christian Morals is required, by the terms of his office, to use all "suitable means to warn and guard the student against the dangers to which they are exposed, to supply as far as may be their need of home influences, and to promote among them an earnest Christian faith and life."

MUSEUM OF COMPARATIVE ZOOLOGY.

In the preceding article on Harvard College, reference is made to the Geological and Zoological Museum, collected by Prof. Agassiz, and to its location in a very inadequate building near Scientific Hall. Since the publication of the article in the Boston Almanac, the collections of Professor Agassiz have received the merited consideration of the State and the public, and a sum amounting to over two hundred and twenty thousand dollars has been provided for the purposes of the Institution, of which the existing collection is the basis.

As this Institution promises to be of national interest and importance, and indeed a subject of interest to other nations, we give the annexed statement of its organization, collected from the "Boston Daily Advertiser."

The organization of the Museum of Comparative Zoology has involved several questions of grave importance, all of which have been most happily solved. The peculiar and separate interests involved in the matter made it specially important that the foundations should be rightly laid. The experience of the Dudley Observatory has shown the world the misfortunes that may arise when there is not a perfectly good understanding among all the parties con-

* The Gymnasium is now supplied.

cerned, even in the best of undertakings. The Museum of Comparative Zoology has been founded with a care and foresight which we feel sure utterly preclude the possibility of any future difficulty.

The Museum obtains its resources from divers quarters, as follows:—

(1) The "Trustees of the Museum of Comparative Zoology," incorporated by the legislature of the last session, is a board of fifteen members, viz.: six State officers *ex-officiis* (the Governor, Lieutenant Governor, Chief Justice, Secretary of the Board of Education, President of the Senate, and Speaker of the House of Representatives), — Louis Agassiz, and Wm. Gray; together with Dr. Walker (President of the University), and six gentlemen, who may be considered as representing the private donors. The State made a donation of \$100,000 towards the objects of the Museum.

(2) The private subscription to the same object exceeds \$70,000.

(3) William Gray, from the estate of the late Francis C. Gray, had previously made a donation of \$50,000 to the President and Fellows of Harvard College, in trust for the maintenance of such a museum; and the President and Fellows had formally accepted the trust, and bound themselves to certain conditions, placing this museum in the control of a particular Faculty, named by Mr. Gray, as described below.

(4) The collection already made, it will be remembered, is stored in a building belonging to Harvard College, to which institution also about half of the collection itself belonged, having been purchased of Mr. Agassiz. (5) The other half belongs to Mr. Agassiz himself, until presented to the new organization.

(6) The salary of Mr. Agassiz, moreover, is paid from the College funds.

And, lastly:—

The land upon which the proposed buildings are to be erected, five acres in extent, in the heart of the city of Cambridge, and consequently of very considerable value, is likewise presented, for the use of the museum, by the College.

It therefore became a very delicate matter to arrange properly the relations between the two great corporations, viz., — the new corporation of TRUSTEES, who are the custodians of the State grant of \$100,000, and of the private grant of \$70,000; and the corporation of Harvard College, who are the custodians of Mr. Gray's donation of \$50,000, who pay Mr. Agassiz's salary, who give the land, and half the collection.

All parties have applied themselves to the solution of the problem with diligence, and with a single eye to promoting

the great objects of the institution. The Trustees appointed a committee consisting of Governor Banks, Chief Justice Shaw, Secretary Boutwell, and William Gray, to confer with the corporation of the college. The committee were met with great generosity by the college authorities; and the result of patient and careful deliberations is a series of Articles of Agreement, which have been formally ratified by both corporations.

The Articles of Agreement are unalterable, except by common consent. They begin with a preamble, which, we believe, was drawn by Chief Justice Shaw, rehearsing with singular perspicuity the actual relations of the parties, declaring that the two corporations "mutually agree to unite the means with which they have been or may hereafter be respectively intrusted for that purpose, for the establishment, maintenance, and practical usefulness of the Museum of Comparative Zoology," and accordingly agree upon and establish a series of Rules and Regulations for the government, occupation, care, and management of the said institution.

The rules and regulations are based upon the following principles, which we believe will commend themselves as correct and just:—

I. The whole PROPERTY in the Museum—land, buildings, furniture, and collections, present and future—is vested in the TRUSTEES, in trust for the uses declared by the articles of agreement.

II. Each corporation—the Trustees and the college—retain and manage the funds which they now hold, according to the trusts on which the same were given.

III. Each corporation retains the power to appropriate from the funds under its control such sums as it may deem expedient.

IV. The Trustees erect the buildings.

V. The Lawrence Professor of Zoology in the Scientific School of Harvard University is the *Curator* or scientific head of the Museum.

VI. There is a special *Faculty* for the Museum, already appointed under Mr. Gray's trust: this faculty consists of the president of the university for the time being, and four other gentlemen, namely, Louis Agassiz, Jacob Bigelow, Oliver Wendell Holmes, and Jeffries Wyman. As vacancies occur in this Faculty, they are to be filled by the remaining members, subject to the approval of the college corporation. This Faculty is to spend the money appropriated by the two corporations for the increase of the museum; and to determine the use of the museum for scientific and general purposes.

VII. The salary paid to the professor by the College shall be regarded as full compensation for his services as Curator.

VIII. There is also to be an officer called the *Director* of the Museum, to be chosen solely by the Trustees. This officer is to fix the times, places, and manner, for the reception of visitors to the Museum; "and such arrangements shall be made with a view to secure to the public the freest enjoyment of and access to the Museum consistent with its use for scientific and educational purposes."

IX. At present the "Director" and the "Curator" are one and the same person, viz., Professor Agassiz. But, if at any future time these offices should be held by different individuals, it is provided that the "Faculty," subject to the articles of agreement, or such future articles as may be adopted by both corporations, shall define the relative duties of both officers, and superintend their execution.

The rules and regulations are twelve in number, but the nine heads which we have presented above embrace the principal points.

Cotemporaneously with the execution of these articles, the College Corporation makes a deed to the trustees of the land, about five acres in extent. This is the land opposite Divinity Hall, on the west side of Divinity Hall Avenue protracted, and extending as far as the estate of Mr. Palfrey, including the brook, to which Mr. Agassiz attaches great importance as affording a place for the preservation and cultivation of certain living specimens.

The plan of the building contemplates ultimately a very large structure, consisting of a main building three hundred and sixty feet in length and sixty in width, with a wing at each end, two hundred feet by sixty. The main building will be placed so that its principal front shall face a sort of court yard, enclosed by the wings; and Divinity Hall (but with a considerable space between) will make the fourth side of this area.

It is proposed only at present, however, to undertake the construction of one-half of the north wing, viz.: a building eighty feet long and sixty feet wide. This will contain all the necessary work-rooms of the Museum, besides a hall of sufficient capacity to contain the specimens now on hand. The expense of this building is estimated to fall within \$50,000, or considerably less than the funds now in the hands of the Trustees, from private subscription.

If it should not prove practicable to complete the building to the full extent contemplated, the north wing alone will always form a homogeneous and handsome structure. There is no doubt that the Trustees will have ample funds for this purpose, as soon as the State grant becomes available.

The great enterprise is thus fairly underweigh; and Massachusetts has a STATE INSTITUTION, carefully and safely organized, of which the people may justly be proud.

A meeting of the Trustees of the Museum of Compara-

tive Zoology was held at the Council Chamber in the State House June 9th, Gov. Banks presiding. Mr. Ticknor, from the Committee of the Museum, submitted a report in regard to the wants of the Musuem before it can go into efficient operation for the purposes of public instruction. After conferring with Prof. Agassiz, these wants were found to be two in number, as follows: —

“*First*, funds to purchase the materials needful for the preservation and arrangement of specimens already in possession of the musuem, and to pay the persons who will be employed in this service, not to exceed, in the aggregate, three thousand dollars, more than two-thirds of which will be expended in the purchase of glass jars; *Second*, funds to purchase in Europe specimens in Palæontology which he deems indispensable for proper instruction in such a museum,—to cost in the agregate not more than five thousand dollars.”

The committee submitted orders authorizing the disbursement of the sums mentioned above, and the report was accepted, and the votes proposed were unanimously adopted

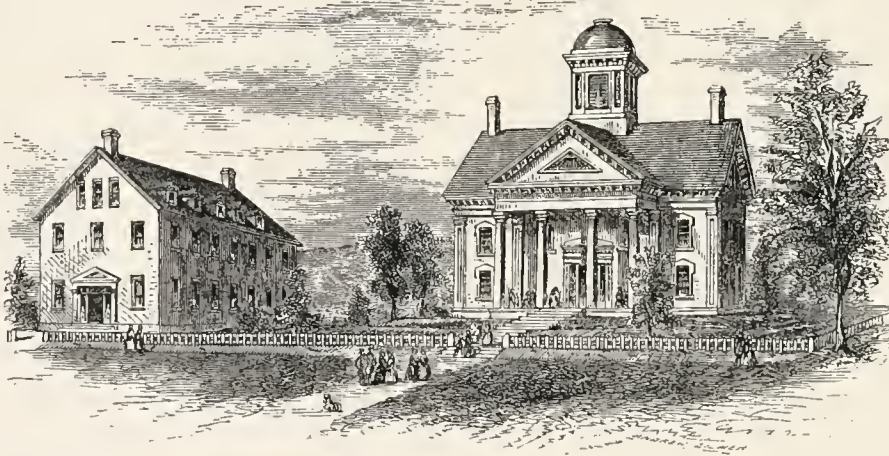
Professor Agassiz subsequently sailed for Europe. The building is commenced, and the opening of the Museum, under its new arrangements, will be anticipated with increased interest.

ACADEMIES AND SEMINARIES IN NEW ENGLAND.

In the New England States, there are about 241 Academies and Seminaries, located as follows:

In Maine,	55
New Hampshire,	31
Vermont,	35
Massachusets,	85
Rhode Island,	9
Connecticut,	26

In future editions, it is hoped that many of these Institutions may appear in illustration. The following view presents a specimen: —



BARRE ACADEMY, BARRE, VT.

BARRE ACADEMY, BARRE, VT.

The object of the course of instruction adopted at this Institution is to furnish the youth of both sexes the means of beginning and pursuing, as far as the student's connection with the school will permit, a sound and practical education; and, to accomplish more fully this design, two regular courses of study are prescribed.

The English Course embraces the ordinary branches; together with the higher Mathematics, Political Economy, Moral and Intellectual Philosophy.

The Classical Course comprises Greek and Latin sufficient to be well prepared for admission to any New

England College, Ancient Geography, History, Algebra, and Geometry.

In both these departments, Composition and Declamation constitute a part of the regular exercises.

Students who wish to remain and prepare themselves for advanced classes in College, or for teaching, can continue their course of study so far as it may be desired.

The Principal and his associate teachers exert themselves to make Barre Academy not only a *pleasant* but a *profitable home* for the student.

Application for further information respecting the school may be made to J. S. SPAULDING, Principal, Barre, Vermont.

PUBLIC SCHOOLS OF MASSACHUSETTS.

Side by side with the churches of Massachusetts have sprung up continuously, since the origin of her existence, her thousands of schoolhouses. We can only state, very briefly, the general features of the school system, and the latest statistics

The State laws require of the cities and towns to bestow upon every child school instruction. The limit of this requirement is very generally far surpassed by the voluntary action of the people.

The interest of the State in the system of education, is committed to the general management of a Board of Education, constituted as follows:—

Board of Education.—The Governor and Lieut.-Governor, *ex-officiis*; Isaac Davis, Worcester; Russell Tomlinson, Plymouth; Alonzo H. Quint, West Roxbury; Henry Wheatland, Salem; Ariel Parish, West Springfield; Cornelius C. Felton, Cambridge; Wm. A. Stearns, Amherst; Erastus O. Haven, Boston.

Secretary of Board of Education and State Librarian, George S. Boutwell, Groton. *Treasurer of Board of Education,* George B. Emerson. *Assistant Secretary of Board of Education,* Samuel C. Jackson, Andover.

The interests of the cities and towns are confided to School Committees, whose powers and duties are prescribed by law.

By a statute of 1859, the School District system hitherto existing is abolished, and the schools in each city and town are placed under the exclusive control of the School Committee. This statute takes effect in 1860.

A statute of 1859 requires of each School Committee to print its annual report in a prescribed form, and forward two copies to the Secretary of State. Thus is begun a valuable uniform collection, in convenient form for historical uses, as well as present diffusion of useful information.

The position of the State in relation to the Public Schools is shown by the following extracts, which present the substance of the twenty-second annual report of the Board of Education made to the Legislature of 1859.

NORMAL SCHOOLS.

“The Normal Schools which come under the particular supervision of the Board are accomplishing the great objects for which they were established, by sending out annually an able, accomplished, and efficient corps of teachers to labor in their profession in the schools of the State.

“The statutes of the Commonwealth require that all teachers should be of good moral character, have sufficient literary qualifications, capacity to govern, and be of good

behaviour. In addition to these qualifications, one of the great objects of normal school instruction is, to instruct the pupils in the art or science of teaching all the branches of study pursued in our common schools. Normal schools are no longer an experiment. They are fully established as part of the Massachusetts system of education.

“The Normal School at Westfield, under the charge of John W. Dickinson as principal, with three assistant teachers, has not been able to accommodate all who have applied for admission into the institution. This school receives young men and women, and at the last term fifteen persons were rejected for the want of room to accommodate them. The school contains one hundred and twenty-five scholars, a larger number than in any previous year.

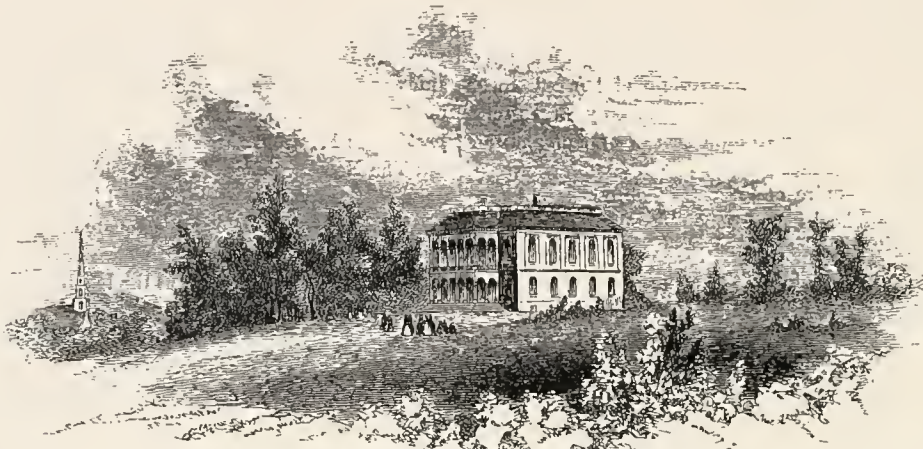
“At Bridgewater the Normal School is under the care of Marshall Conant as principal, with two assistant teachers. This school receives young men and women as pupils, and contained ninety scholars at the commencement of the present term, which is a greater number than in any former term.



NORMAL SCHOOL, SALEM.

“The Normal School recently established at Salem is exclusively for young women, and is under the charge of Alpheus Crosby, with three assistant teachers, and contains one hundred and nineteen scholars, which is a larger number than the school has contained since its establishment. These institutions, containing four hundred and nine pupils who are qualifying themselves for teachers, have able, competent, and efficient instructors. Yet the demand upon them for teachers for the common schools is greater than they can supply. At a future time it may be necessary to establish a fifth school for teachers in order to supply the demand of the public.

“The Normal School at Framingham, under the charge of George N. Bigelow as principal, with three assistant teachers, is exclusively for the education of young women as teachers, and contained at the last term seventy-five



NORMAL SCHOOL, FRAMINGHAM.

scholars, a larger number than at any former term since the school has been established at Framingham.

"It affords the Board great pleasure to say that these schools are progressing in the accomplishment of the great objects for which they were founded, and have been sustained; that they are enjoying public confidence, and are in a condition of unexampled prosperity."

TEACHERS' INSTITUTES.

"Massachusetts was the first State in the Union to afford legislative aid to teachers' institutes. Four thousand two hundred and fifty dollars were appropriated the last year by the legislature towards defraying the expenses of these gatherings of teachers. The expenditures have been \$3,500. Ten institutes have been held the past year in the following towns, viz.: Westborough, Milford, Speneer, Springfield, Adams, Gardner, Provincetown, Fairhaven, Bernardston, and Haverhill. The number of members has been fifteen hundred and forty-five, which is a larger number than in any former year, with one exception. The session of each institute continues for five days. The teachers are convened in these institutes in the different parts of the Commonwealth for the purpose of receiving instruction in the art or science of teaching. Learned men, skilled in didactics, are employed to attend and give instruction, and much valuable information is acquired by those who avail themselves of their advantages. It is not the intention that these institutes should in any manner conflict with the instruction given in the Normal Schools. To them we look with increasing confidence to educate thoroughly in the principles of the science of teaching.

SCHOLARSHIPS.

"The legislature, by an Act passed the 27th of April, 1853,

established forty-eight scholarships, to aid in educating and training young men for the office of principal teachers in the High Schools of the Commonwealth. The State was divided by the Board into forty sections, according to the statute; and in the selection of young men who have received the benefits of these scholarships, the Board have adhered strictly to all the provisions of law. The first selection of twelve young men for said scholarships was made in 1854, and twelve in each succeeding year, till the whole number was filled in March, 1857. In the first class of twelve who entered on the collegiate course in the autumn of 1854, four failed, either in consequence of change of purpose, moral obliquity, want of health, or because they fell below mediocrity in their standing in the college class. Of the twelve who entered college in 1855, seven have lost the benefits of the scholarships for some of the above causes. Of the twelve who commenced their college course in 1856, eight have failed. In 1857, of the twelve, four have failed to present to the treasurer of the Board the required certificate of the president. All the vacancies which have occurred in these scholarships have been filled by the Board. Still at the close of the college year in 1858, only forty out of the forty-eight presented the required certificates, and received their annuities. Those who first received the advantages of these scholarships, graduated the present year. None of them have as yet availed themselves of the benefits of the normal school instruction, as is provided for in the law creating the scholarships. Although many of those who have been admitted to the advantages of these scholarships have failed to retain them, the Board would not recommend any relaxation of the requirements of the statutes. No one ought to hold the responsible position of a teacher in our high classical schools, who is not a strictly moral man, and

who is not above mediocrity as to talent and scholarship. These scholarships are yet an experiment. If by means of them, twelve able, competent, accomplished, and well-qualified teachers can be furnished annually for our High Schools, it will be a great point gained in our system of popular education.

AGENTS OF THE BOARD.

"By a resolve of the legislature, passed April 3, 1857, the Board of Education were 'authorized to appoint one or more suitable agents to visit the towns and cities of the Commonwealth for the purpose of inquiring into the condition of the schools, conferring with the teachers and committees, lecturing upon subjects connected with education, and in general of giving and receiving information in the same manner as the Secretary of the Board would do if he were present.' By virtue of this authority, the Board appointed Rev. B. G. Northrop, of Framingham, who entered upon the discharge of the duties July 1, 1857, and has continued to act until the present time by reappointment. Cornelius Walker, Esq., of Boston, was appointed and entered upon the duties of his office, Oct. 1, 1857, and continued to act as agent of the Board by reappointment till April 1, 1858. General H. K. Oliver was appointed agent in September last, and has labored principally in the county of Essex. For an account of the acts and doings of these agents, the Board refer the legislature to the Report of the Secretary of the Board.

TEACHERS' ASSOCIATIONS.

"On the 10th day of May, 1848, the legislature passed a law for the encouragement of teachers' associations in each county in the Commonwealth. The law authorizes "the governor to draw his warrant on the treasurer of the Commonwealth for the sum of \$50 in favor of each county association," whose president and secretary shall certify under oath that the association has held semi-annual meetings of not less than two days each for the express purpose of promoting the interests of common schools.

"Under the provisions of this statute, associations have been formed in most of the counties of the State. The meetings of these associations are attended by the secretary and agents of the Board when it is practicable. The advantages derived from these institutions are perceptible both in the teachers and in the schools which they represent. Much valuable instruction is given and received, and a greater interest is promoted in the cause of common schools.

PUBLIC SCHOOLS.

"In looking over the public schools of the State, the general aspect is cheerful and encouraging. While the legislature is aiding and assisting in their onward progress by

liberal appropriations, distinguished and enlightened individuals are giving their cordial co-operation and influence to accelerate their advancement. Towns and cities are exerting themselves to give them effect and power by providing for them all the necessary facilities for a thorough elementary education."

"It appears from the statistics that the number of children between the ages of five and fifteen years has only increased 1,856 in the last year, while the mean average attendance for the year in the public schools has increased 10,607, — a very gratifying result. The statistics also show that more money has been raised for schools; that teachers are better paid; that the number of schools has been augmented, and that the number of scholars attending schools has greatly increased.

"While we witness improvements in the system of common school education, the question will arise, To what extent is education to be provided for the rising generation? On the proper moral, mental, and physical culture of the future citizen hangs the fate of all that will render the State prosperous and happy. If it is true that men are capable of self-government, that in our country the sovereignty is in the people, it is clear that the smallest amount of education should never be less than to qualify each citizen for the social and civil duties which he will be called upon to discharge as one of the sovereign people of this republic. In our system of education the moral element is too often neglected. If there was a more rigid observance of the requisitions of the law by all the teachers of the public schools in the State in communicating moral instruction to all the pupils committed to their care, we should have less occasion for reform schools, prisons, and penitentiaries. Our system of education knows no distinction in social condition; it seeks all the youth between the ages of five and fifteen years, rich or poor, high or low, native or foreign, and seeks to give them that mental, moral, and physical culture which will qualify them to discharge the social and civil duties of citizens. For more full information relative to the common school system and its results, — the Normal Schools, Teachers' Institutes, Agents of the Board, and Teachers' Associations, the Board refer the legislature to the Report of the Secretary, and the numerous tables accompanying it.

SCHOOL FUND.

"The whole amount of the School Fund on the first day of June, 1858, was \$1,522,898.41, the income of which was about ninety-three thousand dollars. The unexpended balance to be added to the principal was \$1,843 68.

"The Secretary of the Board has given the origin and history of the School Fund, and its salutary effect on the system of public schools, especially in securing reliable statistics and co-operation and harmony between the people of

the State and the legislature. He shows the utility of the fund, and the reasons why it should not be diminished, but increased. The Board cordially recommend to the favorable consideration of the legislature the statements and suggestions of the Secretary of the Board, and especially the proposition to increase the fund until the principal shall amount to three millions of dollars."

From the Report of the efficient Secretary of the Board of Education, Ex-Governor Bontwell, we subjoin the following:—

"The following summary of statistics shows the principal facts in regard to the common schools of the State,—

Number of towns in the Commonwealth,	332
Number of Public Schools,	4,421
Number of persons in the State between five and fifteen years of age,	223,304
Number of Scholars of all ages, in all the Public Schools, in summer,	199,792
Number of Scholars, of all ages, in all the Public Schools, in winter,	218,198
Average attendance in all the Public Schools in summer,	154,642
Average attendance in all the Public Schools in winter,	175,526
Ratio of the mean average attendance upon the Public Schools, to the whole number of children between five and fifteen, expressed in decimals,74
Number of children under five attending Public Schools,	12,370
Number of persons over fifteen attending Public Schools,	16,894
Number of teachers in summer,—males, 333; females, 4,510; total, 4,893,	4,893
Number of teachers in winter,—males, 1,598; females, 3,482; total, 5,080,	5,080
Number of different persons employed as teachers in the Public Schools, during the year,—males, 1,691; females, 5,493,	7,184
Average length of Public Schools, seven months and thirteen days.	
Average wages of male teachers per month, including board,	\$49 87
Average wages of female teachers per month, including board,	19 63
Amount of money raised by taxes for the support of Public Schools, including only wages, board, fuel, and care of fires,	1,341,252 03
Amount of voluntary contributions of board, fuel, and money, to maintain or prolong Public Schools,	35,324 11

Amount received by towns and cities as their share of the income of the State School Fund,	47,311 12
Aggregate returned as expended on Public Schools alone, exclusive of the expense of repairing and erecting school-houses,	1,474,488 83
Sum raised by taxes (including income of surplus revenue), for the education of each child in the State between five and fifteen years of age—per child,	6.04

The law requires each town and city to raise by tax at least \$1.50 per child between five and fifteen, as a condition of receiving a share of the income of the State School Fund.

All the towns and cities that have made returns (all except Southwick) have raised \$1.50 or more for each child between five and fifteen.

Number of towns that have raised the sum of \$3 or more per child between five and fifteen,	278
Number of Incorporated Academies returned,	70
Average number of Scholars,	4,338
Amount paid for tuition,	\$84,401 00
Number of Private Schools and Academies,	672
Estimated average attendance on Private Schools,	18,044
Estimated amount paid for tuition in Private Schools,	\$374,119 83

"It is reasonable to expect that the State will soon derive an extraordinary revenue from the sale of lands in the city of Boston. The anticipated receipts are, for the most part, unpledged and unappropriated; and I therefore deem this a fit occasion to present a brief history of the Massachusetts School Fund, its means of usefulness, and the importance of its increase."

"In January, 1833, the House of Representatives, under an order introduced by Mr. Marsh, of Dalton, appointed a committee 'to consider the expediency of investing a portion of the proceeds of the sales of the lands of this Commonwealth, in a permanent fund, the interest of which should be annually applied, as the legislature should from time to time direct, for the encouragement of common schools.' The adoption of this order was the incipient measure that led to the establishment of the Massachusetts School Fund. On the 23d of the same month, Mr. Marsh submitted the report of the committee. The committee acted upon the expectation that all moneys then in the treasury derived from the sale of public lands, and the entire proceeds of all subsequent sales were to be set apart as a fund for the encouragement of common schools; but as blanks were left in the bill reported, they seem not to have been sanguine of the liberality of the legislature. The cash and notes on hand amounted to \$234,418.32; and three and

a half millions of acres of land unsold, amounted, at the estimated price of forty cents per acre, to 1,400,000 dollars more; making together a fund with a capital of \$1,634,418.32. The income was estimated at \$98,065.09; it was also stated that there were 140,000 children the State, between the ages of five and fifteen years; and it was therefore expected that the income of the fund would permit a distribution to the towns of seventy cents for each child between the aforementioned ages. This certainly was a liberal expectation compared with the results that have been attained. The distributive share of each child has amounted to only about one-third of the sum then contemplated. The committee were careful to say, 'It is not intended, in establishing a school fund, to relieve towns and parents from the principal expense of education, but to manifest our interest in, and to give direction, energy, and stability to, institutions essential to individual happiness and the public welfare.' In conclusion, the committee make the following inquiries and suggestions:—

"Should not our common schools be brought nearer to their constitutional guardians? Shall we not adopt measures which shall bind, in grateful alliance, the youth to the governors of the Commonwealth? We consider the application, annually, of the interest of the proposed fund, as the establishment of a direct communication betwixt the legislature and the schools; as each representative can carry home the bounty of the government, and bring back from the schools returns of gratitude and proficiency. They will then cheerfully render all such information as the legislature may desire. A new spirit would animate the community, from which we might hope the most happy results. This endowment would give the schools consequence and character, and would correct and elevate the standard of education.

"Therefore, to preserve the purity, extend the usefulness, and perpetuate the benefits of intelligence, we recommend that a fund be constituted, and the distribution of the income so ordered, as to open a direct and more certain intercourse with the schools; believing that by this measure their wants would be better understood and supplied, the advantages of education more highly appreciated and improved, and the blessings of wisdom, virtue, and knowledge carried home to the fireside of every family, to the bosom of every child.' The bill reported by this committee was read twice, and then, upon Mr. Marsh's motion, referred to the next legislature.

"In 1834, the bill from the files of the last general court, to establish the Massachusetts School Fund, and so much of the petition of the inhabitants of Seekonk as related to the same subject, were referred to the Committee on Education.

"In the month of February, Hon. A. D. Foster, of Worces-

ter, chairman of the committee, made a report, and submitted a bill which was the basis of the law of March 31, 1834. The committee were sensible of the importance of establishing a fund for the encouragement of the common schools. These institutions were languishing for support, and in a great degree destitute of the public sympathy. There were no means of communication between the government and the schools, and in some sections towns and districts had set themselves resolutely against all interference by the State. In 1832, an effort was made to ascertain the amount raised for the support of schools. Returns were received from only ninety-nine towns, showing an annual average expenditure of one dollar and ninety-eight cents for each pupil."

"The subject of self-taxation annually is important in connection with a system of free education. It is the experience of the States of this country that the people themselves are more generous in the use of this power than are their representatives; and it is also true that when the power has been exercised by the people there is usually more interest awakened in regard to modes of expenditure, and more zeal manifested in securing adequate returns. The private conversations and public debates often arouse an interest which would never have been manifested had the means of education been furnished by a fund, or been distributed as the proceeds of a general tax assessed by the government of the State.

"I have no doubt that much of our success is due to the fact, that in all the towns the question of taxation and its amount is annually submitted to the people. It is quite certain that the sum of our municipal appropriations never could have been increased from \$387,124.17 in 1837, to \$1,341,252.03 in 1858, without the influence of the statistical tables that are appended to the Annual Reports of the Board of Education; and it is also true that the materials for these tables could not have been secured without the agency of the school fund. Our experience as a State confirms the wisdom of the reports of 1833 and 1834; and I unreservedly concur in the opinion that a fund ought not to be sufficient for the support of schools, but that such a fund is needed to give encouragement to the towns, to stimulate the people to make adequate local appropriations, to secure accurate and complete returns from the committees, and finally to provide means for training teachers and for defraying the necessary expenses of the educational department." . . . "By the law of 1849, chapter 117, the income was to be apportioned among those towns which had raised by taxation the sum of one dollar and fifty cents for the education of each person between the ages of five and fifteen years. This provision is now in force." . . .

"The limitation of the Act of 1834, establishing the Fund, and of the Revised Statutes, was removed by the law of 1851, chap. 112; and the amount of the Fund was

then fixed at one million and five hundred thousand dollars. By the Act of 1854, the principal was limited to two millions of dollars."

"On the 1st of June, 1858, the principal of the Fund was \$1,522,898.41, including the sum of \$1,843.68, added during the year preceding that date. In this statement no notice is taken of the rights of the School Fund in the Western Railroad Loan Sinking Fund."

"When the Fund was instituted, public sentiment, in regard to education, was lethargic, if not retrograding. The mere fact of the action of the legislature lent new importance to the cause of learning, inspired its advocates with additional zeal, gave efficiency to previous and subsequent legislation, and, as though there had been a new creation, evoked order out of chaos."

"By the institution of the School Fund provision was made for a system of annual returns from which has been drawn a series of statistical tables, that have not only exhibited the school system as a whole and in its parts, but have also contributed essentially to its improvement.

"These statistics have been so accurate and complete for many years, as to furnish a safe basis for legislation; and they have at the same time been employed by the friends of education as means for awakening local interest, and stimulating and encouraging the people to assume freely and bear gracefully the burdens of taxation. It is now easy for each town, or for any inhabitant, to know what has been done in any other town; and, as a consequence, those that do best are a continual example to those that, under ordinary circumstances, might be indifferent. The establishment and efficiency of the school committee system is due also to the same agency. There are, I fear, some towns that would now neglect to choose a school committee, were there not a small annual distribution of money by the State; but, in 1832, the duty was often either neglected altogether, or performed in such a manner, that no appreciable benefit was produced. The superintending committee is the most important agency connected with our system of instruction. In some portions of the State, the committees are wholly, and in others they are partly, responsible for the qualifications of teachers; they everywhere superintend and give character to the schools, and by their annual reports they exert a large influence over public opinion. The people now usually elect well-qualified men, and it is believed that the extracts from the local reports, published annually by the Board of Education, constitute the best series of papers in the language upon the various topics that have, from time to time, been considered.* By the publication of these abstracts, the com-

mittees, and indeed the people generally, are made acquainted with every thing that has been done, or is at any time doing, in the Commonwealth. Improvements, that would otherwise remain local, are made universal; information, in regard to general errors, is easily communicated, and the errors themselves are speedily removed; while the system is, in all respects, rendered homogeneous and efficient.

"Nor does it seem to be any disparagement of Massachusetts to assume, that, in some degree, she is indebted to the School Fund for the consistent and steady policy of the legislature, pursued for more than twenty years, and executed by the agency of the Board of Education. In this period Normal Schools have been established, which have educated a large number of teachers and exerted a powerful and ever-increasing influence in favor of good learning. Teachers' Institutes have been authorized, and the experiment successfully tested; agents of the Board of Education have been appointed: so that it is now possible, by the aid of both these means, as is shown by accompanying returns and statements, to afford each year to the people of a majority of the towns, an opportunity to confer with those who are specially devoted to the work of education. In all this period of time the legislature has never been called upon to provide money for the expenses which have thus been incurred; and though a rigid scrutiny has been exercised over the expenditures of the educational department, measures for the promotion of the common schools have never been considered in relation to the general finances of the Commonwealth. While some States have hesitated and others have vacillated, Massachusetts has had a consistent, uniform, progressive policy, which is due in part to the consideration already named, and in part, no doubt, to a popular opinion, traditional and historical in its origin, but sustained and strengthened by the measures and experience of the last quarter of a century, that a system of public instruction is so important an element of general prosperity as to justify all needful appropriations for its support.

"It may, then, be claimed for the Massachusetts School Fund, that the expectations of those by whom it was established have been realized; that it has given unity and efficiency to the school system; that it has secured accurate and complete returns from all the towns; that it has, consequently, promoted a good understanding between the legis-

committees, while they have the sobriety indicative of practical knowledge, are at the same time enlightened and expansive. The writers of such reports must be of inestimable aid to your schoolmasters, standing as they do between the teacher and the parent, and exercising the most wholesome influence on both. Let me remark, in passing, that I am struck with the power of composition evinced in these provincial papers. Clear exposition, great command of the best English, correctness, and even elegance of style, are their characteristics."

* An eminent friend of education, and an Englishman, speaking of the Reports for the year 1856-7, says: "The views enunciated by your local

lature and the people ; that it has increased local taxation, but has never been a substitute for it ; and that it has enabled the legislature, at all times, and in every condition of the general finances, to act with freedom in regard to those agencies which are deemed essential to the prosperity of the common schools of the State.

“ Having thus, in the history of the School Fund, fully justified its establishment, so in its history we find sufficient reasons for its sacred preservation. While other communities, and even other States, have treated educational funds as ordinary revenue, subject only to an obligation on the part of the public to bestow an annual income on a specified object, Massachusetts has ever acted in a fiduciary relation, and considered herself responsible for the principal as well as the income of the fund, not only to this generation, but to every generation that shall occupy the soil and inherit the name and fame of this Commonwealth.

“ It only remains for me to present the reasons which render an increase of the capital of the fund desirable, if not necessary. The annual income of the existing fund amounts to about ninety-three thousand dollars, one-half of which is distributed among the towns and cities, in proportion to the number of persons in each between the ages of five and fifteen years. The distribution for the year 1857-8 amounted to twenty cents and eight mills for each child.”

“ It was contemplated by the founders of the School Fund, that an amount might safely be distributed among the towns, equal to one-third of the sums raised by taxation ; but the State is really furnishing only one-thirtieth of the annual expenditure. A distribution corresponding to the original expectation is neither desirable nor possible ; but a substantial addition might be made without in any degree diminishing the interest of the people, or relieving them from taxation.”

“ In view of the eminent aid which the School Fund has rendered to the cause of education, with due deference to the wisdom and opinions of its founders, and with just regard to the existing and probable necessities of the State, in connection with the cause of education, I earnestly favor the increase of the School Fund by the addition of a million and a half of dollars.

“ Nor does the proposition for the State to appropriate annually \$180,000 in aid of the common schools seem unreasonable, when it is considered that the military expenses are \$65,000, the reformatory and correctional about \$200,000, the charitable about \$45,000, and the pauper expenses nearly \$250,000 more, — all of which will diminish as our schools are year by year better qualified to give thorough and careful intellectual, moral, and religious culture.

“ This increase seems to be necessary in order that the Massachusetts School Fund may furnish aid to the common

schools during the next quarter of a century, proportionate to the relative influence exerted by the same agency during the last twenty-five years. Nor will such an addition give occasion for any apprehension that the zeal of the people will be diminished in the least. Were there to be no increase of population in the State, the distribution for each pupil would never exceed forty cents, or about one-fifteenth of the amount now raised by taxation.

“ So convinced are the people of Massachusetts of the importance of common schools, and so much are they accustomed to taxation for their support, that there is no occasion to hesitate, lest we should follow the example of those communities, where large funds, operating upon an uneducated and inexperienced popular opinion, have injured rather than benefited the public schools. The ancient policy of the Commonwealth will be continued ; but whenever the people see the government, by solemn act, manifesting its confidence in schools and learning, they will be encouraged to guard and sustain the institutions of the fathers.”

In accordance with the suggestion of the Board of Education, the Legislature provided for the increase of the School Fund, in the following enactment : —

An Act to increase the School Fund, and to grant aid to the Museum of Comparative Zoölogy, Tufts, Williams, and Amherst Colleges, and the Wesleyan Academy at Wilbraham, out of the proceeds of the sales of the Back Bay Lands.

SECT. I. The avails of the sales of lands belonging to the Commonwealth in the Back Bay, shall be paid into the treasury, to be held, invested, and applied in accordance with the provisions of the resolves of the year one thousand eight hundred and fifty-seven, chapter seventy ; and the moiety of such avails, which, by the provisions of said chapter, inures immediately to the use of the Commonwealth, and which by the ninety-sixth chapter of the statutes of the year one thousand eight hundred and fifty-eight, is styled the “ Bay Lands Fund,” shall be held, invested, and appropriated as follows, that is to say : —

I. The whole of such moiety, until the sum of three hundred thousand dollars shall have been so disposed of, shall be employed for the redemption of the scrip of the Commonwealth issued in the year one thousand eight hundred and fifty-six, in accordance with the provisions of the third section of chapter two hundred and thirty-five of the acts of that year.

II. After such sum of three hundred thousand dollars shall have been received into the treasury, one-half of the avails of the sales of such moiety, shall, as fast as received, be added to the Massachusetts School Fund, for the purpose of increasing the principal sum thereof.

III. The remaining avails of such moiety shall, after being received into the treasury, be distributed upon the first day of August in each year, among the institutions hereinafter named, in the proportions following, that is to say, —

1. Twenty per centum of the avails of such moiety shall be paid to such persons as may at the present session of the legislature be incorporated as the "Trustees of the Museum of Comparative Zoölogy;" such payments not to exceed, in the aggregate, the sum of one hundred thousand dollars.

2. Twelve per centum of the avails of such moiety shall be paid to the treasurer of the trustees of Tufts College, upon the order of the trustees; such payments not to exceed, in the aggregate, the sum of fifty thousand dollars.

3. Six per centum of the avails of such moiety shall be paid to the treasurer of the corporation of Williams College, upon the order of said corporation; such payments not to exceed, in the aggregate, the sum of twenty-five thousand dollars.

4. Six per centum of the avails of such moiety shall be paid to the treasurer of the corporation of Amherst College, upon the order of the corporation; such payments not to exceed, in the aggregate, the sum of twenty-five thousand dollars.

5. Six per centum of the avails of such moiety shall be paid to the treasurer of the corporation of the Wesleyan Academy, in Wilbraham, upon the order of the corporation; such payments not to exceed, in the aggregate, the sum of twenty-five thousand dollars.

SECT. 2. No payment, as aforesaid, shall be made to either of the before-named institutions, unless, before the time for each payment, it shall be made to appear to the satisfaction of the governor and council, that there has been secured by subscription in aid of such institution, in cash, or bonds of unquestionable security, an amount equal to the amount then to be paid to such institution, according to the terms of this act; nor to either of the institutions hereinafter named, unless there shall have been established in such institutions the number of free scholarships set against their respective names, that is to say, —

In Williams College, three free scholarships.

In Tufts College, three free scholarships.

In Amherst College, three free scholarships.

The aforesaid free scholarships shall be under the control of the board of education, and may be filled and managed in such mode as now is, or may hereafter be, provided by law for the regulation of free scholarships established by the Commonwealth.

SECT. 3. All the avails of the moiety of the sales of the public lands, which, by the provisions of the seventeenth

chapter of the resolves of the year one thousand eight hundred and fifty-seven, inure immediately to the use of the Commonwealth, and the distribution of which is not otherwise provided for in this act, shall be added to the principal of the Massachusetts School Fund.

SECT. 4. The sum of one hundred thousand dollars shall be reserved, by the commissioners of the Back Bay, out of the moiety of the avails of the sales of lands, which by the resolves of the year one thousand eight hundred and fifty-seven, chapter seventy, may be drawn upon for the purposes of improvement, as set forth in said chapter; and the same shall be invested as a fund, the income whereof shall be appropriated to the support of the roads and bridges, which the Commonwealth has become bound to support by its contracts in regard to said Back Bay. And if, before the first payment shall be made to any institution of learning agreeable to this act, it shall be made to appear, to the satisfaction of the governor and council, that such amount cannot be spared from the moiety of the avails of such lands, subject to be drawn upon in favor of said commissioners, then the same may be reserved out of the other moiety of the avails of the sales of said lands, after payment of the sum of three hundred thousand dollars, as provided for in section first.

SECT. 5. This act to take effect from and after its passage. [April 2, 1859.]

We now present the following article from the "Educational Year-Book" for 1858, showing the system of Boston Schools: —

THE BOSTON SYSTEM OF FREE SCHOOLS.

[Prepared for the "American Educational Year-Book," by Hon. John D. Philbrick, Superintendent of Public Schools, Boston.]

"In the year 1635, the freemen of the town of Boston, in town meeting, agreed 'to entreat Philemon Permont to become schoolmaster for the teaching and nurturing of their children.' This was the origin of the present Public Latin School, and also of the system of Free Public Schools of the city of Boston. The school thus established was from the first a classical school, with a master able to fit youth for the University. Two more schools were established in 1682, 'for teaching boys to write and cipher;' and others were soon after opened to teach reading, spelling, and the elements of English grammar. No provision, however, was made for the education of girls at the public expense till the year 1789, when they were permitted to attend the 'reading and writing schools' for a part of the year. It was not till 1828 that females were allowed to attend the public schools during the whole school year. Primary schools were first established by public authority in 1818.

The English High School, designed for boys only, was established in 1821. The City Normal School, for the education of female teachers, was opened in 1852; and in 1855 was so far modified in its plan as to constitute also a High School for girls; and has since been denominated the Girls' High and Normal School.

"The selectmen of the town had the entire charge of the schools, and all matters pertaining to them, until the year 1792, when, in town meeting, twelve persons were chosen, who, with the selectmen, constituted the first School Committee of the town of Boston. On the adoption of the City Charter, in 1823, the aldermen took the place of the selectmen, as a part of the School Committee. The Board of School Committee remained thus constituted till 1835, when, by a special act of the Legislature, it was provided that twenty-four persons, annually elected by the people, two from each ward of the city, together with the Mayor as chairman, and the President of the Common Council, should compose the School Committee. The Primary Schools, at the time of their establishment, were placed under the control of a committee, consisting of one member for each school, elected annually by the School Committee. This Primary School Committee was abolished in 1855, and all the public schools of the city were placed under the management and control of a Board of School Committee, consisting of seventy-four members, viz.: six elected by the people of each ward of the city, to hold office for three years, two being chosen annually; and the Mayor and the President of the Common Council, — the Mayor being President of the Board.

"At the first meeting of the Board in each year, a Secretary is elected, and his salary fixed, and the following Standing Committees, consisting of five members each, are appointed by the President, viz., on Elections, on Rules and Regulations, on Salaries, on Accounts, on Text-Books, on School-Houses, on Music, on the Latin School, on the English High School, on the Girls' High and Normal School; and also a committee, consisting of more or less members, on each district. In law the city is only one school district; but, for convenience in the management of the schools, the city is divided into as many districts as there are Grammar School Houses. The District Committees make quarterly examinations of the Grammar and Primary Schools under their charge, and report their condition, in writing, to the Board; they also nominate to the Board all the teachers appointed in their respective districts. All teachers are elected annually by the Board, and their salaries are fixed at the same time.

"The office of Superintendent of Public Schools was established in 1851. This officer is elected annually by the

School Committee. He has a seat with the Board, and makes a quarterly report in writing.

"The schools embraced in the system are as follows:—

"Latin, in Bedford Street, Francis Gardner, Principal; 1 sub-master, 4 ushers, 185 pupils. Candidates for admission must be ten years of age. The course is six years. Annual expense for tuition, \$8,974.74.

"English High, in Bedford Street, Thomas Sherwin, Principal; 2 sub-masters, 2 ushers, 126 pupils. Candidates for admission must be twelve years of age. The course is three years, with an advanced course of one year. Annual expense for tuition, \$9,025.89.

"Girls' High and Normal, in Mason Street, William H. Seavey, Principal; 6 female assistants, 143 pupils. Candidates for admission must be fifteen years of age, and not over nineteen. The course is three years. Annual expense for tuition, \$5,625.

"There are 19 Grammar Schools. Candidates for admission must be seven years of age. Boys are allowed to remain till fourteen years of age; girls, till sixteen.

GRAMMAR SCHOOLS.

Name.	Location.	Principal.	Sub-Masters.	Ushers.	Female Assistant.	Pupils.	Cost of Tuition.
1. Elliot Boys,....	No. Bennet St.,	Saml. W. Mason, ..	1	1	12	743	\$7,806.63
2. Franklin, Girls, ..	Washington St.,	Saml. L. Gould, ..	1	1	10	555	5,316.30
3. Mayhew, Boys, ..	Hawkins St., ...	Samuel Swan,	1	1	7	453	6,424.18
4. Hawes, Boys, ...	South Boston, ..	Samuel Barrett, ..	1	1	6	477	6,016.97
5. Boylston, B. & G.	Fort Hill,	Charles Kimball, ..	1	1	11	810	7,765.85
6. Bowdoin, Girls, ..	Myrtle St.,	Daniel C. Brown, ..	1	1	11	510	6,461.82
7. Hancock, Girls, ..	Richmond Pl., ...	George Allen, Jr., ..	1	1	13	687	7,441.67
8. Wells, Girls,	Blossom St.,	Reuben Swan, Jr., ..	1	1	8	418	6,085.55
9. Winthrop, Girls, ..	Tremont St., ...	Robert Swan,	1	1	14	846	7,327.99
10. Lyman, B. & G.	East Boston,	H. H. Lincoln,	1	1	10	491	7,584.26
11. Lawrence, B. & G.	South Boston, ..	J. A. Stearns,	1	1	12	718	7,148.58
12. Brimmer, Boys, ..	Common St., ...	Joshua Bates,	1	1	9	557	6,900.12
13. Phillips, Boys, ..	West Centre St.,	James Hovey,	1	1	1	844	6,730.61
14. Dwight, Boys, ..	Springfield St.,	Jas. A. Page,	1	1	9	538	6,239.82
15. Dwight, Girls, ..	Springfield St.,	George B. H.	1	1	7	426	5,299.82
16. Quincy, Boys, ...	Tyler St.,	C. E. Valentine, ..	1	2	11	635	8,654.11
17. Bigelow, Girls, ..	South Boston, ..	Joseph Hale,	1	1	9	511	5,625.00
18. Chapman, B. & G.	East Boston,	J. P. Averill,	1	1	9	479	7,042.36
19. Adams, B. & G.,	East Boston, ...	P. W. Bartlett, ...	1	1	8	381	2,875.29*

* Part of the year.

"There are 215 Primary Schools, each school occupying a separate room, and being instructed by one teacher. These schools are kept in 83 different buildings. From one to ten schools are accommodated in a single building. The whole number of scholars in the Primary Schools is 12,573. Annual expense of tuition, \$77,089.77. Incidental expenses, \$28,812.49. Total expense, \$105,902.26.

"Number of Teachers. — High, 5; Latin, 6; Girls' High and Normal, 7; Grammar, 226; Primary, 215. Male, 54; female, 405. Total, 459.

"Pupils. — Latin, 185; High, 126; Girls' High and Normal, 143; Grammar, 10,229; Primary, 12,573. Total, 23,256.

"Expenses. — Salaries: High Schools, \$23,625.63; Grammar, \$122,668.42; Music teachers, \$2,718.75; Pri-

mary Schools, \$77,089.77. Total, \$226,102.57. Incidental expenses of High and Grammar Schools, \$43,957.10; of all the schools, \$72,769.59. Tuition and incidental expenses, \$298,872.16. Expended on school-houses during the year, \$52,099.26. Whole expenditure for schools, \$350,971.32. Cost of school-houses, including land and extensive alterations and repairs, to May 1, 1857: Grammar and High, \$1,135,726; Primary, \$521,000. Total, \$1,656,726.

Rates of Salaries.— Secretary of the Board, \$800; Superintendent, \$2,500.

“The Salaries of the Masters and Assistants in these Schools are as follows:—

Masters.— High, Latin, and Normal, \$2,400 for the first year's service, with an increase of \$100 for each additional year's service, till the salary amounts to \$2,800; Grammar, first year, \$1,600, with an annual increase of \$100, until it reaches \$2,000.

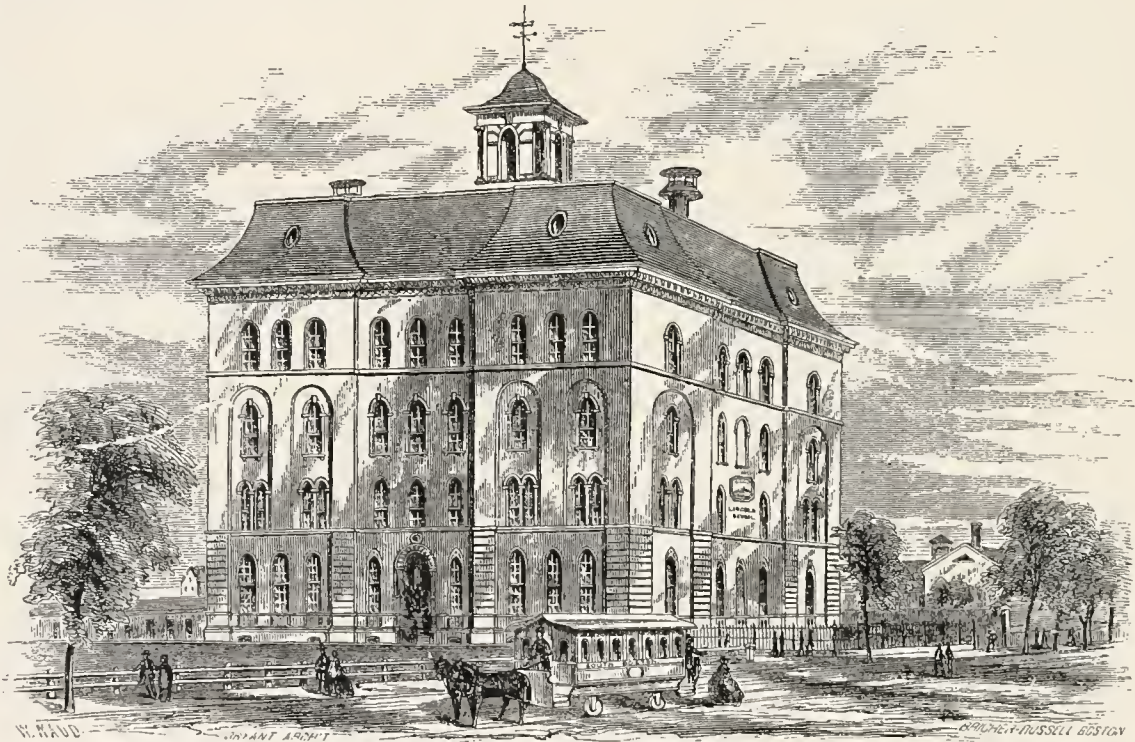
Sub-Masters.— High and Latin, first year, \$1,600, with an annual increase of \$100, until it reaches \$2,000; Grammar, first year, \$1,200, with an annual increase of \$100, until it reaches \$1,600.

Ushers.— High and Latin, first year, \$1,200, with an annual increase of \$100, until it reaches \$1,600; Grammar, \$800, with an annual increase of \$100, until it reaches \$1,000.

Female Assistants.— Normal, Head Assistants, \$600; other Assistants, \$500. Grammar, Head Assistants, \$500; other Assistants, \$300 for the first year, with an annual increase of \$50, until it reaches \$450.

“The salaries of the Primary School teachers are fixed at \$300 for the first year, with an increase of \$50 per annum, until it amounts to \$450 per annum.”

From the Report of the School Committee of 1858, we extract the following as a specimen of Boston school structures:—



THE LINCOLN GRAMMAR SCHOOL HOUSE.

THE LINCOLN GRAMMAR SCHOOL HOUSE.

“The Annual Report of the Board for 1857 contained a detailed description of the Dwight Grammar School House, accompanied by plans and a perspective view. The

Dwight was selected for the purpose of a description, because it was then the latest; and, besides, it was a good specimen of the most approved school edifices which had been erected in this city previously to that date. The class which it represents consists of the Lawrence, the

Winthrop, and the Adams Grammar School buildings, to which the new Franklin, on Ringgold Street, has since been added. These five structures are similar in respect to size, plan, and style of architecture. They are well adapted to our system of organization and classification of Grammar Schools; combining, in a high degree, economy of space with convenience of arrangement in regard to school-rooms, clothes closets, corridors, staircases, and warming apparatus. They are noble edifices, and are creditable to the city."

"In the design of the Lincoln School House, which is located on Broadway, near K Street, South Boston, it was the intention of the accomplished architect, J. G. F. Bryant, Esq., to combine all the advantages of the interior plan of our best buildings, with an effective and tasteful exterior, and this, too, without any material increase of expense. A comparison of the external view of this fine building, as exhibited in the cut, with the style of those before erected, will show the improvement in this respect which has evidently been achieved."

"It presents a correct and well-proportioned front; having a recessed centre and two slightly projected wings, with a high rusticated basement of freestone, and with arched openings throughout. The central doorway is a feature of considerable elegance; and the single, double, and triple windows throughout the front, are grouped with much propriety and harmony of effect. The introduction of a handsome balcony to the three central windows of the third story serves to mark and emphasize that portion of the composition; and the bold and correct profile of the main cornice crowns the whole with a marked dignity of style, to which it is believed that none of the earlier structures of this class can lay any rightful claim. The crowning features of the building are its Mansard roof and its cupola; forming together the most pleasing and imposing parts of the structure."

"It has not yet been determined how many seats shall be placed in each room. This school-house, like all those which have been erected within the last ten years, is intended to furnish accommodations in each room for one teacher and the requisite number of pupils. By the rules of the School Committee as they now stand, the maximum number of pupils to each teacher is 56; and, if this number of seats is placed in each room, the building will accommodate 784 pupils.

"The School Board, by a unanimous vote, gave to this school the name of "Lincoln," as a just tribute of respect and appreciation of the present worthy mayor of the city, who has presented, as a token of his interest in the school, a large and valuable tower clock, which is to adorn the cupola, and to teach the great lesson of punctuality to successive generations of pupils."

THE FRANKLIN MEDALS.

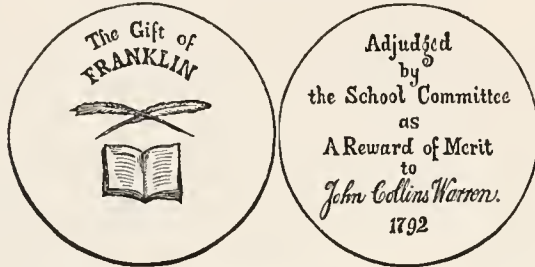
The Institution of the Franklin Medals took place in the year 1792, and have since been one of the most interesting, and we sincerely believe, useful features in the schools. These are of silver, six in number, presented on the day of the annual exhibition, to the most deserving pupils, — "general scholarship taken into consideration," — in each of the respective boys' schools, that is full or nearly full. They originated from the following clause of the will of Dr. Franklin, who died April 17, 1790: —

"I was born in Boston, New England, and owe my first instructions in literature to the free grammar schools established there. I therefore give one hundred pounds sterling, to my executors, to be by them, the survivors or survivor of them, paid over to the managers or directors of the free schools in my native town of Boston, to be by them, or those person or persons, who shall have the superintendence and management of the said schools, put out to interest, and so continued at interest for ever, which interest annually shall be laid out in silver medals, and given as honorary rewards annually by the directors of the said free schools, for the encouragement of scholarship in the said schools belonging to the said town, in such manner as to the discretion of the selectmen of the said town shall seem meet."

This donation has been successfully applied. The fund amounts to \$1,000, which is invested in five per cent city stock. The interest is annually appropriated for purchasing medals, which are distributed in the schools.

A little more than two years after Franklin's decease, this gift became available, and a Committee, consisting of William Tudor, Esq., Rev. Mr. Clarke, and Mr. Charles Bulfinch, was appointed "to ascertain the expense of procuring medals to carry into effect the intention of the late Dr. Franklin, in his donation." The Committee reported in the matter, awarding twenty-one medals, — three to the Latin, three to each of the Grammar, and three to each of the Writing Schools. That report has been the basis of apportionment from that time to this, although the fund amounts to but \$1,000 vested in five per cent city stock, yielding only \$50 per annum, while the cost of the 68 Franklin Medals for 1848, amounts to \$136, — thus leaving more than one half the "Franklin" Medals to be paid for out of the city treasury.

We have thought it worth while to have a fac-simile of the original Medal engraved, from the drawing on record. On one side is an open book, supported by two pens crossed, encircled by the words "The Gift of Franklin." In June, 1795, it was determined that the device on those designed for the Latin Grammar School should be a "pile of books, the words — *detur digniori* — inscribed on the same side."



On the reverse of the original Medal, were the words found in the fac-simile.

The inscription on the reverse of the Latin Medals differed slightly from the others. It ran "Franklin's donation, adjudged by the School Committee of the town of Boston, to A. B."

We have inserted the name of Dr. Warren, because it stands as *the very first on the record*, he being then a pupil of the Latin School.

Through some means — certainly not by the authority of the phraseology in the will, — the custom has been perpetuated of giving these medals to *boys only*. When Franklin went to the schools, to be sure, only boys attended upon them; but this makes no law against bestowing his medals upon female pupils. To remedy this inconsistency, the School Committee, in 1821, voted to give an equal number to the girls, calling them "City Medals."

A REMINISCENCE.

A good story is told of the Boston boys who attended the school that was kept in West Street, during the Revolution. In November, 1776, the General Court ordered four brass cannon to be purchased for the use of the artillery companies in Boston. Two of these guns were kept in a gun-house that stood opposite the Mall, at the corner of West Street. The school-house was the next building, and a yard inclosed with a high fence was common to both. Major Paddock, who then commanded the company, having been heard to express his intention of surrendering these guns to the British army, a few individuals resolved to secure for the

country a property which belonged to it, and which, in the emergency of the times, had an importance very disproportionate to its intrinsic value.

Having concerted their plan, the party passed through the school-house into the gun-house, and were able to open the doors which were upon the yard, by a small crevice, through which they raised the bar that secured them. The moment for the execution of the project was that of the roll-call, when the sentinel, who was stationed at one door of the building, would be less likely to hear their operations.

The guns were taken off their carriages, carried into the school-room, and placed in a large box under the master's desk, in which wood was kept. Immediately after the roll-call, a lieutenant and sergeant came into the gun-house to look at the cannon, previously to removing them. A young man who had assisted in their removal, remained by the building, and followed the officer in, as an *innocent* spectator. When the carriages were found without the guns, the sergeant exclaimed, "By G—, they're gone! I'll be d—d if these fellows won't steal the teeth out of your head, while you're keeping guard." They then began to search the building for them, and afterwards the yard; and when they came to the gate that opened into the street, the officers observed that they could not have passed that way, because a cobweb across the opening was not broken. They next went into the school-house, which they examined all over, except the box, on which the master placed his foot, which was lame, and the officer, with true courtesy, on that account excused him from rising. Several boys were present, but not one lisped a word. The British officers soon went back to the gun-house, and gave up the pursuit in vexation. The guns remained in that box for a fortnight, and many of the boys were acquainted with the fact, but not one of them betrayed the secret. At the end of that time, the person who had withdrawn them, came in the evening with a large trunk on a wheelbarrow; the guns were put into it and carried up to a blacksmith shop at the South End, and there deposited under the coal. After lying there for a while, they were put into a boat in the night, and safely transported within the American lines.

SOCIETIES, LIBRARIES, ETC.

Boston has always been noted for the multiplicity of its societies, for the furtherance of objects which commended themselves to the judgment of its citizens.

A large amount is expended through the agency of these societies for the benefit of the poor.

Shattuck's census for 1845 contains a statement of the

donations made chiefly within the previous twenty years, by "citizens of Boston, towards objects of a public nature, of a moral, religious, or literary character," prepared mainly by Hon. Josiah Quincy, and Hon. S. A. Eliot. The general summary of the statement adds up thus:—

1. For Theological Education and other ob- jects of a religious character, . . .	\$1,120,219.75
2. For purposes of instruction, . . .	1,116,128.16
3. For charitable purposes, . . .	2,272,990.51
4. For miscellaneous objects, . . .	438,321.39
Total,	\$4,992,659.81

This includes only donations of a more public character. Mr. E. estimates, that if it should include what flows in a more private under-current, it would make a near approach to that given openly, and would amount to nearly \$10,000,000. To this might be added what the city has given, in its corporate capacity, for the support of the sane and insane poor, and for other charitable purposes.

PUBLIC LIBRARIES.

Boston has long been well supplied, as compared with other cities, with both public and private libraries. The most important is the library of the Athenæum. This, with that of the American Academy, which is in the same building, contains over 70,000 volumes.

The library at Harvard College has also over 84,000 volumes.

The different libraries very well represent the different branches of knowledge. That of Harvard College, the Historical Society, and of the Boston Library are rich in collections relating to the early history of the country, and particularly of New England. The State Library is one of the most complete in the country in its collection of statute law.

Several new libraries have been recently started, under favorable auspices, for the improvement of young men.

The new City Library promises to realize the expectations of its most sanguine friends. It has already a most valuable collection of books, and with every prospect of an increase, which will render it one of the largest and most useful in the country.

The following list embraces those among the most important:—

	When founded.	No. vols.
Boston Athenæum,	1807	57,000
Boston Library,	1794	14,000
Massachusetts Historical Society,	1794	12,000
American Academy,	1780	15,000
Mercantile Library,	1820	13,626
Mechanics' Apprentices,	1820	4,000
State Library,	1826	8,000
Natural History Society,	1830	4,000
Bowditch Library,	1839	2,500
American Statistical Association Library, 1839		

City Library,	1852	80,000
Social Law Library,	1804	6,000
Am. B. C. Foreign Mission,	1822	6,750
The Prince Library,		1,800
Medical Library,		
Latin School Association Library,		1,000
Genealogical Society Library,		
Horticultural Society Library,		
Musical Education Society Library,		
Mattapan Association Library,		
Civil Engineers' Library,		
Young Men's Chr. Asso. Library,	1851	
Young Men's Chr. Union Library,	1851	
Mass. Charitable Mechanic Association.		

LIST OF SOCIETIES, LIBRARIES, ETC., ALPHABETICALLY ARRANGED.

American Academy of Art and Sciences. Instituted, 1780. Rooms, Boston Athenæum. Library hours, 10 to 12, and 3 to 5.

American and Foreign Christian Union. 23 Chauncy Street.

American Baptist Missionary Union. Rooms, 33 Somerset Street.

American Baptist Publication Society. New England Agency, 79 Cornhill, Boston.

American Board of Commissioners for Foreign Missions. Missionary House, 33 Pemberton Square.

American Education Society. Rooms, No. 15 Cornhill.

American Institute of Instruction.

American Oriental Society.

American Peace Society, No. 21 Cornhill.

American Phonetic Council.

American Pomological Society.

American Statistical Association. Organized, December 11, 1839. Rooms, 23 Chauncy Street.

American Sunday School Union, No. 9 Cornhill.

American Tract Society. Depository, 28 Cornhill.

American Unitarian Association. Founded, 1824. Incorporated, 1847. Depository, 21 Bromfield.

Association for Relief of Aged Indigent Females. Incorporated, 1849. Home, 55 Charles Street.

Asylum and Farm School for Indigent Boys.

Benevolent Fraternity of Churches.

Bethesda Society. Refuge in Rutland Street.

Board of Missions of the Episcopal Church, Diocese of Massachusetts.

Boston Aid Society for Discharged Convicts, No. 22½ Winter.

Boston Athenæum. Instituted, 1804. Incorporated, 1807. Beacon Street.

- Boston Dispensary. Instituted, 1796.
 Boston Benefit Society.
 Boston Burns Club.
 Boston Chess Club. Rooms, 289 Washington Street.
 Boston Lying-In Hospital.
 Boston Medical Association. Instituted, 1806.
 Boston Museum Dramatic Fund Association.
 Boston Mutual Benefit Society.
 Boston Port Society.
 Boston Printers' Union.
 Boston Total Abstinence Society. Organized, 1855.
 Boylston Medical Society.
 British Charitable Society.
 Cape Cod Association.
 Charitable Association of the Boston Fire Department.
 Charitable Orthopedic Association.
 Children's Friend Society. Rutland Street.
 Children's Mission to the Children of the Destitute.
 Hall, 25 Eliot. No. 101 Camden.
 Church Home for Orphan and Destitute Children.
 Organized, 1855. No. 18 Charles Street.
 City Missionary Society. Office, 16 Tremont Temple.
 Congregational Board of Publication. Depository, Congregational Library Building, No. 23 Chauncy Street.
 Congregational Library Association. Congregational Library Building, No. 23 Chauncy Street.
 Convention of Congregational Ministers.
 Dartmouth College Association. Meet Congregational Library Building, No. 23 Chauncy Street.
 English High School Association.
 Evangelical Tract Society.
 Everett Literary Association.
 Fatherless and Widows' Society.
 Female Samaritan Society.
 Female Orphan Asylum. Washington, cor. Asylum St.
 Fragment Society.
 Franklin Club. Rooms in Tremont Temple.
 Franklin Medical Scholars' Association.
 Franklin Typographical Society. Incorporated, 1825.
 German Immigrant Aid Society. Incorporated, 1848.
 Harvard Musical Association. Library at the Athenæum, Beacon Street.
 Handel and Haydn Society.
 Homœopathic Medical Dispensary. Incorporated, 1856.
 No. 17 Tremont Temple.
 House of the Angel Guardian. Attached to St. John's Church. Incorporated, 1853. Under the charge of Rev. George F. Haskins. The object of this establishment is to afford a refuge and a temporary home to destitute boys who are there schooled, provided for, and instructed in their faith, till they can be placed or apprenticed to good masters.
- Howard Benevolent Society.
 Humane Society of Massachusetts.
 Independent Mission Society.
 Infidel Relief Society.
 Irish Charitable Society. Instituted, 1736. Incorporated, 1823.
 Ladies' American Home Education Society. No. 23 Albany Street.
 Latin School Association. Instituted, 1844.
 Marine Society. Office, 156 Commercial Street.
 Mariners' Total Abstinence Society.
 Mass. Anti-Slavery Society. Office, 21 Cornhill.
 Mass. Baptist Convention.
 Mass. Bible Society. Incorporated, 1809. Bible Depository, 15 Cornhill.
 Mass. Charitable Eye and Ear Infirmary. Infirmary Charles Street.
 Mass. Charitable Fire Society. Instituted, 1794.
 Mass. Charitable Mechanic Association. 13 Bromfield Street.
 Mass. Charitable Society. Founded, 1762. Incorporated, 1780.
 Mass. College of Pharmacy. No. 12 Temple Place. Instituted, 1823. Incorporated, 1852.
 Mass. Colonization Society. Office, 81 Washington Street.
 Mass. Congregational Charitable Society. Incorporated, March 24, 1786, "for relief and support of the widows and children of deceased ministers."
 Mass. Evangelical Missionary Society. Instituted, 1807.
 Mass. General Hospital. McLean Street. Incorporated, 1811.
 Mass. Historical Society. Instituted, 1791. Rooms in the Society's building, 30 Tremont Street.
 Mass. Home Missionary Society. Congregational Library Building, 23 Chauncy Street.
 Mass. Homœopathic Hospital. Incorporated, 1855.
 Mass. Homœopathic Medical Society.
 Mass. Horticultural Society. Rooms, Horticultural Hall, School Street.
 Mass. Medical Society. Incorporated, 1781. No. 12 Temple Place.
 Mass. Medical Benevolent Society. Instituted, 1857.
 Mass. Sabbath School Society. Depository, 13 Cornhill.
 Mass. Society for Abolition of Capital Punishment.
 Mass. School for Idiotic and Feeble-Minded Youth. Eighth, between M and N Streets, South Boston.
 Mass. Society for Promoting Agriculture.
 Mass. Society for Promoting Christian Knowledge.
 Mass. Society for the Relief of Widows and Orphans of Deceased Clergymen of the Protestant Episcopal Church.
 Mass. State Temperance Committee. 11 Cornhill.

- Mass. Teachers' Association.
 Mass. Temperance Society.
 Mass. Universalist Convention.
 Mattapan Literary Association, South Boston.
 Mechanic Apprentices' Library.
 Mechanics' Institute.
 Mechanics' Mutual Aid Society.
 Mendelssohn Choral Society.
 Mercantile Library Association. Rooms in Summer St.
 Merchant Tailors' Association.
 Mount Vernon Association.
 Music Hall Association. Building, Winter Street and
 Bumstead Place. Erected, 1852.
 Needle-Woman's Friend Society. Salesroom, 290 Wash-
 ington Street.
 New England Association of R. R. Superintendents.
 New Eng'and Emigrant Aid Company. Office, No. 3
 Winter Street.
 New England Female Moral Reform Society. Tempo-
 rary Home, 18 Kneeland Street. Intelligence Office, foot
 of Newton Place.
 New England Female Medical College. College Build-
 ing, Springfield Street.
 New England Historic-Genealogical Society. Room,
 No. 5 Tremont Street.
 New England Methodist Historical Society.
 New England Methodist Education Society.
 New England Non-Resistance Society.
 New England School of Design for Women. In corpo-
 rated, 1853. 12 Temple Place.
 Northern Baptist Education Society.
 Parent Washington Total Abstinence Society.
 Penitent Female Refuge. Rutland Street.
 Perkins Institution and Massachusetts' Asylum for the
 Blind. Instituted, 1831. Located at South Boston. Sales-
 room, 20 Bromfield Street.
 Phonographic Reporting Association. Established, 1845.
 Provident Association. Organized December 29, 1851.
 10 Franklin Street.
 Public Library of the City of Boston. Instituted, 1852.
 Sailors' Snug Harbor. Incorporated, 1852.
 Scots Charitable Society.
 Seamen's Aid Society.
 Seamen's Friend Society.
 Shawmut Association.
 Society for Medical Improvement.
 Society for Medical Observation. 12 Temple Place.
 Society for Prevention of Pauperism. 10 Franklin
 Street.
 Society for Promoting Christian Knowledge, Piety, and
 Charity.
 Society for Promoting Theological Education.
 Society for the Promotion of Collegiate and Theological
 Education at the West. Office, 15 Cornhill.
 Society for Propagating the Gospel among the Indians
 and others in North America. Incorporated, November 19,
 1787.
 Society for the Relief of Aged and Destitute Clergymen.
 Formed, 1849.
 Society for the Relief of Aged Indigent Clergymen.
 Society for the Relief of Widows and Orphans of Epis-
 copal Clergymen.
 Society of Alumni of the Cambridge Divinity School.
 Society of Natural History. Open and free every Wed-
 nesday, between the hours of 10 and 2, and 3 and 5, P. M.
 Rooms, Mason Street.
 Society of the Cincinnati of Massachusetts.
 South Boston Samaritan Society. Incorporated, 1852.
 Southern Aid Society. 5 Tremont Street, Boston.
 State Library. State House, Boston.
 State Temperance Committee. 11 Cornhill.
 St. Vincent de Paul's Orphan Asylum. Camden Street.
 Under the charge of eight "Sisters of Charity," who, be-
 sides attending to the daily wants and instruction of eighty
 orphan girls, maintain a daily free school for several hun-
 dred children, The Asylum is supported entirely by the
 free donations of charitable persons.
 Suffolk District Medical Society. 12 Temple Place.
 Sunday School Society.
 Sunday School Teachers' Institute.
 Temporary Home for the Destitute. Established, 1847.
 Incorporated, 1852. No. 24 Kneeland Street. The prin-
 cipal object of this institution is to receive destitute chil-
 dren, and procure places for them in the country, where
 they may be brought up free from the temptations to vice
 with which they would otherwise, from the necessity of their
 position, be surrounded.
 Trustees of Donations for Education in Liberia. In cor-
 porated, 1850. 81 Washington Street.
 United States Agricultural Society.
 Universalist Sabbath School Union. Organized, Oct. 8,
 1834. Room, No. 41 Tremont Street.
 Washington Club.
 Widows' and Single Women's Society.
 Washingtonian Home. No. 36 Charles Street.
 Young Catholic's Friend Society. Organized, 1835.
 Young Men's Benevolent Society.
 Young Men's Christian Association. Organized, Decem-
 ber 29, 1851.
 Young Men's Christian Union. Rooms in Bedford
 Street.
 Young Men's Literary Union. 10 Tremont Temple.

MASONIC MEETINGS.

Grand Lodge of Massachusetts. 10 Court Street. Meetings, second Wednesday in December, March, June, September, and December 27.

St John's Lodge, 1st Monday.

St. Andrew's, 2d Thursday.

Columbian, 1st Thursday.

Mount Lebanon, 2d Monday.

Massachusetts, 3d Monday.

Germania, 4th Monday.

Winslow Lewis, 2d Friday.

Revere, 1st Tuesday.

Joseph Warren, 4th Tuesday.

St. Paul's Lodge, South Boston, 1st Tuesday.

Gate of the Temple, South Boston, 4th Tuesday.

Mount Tabor, East Boston, 3d Tuesday.

Baalbec, East Boston, 1st Tuesday.

The whole number of Lodges in Massachusetts, under the jurisdiction of the Grand Lodge, exceeds one hundred.

Grand Royal Arch Chapter. Tuesdays preceding second Wednesday of March, June, September, and December.

St. Andrew's Chapter, 1st Wednesday. -

St. Paul's, 3d Tuesday.

St. John's Chapter, East Boston.

Grand Encampment of Knights Templars of Massachusetts and Rhode Island. Meetings in October, annually.

Boston Encampment, 3d Wednesday.

De Molay Encampment, 4th Wednesday.

Council Royal Masters, 3d Thursday.

Masonic Board of Relief, 1st Tuesday in each month.

All the above meetings are held at Nassau Hall, No. 665 Washington Street, excepting those of the Lodges at South Boston, and the Chapter and Lodges at East Boston.

PRINCE HALL GRAND LODGE OF ANCIENT YORK MASONS.

Quarterly meetings held on the 3d Thursday of March, June, September, and December.

SUBORDINATE LODGES.

Union Lodge, No. 2, 1st Monday in each month.

Rising Sun of St. John Lodge, No. 3, 2d Monday.

Celestial Lodge, No. 4, 3d Monday in each month.

St. Stephen's R. A. Chapter, 3d Wednesday each month.

St. John's Encampment of Knights Templar, No. 5, meet quarterly, on the 4th Friday of March, June, September, and December. All the above meet at 69 Haverhill Street.

ODD FELLOWS' DIRECTORY.

Places and Times of Meeting of Lodges and Encampments in Boston.

Grand Lodge meets in Boston semi-annually, first Thursdays in February and August.

Grand Encampment meets in Boston, annually, at Odd Fellows' Hall, Wednesday next preceding first Thursday in August.

Office of the R. W. Grand Lodge, No. 228 Washington Street.

Office of the R. W. Grand Encampment, No. 228 Washington Street.

Relief Committees of the Boston Lodges meet at No. 228 Washington Street, on the first Friday of each quarter.

PLACE AND EVENING OF LODGE MEETINGS.

Odd Fellows' Hall — Corner Rowe and Essex Streets :

Massachusetts Lodge, No. 1, Monday.

Montezuma Lodge, No. 33, Tuesday.

Tremont Lodge, No. 15, Wednesday.

Siloam Lodge, No. 2, Thursday.

Massasoit Encampment, No. 1, 1st and 3d Fridays.

Tri-Mount Encampment, No. 2, 2d and 4th Fridays.

Ellison Hall — School Street, corner Chapman Place :

Suffolk Lodge, No. 8, Tuesday

Oriental Lodge, No. 10, Wednesday.

Franklin Lodge, No. 23, Thursday.

Ancient Landmark Lodge, No. 32, Monday.

Covenant Hall — Shawmut Ave., Cor. William Street :

Hermann Lodge, No. 133, Tuesday

Fraternity Hall — 120 Broadway, South Boston :

Bethesda Lodge, No. 30, Monday.

Mt. Washington Encampment, No. 6, 2d and 4th Monday.

Orient Hall — 385 Washington Street :

Boston Lodge, No. 25, Monday.

SONS OF TEMPERANCE DIRECTORY.

The annual sessions of the Grand Division of Massachusetts is held in Boston on the third Wednesday of October. Quarterly Sessions, location at pleasure, on the third Wednesday of January, April, and July.

SUBORDINATE DIVISIONS IN BOSTON.

Crystal Wave, No. 23, Fraternity Hall, South Boston.
 American, No. 76, Tuesday, 46 Washington Street.
 Old Bay State, No. 32, Wednesday, 46 Washington St.
 Massachusetts, No. 71, Thursday, 46 Washington Street.
 Shawmut, No. 1, Thursday, corner Shawmut avenue and
 South Williams.
 Fidelity, No. 20, Monday, 1 Province Street.
 Crystal Fount, No. 16, Saturday, 1 Province Street.
 Island Home, No. 18, Friday, East Boston.
 Bethesda, No. 5, Friday, South Boston.

I. O. ORDER OF TEMPLARS OF TEMPERANCE.

Grand Temple meets semi-annual'y in May and November.

SUBORDINATE TEMPLES.

Tri-Mount, No. 1, meets at 46 Washington Street, on
 Friday evening.
 Boston, No. 2, meets first Monday of each month.
 Bay State, No. 3, meets at 46 Washington Street, on
 Monday evening
 Shawmut, Social Temple, No. 1, meets third Friday of
 each month.

I. O. OF GOOD TEMPLARS.

Orient Lodge, No. 1, meets at 385 Washington Street,
 on Thursday evenings.
 Franklin Lodge, No. 5, corner Dover and Washington
 Streets, on Monday evenings.
 Fraternity Lodge, No. 10, meets at 385 Washington
 Street, on Saturday evenings.
 Mt. Vernon Lodge, No. 12, meets Wednesdays.

ORDER OF UNITED AMERICANS.

The annual meeting of the State Chancery is held in
 Boston on the first Monday in October. Quarterly meet-
 ings in January, April, and July, and special meetings at
 pleasure.

STATE CAMP OF U. S. OF A.

The annual meeting of the General Camp is held on the
 third Thursday in January, and quarterly meetings on the
 third Thursday in April, July, and October, at Independ-
 ence Hall, Boston.



BOSTON ATHENÆUM.

THE above illustration is a view of the front elevation of the new building erected for the Boston Athenæum, on the southerly side of Beacon, between Bowdoin and Somerset streets. It is 114 feet in length; of irregular breadth, covering the entire space between the street and the Granary Burying Ground; and 60 feet in height. In the design of this building several objects were to be regarded:—First, a library; second, suitable places for the exhibition of works of art; and third, a museum for miscellaneous collections; beside the usual offices for such a building. The want of unity of plan, together with the extremely irregular form of the lot, and the slightly disproportionate height of the stories, made the design one of considerable difficulty, which was sought to be obviated in effect by presenting to the eye a succession of horizontal lines from the base upwards toward the cornice. The elevation is in the later Italian style of architecture, and resembles, in the general arrangement, some of the works of Palladio, though some of the details belong to a still later style. The material is of Patterson free stone, known here as “Little Fall gray rock,” the color of which is a light gray, slightly varying in different stones, and the texture considerably harder than the free stones in general use. The building is 10 feet back from the street, and the ground space in front is surrounded by a bronze lacquered iron balustrade, with stone coping.

The basement story is constructed of solid masonry, supporting the first floor upon groined arches of brick; a room is here fitted up for the use of the janitor and his family. Here also are a furnace with flues, conducting the heat to all parts of the building; rooms for fuel, binding and packing books, apparatus for hoisting to the upper story, &c.

The entrance to the building is into the first story, by a doorway 14 feet high by 10 feet broad. It opens on a vestibule, or main entry, 32 by 28 feet, which contains staircases ascending to the upper stories, and lighted from the roof and large windows in front. From this vestibule, which is finished in beautiful style of architecture, doors open to all the rooms in the building.



In the first story is a hall 80 feet in length, used as a Sculpture Gallery, entered through the vestibule directly opposite the front door. It is surrounded by a row of iron columns opposite each window pier, for supporting the floors above. Fitting into these columns above are still others supporting the third floor, thus making continuous supports to the floors of each story, in addition to the walls. On the right of the vestibule are two apartments, used as reading rooms, one in the front for newspapers, the other in the rear for other periodicals. On the left of the vestibule is the Trustees' room. All these apartments are finished in appropriate ornamental style.

The second story is appropriated to the library. The main hall extends the entire length of the rear of the building, and is surrounded by an iron gallery, accessible by iron spiral staircases. It is divided by an archway, one compartment displaying the books in cases lining the walls, the other in alcoves between the pillars. It is highly finished, in Italian style, with decorated ceiling. For advantages of light, air, retirement, and an open southern aspect, this hall can hardly be surpassed. The foregoing is an interior view of this room.

In front of this hall are two rooms; one on the right is the librarian's room, the other on the left for miscellaneous collections, both finished like the library, with iron

galleries and spiral iron staircases. They are capable of containing 30,000 volumes.

The third story is used for pictures, and is divided into four apartments. The side walls are but 13 feet high, so that no picture can be placed too high to be seen distinctly. The light is admitted to each apartment by a skylight, and transmitted through a horizontal ground glass window.

The building is heated by a cast-iron steam furnace, requiring but one fire, and the hot air distributed and the various apartments ventilated by means of flues within the centre walls. The Cochituate water is carried throughout the building, which is furnished with water closets, and other conveniences connected therewith. Gas is also distributed throughout, and so arranged as to be applicable to the exhibition of works of art, as well as to ordinary purposes.

In the year 1848, the corporation purchased the library of General Washington, at a cost of upwards of \$4,000. This sum was contributed by about one hundred gentlemen of Boston, Salem, and Cambridge; seventy of whom subscribed fifty dollars each for this object. In the year 1846, the Athenæum realized the sum of twenty-five thousand dollars, the gift of the late John Bromfield, "three fourths of its annual income to be invested in the purchase of books, and the remainder to be added to the capital." Mr. James Perkins gave for the use of the institution, in 1821, his own costly mansion in Pearl Street, which was occupied for library purposes until June, 1849, and which was sold in February, 1850, for the sum of \$45,000. Mr. Thomas H. Perkins and Mr. James Perkins, Jr., in 1826, gave \$8,000 each for the then library; and \$36,000 was afterwards subscribed by various citizens through the efforts and influence of Messrs. N. Bowditch, F. C. Gray, George Ticknor, and Thomas W. Ward. The total cost has been, for land, \$55,000; and for the building, \$136,000.

PUBLIC LIBRARY.

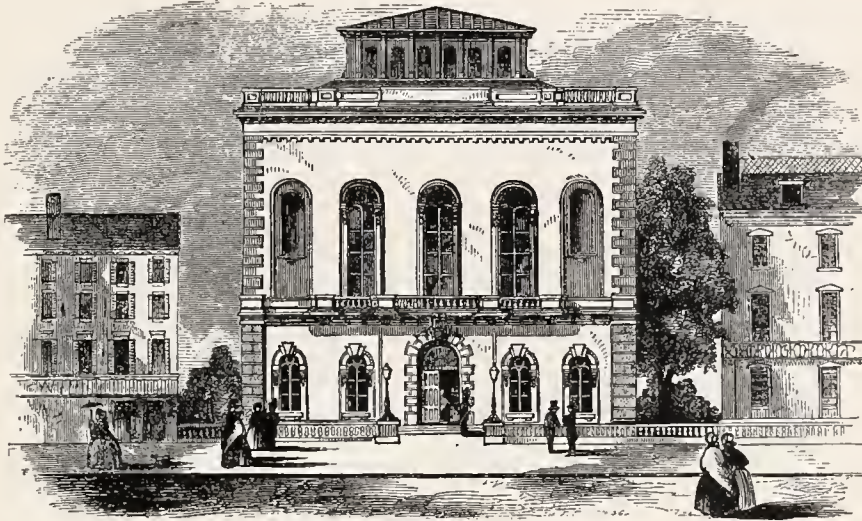
INSTITUTED, 1852.

TRUSTEES.—Hon. Edward Everett, *President*. George Ticknor, John P. Bigelow, Nathaniel B. Shurtleff, William W. Greenough, *from citizens at large*. George Dennie, *from Aldermen*. Philip H. Sears, *from Common Council*.

SUPERINTENDENT.—C. C. Jewett.

LIBRARIAN.—Edward Capen. Samuel M. Bedlington, *Assistant*.

Although donations of books had been made to the city, and for several years Standing Committees of the City Council had been appointed with a reference to a Library



PUBLIC LIBRARY, BOYLSTON STREET.

yet it was not until the year 1852 that a Free Public Library was really established for the use of the inhabitants of Boston.

At an early period after the formation of the Board of Trustees, Joshua Bates, Esq., a distinguished merchant of London, and a native of Massachusetts, evinced a great interest in the institution by presenting to the city the sum of fifty thousand dollars for a fund, the income of which should be expended in the purchase of suitable books. This and the thousand dollars previously given by Hon. John P. Bigelow, and the munificent gift of ten thousand dollars by Hon. Jonathan Phillips, and the bequest by the lamented Hon. Abbott Lawrence, of ten thousand dollars, form the four funds, which produce an annual income of \$4,260 exclusively for the purchase of books of permanent value.

By the munificence of other individuals who have had the interest of the Library at heart, among whom should be mentioned Mrs. Sally I. K. Shepard, J. Ingersoll Bowditch, Esq., and the lately deceased Samuel Appleton, Esq., and James Brown, Esq., a considerable amount has been received, which, together with a large portion of the annual appropriations of the City Council, has been expended for the more immediate purchase of books for supplying the current demand of those who now avail themselves of the privileges of the Library. A large number of books have also been received from liberal-minded citizens.

On the 17th of September, 1855, the corner-stone of the new Library Building was laid with appropriate ceremonies, by his Honor J. V. C. Smith, Mayor of the city, in presence of the Members of the City Government, the Com-

missioners and Trustees, the Grand Master of the Grand Lodge of Massachusetts, and several of the past worthies of the city and benefactors of the Library, and a vast concourse of the citizens generally. Addresses were made on this occasion by Hon. R. C. Winthrop, President of the Board of Commissioners, and his Honor the Mayor. The trowel used on this occasion was returned to the President of the Board, for preservation in the Library, and an instrument likewise used, combining the square, level and plumb, was presented to the Most Worshipful Grand Master of the Grand Lodge of Massachusetts, to be deposited in the archives of the Grand Lodge as a memorial of the event.

The corner-stone, laid at the north-east corner of the foundation, is a massive hammer ashler of Connecticut sandstone, weighing, by computation, about five tons, and measuring in length 5 feet 11 inches, in breadth, 3 feet 6 inches, and in height 3 feet 2 inches. The cavity in the bottom of the stone contains a metal box, in which the following articles were placed, and hermetically sealed by Dr. N. B. Shurtleff, in behalf of the commissioners, viz:—

1—A Crystallotype likeness of the Commissioners, in a group.

2—Crystallotypes of the Trustees of the Library, His Honor the Mayor, the Chairman of the Committee of Arrangements, of the Board of Aldermen, and of the Common Council.

3—A complete set of the Silver and Copper Coins of 1855.

4—Franklin and City Medals.

5—Four Medals of the Humane Society of Massachusetts, presented by Hon. David Sears.

6—City Documents relating to the Library, embracing its history from its first conception to the present time; Municipal Register; By-Laws and Organization of the School Committee; Boston Directory; Boston Almanac; Catalogue of the Library.

7—Order of Exercises, &c., connected with the laying of the stone; copies of the Addresses of the Mayor and Mr. Winthrop.

8—A Silver Plate bearing the following inscription, engraved by E. W. Bouve, viz. :—

The Corner-stone of a Building
for the

Public Library of the City of Boston,

Laid on the 17th day of September, A. D. 1855,

It being the 225th Anniversary of the day on which
Trimountaine was first called Boston.

in

Presence of the City Council,

At the request of the Commissioners on the erection of the Building,
by

His Honor Jerome V. C. Smith, Mayor.

COMMISSIONERS FOR THE BUILDING.—Robert C. Winthrop, *President*; Samuel G. Ward, George Ticknor, Nathaniel B. Shurtleff, Charles Woodbury, Joseph A. Pond, Edward F. Porter.

TRUSTEES OF THE LIBRARY.—Edward Everett, *President*; George Ticknor, John P. Bigelow, Nathaniel B. Shurtleff, Thomas G. Appleton, Joseph Story.

LIBRARIAN.—Edward Capen.

ARCHITECT.—Charles K. Kirby.

A second box, constructed of lead, contained a copy of each of the newspapers of the day, and also the last weekly newspapers published in the city.

The building is 82 feet in front, 128 feet deep, and two stories in height, besides the basement. The lower or basement story is situated below the level of the sidewalk, and is lighted on all sides from an open area. The rooms in this story are used chiefly for storing and packing, and for the other conveniences of the Library, such as rooms for furnaces and fuel, and also apartments for the usual Library work.

The first story of the building contains the large hall of entrance, which opens directly into the room for the distribution of books to readers and borrowers. The room for distribution, which occupies the central part of the story on the first floor, also serves as a conversation room. This room is connected with a large Hall, in the rear of the building, having a gallery and twenty alcoves, calculated

to contain about 40,000 of the books most frequently demanded for use. On the front of the building, and entered only from the room of delivery, are two reading rooms, one on the east for ladies, and one on the west, amply supplied with the periodicals of the day, for general use.

The second or principal story, which is the prominent feature of the building, is one large hall, approached by visitors only by the staircase in the Entrance Hall. This Hall, which by calculation will contain more than 200,000 volumes, is planned with reference to a lucid arrangement of the books. Besides the alcoves on the floor, it has two galleries, each containing an equal number of alcoves. The Hall is so contrived that it has ten alcoves on each of its sides, and the same number in each of its galleries, making 60 alcoves in all. Each alcove contains 10 ranges of shelves, and each range 10 shelves. The object of this decimal arrangements of shelves is to render the Library more manageable than it could otherwise be under any other arrangement, and also to simplify all the details connected therewith. This grand Hall is chiefly lighted from the ceiling, although the windows in the front and rear wall will admit much light.

Beneath the principal story, and immediately over the delivery-room, is an entresol or half-story, designed for workrooms and storerooms.

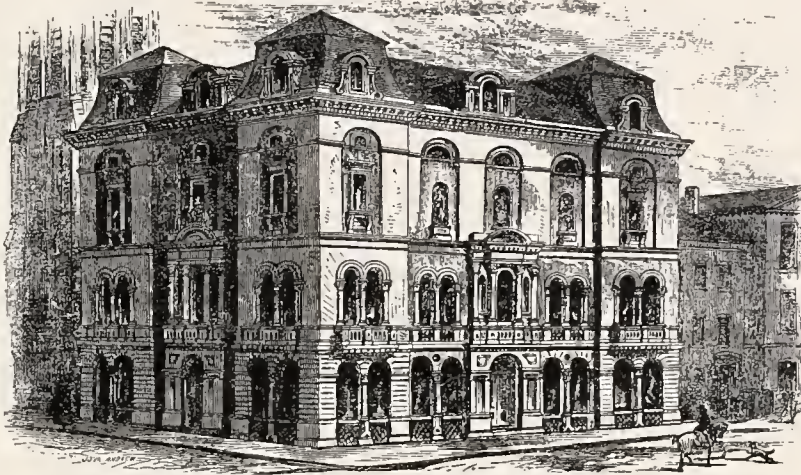
At the corners on the rear of the building are towers for stairs and other conveniences.

The building is constructed of the very best bricks that can be procured, and the ornamental portions are of sandstone. The whole building is strictly fire-proof, and particular attention is paid to the heating and ventilation. All the floors are constructed of bricks and iron, and no wood entered into their construction. The roof is covered with copper, and the gutters are of the same material and stone. Mr. Nathan Drake, the well known builder, had the contract for the walls and floors of the building.

NEW BUILDING OF THE MASSACHUSETTS CHARITABLE MECHANIC ASSOCIATION.

The official ceremonies connected with the laying of the corner-stone of this edifice on the corner of Chauncy and Bedford Streets, took place September 30, 1857, in presence of the officers and many members of the Association, Mayor Rice, and several members of the City Council, and about 1000 spectators.

Pres. Wightman delivered an appropriate and interesting address, after which the corner-stone was duly laid. The stone, which was placed at the southeast corner of the building, is a block of New Jersey sandstone, weighing 2½



NEW BUILDING OF THE MASSACHUSETTS CHARITABLE MECHANIC ASSOCIATION.

tons, and measuring 4 feet 4 inches in length, 3 feet 7 inches in breadth, and 2 feet in height. Within a cavity in the lower face of the stone, was placed a box of copper, tinned inside and outside, which was exhausted of air and hermetically sealed, and contained the following articles:—

1. A silver plate, measuring eight and six-tenths inches, by five and six-tenths, upon which is engraved the following:—

Massachusetts Charitable Mechanic Association.

Instituted in Boston, March 15th, 1795.

Incorporated March 8th, 1806.

The Corner Stone of this Building for the Association,

Laid by the President,

Joseph Milner Wightman,

September 30th, A. D., 1857,

In presence of the City Government,

Alexander H. Rice, Mayor,

and the

Government and Members of the Association.

OFFICERS FOR 1857. Joseph M. Wightman, *President*; L. Miles Standish, *Vice President*; Osmyn Brewster, *Treasurer*; Joseph L. Bates, *Secretary*.

TRUSTEES. Thacher Beal, Holmes Hinkley, Otis Tufts, Isaac H. Hazelton, Benjamin Bradley, Samuel D. Bates, Simon G. Cheever, Theophilus Burr, Moses Hunt, Samuel H. Newman, Thomas Lyford, Jonathan Peirce.

BUILDING COMMITTEE. John H. Thorndike, *Chairman*; L. Miles Standish, Osmyn Brewster, Thacher Beal, Frederick W. Lincoln, Jr., Franklin Darracott, Daniel Davis, Hammatt Billings, *Artist*.

2. Constitution and list of Members of the Association.

3. Annals of the Massachusetts Charitable Mechanic Association, from its institution in 1795 to 1854. By Joseph T. Buckingham, eighth President of the Association.

4. Reports of the First and Eighth Triennial Exhibitions held by the Massachusetts Charitable Mechanic Association, for the promotion of Arts and Manufactures, in 1837 and 1856.

5. Illustrated Magazine of the Eighth Exhibition.

6. Copies of the Gold, Silver and Bronze Medals awarded at the Eighth Exhibition.

7. Copy of the Diploma awarded at the Eighth Exhibition.

8. Silver Coins of 1857—Dollar, Half Dollar, Quarter Dollar, Dime, Half Dime, Three Cent Piece.

9. New Cent, of an alloy of copper and nickel, first issued in 1857, and a copper cent of 1856.

10. Engraved certificate given to the subscribers of the Franklin Statue.

11. Memorial of the Inauguration of the Statue of Benjamin Franklin, in Boston, September 17th, 1856. Prepared for the City Government by Nathaniel B. Shurtleff, M. D.

12. State Register for 1857.

13. Boston Municipal Register for 1857.

14. Boston Almanac for 1857.

15. Address of the President of the Massachusetts Charitable Mechanic Association, on the occasion of the laying of the corner-stone.

16. Boston Newspapers.

The structure will be an object of pride and honor to the Mechanic Association, and one of the ornaments of our

city. It is intended to be in good style, without any affectation of ornament whatever. The lower story is in one great room, for banking or other purposes; the second contains small halls, with library and committee rooms attached. The third story is devoted to the great hall for meetings of the Association, with rooms for the directors, &c.

The building is about 65 by 90 feet, and is of light freestone. The style is Italian — Romanesque — the windows arched, excepting in the angles of the third story. In the centre, on both fronts, is a projection of two stories, combining the doorway and principal windows in one composition, consisting in the first stages of panelled piers, bearing an arch above which is a cornice, and in the second of a window, with niches at each side, decorated with a Corinthian order. The other openings in the lower and second stories are double arched with columns and pilasters, with foliated capitals. In the third story, the centre space on Chauncy Street is occupied with three niches and pedestals intended for statues of Thought, Labor, and Charity, — the centre one, of course, being devoted to the virtue. On Bedford Street, the space is occupied by windows. The Hall is lighted by six windows, each a little more than a semicircle in form.

A rich cornice with modillions and dentils surmounts the building, which is covered at the angles with pavilion roofs of the mansard form, the faces broken with ornamental dormer windows, and in the centre by a receding roof not seen at all in the perspective from the street.

This Association holds a conspicuous position in the history and the progressive career of Boston. The venerable Joseph T. Buckingham, well known in his former long and able editorial career, thus speaks of the Association in the opening portion of its "Annals:" —

"The institution which is now known by the name of the 'Massachusetts Charitable Mechanic Association' was organized in the year 1795. From small and almost insignificant beginnings, it has become, in its maturity, powerful and important, and exercises an imposing and salutary influence on the civil, social and industrial condition of the city of Boston.

"During the troublous and perplexing times which preceded the Revolution, some of the mechanics of Boston performed essential service in resisting the oppressive measures of the British government; and the whole body of them, with a very few exceptions, were active and vigorous in opposition to arbitrary power. Without the advantage which might have been derived from a formal organization, as a party, they seemed to act, as it were, by intuition. Doubtless there were associations of individuals, — drawn together by feelings of common interest and a sense of com-

mon danger, — in which measures of resistance, perhaps of retaliation, were devised and matured. Meetings of 'Liberty Boys,' — choice spirits of the age, — were frequently held, in places not frequented by the public, the proceedings of which were not divulged, and whose decisions were known only by succeeding events. These secret and confidential assemblages of mechanics (called *caucuses**) were upheld and encouraged by the Hancocks, the Adamses, the Otises, the Warrens, and others, whose counsels were considered as oracular. Such was the general and unlimited confidence reposed in a few of the most active and resolute, that the multitude generally adopted, without hesitation, the course of action which they *seemed* to have decreed. From the passing of the Stamp Act to the evacuation of Boston by the British troops, the mechanics were, proverbially, prompt, energetic, and efficient in the execution of all projects designed to secure personal freedom and political independence.

"After the revolutionary war and the acquisition of national independence, the mechanics of Boston acted a conspicuous part in the establishment of a constitutional government. In 1788, the Constitution of the United States was subjected to a long and elaborate discussion, in the Convention of Massachusetts. Its opponents were numerous, and its friends began to fear that it might be rejected. Some of those who opposed its adoption were heard to say that it would not have been adopted but for *outside influence*. The Boston mechanics were important agents in securing its ratification. They held repeated meetings at the Green Dragon tavern, passed resolutions adapted to operate on the convention, and adopted an address to that body, which was carried up and presented by a mass of mechanics and tradesmen, forming an imposing procession, led by Paul Revere and his associates. This manifestation of popular sentiment, operating on some of the leading members opposed to the constitution, it has been said, decided the fate of that instrument for Massachusetts."

The Triennial Exhibitions of American Manufactures and Mechanic Arts, given under the auspices of this Association, are of world-wide celebrity. From the Report of the Eighth Exhibition, in 1856, we make the following extracts: —

"These Exhibitions have now become one of the permanent institutions of our times. They afford an opportunity, not otherwise obtained, for the ingenious mind to become acquainted with the various improvements of the age; the latest discoveries in science, and the most recent application

* There is a current opinion that the word *caucus* originated from the fact that these secret meetings were frequently held in premises occupied by *caulkers* and *gravers*. I think I have seen in an old newspaper, of tory politics, a reference to a *caulker's meeting*.

of them to the useful arts are brought to view; and, by the system of awards, which stimulates to excellence, and by the report of competent and impartial judges, true merit becomes appreciated, while the worthless and impracticable is condemned.

“In addition to the social influence which the contributors themselves exert upon each other, by thus being brought together, they derive a direct pecuniary benefit, as their works are thus brought to the knowledge of the great mass of the people, and an easy market is secured for their introduction and sale.

“This Exhibition was the Eighth that has been held under our direction; and we may congratulate the Association upon its success. It exceeded all those that have been previously held, in the number and character of the contributions, as well as the patronage of the public. The space we occupied was larger than usual. In addition to Quincy and Fanenil Halls, the upper hall, with the adjacent armories, were devoted to the Musical Department, making a grand exhibition in itself; while such was the display in the Machinery Section — always one of the most interesting features of the Exhibition — that we were forced to curtail the space usually allotted to Agricultural Implements and Heating Apparatus. Although there was such a multitude of tastes and wishes to be consulted, yet, we believe that the contributors were generally satisfied and pleased with our arrangements for their benefit.

“The Exhibition was in operation three weeks, having been opened to the public on Wednesday, September 10th, and closed on the evening of October 1st.

“The number of contributors was seventeen hundred. The articles exhibited far exceeded this number, as many were included in one invoice.

“It was estimated that about one hundred and fifty thousand persons visited the Exhibition.

“Our reports are considered with many as standard authority in their several departments. They furnish, in themselves, a good abstract of the relative merit of the inventions and improvements of our day; and will be a lasting memorial and record of our encouragement of American Art, and of our efforts to reward the most meritorious of those who have been engaged in its service.

“It may be stated in this place, as an interesting and significant fact, that we have had, recently, many applications for complete sets of our Reports, from scientific men, who desired them to form a permanent place in their own libraries.

“The awards have been as follows:—

Gold Medals,	25
Silver “	168
Broze “	174
Diplomas,	375

“As a Diploma accompanies each Medal, the whole number of prizes awarded amounts to . . . 742

“A new and original Diploma, designed by Billings, expressly for the Association, will be given to the successful contributors. It will, probably, be one of the most elaborate and highly finished steel engravings that has ever been executed in this country.”

Representations of the Medals awarded by the Association are appended:—



SILVER
AND
BRONZE MEDALS.





GOLD
MEDALS.



MERCANTILE BUILDING, SUMMER STREET.

MERCANTILE LIBRARY ASSOCIATION.

The new Rooms of the Mercantile Library Association are located in the building recently erected by Mr. Emery B. Fay, on the corner of Summer and Hawley Streets, a view of which is presented above. The whole building covers an area of 27,000 feet, or nearly five-eighths of an acre; and the Mercantile Library Association occupy about one-half of the second story — a space three times as large as its old quarters on Bromfield Street. The suit of rooms, which are twelve in number, were planned by Mr. Joseph R. Richards, architect, under the superintendence of a Committee of the Association, and have been finished expressly for the purposes for which they will be used. The entire arrangements reflect much credit upon the Committee, as well as upon the skilful architect. The

different apartments consist of a reading room, periodical room, conversation room, library room, directors' room, librarian's room, five committee, reception, and storage rooms, and a large hall for literary exercises, general meetings, &c.

The main entrance is on Summer Street; and ascending the broad stairway, and turning to the right, we enter the Reading Room, which is devoted exclusively to the display of newspapers. This room has four windows on the front, and is forty-two feet six inches on Summer Street, sixty-one feet four inches in depth, and nineteen feet four inches in height. The newspapers are arranged on stands or desks of about nine feet in length, each of which accommodates five newspapers, and is accessible on three sides, one end being placed against the wall. These desks extend into the room from the walls on three sides, the fourth wall being

left clear for easy access and egress to the other apartments; and they are planned to display conveniently about two hundred newspapers. The desks are of chestnut, varnished, but not painted—a material which has recently come into use for desks, bank counters, &c., and is much admired for its neatness and elegant finish. They are supported on an ornamental iron stand, designed and manufactured by Chase Brothers; they are of a suitable height to stand at and read, and are furnished, also, with high stools for those who are disposed to sit. Each desk is numbered, and a Directory is placed in a conspicuous locality, showing a classified list of the newspapers received, and the number of the desk where each may be found. The ceiling of this room is divided into three panels; and in the central one is an oval skylight of ground and stained glass, in the centre of which is a representation of the seal of the Association.

Over the passage way from the Reading Room to the Periodical Room, which is eleven feet wide and fourteen feet high, is an elegant clock, with two dials, and incased in white marble, which was manufactured by Howard & Davis, and presented to the Association by its efficient and worthy President, Mr. Charles Pierce. Standing opposite this entrance, the beholder has an uninterrupted perspective through various rooms, of two hundred and seventeen feet.

The Periodical Room is thirty-two feet in length, by twenty feet six inches in width. The periodicals are arranged on narrow tables against the walls, and comfortable chairs are provided for the accommodation of readers. Passing through a second arched passage way of similar dimensions as the first, we enter the Conversation Room, which is twenty-seven feet seven inches in length, and twenty feet six inches in width. At the lower end of this room, a portion of its area is separated from the remainder by an iron railing, for the convenience of those who may be applying for books at the Library, which is located in the next room. Beneath a third arched passage way, similar to the two others we have alluded to, is situated the Librarian's desk; and two smaller side doorways are appropriated, one to an entrance for officers into the Library, and the other to a counter, on which is a book containing the charter, and by laws, to which every person who joins the Association is required to subscribe.

The Library Room is seventy-five feet four inches long, by twenty feet six inches wide, and is lighted by three skylights in the ceiling and two side windows. The books are arranged on the walls and on twenty-two alcoves extending from the walls on both sides, leaving a clear passage through the centre of six feet in width. The shelving has been so contrived that any book can be reached by a person of ordinary height, without the aid of stairs, ladders or

other such inconvenient appliances. The room in its present condition will contain twenty-five thousand volumes and its capacity for books can readily be doubled, if occasion should require it, by a second story of shelves, to which access could be had by means of a circular iron stairway and light gallery.

The Library, Conversation and Periodical Rooms are all finished eighteen feet in height.

Passing through the Library, we come to the Directors' room, eleven feet square, and the Librarian's private room, of the same dimensions, in which is a large brick fire-proof vault, for the safe preservation of the records and other valuables belonging to the Association. Over these two rooms is an apartment for storage, twelve by twenty-one feet.

The Hall for literary exercises and general meetings of the members, is fifty-four feet nine inches long, and fifty-two feet three inches broad, exclusive of a receding platform, nineteen feet wide by eleven feet deep. The Hall is capable of accommodating nearly six hundred persons; its ceiling is finished in elaborate panel work, and ample arrangements have been made for ventilation. On both sides of the platform are anterooms, sixteen feet long by ten feet wide, and from each of the anterooms, doors open into the Library, the Hall, and upon the platform. Connected with these are private retiring rooms, with every convenience that adapts the Hall for public concerts, readings, and other like entertainments. The main entrance to the Hall is from Summer Street, by a broad and independent passage-way from the top of the staircase, which renders it unnecessary for persons to pass through the other rooms in order to enter the Hall. There is another entrance to the Hall from Hawley street; it can also be entered from the Library and from the Conversation Room. By the passage-way just alluded to, ladies and others who come to the Library for books, and do not wish to pass through the Reading and Periodical Rooms, can reach the Librarian's desk.

The entire premises are heated by steam conveyed in pipes attached to the walls of each room near the floor; and the pipes are so arranged that the heat of each room can be properly regulated without regard to the other rooms. One of Ashcroft's steam gauges, placed in a convenient position for observation, indicates at all times whether the furnaces are properly attended to by those having charge of them in the lower apartments.

The arrangements for lighting the rooms are very admirable, skylights having been introduced wherever the Committee deemed the side windows to be insufficient. In the evening the Hall is lighted by four large chandeliers, over each of which is a ventilator communicating with a chamber that has an opening through the roof. The gas

fixtures in the Library are so arranged that no part of any alcove will be in shadow; the Conversation and Periodical Rooms are each lighted by a chandelier, and in the Reading Room every desk has its own gas fixture.

The Committee of the Association, under whose direction these rooms have been finished and furnished, are Messrs. Carlos Pierce, William A. Walker, James A. Woolson and Thomas J. Lee.

The Mercantile Library Association of Boston — the senior of all similar institutions in the other commercial cities of the Union — was founded in 1820, for the intellectual improvement of young men engaged in mercantile pursuits. Its principal growth has been during the last seven years; its membership now numbers two thousand, and is rapidly increasing. Among the many institutions founded in this city for intellectual, moral, and social improvement, none are exerting a better influence, or are more firmly established in the confidence and affections of the community, than the Mercantile Library Association. It enrolls among its benefactors the names of the Lawrences, the Appletons, the Perkinses, the Shaws, the Sturgises, and of other Boston merchants, all of which are fragrant with deeds of benevolence.

It has an invested fund of eighteen thousand dollars; and in addition to this, ten thousand dollars have been subscribed by merchants as a building fund, of which three thousand dollars have been paid in.

The spacious and convenient rooms, which we have described, and which the Association is now occupying, must greatly increase, during the coming year, the membership and usefulness of the Institution. Among its facilities for accomplishing the object it has in view may be mentioned the following: —

I. THE READING ROOM. Here are displayed, in the most convenient and attractive method, all the local news papers of Boston and its vicinity, the principal journals published in each of the New England States, and the leading papers in other States and in all the commercial cities of the Union. The *London Times*, the *Journal des Debats*, and other foreign journals, are placed on file immediately on the arrival of every steamer. Nearly two hundred newspapers are regularly received, and the Reading Room is the best in the city.

II. PERIODICALS. An excellent selection of the current American and Foreign periodicals is arranged in a room devoted exclusively to this purpose.

III. THE LIBRARY. Seventeen thousand volumes of standard and popular works are contained in the Library; and every new publication of merit is added immediately on its first issue. The new and complete catalogue of the Library, prepared on the most approved plan by the present

Librarian, Mr. W. F. Poole, has recently been published, in which a work can readily be found, if either its author, subject, or title is known. Mr. Poole, the accomplished Librarian, is the author of "Poole's Index to Periodical Literature," a work of great merit and utility, which has met with universal favor throughout the whole country. It is the unanimous opinion of those who are acquainted with this Library, that, for the purpose for which it is used, there is no better Library of its size in the country.

IV. LECTURES. A course of Lectures is delivered before the Association each winter, by the most talented speakers that money or influence can procure. Tickets admitting a gentleman and lady, are sold only to members. The popularity of these lectures has been so great that, although delivered in the largest hall in the city, it has been found necessary on several occasions within a few years, to establish two courses in order to accommodate all the applicants for tickets.

V. CLASSES. The government make arrangements by which the most accomplished teachers in the city, in the various departments of study, receive members of the Association as pupils on terms greatly reduced from the usual rates. Messrs. Hanaford & Payson, who occupy an elegant and commodious suit of rooms on the same floor, are the exclusive teachers of the Association in Penmanship, Bookkeeping, Navigation, and the higher Mathematics. Among the other branches taught are French, German, Italian, Spanish, and the ancient languages; elocution, horsemanship and gymnastics.

VI. LITERARY EXERCISES. During the winter, and a portion of the autumn and spring months, literary exercises are held on every Tuesday evening, in the hall of the Association, consisting alternately of debate, declamation, and composition, in which all members have the privilege of participating.

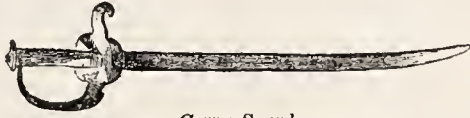
Any person who is more than fourteen years of age, may become a member by subscribing to the by-laws, and paying two dollars, his first year's assessment, in advance.

THE MASSACHUSETTS HISTORICAL SOCIETY.

This institution has rooms in the granite building in Tremont Street, near the Stone Chapel. The house is owned by the Society.

In 1790, the Rev. Jeremy Belknap and four others agreed to form such an Association. On the 24th of the next January, they and five more were fully organized. Their main object was to collect manuscripts and books to illustrate the history of their own Republic. Their beginning was small, but their progress, however gradual, has been successful. At present, the Society have about 7,000 printed volumes

and over 200 volumes of manuscripts. They have had issued from the press, 30 volumes of their Collections. Formerly it was their endeavor, more than now, to gather other relics of the past. Of these, the three following are selected.



Carver's Sword.

This is the memento of a worthy pilgrim. It was owned by John Carver, who was among the most valuable men that left England and emigrated to Holland, for the conscientious enjoyment of their religion. He was a prominent member of John Robinson's Church in Leyden. He took an active part in obtaining the Patent, under which the settlers of New Plymouth came over. When these were intending to land and dwell on Cape Cod, his name headed the subscribers to the constitution, which they adopted for their civil government. They unanimously chose him as their first chief magistrate. As the guide of so small a commonwealth, surrounded by imminent perils, and especially by that of being destroyed by the adjacent natives, whose wrongs from some of the white race filled them with a thirst for revenge upon the whole of them within their reach, he and his associates felt the need of arms to protect themselves and families. Hence the reason why his sturdy blade was not beat into a plough-share, but was worn by him as an instrument of defence. While ready to use it as he thought obligation might require, he was summoned, April, 1621, to enter on eternal realities, and, as we trust, on the reward of a faithful steward.

The desk delineated in this cut was long used by the successive speakers of the Representatives of Massachusetts, in the old State House. It continued to be so employed till the new edifice of this name was prepared for the legislature, whose first session in the latter was January 11, 1798. The desk was then laid aside, as too antiquated for modern



Speaker's desk, and Winslow's chair

taste. But, well for its preservation, members of the Historical Society had an eye of favor towards it, for the fullness of its past usefulness. They obtained it, and ever since it has held an honorable place. Were it endowed with speech, what thrilling tones of eloquence and what interesting facts could it repeat relative to the unwritten and

forgotten proceedings of our colonial and provincial legislation!

The second article is a large oak chair, fitted for the patriarchal table around which it was often placed. When our eyes behold it, we think of the many, once buoyant with the hopes of life, who rested upon it when fatigued, and were cheerfully refreshed from the hospitable board, and took part in the varied topics of social conversation, but who, long since, have gone the way of all the earth. Among these, was its worthy proprietor, Edward Winslow. The tradition is, that, made in London in 1614, it was brought over by him in the *May-Flower* among the effects of the first emigrants to New Plymouth. After having sustained the highest offices of the colony with honor to himself and usefulness to others, he died May 8th, 1655, aged 61, in the service of the crown, as commissioner to superintend an expedition of the English against the Spanish West Indies. The chair and desk are now in a good state of preservation, and are well worthy the attention of the antiquary.



Philip's Samp-pan.

This article of Indian antiquity awakens within us trains of thought which partake more of sadness than gaiety. It carries us to the royal wigwam at Mount Hope, in Rhode Island, introduces us to the family of its owner, busily occupied in satisfying their appetite with the corn and beans which it often presented as the products of their own culture and preparation. Around it, the joys of domestic intercourse, the expressions of affectionate hearts between children and parents, the gratulations of relatives and friends, abounded. But the crisis came, and the whole scene was converted to utter desolation. The proprietor of such a relic was Philip, the Sachem of Pokanoket, the youngest son of Massasoit. He succeeded his brother, Alexander, 1657, renewed friendship with the English, 1662, and began a desolating warfare with them, 1675. His principal object appears to have been to arrest the progress of Christianity among his own people and other tribes, and thus prevent assimilation to the principles and civilization of their European neighbors, and, as he feared, their final extinction. After the exhibition of much physical and intellectual power, he was compelled to flee before the superior discipline of his opponents. He took refuge in secret places around his home. He was discovered, and shot in a swamp, August 12th, 1676. His head was cut off, placed on a pole, and shown publicly at Plymouth, as the punishment of a traitor.

A recent Boston paper has the following:—

“We have before us a handsome volume of 412 pages, embracing a selection from the recent proceedings of the

Massachusetts Historical Society, and forming another of the rich contributions of the society to the Historical literature of the country. The work begins with the annual meeting of 1855, and concludes with the final proceedings of the year 1857-8, thus containing a complete account of the donations of the Appleton and Sears fund; of the Dowse library and fund; of the Belknap collection of books, manuscripts, &c.; of the recovery and publication of the Bradford manuscript; of the purchase of the building occupied by the Society; of the amendment of its charter; and of the adoption of the new code of by-laws.

“Among the papers of permanent interest preserved in this volume, aside from the regular proceedings of the Society, are the memoir of Samuel Appleton by Rev. S. K. Lothrop, memoir of Hon. Abbot Lawrence by Hon. Nathan Appleton, the paper contributed by Hon. Emory Washburn on the extinction of slavery in Massachusetts, Frothingham's memoir of William Parsons Lunt, D.D., Everett's eulogy on Thomas Dowse, and numerous others which have been read before the society. The publication of the record of proceedings in this form is an excellent index to the valuable manuscripts in the possession of the Society.

“The Massachusetts Historical Society, thanks to the liberal bequest of the late Samuel Appleton, is now in a position to greatly increase its usefulness. This fund will hereafter allow the society to publish annually a handsome volume from original manuscripts of permanent interest, as well as a volume of proceedings, another of which is now in press.”

BOSTON SOCIETY OF NATURAL HISTORY.

The rooms of the Boston Society of Natural History are in the brick building adjoining the Boston Theatre, in Mason Street. They are nine in number. One of them is occupied by the librarian, and each of the others by objects

of interest in the different departments of natural history. All who desire have *free* access to the cabinet every Wednesday; and strangers in the city, who cannot conveniently visit it on that day, can obtain admission at any time by application to an officer of the society. The main room, which is entered from the first floor, contains skeletons of different animals from all parts of the world, from that of the huge mastodon to the slender bones of the sprightly squirrel. In an ante-room are cases filled with rare specimens of geology and mineralogy. Around the main room is a light iron balcony, giving access to the glass cases, which are likewise filled with things strange and wonderful from all parts of the known world. Here are skulls and mummies, fishes and serpents, fossil remains and foot marks of those huge animals that walked, or birds that flew, before Adam arose from kindred earth. Ascending to the next story, we enter a room nearly filled with every variety of birds, from the albatross to the minute humming bird, while in the centre are long cases filled with eggs of the different species, and many kinds of nests. One of the anterooms is filled with shells, seemingly in endless variety, while specimens of moss, sponges, corals, and aquatic plants enliven the collection with their singular beauty. Another anteroom is filled with fishes. In yet another room the various members of the serpent family are preserved.

The library belonging to the Massachusetts Society of Natural History contains several thousand volumes and a number of valuable manuscripts. The society hold monthly meetings, and several of their proceedings have been published. The institution now owns the building which was formerly occupied by the Massachusetts Medical College; but the building has been remodelled, to adapt it to its present purposes. The whole estate cost about thirty thousand dollars, which was obtained by subscription from the liberal citizens of Boston.

THE MILITARY.

The First Division of Massachusetts Volunteer Militia comprises all the troops of this city, together with those in the counties of Norfolk, Plymouth, Bristol, Barnstable, Nantucket and Dukes, and is under command of Major General Samuel Andrews, of Roxbury.

DIVISION STAFF.—Lieut. Col. P. Stearns Davis, *Division Inspector*. Majors Henry C. Brooks, W. W. Clapp, Jr., *Aides-de-Camp*. Major Thornton K. Lothrop, *Judge Advo-*

cate. Major John R. Hall, *Engineer*. Major William Baker, Jr., *Quarter-Master*.

The troops organized within the City are the Divisionary Corps of Cadets and the First Brigade.

DIVISIONARY CORPS OF CADETS.

Lieut. Col. Christopher C. Holmes, *Commanding*. Major T. P. Rich, *Lieut*. Major A. Chas. Baldwin, *Ensign*.

THE STAFF. — Capt. John Jeffries, Jr., *Adjutant*. Lieut. M. W. Weld, *Quarter-Master*. Ezra Palmer, *Surgeon*.

This Corps is organized to drill as a Battalion, and has the following Company Officers: Joseph M. Churchill, William A. Bangs, Thomas C. A. Dexter, Charles R. Codman, Samuel M. Quincy, and Russell Sturgis, Jr., each with rank of first Lieutenant.

FIRST BRIGADE.

Brigadier General, Wm. W. Bullock, of Cambridge.

THE STAFF. — Axel Dearborn, *Brigade Major and Inspector*. Capt. John Moran, *Quarter-Master*. Capt. Alvin Adams, Jr., *Engineer*. Capt. Solon Fisher, *Aide-de-Camp*.

This Brigade includes the Company of Light Artillery; the First Battalion of Light Dragoons; the Second Regiment of Infantry; and the Second Battalion of Infantry, composed and officered as follows: —

CORPS OF LIGHT ARTILLERY.

Major Ormand F. Nims, *Commanding*.

THE STAFF. — Dexter H. Follett, *Adjutant*. John P. Ordway, *Surgeon*.

FIRST BATTALION OF LIGHT DRAGOONS.

Major William F. White, *Commanding*.

THE STAFF. — Charles W. Wilder, *Adjutant*. Jonas C. Gipson, *Quarter-Master*. Moses C. Greene, *Surgeon*.

The Companies of this Battalion are —

Company A, Capt. John H. Fellows; Company B, Capt. Thomas J. Pierce.

SECOND REGIMENT OF INFANTRY.

FIELD OFFICERS. — Robert Cowdin, *Colonel*. Isaac S. Burrell, *Lieut. Colonel*. Joseph H. Chadwick, *Major*.

THE STAFF. — George W. Beach, *Adjutant*. Sidney A. Stetson, *Quarter-Master*. J. Henry Sleeper, *Paymaster*.

Samuel A. Green, *Surgeon*. J. Theodore Heard, *Surgeon's Mate*. Thomas B. Thayer, *Chaplain*.

The Companies of this Regiment are —

- A — Boston Phalanx, Capt. Edwin L. Bird.
- B — Union Guards, Capt. Edward Pearl.
- C — Washington Guards, Capt. Walter S. Sampson.
- D — Roxbury Artillery, Capt. Thos. L. D. Perkins.
- F — National Guard, Capt. John W. Hyde.
- G — Boston Fusiliers, Capt. Henry A. Snow.
- I — Pulaski Guards, Capt. Clark B. Baldwin.

THE SECOND BATTALION OF INFANTRY.

—————, *Major*. T. Bigelow Lawrence, *Adjutant*.
 —————, *Quarter-Master*. Charles E. Buckingham, *Surgeon*.

The Companies of this Battalion are —

- A — Captain Ralph W. Newton, of Roxbury.
- B — Captain Harrison Ritchie, of Boston.

The following Military Company, consisting mainly of Officers of other corps of Militia, exists in this city: —

ANCIENT AND HONORABLE ARTILLERY COMPANY.

Officers chosen, June, 1860.

Maj. Gen. John S. Tyler, *Captain*. Lieut. Edwin C. Bailey, *1st Lieut.* George D. Wells, Esq., *2d Lieut.* Major Samuel G. Adams, *Adjutant*. Capt. George H. Peirson, *1st Sergeant*. Loring L. Fuller, Esq., *2d Sergeant*. F. Peabody, Jr., Esq., *3d Sergeant*. Lieut. Horatio N. Crane, *4th Sergeant*. William P. Lee, Esq., *5th Sergeant*. Samuel O. Aborn, Esq., *6th Sergeant*. Sergeant Melzar Dunbar, *7th Sergeant*. Lieut. Samuel N. Ncat, *8th Sergeant*. Captain John G. Roberts, *Treasurer and Paymaster*. George H. Allen, Esq., *Clerk and Assistant Paymaster*. Capt. Charles S. Lambert, *Armorer and Quartermaster*.

FIRE DEPARTMENT.

The city is divided into seven Fire Districts, and is supplied with a Fire Alarm Telegraph. The system and present organization is as follows: —

FIRE ALARM TELEGRAPH.

Office, City Building, 21 Court Square.
 Joseph B. Stearns, *Superintendent*.

LIST OF SIGNAL STATIONS.

DISTRICT No. 1. — East and North of Leverett, Green, Court, and State Streets.

Station.
 No. 1. — Faneuil Hall.
 " 2. — Marshall Street.
 " 3. — Richmond Street, east of Hanover.

- " 4.—Eastern Railroad Wharf
- " 5.—Constitution Wharf.
- " 6.—Charter Street, corner Phipps Place.
- " 7.—Cooper Street Church.
- " 8.—Boston and Maine Freight Depot.
- " 9.—Corner Lowel and Causeway Streets.
- " 10.—Corner Leverett and Vernon Streets.
- " 11.—Sudbury, corner Hawkins Street.
- " 12.—Snowhill, corner Hull Street.

DISTRICT No. 2.—*West of Leverett, Green, Court, Tremont, and Boylston Streets.*

- No. 1.—Church in North Russell Street.
- " 2.—West Cedar, corner Cambridge Street.
- " 3.—Engine House, 4 River Street.
- " 4.—West Centre, corner Pinckney.
- " 5.—Reservoir, Hancock Street.
- " 6.—Corner Bowdoin and Cambridge Streets.
- " 7.—Albion Hotel.
- " 8.—Poplar, corner Spring.
- " 9.—111 Beacon Street.

DISTRICT No. 3.—*Between THE WATER, Beach, Washington, Boylston, Tremont, Court, and State Streets.*

- No. 1.—Old South Church.
- " 2.—Corner Broad and Central Streets.
- " 3.—Corner High and Belmont Streets.
- " 4.—No. 21 Purchase Street.
- " 5.—Corner Lincoln and Summer Streets.
- " 6.—Dr. Cabot's, Winter Street.
- " 7.—Central Office, City Building.
- " 8.—148 Purchase Street.

DISTRICT No. 4.—*Between Dover, THE WATER, Beach, Washington, and Boylston Streets.*

- No. 1.—Old Colony Depot.
- " 2.—Hydrant House, 2 Hudson Street.
- " 3.—Seneca, corner Harrison Avenue.
- " 4.—Indiana Place Church.
- " 5.—Engine House, 12 Warren Street.
- " 6.—Providence Depot.
- " 7.—Boylston Market.
- " 8.—Tremont, opposite Dover Street.

DISTRICT No. 5.—*South of Dover Street.*

- No. 1.—Engine House, Washington, near Dover Street.
- " 2.—Shawmut Avenue, corner Waltham Street.
- " 3.—No. 5 Hydrant, Shawmut Avenue.
- " 4.—Corner Washington and Northampton Streets.
- " 5.—Police Station, East Dedham Street.
- " 6.—Chickering's Factory, Tremont Street.

DISTRICT No. 6.—*South Boston.*

- No. 1.—Corner Broadway and Dorchester Avenue.
- " 2.—No. 2 Engine House, Broadway.
- " 3.—Lyceum Hall.
- " 4.—Near corner Broadway and Dorchester Street.
- " 5.—Engine House No. 14, Fourth Street.
- " 6.—Washington Village.

DISTRICT No. 7.—*East Boston.*

- No. 1.—East Boston Old Ferry.

Chief Engineer, GEORGE W. BIRD. Salary, \$1,200.
Office, City Building. Assistant Engineers' Salary, \$250 each.

At Large.—Charles C. Henry and William A. Green.

Dist. 1.—Nathaniel W. Pratt.

- " 2.—John S. Damrell.
- " 3.—David C. Meloon.
- " 4.—David Chamberlin.
- " 5.—Zenas E. Smith.
- " 6.—George Brown.
- " 7.—Joseph Dunbar.

GEORGE H. ALLEN, *Clerk.* Salary, \$800.

Foremen of Companies have a Salary of \$150; Assistant Foremen, Clerks, Stewards, and Leading Hosemen, \$125; Members, \$100; except the Companies in East Boston, in Northampton Street, and at South Boston Point, Foremen of which have \$100; Assistant Foremen, Clerks, Leading Hosemen, and Stewards, \$75; Members, \$60. Each Engine Company has about forty members; Hook and Ladder twenty-five; Hose twenty.

No.	Name.	Location.
1.	Mazzeppa,	Broadway, South Boston.
2.	Perkins,	Broadway, South Boston.
3.	Eagle,	Washington, near Dover.
4.	Cataract,	Foot Mt. Vernon.
5.	Extinguisher,	East.
8.	Boston,	Commercial.
9.	Mavrick,	Paris, East Boston.
10.	Dunbar,	Meridian, East Boston.
11.	Barnicoat,	Court Square.
12.	Tremont,	Warren.
13.	Webster,	Chelsea, East Boston.
14.	S. R. Spinney,	Fourth, South Boston.

HOOK AND LADDER.

- 1. Warren, Friend.
- 2. Washington, Paris, East Boston.
- 3. Franklin, Harrison Avenue.

HYDRANT.

- | | |
|----------------|---------------------|
| 1. Washington, | Salem. |
| 2. Union, | Hudson. |
| 4. Chester, | Northampton. |
| 5. Suffolk, | Shawmut Avenue. |
| 6. Deluge. | Paris, East Boston. |

On the first of January, 1859, two Steam Fire Engines were added to the force of the Fire Department, in place of Nos. 6 and 7, whose companies were discharged on that day. Steam Fire Engine ECLIPSE, is located in Wall Street, and is managed by seven men and two horses, Moses B. Bell, *Engineer*. Steam Fire Engine, LAWRENCE, is located in Purchase Street, and is managed by seven men and two horses, Thomas Scott, *Engineer*.

Two additional Steam Fire Engines are soon to be added to the Fire Department.

The following descriptions of the Fire systems of London and St. Petersburg will be of interest in this connection.

(From the Boston Journal of May 19, 1859.)

THE LONDON FIRE BRIGADE.

A few days since Capt. George W. Bird, Chief Engineer of the Boston Fire Department, and Mr. George H. Allen, Secretary of the Board of Engineers, received from James Braidwood, Esq., Superintendent of the London Fire Brigade and Institution of Civil Engineers, a lengthy letter, accompanied by several documents relative to the Fire Brigade of that city — its management, efficiency, mode of operation, &c. — from which we gather the following facts, which may prove interesting to the firemen of this country, and at the same time give the public a correct idea of the management of fires in the great city of London, and aid the authorities of our own and other cities in forming a judgment whether or not they are behind the age in affording the means for the prompt extinguishment of fires:—

The population of London is stated at between 2,500,000 and 3,000,000 souls. The London Fire Brigade is composed of 1 superintendent; 4 foremen, each being appointed to a district, consisting of a fourth part of London, which he never leaves except on some pressing emergency, and who, in the absence of the superintendent, has the sole command of all engines or firemen within, or who may come within, his district; 12 engineers, each at 28 shillings (\$7) per week, and free house; 9 sub-engineers, each at 26 shillings (\$6 50) per week; 40 senior firemen, each at 24 shillings 6 pence (\$6 12) per week; 38 junior firemen,

each at 21 shillings (\$5 25) per week; and 14 drivers, making a total of 118 men and 31 horses. All these live at the several stations, and besides their board being furnished, they are clothed by the committee, and are always ready when their services are required; 4 extra firemen, 3 extra drivers, and 6 extra horses (the extra men live at the stations, and are clothed by the committee, but are only paid when required for duty, and at other times pursue their usual avocations); 27 large engines drawn by horses; 9 small engines drawn by horses; 2 floating engines *worked by steam* — one 40 and the other 80 nominal horse power; 28 hand pumps, one being carried in each engine. Thus it will be seen that the whole number of active members of the Fire Brigade is but *one hundred and twenty-five men*.

When an engine is sent to a fire, only four men and one driver are sent with it — the brakes being worked by the bystanders, who are paid one shilling for the first, and sixpence for each successive hour, besides being supplied with refreshments. Upwards of 600 bystanders have been thus employed at one time.

The principal fire engines are entirely in the hands of the insurance companies, and the principal protection London has against fire is entirely voluntary on the part of the insurance companies, there being no law to control or sustain the Brigade, and, with the exception of some fifteen or twenty, the parish engines are comparatively useless at a serious fire.

The greatest possible assistance is given to the firemen by the police (nearly 7000 in number), in keeping back the crowd, &c. Each officer who discovers a fire, without his attention being called to it by any one, receives ten shillings (\$2 50) from the Brigade; so that there are upwards of 4000 men watching for fires throughout each night.

Floating steam engines have been in use on the river Thames for some considerable time past, and the principal difficulty in applying steam fire engines to the streets is the want of water, which is supplied to the inhabitants of London by eight or ten different water companies. The firemen consider themselves pretty well off when only four or five engines are required, but when ten or twelve are at work the supply is short.

The only ladders used are what is termed "the scaling ladder," which can be raised, at the most, to a height of *only about forty feet*, and when a fire occurs at about that height from the ground, it is generally attacked from the roofs of adjoining buildings, or by playing water from the ground.

Many of the implements used by the London Fire Brigade are entirely different from those in use in this country, while some of them are very similar. One of the principal

implements for the protection and saving of human life, is what is termed the "Fire Escape." The simplest and most complete implement consists of a main ladder thirty-two feet in length, fitted on the under side with a canvas trough, in which persons may slide with ease and safety from a window to the ground; to this ladder, and within eleven feet of the top is joined a second ladder, twenty-two feet in length, which is raised by a rope and lever on each side. A detached ladder, sixteen feet in length, is carried under the main ladder, and is found useful for first floor windows. The whole is mounted on a light carriage, and can be moved anywhere by two men.

Another "Fire Escape" in use, consists of seven lengths of scaling ladders, each six feet six inches in length, having wrought iron sockets fitting universally, by which any number of lengths may be immediately jointed to form a ladder the required height — the top ladder being fitted with two rollers to assist in raising it against a wall. A strong leather belt, a canvas bag large enough to contain a grown person, and a long stout line are also provided. This "escape" is also furnished with a strong "canvas jumping sheet," made with hand holes all round, into which, when securely held by from eight to twelve men, individuals may jump from any window with perfect safety.

The men arriving with the first large engine at a fire, each receive not exceeding thirty shillings (\$7.50); those with the second, each not exceeding twenty shillings (\$5), and those with the third, not exceeding ten shillings (\$2.50) each. These rewards average about two shillings and six pence to each fireman in the Brigade, which they receive from the local authorities, independent of the wages before stated. In cases of alarms from burning chimneys, these rewards are payable by the occupants of the premises in which such chimney stands.

The whole number of fires in London during the year 1858 was 1114, in addition to which there were 94 false alarms, and 112 alarms from burning chimneys, making a total of 1320 alarms, and being an average of nearly four alarms each day. Of these, but 32 buildings were totally destroyed, 385 were considerably damaged, and 697 were but slightly damaged. Of the 32 totally destroyed, 14 were from *two to ten miles distant* from the nearest station — 13 were the workshops of carpenters and other dangerous places — 3 fell down more from old age than the effects of fire — and of the remaining two, one was destroyed by an explosion of saltpetre, and the other by imprudence in breaking open the shop front before the arrival of engines.

The entire expenses of the Fire Brigade for the year 1858 amounted to £19,506 15s. 6d., or less than \$98,000.

The expenses of the Boston Fire Department for the last year was \$109,000.

(Correspondence of the Springfield Republican.)

THE FIRE DEPARTMENT OF ST. PETERSBURG.

A remarkable institution of St. Petersburg is the fire department, and one of the most farcical entertainments to be met with is the sight of a company, with its apparatus, going to a fire, and its management when arrived there. In the first place comes a herald on horseback and in uniform, dashing down the street at a full run, to announce the approach of the captain of the company. From an eighth to a quarter of a mile behind follows the captain himself, clad in full military dress, including a long sword and white kid gloves, and seated in a harouche drawn by three horses abreast, going at the top of their speed. Next comes a short platform wagon, also drawn by three horses, on the top of which stand half a dozen men and an engine, made precisely like a common garden pump, but having two and a half times the power of that worthy little machine. Behind these will usually be seen another wagon, carrying, in addition to fifty feet in length of two inch hose, as many soldiers in great coats and hemlets as can well pile on to it, and then four or five other double teams, carrying each one man, besides the driver, and a small-sized barrel lying flatwise and having a square hole in its top, for convenience of filling it by means of buckets.

A standing reward of about fifteen dollars to the company which first reaches a fire, causes the drivers to whip the horses into a furious canter, and as the train dashes along the street, exciting the pride, admiration and awe of the untraveled natives, the whole sight is so ludicrous that a spectator, who happens to have seen the fire brigades of other cities, can with difficulty repress such noisy laughter as puts him in danger of going to the lock-up for boisterous behavior.

Once arrived at the fire, with melting horses and empty water casks, all interest in the burning appears to cease. The captain, in his carriage, takes up a position which affords the best view of the flames, while the men go deliberately about unbending the fifty feet of hose with its three-eighths of an inch nozzle, and, after everything has been arranged with military precision, the water casks are ordered off to the river to be filled. When one of these returns, it is connected with the pump, the brakes of which are set in motion at the rate of twenty strokes per minute (by actual timing of the watch), while the man holding the nozzle of the discharge looks out for some elevated position, from which he can throw water into the chamber windows, and if he fails to secure a convenient berth upon a pile of dry goods boxes or a cart's tail, the probability is that you will see him in the course of ten minutes in the second story of

a neighboring house, with his hose passing upon the outside, and playing from the windows of one into the other. This plan works to the satisfaction of all concerned while the barrel of water holds out, but after awhile the "machine" begins to "suck air," and then comes a loud hurrah and cessation of operations till another cask can be backed up and attached to the suction of the Torrent, the Niagara, or the Cataract, or engine of whatever aspiring name happened to be imposed at its christening.

Of course, such apparatus and management as I have described can produce no effect upon the flames until after a building is burned out, and the fire becomes concentrated on the ground floor, when, if the house be narrow, the engines will play across horizontally, and most likely effect a small saving of charcoal. The walls of brick houses, being on an average three feet thick, never fall down. I had noticed that while a portion of the men were toying with the pumps and water casks, another set went wildly to work, smashing all the windows and chopping holes in the roofs, while yet others rushed on in advance of the flames, pitching sofas, tables and pier glasses out of the second and third story windows on the pavements, the fall, of course, dashing everything in pieces. Such conduct in countries of older civilization is usually esteemed the work of men laboring under the effects of temporary insanity, but after seeing it practised by regularly drilled firemen, whose

interest in saving property or even their own lives would never lead to any spontaneous action of that kind, I came to the conclusion there must be some philosophy at the bottom of it; an idea in which I was confirmed by careful inquiry of an intelligent Russian. According to his account, the furniture of a burning house is thrown out solely with a view to prevent its feeding the flames, and full vent is given to the flames, by creating a draft through the windows and roof, in order that they may consume the timber work as soon as possible, and thus prevent the greater damage that would result to the walls from a confined and slower combustion.

But the Russians do not rely altogether upon the fire department. It is customary to invoke supernatural aid. As soon as convenient after a fire has broken out, all the priests in the neighborhood assemble and march in solemn procession around the flames, bearing pictures of the saints and other insignia of office, and uttering prayers in the Slavonic tongue. Great interest is felt, by residents of the vicinity, in the route which they take, because it is believed that the flames will not spread beyond it; but I am not aware that the priests themselves are at all particular on the subject, except to avoid intense heat, and follow on such streets and open spaces as are broad enough to make it tolerably certain the flames will not reach beyond them.

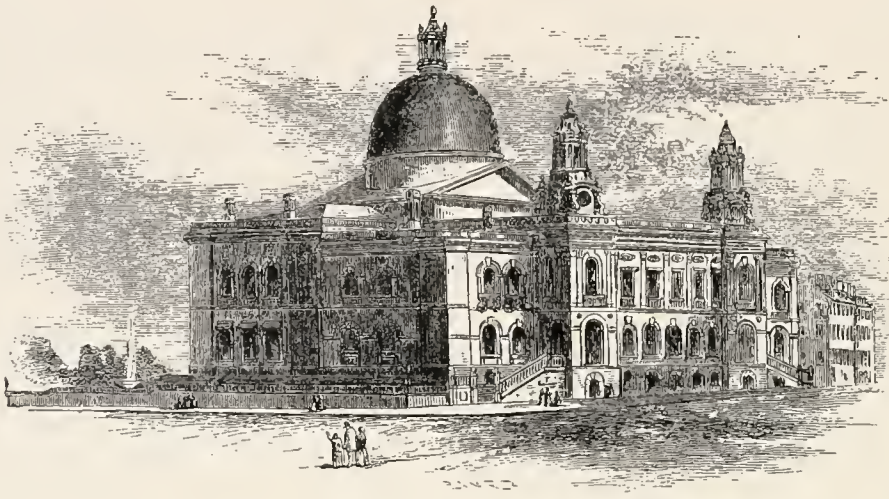
PUBLIC BUILDINGS, HOSPITALS, ASYLUMS, PENAL INSTITUTIONS, ETC.

THE STATE HOUSE.

This elegant and spacious edifice, situated in Boston, on elevated ground adjoining the Common, and near the centre of this ancient and flourishing city, was erected in 1795. The corner-stone was laid on the fourth of July, by the venerable and patriotic Samuel Adams, then Chief Magistrate of Massachusetts (assisted by Paul Revere, Master of the Grand Lodge of Masons). He succeeded Governor Hancock, who died in October, 1793. Governor Adams made a short address on the occasion of laying the corner-stone, and said, "he trusted that within its walls liberty and the rights of man would be forever advocated and supported." The lot was purchased by the town of Boston of the heirs of Governor Hancock, for which the sum of £4,000 was paid. The building was not finished and occupied by the Legislature till January, 1798; when the members of

the General Court walked in procession from the Old State House at the head of State Street, and the new edifice for the government was dedicated by solemn prayer to Almighty God.

The corner-stone of the present Capitol was brought to the spot by fifteen white horses, at that time the number of States in the Union. The building is seen at a great distance in all directions, and is the principal object visible when the city is first seen by those who visit it. The form is oblong, being one hundred and seventy-three feet in front, and sixty-one feet deep, or at the end. The height of the building, including the dome, is one hundred and ten feet; and the foundation is about that height above the level of the water of the bay. It consists externally of a basement story twenty feet high, and a principal story thirty feet high. This, in the centre of the front, is covered with an *attic* sixty feet wide, and twenty feet high, which is



THE STATE HOUSE (North View.)

covered with a pediment. Immediately above arises the dome, fifty feet in diameter, and thirty in height; the whole terminating with an elegant circular lantern, which supports a pine cone. The basement story is finished in a plain style on the wings, with square windows. The centre is ninety-four feet in length, and formed of arches which project fourteen feet, and make a covered walk below, and support a colonnade of Corinthian columns of the same extent above.

The largest room is in the centre, and in the second story; it is the Representatives' Chamber; and will accommodate five hundred members; and sometimes they have been more numerous. The Senate Chamber is also in the second story and at the east end of the building, being sixty feet by fifty. At the west is a large room for the meetings of the Governor and the Executive Council, with a convenient ante-chamber.

The building cost \$133,333.33, a sum indicating the pound, shilling and pence currency of that period. The cost of the alterations and repairs since then has probably exceeded that sum. Several attempts have been made to enlarge and remove the Capitol, without success; but on the 20th of May, 1852, a resolve was approved, providing for the appointment of a committee to procure plans and estimates for a fire-proof building to be erected in rear of the State House. That committee consisted of one member of the Senate, Edward L. Keyes, and two members of the House of Representatives, S. S. Perkins and P. W. Taft; who, at the next session of the Legislature, submitted a report, accompanied by three plans, designed chiefly by them, and drawn by Messrs. Towle & Foster, architects. The

plans were consistent with each other, the most extensive comprehending the lesser. The Legislature adopted the most extensive one of the three, and appropriated the sum of sixty-five thousand dollars to carry it into execution. Charles H. Warren, A. W. Thaxter, Jr., and Samuel K. Hutchinson were appointed Commissioners to superintend the work of enlargement, and G. J. F. Bryant, architect. The Commissioners saw fit to change somewhat the plan of the exterior, as adopted by the Legislature, and to adopt a more costly style of building than was contemplated, and at the session of 1854, a further appropriation of one hundred thousand dollars was passed, making the sum of one hundred and sixty-five thousand dollars, which is more by thirty thousand, than the first cost of the original building. The design of the enlargement was to obtain additional fire-proof room for the safety and security of the archives of the State; a library room sufficiently large and commodious to satisfy the wants of the present and future; additional accommodations for the several departments of the Government, including the agricultural bureau recently established. The plan adopted comprised ante, or Committee, rooms for the use of the Senate and Council, and Committee rooms for the general use of the Legislature. The dimensions of the Library are as follows: length 88 feet, width 37 feet, height 36½ feet. It is fitted with galleries and alcoves, which will afford abundant space for the accumulations of many future years. The basement and fire-proof rooms beneath the library are of the same dimensions as the latter, with the exception of the height, and they will be sufficient to accommodate the agricultural department, and to afford room and security for the public archives. All the designs

of the plan, so far as providing accommodations are concerned, are fully carried out in the structure, which is completely fire-proof, and built in the most substantial and massive style. The wall of the basement story is of "rusticated dressed granite," and the others of brick. A large amount of iron is used in the structure, which gives it an air of grandeur and solidity. The form of the building, with the enlargement, and the style of the architecture, may be seen in the engraved representation.

The lot on which the State-House was built was conveyed to the Commonwealth by the town of Boston, on the 2d day of May, 1795. The Commissioners on the part of Boston to make this conveyance were William Tudor, Chas. Jarvis, John Coffin Jones, William Eustis, William Little, Thomas Dawes, Joseph Russell, Harrison Gray Otis, and Perez Morton. The ground is termed in the deed, *the Governor's Pasture*, or *Governor Hancock's Pasture*; and the dimensions were stated as follows:—Running eastwardly on Beacon Street, 543 feet 3 inches; thence northwardly, up a passage way to the summit, 249 feet; thence westwardly, to the northern corner of the lot, 235 feet 3 inches; thence to the first corner, 371 feet.

The purchase money was "four thousand pounds lawful money." The Commissioners or *agents* for the erection of the new State-House were named in the deed, viz.: Thos. Dawes, Edward Hutchinson Robinson, and Chas. Bulfinch.

Large sums have been expended in repairs on the State-House, both within and without, since it was erected, and in improving the grounds and fences about it; and it is now in a condition of great neatness and elegance.

On the 12th of June, 1827, the Legislature adopted a resolution "that permission be hereby given to the trustees of the Washington Monument Association to erect, at their own expense, a suitable building on the north front of the State-House, for the reception and permanent location of the Statue of Washington, by Chantrey."

The building was erected, and the trustees passed a vote as follows: "The Trustees of said Association do confide and intrust as well the said edifice, erected at their expense, as the noble statue, the work of the first artist in Europe, to the care and patriotism of the government of the State of Massachusetts, for the use and benefit of the people of said State to all future generations."



In pursuance of which, a resolve was passed on the 9th of January, 1828, "That the Legislature of this Commonwealth accepts the Statue of Washington upon the terms and conditions on which it is offered by the Trustees of the Washington Monument Association; and entertains a just sense of the patriotic feeling of those individuals, who have done honor to the State by placing in it a statue of the man whose life was among the greatest of his country's blessings, and whose fame is her proudest inheritance."

This statue was procured by private subscription, and was placed in the State-House in the year 1828.

The costume is a military cloak, which displays the figure to advantage. The effect is imposing and good; but, instead of confining himself to a close delineation of features, the sculptor, like Canova, has allowed some latitude to his genius in expressing his idea of the character of the subject.

Several guns may be noticed standing near the statue. These pieces possess no historic interest, beyond that comprised in the following inscription, placed upon two of them, which were formerly possessed by the Concord Company, and afterwards exchanged by the State:—

"The Legislature of Massachusetts consecrate the names of Major John Buttrick and Capt. Isaac Davis, whose valour and example excited their fellow citizens to a successful resistance of a superior number of British troops at Concord Bridge, the 19th of April, 1775; which was the beginning of a contest in arms that ended in American Independence."

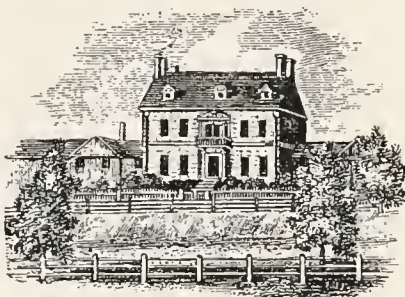
The statue of Webster by Powers occupies a conspicuous position in front of the State House. This statue has also been erected by means of private subscriptions.

The Massachusetts State Cabinet, under the charge of the Secretary of the Board of Agriculture, presents many interesting specimens, and is rapidly increasing. The collection of rocks, minerals, and fossils, was obtained during the Geological Surveys of Massachusetts, between the years 1830 and 1840, by Dr. Edward Hitchcock, State Geologist. Later additions have been made, and the entire collection has been re-arranged and re-labelled by him. Specimens of birds, animals, insects, and shells, have been carefully prepared and arranged, and an Aquarium commenced. Catalogues exhibit the collection in its various details. The Agricultural Library probably contains as perfect a collection as any other similar library in the country.

The view from the top of the State House is very extensive and variegated; perhaps, nothing in the country is superior to it. To the east, appears the bay and harbor of Boston, interspersed with beautiful islands; and in the distance beyond, the wide extended ocean. To the north, the eye is met by Charlestown, with its interesting and memorable heights, and the Navy Yard of the United States; the towns of Chelsea, Malden, and Medford, and other

villages, and the natural forests mingling in the distant horizon. To the west, is a fine view of the Charles River and a bay, the ancient town of Cambridge, rendered venerable for the University, now above two hundred years old; of the flourishing villages of Cambridgeport and East Cambridge, in the latter of which is a large glass manufacturing establishment of the highly cultivated towns of Brighton, Brookline, and Newton; and to the south, is Roxbury, which seems to be only a continuation of Boston, and which is rapidly increasing; Dorchester, a fine, rich, agricultural town, with Milton and Quincy beyond; and still farther south, the Blue Hills, at the distance of eight or nine miles, which seem to bound the prospect. The Common, stretching and spreading in front of the Capitol, with its numerous walks and flourishing trees, where "the rich and the poor meet together," and the humblest have the proud consciousness that they are free, adds greatly to the whole scene.

Near the Capitol, on the west, is the mansion house of the eminent patriot, the late John Hancock, now exhibiting quite an ancient appearance; and on the east, about the same distance, was, until recently, situated the dwelling of the late James Bowdoin, another patriot of the Revolution, a distinguished scholar and philosopher; and who, by his firmness, in the critical period of 1786, contributed most efficiently to the preservation of order and tranquility in the Commonwealth.



THE HANCOCK HOUSE, BEACON STREET.

The annexed engraving exhibits a view of the mansion house of John Hancock, the celebrated Governor of that name, and whose bold and manly signature is so much admired on the charter of our liberties.

It is situated on the elevated ground in Beacon Street, fronting towards the south. The principal building is of

hewn stone, "finished, not altogether in the modern style, nor yet in the ancient Gothic taste." It is raised twelve or thirteen feet above the street; and the ascent is through a garden, bordered with flowers and small trees. Fifty-six feet in breadth, the front terminates in two lofty stories. While occupied by Governor Hancock, the east wing formed a spacious hall; and the west wing was appropriated to domestic purposes, — the whole embracing, with the stables, coach-house, and other offices, an extent of 220 feet. In those days, there was a delightful garden behind the mansion, ascending gradually to the high lands in the rear. This spot was also handsomely embellished with glaucis, and a variety of excellent fruit trees. From the summer-house might be seen West Boston, Charlestown, and the north part of the town; the Colleges, the bridges of the Charles and Mystic rivers, the ferry of Winisimmet, and "fine country of that vicinity, to a great extent." The south and west views took in Roxbury, the highlands of Dorchester and Brookline, the blue hills of Milton and Braintree, together with numerous farm-houses, verdant fields, and laughing valleys. Upon the east, the islands of the harbor, "from Castle William to the Light House, engaged the sight by turns, which at last was lost in the ocean, or only bounded by the horizon."

In front of this edifice is an extensive green, called "the Common," containing forty-eight acres, where, in the Governor's time, "an hundred cows daily fed." It was then handsomely railed in, except on the west, where it was washed by the river Charles and the Back Bay. The mall, bordering on the Common the east, is ornamented with a triple row of trees; and "higher the ladies and gentleman resorted in summer, to inhale those refreshing breezes which were wafted *over the water*." Upon days of election, and public festivity, this ground teemed, as it does now on similar occasions, with multitudes of every description; and here "the different military corps performed," as at the current day, "their stated exercise."

Governor Hancock inherited this estate from his uncle, Thomas Hancock, Esquire, who erected the building in 1737. At that period, the "court part of the town" was at the "north end," and his fellow-citizens marvelled not a little that he should have selected, for a residence, such an unimproved spot as this then was.

In the life-time of that venerable gentleman, the doors of hospitality were opened to the stranger, the poor, and distressed; and annually, on the anniversary of the Ancient and Honorable Artillery Company, he entertained the Governor and Council, and most respectable personages, at his house. The like attentions were shown to the same military body by Governor Hancock, who inherited all the urbanity, generous spirit, and virtues of his uncle.

"In a word, if purity of air, extensive prospects, elegance and convenience united, are allowed to have charms," says one who wrote many years past, "this seat is scarcely exceeded by any in the Union." This statement, however, must be received with some qualification at the present day. The premises are not entirely as they were. It is true, there is the same noble exterior, which the edifice possessed at its erection, nor have any important alterations been made in the interior. The greater part of the flower garden remains in front; nor do we know of a want of pure air, elegance, or convenience in the establishment. But the "stables and coach-house" are not to be found; and the "prospect," though still very beautiful, has been materially abridged by the adjacent buildings.

The garden behind the mansion, glaxis, fruit trees, and summer house have all disappeared. Even "the high lands" beyond have been much reduced, to make room for public avenues and stately dwellings, in that part of the metropolis.

Every Governor of the Commonwealth, from the time of John Hancock to that of the present chief magistrate, has been lodged or entertained, more or less, in that hospitable mansion. Indeed, it has a celebrity in all parts of the country; and most strangers, on visiting the capital of New England, endeavor to catch a glimpse of "the Hancock House."

The Legislature of 1859 adopted measures to purchase the estate of the descendants of Governor Hancock.

OLD STATE HOUSE.

STATE STREET.

The Old State House, so called from the time of building the present State House in 1795, was long the place in which the General Court of the Province of Massachusetts was holden. It was also formerly the place of the meetings of the city authorities, and for public offices. It is now occupied for business purposes.

CITY HALL.

This structure fronts on School Street, and also forms a section of Court Square. It is devoted to the principal municipal offices, and meetings of the City Council. The Board of Aldermen meet every Monday afternoon, and the Common Council on Thursday evenings. The Mayor is usually in daily attendance during the forenoon.

The Franklin Statue occupies a prominent position in front of the City Hall, and the grounds are tastefully decorated.



FANEUIL HALL AND FANEUIL HALL MARKET.

FANEUIL HALL.

The History of Faneuil Hall, which has been very properly styled the "Cradle of American Liberty," is intimately connected with that of our country. The original building, commenced in 1740, was the noble gift of Peter Faneuil, Esq., to the town of Boston, for a town hall and market place. The inside woodwork and roof of this building were destroyed by fire on the 13th of January, 1761. It was again repaired in 1763, with some slight alteration in the work, but the size of the building remained the same, two stories high and 100 feet by 40. The enlargement, by which it was extended in width to 80 feet, and a third story added, was proposed by the selectmen, in May, 1805, and

completed in the course of the year. The building has a cupola, from which there is a fine view of the harbor. The great hall is 76 feet square, and 28 feet high, with galleries of three sides upon Doric columns; the ceiling is supported by two ranges of Ionic columns; the walls enriched with pilasters and the windows with architraves, &c. Platforms under and in the galleries rise amphitheatrically to accommodate spectators, and, from trials already made on various occasions of public interest, it appears favorable for sight and sound.

The west end is decorated by an original full length painting of Washington, by Stuart, presented by Samuel Parkman, Esq., and another painting of the same size, by Col. Henry Sargent, representing Peter Faneuil, Esq., in

full length, copied from an original of smaller size. Haly's picture of Webster in reply to Hayne has also been added.

Above the great hall is another, 78 feet long and 30 wide, devoted to the exercise of the different military corps of the city, with a number of apartments on each side for depositing the arms and military equipments, where those of the several Independent Companies are arranged and kept in perfect order.

In the annals of the American Continent, there is no one place more distinguished for powerful eloquence than Faneuil Hall. That flame which roused a depressed people from want and degradation, arose from the altar of Liberty in Faneuil Hall. The language which made a monarch tremble upon his throne for the safety of his colonies, and which inspired New England with confidence in a cause, both arduous and bold, unprepared and unassisted, against a royal bulwark of hereditary authority, had its origin in Faneuil Hall. Those maxims of political truth which have extended an influence over the habitable globe, and have given rise to new republics where despotism once held a court, glutted with the blood that would be free, were first promulgated in Faneuil Hall. Tyranny, with all its concomitant evils, was first exposed, and the great machine of human wisdom, which was to emancipate man from the rapacious jaws of the British lion, was put in active operation in Faneuil Hall. The story of our country's future greatness, her power, her learning, her magnitude, her final independence, was told prophetically in the same immortal form.

FANEUIL HALL MARKET.

Faneuil Hall Market occupies the lower story of Faneuil Hall, and of the building situated at the east end of Faneuil Hall, between two streets called North and South Market Streets. North Market Street is 65 feet wide, the South 102 feet, each street having a range of stores four stories high with granite fronts; the range of stores on the north side is 520 feet, and 55 feet deep; on the south 530 feet, and 65 feet deep (an arched avenue in the centre of each range, five feet wide, communicating with the adjoining streets); the facade of which is composed of piers, lintel, and arched windows on the second story. The roofs are slated, and the cellars water-proof. The height and form of the stores were regulated by the conditions of sale. The purchaser was required to erect, within a limited time, a brick store with hammered stone front (granite piers), in strict conformity with a plan drawn by Mr. Alexander Parris.

The first operation for locating and building this spacious and superb market house commenced on the 20th of Au-

gust, 1824, by staking out the ground for the same, and for the North Market Street; the old buildings standing on the premises having been previously purchased by the city, but not removed.

Shortly after the razing of these buildings, the filling up of the docks, and other work, necessary for clearing the wide area, and preparing for laying the corner-stone of the structure, were simultaneously entered upon, and carried through, to the raising of the splendid dome, without the intervention of a single accident, or occurrence affecting human life.

The corner-stone of this building was laid with much ceremony. The plate deposited beneath it bears the names of the Mayor, Aldermen, and Common Council, Building Committee, and principal Architect, besides the following inscription:—"Faneuil Hall Market, established by the City of Boston. This stone was laid April 17, Anno Domini M^oCC^oXXXV. In the forty-ninth year of American Independence, and in the third of the incorporation of the city. John Quincy Adams, President of the United States. Marcus Morton, Lt. Governor and Commander-in-Chief of the Commonwealth of Massachusetts. The population of the city estimated at 50,000; that of the United States 11,000,000."

In length, it is 586 feet 9 inches; in width, 50 feet, wholly built of granite, having a centre building 74½ by 55 feet, projecting 2½ feet in the north and south fronts. From the centre buildings are wings on each side, 173 by 500 feet, the wing continues from a projection of 6 inches, 46 feet 3 inches, and 51 feet in width, on each facade of which are 5 antaes, projecting 6 inches, finishing with a portico at each end of the building, projecting 11 feet 7½ inches. The porticos consist of 4 columns, 3½ feet diameter at base, and 2 feet 10 inches at neck, each shaft in one piece, 20 feet 9 inches long, with a capital of the Grecian Doric. The columns support a pediment, the tympanum of which has a circular window for ventilation. The wings are two stories, the lower one 14 feet, the upper 14½ feet, the lower windows have circular heads. The building is finished with a Grecian cornice 16 inches in depth, and 21 inches projection, worked in granite. The roof is slated, and gutters copper. The height of the wings from the sidewalk to the top of the cornice is 31 feet.

The facade of the centre building, up to the under side of the second story windows, is composed of five recesses of piers and arches of grooved ashler, on the top of which are again formed recesses by antaes, supporting a frieze and cornice, similar to the wing building; in each recess is a circular headed window, the centre a Venetian; on the top of the cornice is a blocking course, and an octagon attic, 6 feet high, with two elliptical sawtells, surmounted by a dome covered with copper, and crowned by a lantern

light. At each angle on top of the centre building is a pedestal, in which are placed the necessary flues.

The whole edifice is supported by a base of Quincy blue granite, 2 feet 10 inches high, with arched windows and doors communicating with the cellars.

The building is approached by 6 steps of easy ascent; each wing has 6 doors. The centre building in the north and south front, a pair of folding doors, enter a passage way of smaller dimensions to correspond.

The principal entrances are from the east and west porticos, which communicate with the corridor, 512 feet long, 12 feet wide, with entablatures, finished with a cove ceiling. The interior is divided into 128 stalls, and occupied as follows, viz.: 14 for mutton, lamb, veal, and poultry; 2 for poultry and venison; 19 for pork, lamb, butter, and poultry; 45 for beef; 4 for butter and cheese; 19 for vegetables; and 20 for fish.

On the south front are four doorways opening to staircases, leading to the second story, in the centre of which is a hall, 70 by 50 feet, having a dome, springing from four segmental arches, ornamented with panels and rosettes, in

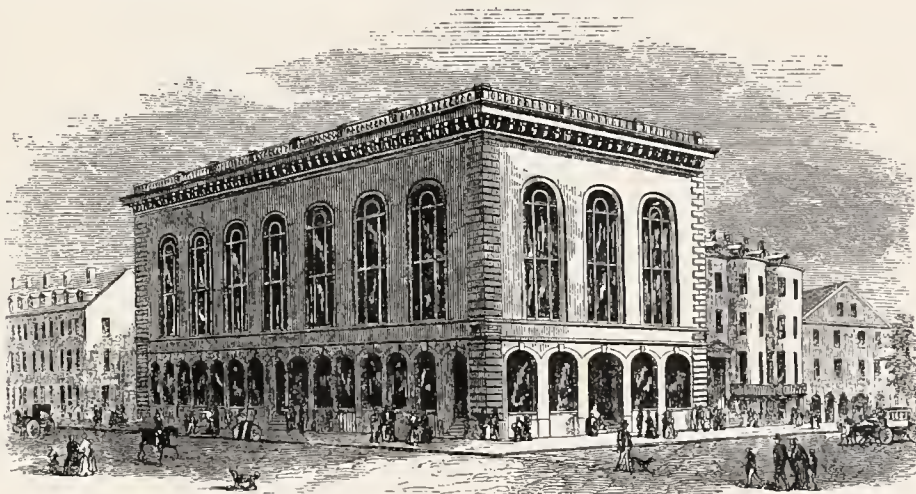
the crown of which is an elliptical opening, 14 by 12 feet.

The Triennial Exhibitions by the Massachusetts Charitable Mechanic Association are given in the halls of these structures, connected by a bridge, as seen in the engraving.

These exhibitions are of about three weeks duration, and are occurrences of extensive and popular interest.

LIST OF MARKETS IN BOSTON.

- Blackstone, Blackstone, near North.
- Boylston, Washington, corner Boylston.
- Faneuil Hall, North and South Market Streets and Faneuil Hall building.
- Franklin, 90 & 92 Blackstone.
- Gerrish, Portland, corner Sudbury.
- St. Charles, Beach, corner Lincoln.
- The South Market, Beach, between Lincoln and South.
- Washington, South Boston.
- Williams, Washington, corner Dover.



VIEW OF WILLIAMS MARKET, CORNER OF WASHINGTON AND DOVER STREETS.

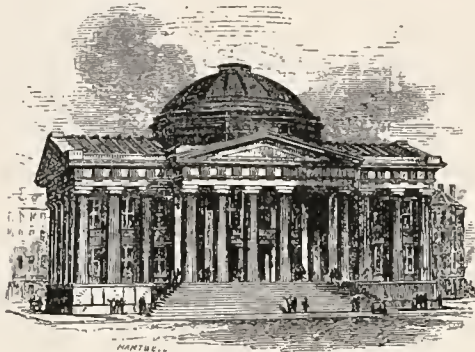
THE NEW CUSTOM HOUSE.

This building is situated near the foot of State Street, between Long and Central Wharves, and is in the form of a Greek Cross, the opposite sides and ends being alike. It is 140 feet long north and south, 75 feet wide at the ends, and 95 feet through the centre (the porticos 67 feet long projecting 10 feet on each side), and is from the side walk to the top of the entrance story floor 10 feet 4 inches; to the top of principal story floor, 26 feet 4 inches; to the eaves,

52 feet; to the ridge, 62 feet 6 inches; and 95 feet to the top of the skylight of the dome,

It is built on about 3,000 piles, fully secured against decay; the construction throughout is fire proof, and of the very best kind.

The exterior of the building is purely Grecian Doric, not a copy, but adapted to the exigencies and peculiarities of the structure, and consists of a portico of six columns on each side, on a high flight of steps, and an order of engaged columns around the walls, twenty in number, on a high



THE NEW CUSTOM HOUSE

stylobate, or basement; the order of engaged columns terminating with four antæ at their intersection with the porticos. The columns are 5 feet 4 inches in diameter, and 32 feet high, the shaft being in one piece, each weighing about forty-two tons.

The roof of the building is covered with wrought granite tile, and the intersection of the cross is surmounted by a dome terminating in a skylight 25 feet in diameter. The dome is also covered with granite tile.

The cellar, which is 10 feet 6 inches high to the crown of the arches, is principally used for the storage of goods, which are conveyed to it through the basement story. The steam apparatus for warming the whole building (which it does effectually) is situated in the cellar, having easy access to the coal vaults under the sidewalk outside of the building.

The principal entrances to the basement story are at each end. They are for the receipt of goods for storage. Near the northwest corner, on the west side, is an entrance to the Night Inspectors' apartments, also to the private staircase leading to the Collector's room and the attic. South of the west portico is the entrance to the heating apparatus room, and on the south end is the entrance to the Custom House Truckmen's room. This story contains rooms for the Night Inspectors, Custom House Truckmen, and Engineer of the Heating Apparatus, also three sets of Water Closets; the remainder is used for the storage of goods, weighers' tubs, &c.

The principal ingress to the entrance story is through the porticos, but it can be entered from the Collector's private staircase, and from two other private staircases from the basement. This story contains apartments and offices for the Assistant Treasurer, the Weighers and Gaugers, the Measurers, Inspectors, Markers, Superintendent of Building, &c. In the centre is a large vestibule, from which two broad flights of steps lead to the principal story, landing in two smaller vestibules therein, lighted by skylights in

the roof, and these vestibules communicate with all the apartments in this story. The several rooms are for the Collector, Assistant Collector, Naval Officer, Surveyor, Public Store Keeper, their Deputies and Clerks; and, for the facilities of doing business, this arrangement is not surpassed. The grand cross-shaped Rotunda, for the general business of the Collector's department, in the centre of this story, is finished in the Grecian Corinthian order; it is 63 feet in its greatest length, 59 feet wide, and 62 feet high to the skylight.

The domical ceiling is supported on 12 columns of marble, 3 feet in diameter and 29 feet high, with highly wrought capitals; the ceiling is ornamented in a neat and chaste manner, and the skylight is filled with stained glass.

The building was commenced in 1837, and entirely completed in 1849; it has cost about \$1,076,000, including the site, foundations, &c. It was designed by A. B. Young, A. M., architect, and erected under his immediate supervision throughout. The execution of the whole was under the general direction of a Board of Commissioners, appointed by the Secretary of the Treasury of the United States. This Board consisted of Samuel S. Lewis, Esq., as chairman, Robert G. Shaw, Esq., disbursing agent and commissioner, and the Collector of the ports of Boston and Charlestown for the time being. Jonathan P. Robinson was Clerk to the Board of Commissioners. In one of the panels of the Rotunda is inserted a tablet of marble, containing the following inscription:—

“Boston Custom House Building. Authorized by the twenty-third Congress, A. D. 1835. Andrew Jackson, President U. S. A.; Levi Woodbury, Secretary of the Treasury.—Opened August 1st, A. D. 1847. James K. Polk, President U. S. A.; Robert J. Walker, Secretary of the Treasury; Marcus Morton, Collector of the Port; Sam'l S. Lewis, Robert G. Shaw, Commissioners; Ammi Burnham Young, Architect.”

MERCHANTS' EXCHANGE AND POST-OFFICE.

Passing up State Street, we soon reach the Exchange. It is a splendid building, fronting on State Street. The corner-stone was laid August 2, 1841; the building completed 1842, and cost, exclusive of land, \$175,000. The width on State Street is seventy-six feet, the height seventy feet, the depth two hundred and fifty feet, and it covers thirteen thousand feet of land.

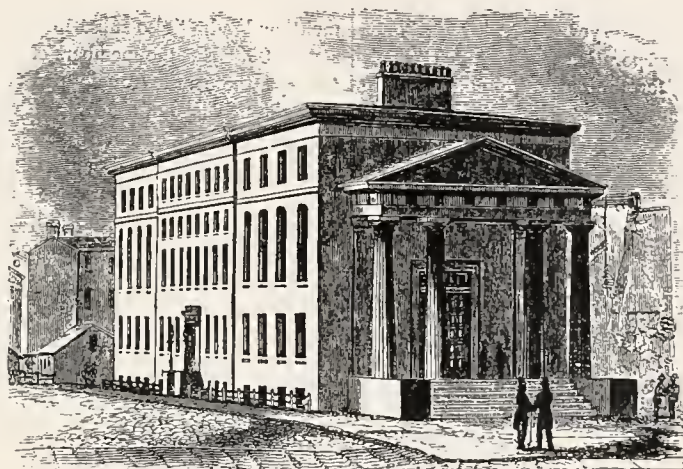
The front is of Quincy granite, and has six columns, each forty-five feet high in height, and weighing fifty-five tons. The staircases are of iron and stone, and the entire building is fire-proof. The front is occupied by banks, insurance and

other offices, and the rear is a hotel, while at the top is a Telegraph Station. There are three entrances, one on State, one on Congress, and one on Lindall Street.

The Merchants' Exchange is up stairs, and is a magnificent hall, eighty feet by fifty-eight feet, having its ceiling supported by eighteen imitation Sienna marble columns, with Corinthian capitals. There is a grand dome overhead, filled with stained glass. Here newspapers from all parts of the world are received, read, and filed. A Superintendent, Registrar, News Collector, Boatmen, Messengers, &c., are attached to the room, and are in attendance from seven o'clock in the morning until ten at night. Vessels arriving are immediately registered, as well as shipping news telegraphed from distant ports. Clearances, invoices per railroad, ships, &c., are all entered, with the name of the con-

signee, on books kept for the purpose. Sales of stocks, cotton, &c., are also registered. Merchants, singly, are admitted to all the privileges of the room for eight dollars a year; firms of two persons, ten dollars, &c. These are called subscribers, and have the privilege of introducing strangers, whose names having been registered in a book kept for that purpose, are allowed to visit the room and read the papers during their stay in the city. The Board of Brokers have their rooms in the Exchange; and other portions of it are used for banking offices, brokers' offices, railroad offices, &c. The architectural beauty of the building, and the chaste but elaborate workmanship of its rotunda, are alone worth a visit.

The centre of the basement story is occupied by the Post Office.



COURT HOUSE, COURT SQUARE.

COURT HOUSE, COURT SQUARE.

The corner-stone of this building, for the accommodation of the Courts of Law of Boston, was laid on the 28th of September, 1833; Theodore Lyman being then Mayor of the city. The original cost of the undertaking was about \$179,000, but a further sum of \$17,000 was appropriated in 1839 for the purchase of land for the formation of a street and passages around the building, making the total cost of the ground and edifice about \$200,000. A portion of the land, however, on which the structure stands was formerly the site of the old Jail and belonged to the County, and its value is not included in the above estimate.

The building is situated in the centre of Court Square, between Court and School Streets, and is surrounded by a flagged pavement, which extends southerly along the

spacious area between it and the City Hall. The form of the edifice is that of a parallelogram, extending in length 176 feet by 54 feet in breadth. The altitude is 57 feet to the cornice, consisting of a basement and three stories: the first story above the basement being 12 feet, the second 20, and the third 18 feet in height. The material composing the building is of cut or hewn granite from the Quincy quarry, and at each front or extremity is a handsome portico of the Doric model, supported by four columns of fluted granite each twenty-seven feet in height and four and a half feet in diameter. These pillars are in the solid mass, and weigh about 25 tons each. The northern end or front of the building is parallel with Court Street, but retired on a platform off the thoroughfare a few yards, while the southern front faces the rear of the City Hall or old Court House, and is approached from School Street through the

latter building and by avenues on either side of it. The main body of the new Court House is simple and unadorned, but the massive symmetry and superior design of the front entrance, tend somewhat to relieve the general plainness of its architecture.

The interior is plain and substantial, without presenting much novelty of plan in its construction. An entrance hall, communicating with the southern portico and opening upon side doors, traverses nearly the full length of the building: and staircases ascending to the right and left of the two porticos lead directly to the galleries of the principal Court rooms; while the centre and side flights conduct to the various apartments in the several stories.

The Social Law Library room, on the second floor, is a comfortable and well-lighted apartment, and contains a good selection of Juridical Text-books, including writers in general law, and the English and American Reports. The society was first organized in the year 1804. At a later date, 1814, an act of incorporation was obtained, which granted to the proprietors, for the purpose of enlarging the collection, all sums of money which should be paid by way of tax or excise by persons admitted to practice as Attorneys of the Boston Court of Common Pleas.

For many years the Library, being but small, was kept in an office of a Member of the Bar, who acted as Librarian, and subsequently it occupied a closet adjoining a large room in the old Court House then used for meetings of the Grand Jury. At a later period the whole room was devoted to the Library, to which, when the present Court

House was built, a spacious apartment was appropriated, in which it has since been kept. A catalogue of the Library was printed in 1824. At that time the number of volumes was 1,473; in 1849, it had increased to 4,077; and in May, 1851, embraced about 4,200 volumes. A large number of the books, including some of the most valuable, were presented by the Hon. Charles Jackson; but the Library is also indebted for donations to other gentlemen. The names of the donors are given under the titles of the works presented by them.

The advantages of the Library are not confined to the Bar of Suffolk, but it is constantly and freely used by gentlemen of the profession from all the other counties in the State, by the Judges of the Courts, Members of the Legislature, and Judges and Jurists from all parts of the United States. The by-laws provide for the admission of new members on payment of \$25 a share and \$5 annual assessment, and admit also subscribers on payment of an annual sum of \$8. But the members of the Bar of other Counties (except those who usually practice at the Suffolk Bar) have the privilege of consulting the books of the Library at all times without expense. Each member is allowed to take from the Library one book at a time for a term not exceeding 24 hours, but no volumes are allowed to issue during the law term of the Supreme Judicial Court when the full bench is in session. The Librarian is appointed by the President and Trustees, who have the general management of the affairs of the society and direct in the purchase of books, &c.



UNITED STATES COURT HOUSE.

UNITED STATES COURT HOUSE,
TREMONT STREET, CORNER OF TEMPLE PLACE.

This building was formerly known as the Masonic Temple, situated in Tremont Street, on the corner of Temple place. It has been purchased by the Government, and fitted up for the Federal courts.

The corner stone was laid October 11, 1830, with appropriate Masonic ceremonies, by the Grand Lodge of Massachusetts. The Temple was dedicated May 30, 1832. It is sixty feet wide, and eighty and a half feet long. The walls are fifty-two feet high, of stone, covered with a slated roof, twenty-four feet high, containing sixteen

windows, to light the attic story. The gutters are of cast iron, and the water trunks are of copper. The basement is of fine hammered granite, twelve feet high, with a belt of the same. The towers at the corners next Tremont Street are sixteen feet square, surmounted with granite battlements, and pinnacles rising ninety-five feet from the ground. The door and window frames are of fine hammered granite, and the main walls, from the basement to the roof, are of Quincy granite, disposed in courses, in such a manner as to present a finished appearance to the eye. The blocks are triangular in shape, and there is probably no other such building in Massachusetts.

From the street are two flights of winding stairs in the towers, sufficiently spacious to admit a free entrance to the five stories of the building.

MUSIC HALL.

Until within the last few years, although a musical people, the city was sadly in want of a fitting place for concerts, &c. Now, however, we have a Music Hall of the first class, which we can refer to with pride, as an ornament to our metropolis and an index of the taste and liberality of Boston.

There has been no attempt at display on the exterior of the building, it being deemed important to reserve, as far as practicable, for the interior, the means contributed for the enterprise.

The hall is one hundred and thirty feet long, seventy-eight feet wide, and sixty-five feet high, the proportion of length to width being as five to three, and of length to height as two to one. Two balconies extend round three sides of the hall.

The ceiling, which is forty feet above the floor of the upper balcony, is in general section flat, and connected with the wall by a large cove, in which are seventeen semi-circular windows, that light the hall by day. A row of gas jets, projecting from the edge of the cornice, just below these windows, light the hall by night.

The floor is arranged with seats which will accommodate upwards of fifteen hundred persons, and there is sufficient room in the balconies for upwards of one thousand more.

The orchestral platform is raised five feet above the floor of the hall, and rises by a few steps to the organ. From each side of the orchestra to the floor of the lower balcony is a series of raised platforms for choristers, or for the audience, as may be required. The whole orchestra will accommodate upwards of four hundred persons.

The whole has been constructed with special reference to the science of acoustics, — a consideration of the utmost importance in a building intended for a music hall. The

architect, George Snell, Esq., has endeavored to combine in this structure the advantages which he has been able to discover by a careful personal examination of numerous music halls in Europe and America. This is of especial importance, as it is proposed to have one of the largest organs in the world placed here.

The entrances are from Winter Street, Barnstead Place, and Bromfield Street. Ample accommodations are afforded for drawing rooms, alcoves, offices, &c.



TREMONT TEMPLE.

This spacious edifice stands opposite the Tremont House, Tremont Street. Of a rich warm brown tint, produced by a coating of mastic, it presents a peculiarly substantial and elegant frontage. It is seventy-five feet in height, and, with the exception of ten feet by sixty-eight, which is left open on the north side for light, the building covers an area of thirteen thousand feet.

Passing through the great central doorway, we find ourselves in the spacious entrance hall. On the first floor we observe on our right and left hand two ticket offices, and a broad flight of stairs also on either hand, each of which at their summit terminates in a landing, from whence to right and left diverge two flights of similar staircases, one landing you in the centre of the main hall, and the other to the rear part and the gallery.

The main hall is a magnificent apartment. The utter absence of gilding and coloring on its walls renders it far more imposing and grand in appearance than if it had been elaborately ornamented with aniferous and chromatic splendors. It is one hundred and twenty-four feet long, seventy-two feet wide, and fifty feet high. Around the sides of it runs a gallery supported on trusses, so that no pillars intervene between the spectators and the platform, to obstruct the view. The front of this gallery is balus-

traded, and by this means a very neat and uniform effect is secured. The side galleries project over the seats below about seven feet. They are fitted with rows of nicely-cushioned and comfortable seats, and are not so high as to render the ascent to them wearisome in the least degree. The front gallery, though it projects into the hall only ten feet, extends back far enough to give it more than three times that depth.

Directly opposite this gallery is the platform, with its gracefully-panelled, semicircular front. This platform, covered with a neat oil cloth, communicates with the side galleries by a few steps, for the convenience of large choirs. There are also several avenues of communication from the platform to the apartments, dressing rooms, &c., behind, which are exceedingly convenient, and are far superior to the places of exit and entrance from and to any other place of the kind that we have ever seen.

From the front of the platform the floor of the hall gradually rises so as to afford every person in the hall a full and unobstructed view of the speakers or vocalists, as the case may be. The seats in the galleries rise in like manner. The seats on the hall floor are admirably arranged in a semicircular form from the front of the platform, so that every face is directed towards the speaker or singer. They are each one numbered, have iron ends, are capped with mahogany, and are completely cushioned with a drab-colored material. Each slip is capable of containing ten or twelve persons, with an aisle at each extremity, and open from end to end.

The side walls of the hall are very beautifully ornamented in panels, arched and decorated with circular ornaments, which would be difficult properly to describe without the aid of accompanying drawings; but as views of the interior of the Temple will soon be common enough, the omission here will be of little consequence. As we intimated, there is no fancy coloring; it is a decorated and relieved surface of dead white, and the effect, lighted as it is from above by large panes of rough plate glass, is beautifully chaste. The only color observable in the hall is the purple screen behind the diamond open work at the back of the platform, and which forms a screen in front of the organ.

The ceiling is very finely designed in squares, at the intersections of which are twenty-eight gas burners, with strong reflectors, and a chandelier over the orchestra, shedding a mellow but ample light over the hall. By this arrangement the air heated by innumerable jets of gas is got rid of, and the lights themselves act as most efficient ventilators. The eyes are likewise protected from glare; and should an escape of gas take place, from its levity it passes up through shafts to the outside, and does not contaminate the atmosphere below. Under the galleries are

common burners. There are for day illumination twelve immense plates of glass, ten feet long by four feet wide, placed in the ceiling, in the spring of the arch, and open directly to the outer light, and by sixteen smaller ones under the galleries.

The whole of the flooring of the hall, in the galleries, the body of it, and of the platform, consists of two layers of boards, with the interstices between them filled by a thick bed of mortar. The advantages of this, in an acoustical point of view, must be obvious to all. Another advantage is, that the applause made by the audience in this great hall does not disturb the people who may at the same time be holding a meeting in the other hall below, — a very important consideration.

There are eight flights of stairs leading from the floors of the main hall, and four from the galleries, the aggregate width of which is over fifty feet.

The Boston Young Men's Christian Association occupy several beautiful rooms up one flight of stairs, which are admirably adapted for their present uses and occupants, and are rented by the Association for twelve hundred dollars per annum, though it is estimated that they are worth at least fifteen hundred dollars; but the Temple is owned by a church who were very desirous that a religious association should occupy them. The great organ, built by the Messrs. Hook, is one of the finest instruments ever constructed in this country. Its bellows is worked by steam.

The Tremont Temple, besides the great hall, contains a lesser one, called THE MEIONAON, the main entrance to which is through the northerly passage way, opposite the doors of the Tremont House; this avenue is about seven feet wide. The southerly passage way serves as an outlet from this lesser temple.

Perhaps the reader, who may not have been initiated into the mysteries of Greek literature, may thank us for a definition of this strange-looking word, "Meionaon." It is so called from two Greek words, — *meion*, signifying *less*, *smaller*, and *naon*, *temple*, Lesser Temple. It is pronounced Mi-o-na-on. This lesser temple is situated back from the street, and directly under the great hall. It is seventy-two feet long by fifty-two feet wide, and about twenty-five and a half feet high. Not so elaborately adorned as its neighbor overhead, this hall is remarkably chastely and beautifully fitted up, and within its walls the religious society of Tremont Street Baptist Church worship. Its walls are relieved by pilasters supporting arches. The seats are similarly arranged to those in the hall above, and are equally comfortable and commodious in all respects. At one end is a platform, on which, on Sabbath days, stands a beautiful little pulpit, of dark walnut, and cushioned with crimson velvet. At the other extremity of the hall is a gallery for

a choir; back of it stands a neat little organ. The place is beautifully adapted for sound, and competent judges say, from their own experience, that it is a remarkably easy place to speak in. From the hall to the outer door the way is through a broad passage way covered with Manilla matting let into the floor, so that little dirt can be brought in from the street; and, as the doors swing on noiseless hinges, no interruption from scuffling of feet or slamming can ever occur.

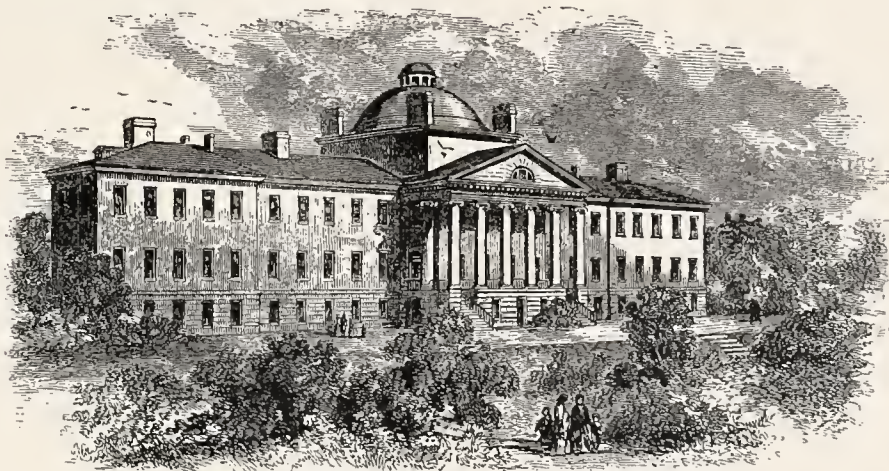
The cupola forms a spacious observatory, glazed all round, and from every window is obtained a charming view, the whole forming one of the most superb panoramas that we ever witnessed. From this elevated spot may be seen the adjacent villages and towns, the harbor and its islands, the city institutions, churches, houses, and shipping. In short, the whole city and vicinity lies at our feet.

HORTICULTURAL HALL.

Nearly opposite the City Hall stands Horticultural Hall, a neat stone edifice; up stairs is the hall, which is lofty, large, and beautiful. It is used for horticultural, panoramic, and other exhibitions.

CLUB HOUSE.

The new Club House, situated on the northerly side of West Street, is worthy of notice among the improvements of the city. It is 38 feet in front, 80 feet deep, and 52 feet high. The front elevation is built of Connecticut freestone, in Italian style, and combines great architectural beauty. The first story is occupied by two stores, and a central passage to the second story, in which is a lobby, reading room, and three parlors. In the third story is a hall 35 by 63 feet, and 22 feet high.



VIEW OF THE MASSACHUSETTS GENERAL HOSPITAL.

MASSACHUSETTS GENERAL HOSPITAL.

The Massachusetts General Hospital was incorporated February 25, 1811: and entitled to an annual income not exceeding thirty thousand dollars, for the support and maintenance of a general hospital for the sick and insane persons. The act granted to the Hospital a fee simple in the estate of the old Province House, on the condition that \$100,000 should be raised by subscription within ten years. Large donations for this purpose were made by 1,047 persons in the year 1816, at which time the Trustees purchased

the lot on which the McLean Asylum was built, then in Charlestown.

The Hospital building had a front of 168 feet, and a depth of 54 feet, with a portico of eight Ionic columns, but was extensively enlarged in 1846.

It was built of Chelmsford granite, the columns of their capitals being of the same material. In the centre of the two principal stories are the rooms of the officers of the institution. Above these is the Operating Theatre, which is lighted from the dome. The wings of the building are divided into wards and sick rooms. The staircase and floor-

ings of the entries are of stone. The whole house is supplied with heat by air flues from furnaces, and with water by pipes and a forcing pump. The beautiful hills which surround Boston are seen from every part of the building, and the grounds on the southwest are washed by the waters of the bay.

The premises have been improved by the planting of ornamental trees and shrubs, and the extension of the gravel walks for those patients whose health will admit of exercise in the open air.

By the Act of June 12, 1817, it was provided that the stone to be furnished for the building should be hammered and fitted for use by the convicts of the State Prison. By the Act of February 24, 1818, establishing the Massachusetts Hospital Life Insurance Company, it was provided that the corporation should pay to the trustees of the General Hospital, for the use of the Hospital, the third part of its net profits. By the Act of April 1, 1825, establishing the New England Mutual Life Insurance Company, it was provided that one-third of its net profits should be paid annually to the Hospital fund. A similar provision was adopted in the charter of the State Mutual Life Assurance Company at Worcester, March, 1844.

THE McLEAN ASYLUM FOR THE INSANE.

This Asylum for the Insane was opened to receive boarders, October 1, 1818, under the direction of the Trustees of the Massachusetts General Hospital, it being a branch of that Institution. It is situated in Somerville, about one mile from Boston, on a delightful eminence, and consists of an elegant house for the Superintendent, with a wing at each end, handsomely constructed of brick, for the accommodation of the inmates. Though sufficiently near to Boston for the convenience of the visitors and trustees, who generally reside in the city, it is not directly on any of its principal avenues, and is sufficiently retired to afford the quiet and rural serenity which in all cases is found to be conducive to a calm and healthy condition of mind. The name of McLean was given to this Hospital in respect to John McLean, Esq., a liberal benefactor of the General Hospital.

The Hon. William Appleton, of Boston, contributed \$10,000 in December, 1843, "for the purpose of affording aid to such patients in the McLean Asylum, as from straitened means might be compelled to leave the Institution without a perfect cure." On the 9th of November, 1850, the same gentleman contributed the further sum of \$20,000 for the purpose of erecting two additional edifices, sufficiently large to accommodate eight males and eight females, with such conveniences and facilities as shall enable each to have, not only the care, attention, and comforts, but the luxuries and retirement which they had enjoyed at home.

A large and handsome hall, fifty feet long by twenty-five wide and fourteen high, has been constructed, by raising a story upon one of the buildings of the male side, which furnishes ample room for two billiard tables,—ever an interesting and useful exercise for the insane; and also makes a sort of conversation and reading room, where patients from the different sections may meet for some hours in the day for recreation and intercourse.

It seems to be generally understood through the country that this institution is the most safe, as well as the most economical, place of resort in all difficult and dangerous cases, especially such as require operation; one of the consequences of this general sentiment in regard to the Hospital, is, that many diseases are presented there which, in their nature, are incurable,—whence it has followed, that, as the reputation of the institution has increased the number of cases reported incurable or not relieved has also increased. The patients, under the daily care of skilful, intelligent, and eminent surgeons and physicians, are watched over by faithful and attentive nurses, and in truth the minor officers and domestics, under the vigilant eye of the superintendent and matron, continue to give the *sick poor* all the comfort and relief, with all the chances of restoration, which the kindness of friends, or the influence of money, could command for those favored with both.

EYE AND EAR INFIRMARY.

This Institution was established in 1824, and incorporated in 1827. It is intended exclusively for the poor, and no fees are permitted to be taken. The new building erected, for its accommodation in 1849, is situated on Charles Street, a short distance southerly of Cambridge Bridge. It consists of a main building 67 feet front by 44 feet deep, and 40 feet 4 inches high, and two wings 25 feet front and 34 feet high, one 52 feet deep, and the other 63 feet. The front of the principal building is embellished by stone dressings to all the windows, doors, and cornices, in Italian style. The wings retire from the front 11 feet, and are perfectly plain. In the basement are the kitchen, wash-room, laundry, refectory wards, baths, store-rooms, &c. In the first story in the main building are rooms for the matron and committee, and receiving and reading rooms; in the wings are the male wards, with operating, apothecary, and bath rooms. In the second story are accommodations for the matron and private female wards. The building is heated by two furnaces, and provided with a thorough system of ventilation, and the whole surrounded by a spacious, airy ground, shut out from the street by a high brick wall. Edw. C. Cabot, *Architect*; Jonathan Preston, *Contractor*. Cost, land, \$25,000; building, about \$29,000; total, \$54,000.



PERKINS INSTITUTION, AND MASSACHUSETTS
ASYLUM FOR THE BLIND

In the year 1828, the late lamented Dr. J. D. Fisher called the attention of the people of Boston to the neglected condition of the Blind, and made an appeal in their behalf. In consequence of this, several benevolent gentlemen associated themselves together, and, in 1829, were incorporated by the name of the New England Asylum for the Blind. During several years various attempts were made to put a school in operation, but they were not successful until the year 1832, when Dr. Samuel G. Howe undertook its organization, and commenced the experiment of instructing six blind children. Before the experiment was concluded the funds were exhausted, but it was persevered in to the end of the year, and then an exhibition of the pupils was made before the Legislature and the public, and an appeal was made for aid. This was promptly and generously met. The Legislature voted to make an annual grant of \$6,000; the ladies raised \$14,000 by a Fair in Faneuil Hall; contributions were raised in all the principal towns of the State, and finally Thomas H. Perkins offered his valuable mansion house in Pearl Street, provided the sum of \$50,000 should be secured to the funds of the institution. The condition was accepted, and the liberal merchants of Boston made up all that was needed.

Thus, as soon as it was proved that the hitherto neglected blind could be instructed, the public were called upon to provide the means. They did so, eagerly and generously; and rapidly laid abroad the foundation, and raised high the

walls of an institution which will probably endure as long as blindness is inflicted upon the community.

This institution may be considered as part of the Common School system of Massachusetts. All citizens having blind children may send them here and have them boarded and taught, not as a matter of charity, but of right.

As soon as the success of the enterprise was insured at home, efforts were made to extend the blessings of the system to the blind of the country generally, and the Director, with his pupils, visited thirteen other States, and exhibited their acquirements. In consequence of this, the Legislatures of all the New England States, and of South Carolina, made liberal appropriations for sending their blind to the new school; and the foundations were laid in Ohio, Kentucky, and Virginia, for what are now large and flourishing institutions for the blind, — New York and Pennsylvania having in the meantime moved of their own accord.

The readiness and eagerness with which the public came forward in answer to the appeal in behalf of the blind is creditable to the age and to the country.

The pupils in the School are taught reading, writing, arithmetic, geography, history, natural philosophy, natural history, and physiology. They are carefully instructed in the theory and practice of vocal and instrumental music. Besides this they are taught some handicraft work by which they may earn their livelihood. In this institution, for the first time in the world's history, successful attempts were made to break through the double walls in which Blind-Deaf-Mutes are immured, and to teach them a systematic language for communion with their fellow men. Laura Bridgman and Oliver Caswell are living refutations of the legal and popular maxim that those who are born both deaf and blind must be necessarily idiotic. They are pioneers in the way out into the light of knowledge, which may followed by many others.

In 1844 a supplementary institution grew out of the parent one, for the employment in handicraft work of such blind men and women as could not readily find employment at home.

This establishment has been highly successful. A spacious and convenient workshop has been built at South Boston, to which the workmen and women repair every day, and are furnished with work, and paid all they can earn.

The general course and history of the Perkins Institution has been one of remarkable success. It has always been under the direction of one person, Dr. S. G. Howe. It has grown steadily in public favor, and is the means of extended usefulness. In 1832 it was an experiment; it had but six pupils; it was in debt; and was regarded as a visionary enterprise. In 1833 it was taken under the patronage of the State; it was patronized by the wealthy, and enabled to obtain a permanent local habitation and a name.

In 1834, it had 34 pupils from Massachusetts, New York, New Hampshire, Connecticut, Ohio, and Virginia. The pupils remain from five to seven years, and are discharged. The average number is 100.

The building originally conveyed to the trustees by Col. T. H. Perkins for the uses of the Asylum, in the year 1833 was afterwards exchanged for the present building on Mount Washington, South Boston. This latter property includes about one acre of ground.

The terms of admission are as follows: the children of citizens of Massachusetts, not absolutely wealthy, *free*; others, at the rate of \$160 a year, which covers all expenses except for clothing. Applicants must be under 16 years of age. Adults are not received into the institution proper, but they can board in the neighborhood, and be taught trades in the workshop gratuitously. After six months they are put upon wages.

This department is a self-supporting one, but its success depends upon the sale of goods, at the depot No. 20 Bromfield Street. Here may be found the work of the blind; all warranted, and put at the lowest market prices; nothing being asked or expected in the way of charity. The institution is not rich, except in the confidence of the public, and the patronage of the Legislature.

It is open to the public on the afternoon of the first Saturday in each month, but, in order to prevent a crowd, no persons are admitted without a ticket, which may be obtained gratuitously at No. 20 Bromfield Street. A limited number of strangers, and persons particularly interested, may be admitted any Saturday in the forenoon, by previously applying as above for tickets.

The Asylum is yearly in receipt of \$9,000 from the State.

Articles manufactured by the Blind and kept constantly for sale at the sales-rooms, No. 20 Bromfield Street: Mattresses, of all sizes, of superior and common South American hair, Coconut Fibre, Cotton, Moss, Cornstalk, Palmleaf, Straw, &c.; Improved spiral-spring Mattresses, Palmleaf Palliasses, and Cushions of all kinds, made to order. Beds, of live geese and Russian feathers; the feathers are cleansed by steam. Comforters, of all sizes, wadded with cotton or wool, Sheets and Pillow Cases, Bed Ticks. Crash, Diaper, and Damask Towels, from \$1 to \$4 per dozen. Satchels and Travelling Bags, of all sizes, Entry Mats, Fine woven Mats of Coconut Fibre, with colored worsted bodies, equal to imported goods, and at less prices. Very heavy Woven Mats for public buildings. Also, Manilla, Jute, Palmleaf, and open-work Fibre Mats, of various qualities and prices. Sofas and Chairs repaired and restuffed, and Cane Chairs reseated. Particular attention given to making over, cleansing, and refitting old mattresses and feather beds.

The asylum realized, in the year 1847, the handsome

sum of \$30,000, by the will of the late William Oliver, of Boston.

The experience of the officers of the institution has induced the convictions,—1. That the blind, as a class, are inferior to other persons in mental power and ability; and 2. That blindness, or a strong constitutional tendency to it, is very often hereditary. The Superintendent says: "I believe that a general knowledge of the existence of this stern and inexorable law will do more to diminish the number of infirmities with which the human race is afflicted than any thing else can do.

"The experience of many years, an acquaintance with several hundreds of blind persons, and much personal inquiry, have convinced me that when children are born blind, or when they become blind early in life, in consequence of diseases which do not usually destroy the sight, the predisposing cause can be traced to the progenitors in almost all cases. Moreover, I believe that where the predisposing cause cannot be so traced, it is only in consequence of our ignorance, and not because there are exceptions to the rule.

"The hereditary tendency to disease among the progeny of persons related by blood, or of scrofulous or intemperate persons, or of persons whose physical condition is vitiated in various ways, is not seen at once, and may be entirely overlooked, for various reasons. In the first place, there may be only a *strong tendency* or predisposition to some infirmity, as blindness, deafness, insanity, idiocy, &c., which is not developed without some *immediate exciting cause*"

The two blind mutes, Laura Bridgman and Oliver Caswell, whose instruction was of course entirely different from that of the other pupils, have made very satisfactory progress. They each of them required special care, and the almost undivided attention of a teacher. They continue to be most interesting persons in their way; and would be distinguished anywhere, among youth with all their senses, for their happiness, gentleness, affection, and truthfulness.

Among the books published by this institution for the use of the blind are the following: The Bible, Lardner's Universal History, Howe's Geography and Atlas, The English Reader (two parts), The Pilgrim's Progress, Life of Melancthon, Constitution of the United States, Political Class Book, Principles of Arithmetic, Natural Philosophy, and Natural History, Book of Common Prayer, Tables of Logarithms.

NEW ENGLAND FEMALE MEDICAL COLLEGE.

The Trustees of this Institution have completed negotiations with the City Government for the purchase of the Hospital estate on Springfield Street, at the price of \$50,000, the papers having been signed, and the first payment

made. The land consists of a square of over 40,000 feet — nearly an acre — lying between Springfield and Worcester Streets, fronting on both, and in one of the finest sections of the city. At a fair valuation, it is doubtless worth \$50,000; and, as the building is a massive and noble edifice, costing over \$51,000, this is a most advantageous purchase for the College. By a vote of the Trustees, the grounds about the building have been named College Square. Trees will be set out and other improvements be made, including perhaps a *fountain*, by favor of the City Government, which has already shown its good will to the institution.

The following statement appears in the daily papers:—

“It is proposed to establish a Hospital for women and children in Boston, in connection with the New England Female Medical College. The objects aimed at are to afford to women, during sickness and in childbirth, a comfortable home, with medical attendance by their own sex, and to out-door patients dispensary treatment; to provide for female medical students the advantages of clinical instruction; and to give to those entering on the profession of nurses an opportunity of education for their duties. The Hospital will be under the care of Dr. Marie Zakrzewska, formerly of the Royal Hospital in Berlin, late Resident Physician of the New York Infirmary for Women and Children. It will be opened in June, 1859, in the house on Springfield Street, built by the Lying-in-Hospital Corporation, and rooms will be furnished for the use of patients as fast as the funds contributed will permit. Subscriptions and donations in money may be sent to the Treasurer of the Executive Committee, Mrs. C. M. Severance, care of the Atlantic Bank, Boston, or to either of the Managers.”



NEW CITY JAIL.

This building is located on Charles Street, on land reclaimed from the ocean, about 100 feet north of Cambridge Street, between that street and the Medical College, and the General Hospital on the north, and about as far from

Cambridge Street as the New Eye and Ear Infirmary is south of it, so that all four of these public buildings are in the same part of the city. They are seen on the whole length of Cambridge Bridge, in approaching the city from the west. Coming in from Cambridge, the Eye and Ear Infirmary, a brick building, appears on the right of the eastern extremity of the bridge; the new Jail on the left, a centre with wings of split granite, facing the west; farther north, the Medical College, a brick building; and farther north still, the noble building, the General Hospital, a centre with wings, facing the south; all of them open to the water, and the pure air coming across it.

The jail is “cruciform” in plan, consisting of a centre octagonal building, having four wings radiating from the centre. The west wing measures 55 feet in width, and 64 feet in length, and of uniform height with the three other wings, the lower one of which contains the family kitchen and scullery of the jailor; the second story have the jailor’s office, officers’ rooms, and jailor’s family parlors; the third story is devoted entirely to the sleeping rooms of the jailor’s family and officers, and the fourth story is appropriated for the hospital and chapel.

The centre octagonal building measures 70 feet square, and 85 feet in height above the surface of the ground. It is but two stories in height, the lower one of which contains the great kitchen, scullery, bakery, and laundry, and is on a uniform level with the lower story of cells in each of the three wings, which contain the same. The upper story is finished as one “great central guard and inspection room,” reaching from the ceiling of the first story up to the roof of the building; this room measures 70 feet square, and contains the galleries and staircases connecting with the galleries around the outside of the cells in the three wings.

The north, south, and east wings, containing the cells, are constructed upon the “Auburn plan,” being a prison within a prison; the north and south wings each measure 80 feet 6 inches in length, and 55 feet in width, and 56 feet in height above the surface of the ground; the block of cells within each of the north and south wings measure 63 feet 6 inches in length, 21 feet in width, and 54 feet in height, and are divided into five stories; each story contains ten cells, each of which measure 8 by 11 feet, and 10 feet high, thus giving to each of these two wings 50 cells.

The east wing measures 164 feet 6 inches in length, 55 feet in width, and 56 feet in height above the surface of the ground; the block of cells within this wing are 146 feet 6 inches long, 21 feet wide, and 54 feet high; it is also divided into five stories in height; each story contains 24 cells of uniform size with the cells of the northern and southern wings, before described, thus giving to this wing 120 cells.

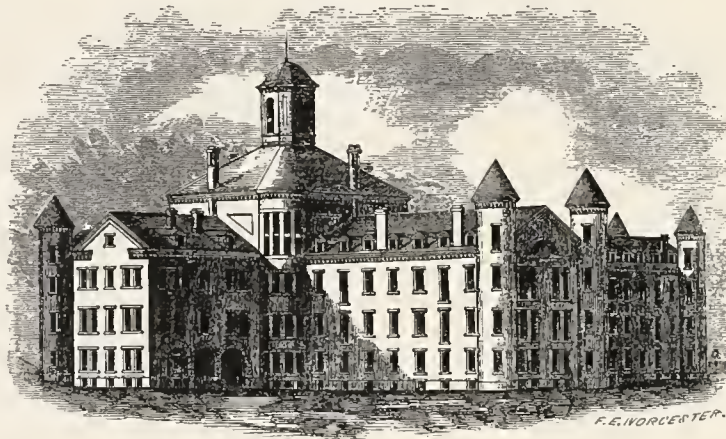
The spaces around the outside of each block of cells in each of the wings (between the cell walls and the exterior

walls of the said wings) are "areas," which are open from the floor of the lower story of cells in each wing to the ceiling of the upper story. Galleries of iron extend the entire length of each of these spaces, outside of the cells, on a level with each of the floors. These galleries form a communication with other galleries, which encircle the interior of the "centre octagonal building," on the same uniform level with the other galleries. Each cell contains a window and a door communicating immediately with the galleries of the areas.

All the areas around the outside of the cells of the north, south, and east wings receive light from the great windows of the exterior walls. These windows are thirty in number, each measuring 10 feet in width, and 33 feet in height, beneath which other windows, 10 feet wide and 9 feet in height, are placed, thus yielding an amount of light to the interior of the cells probably four times as great as

any prison yet constructed upon the Auburn system. The jail kitchen and guard or inspection room, of the centre octagonal building, receives light from windows of uniform size, and arranged in the same manner as those windows in the exterior walls of the wings. The guard or inspection room receives additional light from circular windows placed above the great windows, and from a skylight in its ceiling. The various stories of the west wings are lighted from windows arranged uniformly with those in the exterior walls of the wings.

The exterior of the structure is entirely of Quincy granite, formed with split ashler in courses, with cornices, and other projecting portions hammered or dressed; the remaining portions of the entire building, both inside and outside thereof, are of brick, iron, and stone, excepting the interior of the west wing, which are finished with wood.



CITY INSTITUTIONS AT DEER ISLAND.

The general shape of the Deer Island Hospital is familiar to most of our readers. It consists of a large central building, with three wings, all of brick. It was built about 10 years ago, by the city, and was first used as an almshouse for State paupers. When, however, the erection of three State almshouses took place, under Gov. Gardner's administration, and the State assumed the charge of its own poor, it was no longer needed for that purpose, and it reverted to the city. The city proceeded to fit it up for a reformatory institution and hospital, and Dr. J. M. Moriarty was appointed Superintendent. It was occupied in this way in 1855.

About two years ago the east wing was completed. This is the largest wing, and is about 300 feet by 50, three stories high, with an attic. To this the House of Reformation for Boys was removed, and it was destroyed by fire Aug. 21, 1859.

The loss by the fire is about \$10,000. The city is its own insurer.

At the time of the fire there was very little wind, a most fortunate circumstance. If the wind, which was easterly, had been strong, or if the fire had been set, as was intended, at midnight, the whole edifice would doubtless have been destroyed, and there would have been a fearful loss of life.

A parallel to the recent destruction of the State Reform School was furnished by the burning of the City House of Reformation. Like the former fire, this was set by boys, and in just the same way.

The sister of one of the boys confined in this institution had an interview with him on Monday last, and gave him a paper containing a full account of the burning of the Reform School, which gave him a hint how to go to work to destroy the institution in which he was confined.

This boy, Michael Riley, had himself been confined at Westborough, where he had made three unsuccessful attempts to burn the building.

The burnt wing was fitted up in the condition in which it was before the fire for a House of Correction, at a cost of about \$6000, but has never been used for that purpose. A little more than a year ago, however, the boys in the House of Reformation at South Boston were removed to this place.

In the north wing is the Almshouse, containing about 80 paupers, and the Boylston school (a school for poor Boston boys), containing about 50 pupils.

In the south wing is the School of Reformation for Girls, containing about 30 pupils.

Under the stories of the east, or burnt wing, used as a House of Reformation for Boys, is the House of Industry, which was occupied at night by about three hundred persons, — the men occupying five tiers of cells on one side of the wing, and the women five tiers on the other side. Altogether about seven hundred of these people inhabit the island.

The effect of the alarm upon the mixed and nondescript population of this nest of institutions, can better be imagined than described; but, in all the confusion and excitement that followed, no one was injured by the fire or otherwise.

CITY INSTITUTIONS AT SOUTH BOSTON.

The remaining City Institutions at South Boston are the House of Correction and the Boston Lunatic Hospital. These institutions occupy a contiguous location, on elevated ground, which must eventually be appropriated to other uses, as this section of the city develops its natural advantages.

FARM SCHOOL,

THOMPSON'S ISLAND.

The objects of this institution are, to rescue from the ills and the temptations of poverty and neglect those who have been left without a parent's care; to reclaim from moral

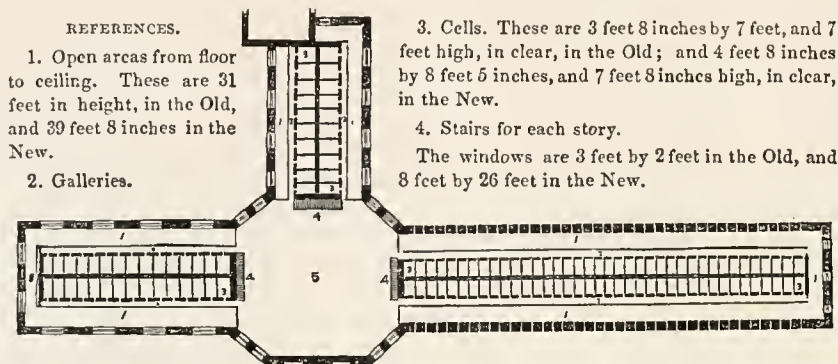
exposure those who are treading the paths of danger; and to offer to those whose only training would otherwise have been in the walks of vice, if not of crime, the greatest blessing which New England can bestow upon her most favored sons. The occupations and employments of the boys vary with the season. In spring, summer, and autumn, the larger boys work upon the garden and farm. The younger boys have small gardens of their own, which afford them recreation when released from school. In the winter season most of them attend school, where they are instructed in the learning usually taught in our common schools, and some of them are employed in making and mending clothes and shoes for the institution. The winter evenings are occupied with the study of geography and the use of globes, botany, and practical agriculture, lecturing on different subjects, singing, and reading. Every boy in the institution is required to be present during the evening exercises, if he is able. At the age of twenty-one each boy is entitled to a suit of clothes, and, if apprenticed to a farmer, to one hundred dollars in money in addition. The boys are all comfortably clad with woollen clothes, shoes, stockings, and caps, and appear to be as happy in their present situation as boys generally are under the paternal roof. They are well supplied with books, and required to keep them in order, — their library containing about four hundred volumes of well-selected books. Opportunities are occasionally offered to the friends of boys at the institution of visiting them on the island in the summer months.

STATE PRISON.

CHARLESTOWN.

The Boston Almanac for 1851 gives the following descriptive information:—

A description of the New Jail in Boston, and of the Almshouse at Deer Island, was inserted in the Boston Almanac for 1850, in a notice of public improvements. There is considerable novelty in the construction of these buildings; and the plan has been so highly approved that it has been adopted in the enlargement of the State Prison at Charlestown, in the new Almshouse in Cambridge, in the new Prison at Dedham, and in the new Jail in Concord, N. H. Proposals are also made for buildings, on a similar plan, for Prisons, Houses of Refuge, or Almshouses, at Northampton, Providence, New York, New Jersey, and Baltimore. They were designed and drawn by Louis Dwight, Secretary of the Prison Discipline Society, and G. J. F. Bryant, architect. A statement of the advantages which these buildings possess has been furnished us by Mr. Dwight, and is subjoined:—



(Ground view of the Dormitory Building, of 1923, and the Extension of 1853, including the Centre Building and the Left Wing, of State Prison, at Charlestown, Mass.)

PRINCIPLES OBSERVED IN THE PLANS.

In all the plans of these buildings there are certain great principles observed, among which are the following:—

1. *Size.*—The size of these buildings allows from 600 to 1,000 cubic feet of space to each individual; besides their proportion of space in the eating-rooms, school-rooms, hospitals, and chapel.

2. *Proportions.*—The proportions are arithmetic and harmonic, a cube being their germ.

3. *Concentration.*—These buildings are all in the form of a cross, having four wings, united to a central octagonal building; one for the superintendent and his family, and three of them for inmates; the kitchen being in the centre, in the first story of the octagon; the supervisor's room over the kitchen; the chapel over the supervisor's room; and the hospital over the chapel.

4. *Extension.*—The parts, all radiating from a common centre, can be extended without disturbing the central arrangements and architectural design.

5. *Convenience.*—The keeper's or superintendent's office, eating room, and sleeping room, are all in proximity to the great central octagonal building; so that the keeper has eyelets and ready access to the kitchen, supervisor's room, chapel, and hospital, and all the wings; and he can go through the establishment without going out of doors. The inmates receive their food from a large central kitchen; the wings are all under supervision from one central supervisor's room. The inmates assemble in the chapel and hospital from all the wings without exposure, and without leaving the house.

6. *Classification.*—The men and women, the old and young, the sick and well, can all be separated, in different wings, and different stories of the building; and all these classes can be kept distinct by placing them in different wings, by the power of central observation and control.

7. *Supervision, outside and inside.*—All the areas, apartments, windows, walls, galleries, staircases, fastenings, external yards, and external yard walls, except the space outside at the ends of the wings, are under supervision from the centre. One man can do more, in these buildings, in consequence of the facilities for supervision, than many men can do in some of the old establishments containing an equal number of inmates.

8. *Security against Escape.*—In prisons and Houses of Refuge, where security against escape is of great importance, the construction is such, that, if an inmate breaks out, he breaks in—that is, if he escapes from his dormitory into the area, he has still another wall or grating to break, while at the same time, he is in sight from the supervisor's room. There is therefore very little encouragement to try to escape from the dormitories. And if the inmates are in the yards, gardens, or grounds around, the supervision extends outside so easily and perfectly, that it affords great security against escape.

9. *Security against Fire.*—Although buildings according to these plans are not wholly fire proof, still the cell floors being stone or iron, the walls brick or stone, the galleries and staircases iron, the doors and gratings iron, the roof slate, and the gutters copper, much of the material is incombustible. Besides, the separate rooms or dormitories are literally fire proof; and the remaining parts are extensively exposed to constant observation; so that a fire, in its first beginning, is easily discovered and extinguished.

10. *Warming by steam, hot water, or warm air.*—The construction of these buildings is favorable to either mode of warming. If by steam, the steam may be generated in the centre building, and distributed, in one inch wrought iron pipes, under the windows, in four rows of pipes, one above the other on the upright wall, three inches apart, to be enclosed in a box eighteen inches square, made by the

floor for the bottom, the outer wall for the back, a board cover for the top, and an upright board for the front; the pure air to be received through orifices in the outer wall, and the warm air to be passed into the area through orifices in the front of the box. If the heating is to be done by hot water, substitute a cast-iron pipe, six inches in diameter, near the floor and the wall, under the windows, within a box, similarly constructed to the box around the steam pipes. If the heating is to be done by warm air, place in the centre building, and in the areas, the Boston School Stove, or, which are on the same principles, Chilson's Furnaces, or any other heating apparatus which is, at the same time, a ventilating apparatus.

11. *Lighting.* — Gas light in the areas will light all the dormitories, and, wherever distributed, will be easily supervised and controlled from the centre building.

12. *Sunlight.* — Care is taken in these buildings to have a large surface exposed to the morning, noonday, and afternoon sun. This can be done with the large windows in the outer wall, but it cannot be done with a small window in each small dormitory or cell. Much more sunlight can be brought to shed its healthful and cheering influence over the inmates of these buildings than if the windows in the external wall were as small as they must be if the rooms within were made of a small size and placed on the external wall.

13. *Artificial Ventilation.* — Each small room, dormitory, or cell, is provided with a ventilator, starting from the floor of the same, in the centre wall, and conducted, separate from every other, to the top of the block, where it is connected with a ventiduct, and either acted upon by heat or Emerson's ventilating cap. Both at the bottom and top of the room there is a slide, or register, over orifices opening into this ventilator, which are capable of being opened or shut. These ventilators are intended to take off impure and light air. In the external wall are orifices, pitching outward and downward, to take off carbonic acid gas, which may be fatal to life if allowed to accumulate in the lowest part of the building. The large rooms are provided with such orifices by carrying every third or fourth window to a level with the floor. These means are used to take off the impure and light air, and the heavier and more fatal gasses. To supply pure air, all the heating is made by ventilating apparatus.

14. *Natural Ventilation.* — Through the large windows, when opened, the air can have free course, with all the varying winds, throughout the building, from North to South, from East to West, from South to North, and from West to East, and obliquely in every direction, according to the direction of the wind, through the octagonal centre building.

15. *Water for cleansing and bathing.* — For cleansing,

water is let on in every room, and furnished liberally in every story; and, in different parts of the building, large means are provided for bathing. Nothing is more indispensable, in the plans of such buildings, than convenient and liberal supplies of pure water for cleansing and bathing.

16. *Employment.* — Large provision is made, in all these buildings, of floors and space for employment, under cover, with good and sufficient light, convenience, and supervision. In many old buildings there has not been employment, because there was no place suitable for it. This difficulty has received great consideration, and every effort has been made entirely to remove it, so that all the inmates of these buildings should be kept out of idleness, which is the mother of mischief. Labor is favorable to order, discipline, instruction, reformation, health, and self-support. But there can be but little productive industry without a place for it. Suitable places have been provided in all these buildings, whether prisons, almshouses, or Houses of Refuge, for employment.

17. *Instruction.* — School-rooms, Privilege-rooms, Chapels, more private rooms and places, and comfortable large single rooms, are provided, in which all kinds of good instruction can be given.

18. *Humanity.* — The humanity of these buildings is seen in there being sufficient space, large light, abundant ventilation, and airing in summer, good places of labor and instruction, and good hospital accommodation for the sick.

19. *Care of the sick.* — The Hospital is large, light, convenient, easily accessible, well warmed and well ventilated; so that if suitable care is not given to the sick, it will not be because there is no place for it — no suitable hospital accommodations.

20. *Notifying in sickness.* — The separate rooms are so located and distributed, under supervision from the centre building, that a gentle knock on the inner side of the door of each separate lodging-room will be heard by the person on duty in the central room for supervision and care, and thus relief can be immediately secured; or, in case of a fit, or sudden and violent attack, without consciousness, the sick person will in all probability be heard, from any separate dormitory in either wing, by the person on duty in the supervisor's room in the centre building.

21. *Level Floors.* — It is designed to have no stumbling place in either building; but, on the contrary, that the officers and inmates may walk over any part of the whole, by day and by night, on level floors. The stairs are the only places where it is impossible to make level floors.

22. *Economy.* — Great economy is used in these structures; in the finish — which is perfectly simple, unadorned and substantial — affording no harbor for vermin, no place of concealment for fire, and yet durable and decent.

We have thus endeavored to give an outline of the principles which enter into these structures, of their adaptation to the purposes for which they are erected, and of the importance of carrying out the designs according to the plans.

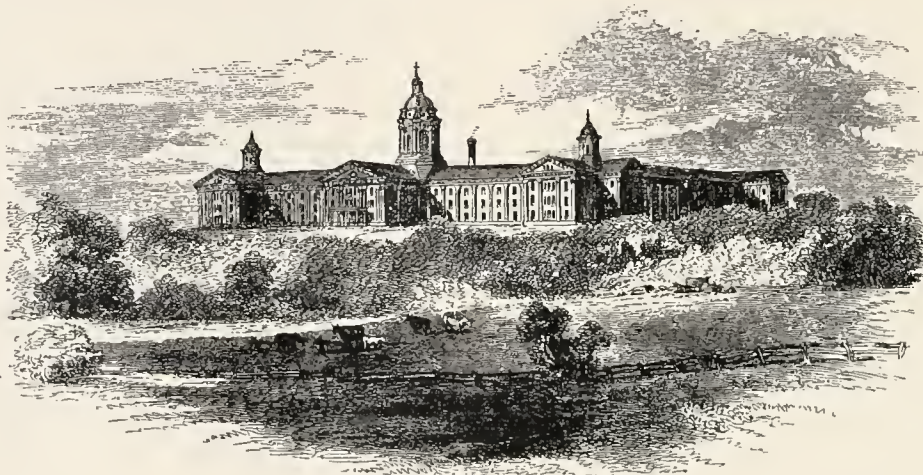
A PRISON INCIDENT.

The recent tragedy in the Massachusetts State Prison brings to mind an anecdote we have heard related of Col. Austin, when he was Warden of the Prison:—

One of the convicts who was employed in the barber's shop, had threatened he would murder the Warden on the first opportunity. The threat came to the ears of Mr. Austin, who immediately proceeded to the barber's shop, placed

himself in the chair, and ordered the convict to shave him. The fellow immediately proceeded to his work, and shaved the Colonel very handsomely. After the process was over, the Warden addressed the convict, told him he had heard of the threats made by him that he would take the Warden's life on the first opportunity that offered, and he had given him a chance to do it, but he was afraid to. "Now," said the Colonel, "don't let me hear any more threats from you about taking the life of any one, for you know you dare not do it, and you know also that I am not to be frightened at any threat you may make." The convict was completely cowed, and never afterwards was a threat heard from him.—

Portland Advertiser.



NEW STATE ASYLUM FOR THE INSANE AT TAUNTON.

STATE CHARITABLE INSTITUTIONS.

The State has under its control nine charitable establishments, viz:— Three Lunatic Hospitals—those of Worcester, Taunton, and Northampton; the Reform School for Boys at Westborough; three Alms Houses, at Bridgewater, Tewksbury and Monson; a Pauper Hospital at Rainsford Island; the State Industrial School, for girls, at Lancaster. Besides these, aid is granted by the State to the Asylum for the Blind, at South Boston; to the Asylum for the Deaf and Dumb, at Hartford; to the Massachusetts Eye and Ear Infirmary, at Boston; and to the School for Idiotic and Feeble Minded Youth, at South Boston.

THE STATE LUNATIC HOSPITAL,

WORCESTER, MASS.

This building was partly erected in 1831 and 1832, under an act of the Legislature, passed March 10, 1830, "for the

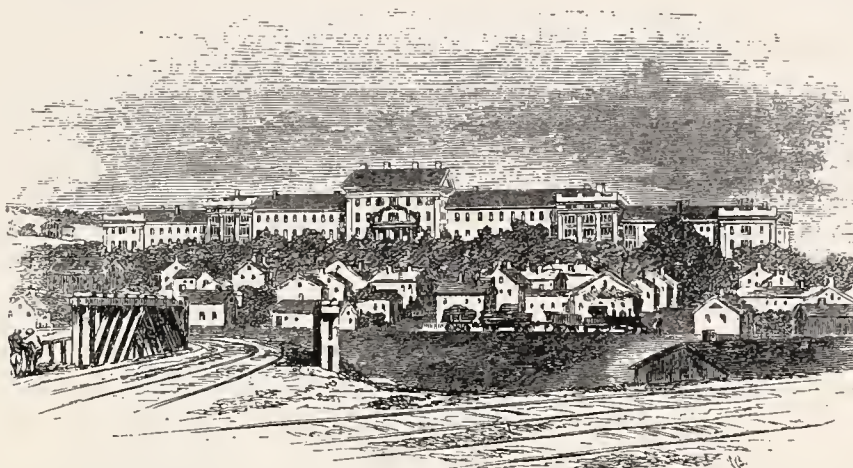
erection of a Hospital of sufficient dimensions to accommodate a superintendent and one hundred and twenty insane or mad persons."

The Board of Commissioners for the erection of this Hospital consisted of Horace Mann, Bezaleel Taft, Jr., and Wm. B. Calhoun. These gentlemen, together with Messrs. Alfred Dwight Foster, and F. C. Gray, formed the Board of Trustees for the year 1833, when the institution first went into operation.

The first patient received into the Hospital was on the 19th January, 1833. From that date until the close of the year there were 164 patients admitted, the average time of their residence there being six months in that year.

Thus in the first year it became crowded; and no less than 30 strenuous applicants were rejected for want of room. In that year Dr. Samuel B. Woodward became the Superintendent.

In 1833 and 1834, 272 patients were admitted and 154



THE STATE LUNATIC HOSPITAL, WORCESTER.

discharged; 70 were incurables, who had been previously inmates of jails, alms-houses, and houses of correction for periods ranging from 10 to 32 years. In 1834, 47 were received, and 46 applications were rejected for want of space. At that period the proportion of insane persons to the whole population was 1 in 1000.

In 1835 an extension was commenced, running back from the former building 134 feet, and 34 feet wide. This addition was occupied September 28, 1836, by the class of incurables, being adapted for the occupancy of 57 patients. A north wing, accommodating 59 persons, was finished in September, 1837.

The Legislature, in 1837, authorized the erection of a chapel, which was finished in the same year; also a wash-house and a building to contain a shoemaker's shop and a carpenter's shop.

In the year 1838 the Legislature granted the sum of \$8,000 to defray the current expenses of the Hospital; and \$2,500 for constructing and furnishing proper apartments for the sick.

In the year 1841 the Hospital realized the handsome bequest of Geo. S. Jhonnot, being in cash, mortgages, and stocks, valued at \$45,843.72, subject to life annuities to twenty-three individuals, amounting to \$2,520 annually. The United States census of that period indicated that there were then in Massachusetts 1,271 insane persons, about half of whom were believed to be idiots. As the Worcester Hospital, the McLean Asylum, and the South Boston Institution, could accommodate 480 persons only, the Trustees, in their Annual Report for December, 1842, recommended the enlargement of the State Hospital so as to ac-

commodate those insane persons who could not then obtain Hospital room.

In pursuance of this recommendation, in 1843, the Trustees were authorized to erect additional buildings, sufficiently large for the accommodation of 150 insane patients, and to provide all necessary accommodations and furniture for the same.

This enlargement was commenced in the same year, and consisted of a wing extending 100 feet south, and 160 feet east, leaving an open court 64 feet wide between the old and new lateral wings; and was fully adequate for the further accommodation of 150 additional inmates. This new structure was called the Jhonnot Hall, out of respect for the late George S. Jhonnot, and his widow, Martha Jhonnot.

Up to December, 1844, the whole number of patients that had been admitted into the Hospital was 2,013. Of these, 1,750 had been discharged or died, and 263 patients remained. The ordinary charge at that date for boarders was \$2.25 per week.

In December, 1845, the Trustees reported that accommodations were then furnished for about 400 patients; that a bakery and laundry had been added to the buildings, and abundant water had been obtained from an elevation which allowed its distribution to all parts of the establishment.

On the 24th of June, 1846, the able Superintendent of the institution, Dr. Samuel B. Woodward, who had been connected with it since its commencement in 1832, resigned in consequence of ill health, and was succeeded by Dr. Geo. Chandler on the 1st of the following July.

In 1848, the affairs of the Hospital had become so fully

and economically administered that its receipts reached for that year the sum of \$45,406, being \$1,546 beyond the current expenses; although the price of board had been reduced from \$2 50 per week to \$2.33. In 1850 it was further reduced to \$2.25.

In 1847 additions were made to the Hospital by an extension of the north female Johonnot wing, toward the east. In December, 1849, there were 429 patients remaining in the Hospital under treatment. During the following year, ending December, 1850, 241 patients were admitted and 229 discharged, while 441 remained at that date. The average number for the year was 440; the largest monthly average number was 454.

The present buildings have an entire front of 520 feet.

There are five wings of 100 feet in length. The centre of the building is four stories high, with a front of 76 feet. The remainder are three stories high and 36 feet in width. The entire cost of the buildings, with the furniture and the several enlargements from time to time, was about \$157,600. The cost of the land belonging to the institution, 100 acres, has been \$13,500. Of these sums no less than \$47,318 has been derived from donations, principally by Mrs. Martha Johonnot.

The number of rooms provided for the use of patients in August, 1851, was 386. There are 41 rooms for other purposes.

The entire number of patients at the same time was 472, viz., 239 males and 233 females.



STATE REFORM SCHOOL, WESTBOROUGH.

STATE REFORM SCHOOL FOR BOYS, WESTBOROUGH.

The building represented above was nearly destroyed by fire August 13th, 1859. The fire was set by a boy who took the straw from his bed and placed it in the ventilator in the upper story of the southerly wing of the building.

A locomotive was dispatched over the Agricultural Branch Railroad from Northborough to Marlborough; and brought up two fire companies and their apparatus. These and other firemen from the surrounding towns, rendered efficient aid in arresting the progress of the flames, which were not stayed, however, until the entire building, with the exception of one wooden wing, was consumed.

There were about five hundred and sixty boys in the institution, not one of whom escaped, having all been taken and confined in the barn.

By a resolve dated April 16, 1846, the Legislature made the first move towards the erection of a building for the "State Manual Labor School"; under which resolve, Hons. A. D. Foster, Robert Rantoul, and Samuel H. Walley, Jr., were appointed Commissioners. These gentlemen made their first report in 1847. They stated that an unknown gentleman, who, with a delicacy as remarkable as his munificence, had withholden his name, had given \$10,000 in aid of the enterprise, and tendered \$10,000 more in case the State should make an equal contribution. It was afterwards discovered that this generous benefactor was Theodore Lyman, Esq., of Brookline; and the sum of his contributions, when they were fully realized by the State, amounted, we believe, to about \$70,000.

The Commissioners, after consulting with Mr. Lyman, bought the Peters farm in Westborough, consisting of one hundred and eighty acres. Proposals for the erection of

the building were issued, and the lowest bid for erecting them—which was \$52,000—was made by Mr. Daniel Davies, of Boston, and was accepted; and the work was speedily accomplished. The building was originally designed for three hundred pupils. It consisted of a centre and two wings, of one hundred and sixty feet front and rear, and of two hundred feet in depth on each side. The wings were two stories each, the centre three, and the two towers five stories. The foundation was of stone, and the walls brick, with a slated roof. The centre was fitted up

for the superintendent and his family and assistants, and contained a commodious chapel. The east wing was occupied by the steward and his family, and in it were the kitchen and other working rooms and the hospital. In the west wing were two large school rooms and ranges of dormitories. In the second story of the rear was the large workshop. The building cost, when finished and furnished, \$65,516. It has since been much enlarged and improved. The cost of the entire institution to the State up to last year was, for buildings and lands, \$165,000.



STATE ALMSHOUSE AT TEWKSBURY.

STATE ALMSHOUSES.

There are three State Almshouses in the Commonwealth for the reception and support of Paupers having no legal settlement within its limits, constructed of wood, on the plan represented in the accompanying engraving. One, for the district composed of Suffolk, Essex, and Middlesex Counties, is situated in the town of Tewksbury, Middlesex County, about twenty miles from Boston and seven from Lowell, at the junction of the Salem and Lowell, and Lowell and Lawrence, and Boston Railroads; one, for the district composed of the counties of Norfolk, Bristol, Plymouth, Barnstable, Dukes, and Nantucket, situated in the town of Bridgewater, Plymouth County, on the Fall River Railroad; one, for the district composed of the counties of Hampden, Hampshire, Franklin, Berkshire, and Worcester, situated at Monson, County of Hampden, at the junction of the Western and Amherst and New London Railroads. The buildings are so constructed as to form a square in the centre, with the exception of an opening of about twenty-five feet. The whole front, including the superintendent's part, which is in the centre, and four stories in height,

measures one hundred and ninety-eight feet, the side wings one hundred and twenty-five feet each, and the rear wing one hundred and twenty-nine feet. There is a cellar under the whole, a part of which is converted into a wash-room, bath-room, and bakery. Each building is capable of accommodating from six to eight hundred inmates, being also provided with apartments for schools, religious services, the superintendent and family, and also for the physician and officers of the institution.

Attached to the several buildings are farms, containing from one hundred and forty to one hundred and seventy-five acres each of land, well adapted to the condition and capacities of the inmates, who are required to perform such labor as such condition and capacities will permit. The out-buildings consist of barns eighty by forty feet, workshops two stories in height, seventy-five by thirty-five feet, cattle and carriage sheds, &c. The sum of \$190,000 was expended by the commissioners in the purchase of the farms, construction of the buildings, furniture, heating, plumbing, &c., the whole appropriation being \$210,000, which covered the expenditure for architects, commissioners, and \$10,000 for the repair and fitting up of the buildings

of the Commonwealth on Rainsford Island as a State Pauper Hospital. The act establishing the institution, and authorizing the construction of the buildings, was approved by Gov. G. S. Boutwell, May 20, 1852. The commissioners appointed to superintend the construction of the buildings, the purchase of the farms, &c., were Edw. L. Keyes, James J. Maguire, and David Perkins.

The act above mentioned provided also for the fitting up of the buildings at Rainsford Island for a hospital for the sick, and \$10,000 were appropriated and expended. The several buildings were opened for the reception of inmates on the first of May, 1854, by proclamation of the Governor, the several superintendents having been previously appointed. Previous to the adoption of the new system for the support of the State Paupers, the towns and cities of the Commonwealth were obligated to keep and maintain those paupers having no legal settlement, who should become proper subjects of aid within their limits, and were authorized to draw on the treasury of the Commonwealth for their support the sum of forty-nine cents per week for adults, and twenty-eight cents per week for children. The act of 1852 provides that thirty days after the opening of the State institutions, no city or town shall receive any pay or allowance from the Commonwealth for the support of such State Pauper, *provided* (Sec. 4, Act 352, 1853), "If in any city or town there shall be remaining any State paupers after the three State institutions for their reception are full, such paupers shall be placed in the district poor-houses, and such city or town shall receive payment for them from the treasury of the Commonwealth, until notified by the superintendent, to whom application has been made, that such pauper can be received. The superintendents, who are required to give bonds with surety, as the inspectors may require, are appointed by the Governor and Council, and their salaries are determined by the inspectors, subject to the approval of the Governor. It is the duty of the superintendent to receive all paupers as aforesaid, with a proper certificate of the Mayor of the city, or one of the Overseers of the Poor of the town, from which they may be so sent, and to provide for them according to law. Three inspectors are appointed to each institution, by the Governor and Council, who are to reside in the vicinity thereof, whose duty it is to establish rules and regulations for the proper management and government of the institution, subject to the approval of the Governor, and see that they are enforced, and one of them is required to visit each of the institutions at least once in each week. Their compensation is one hundred dollars per annum and travelling expenses. At least one member of each board is to be appointed annually. The inspectors have the power to bind as apprentices minors who are inmates of the institution under their charge; the same authority in causing the

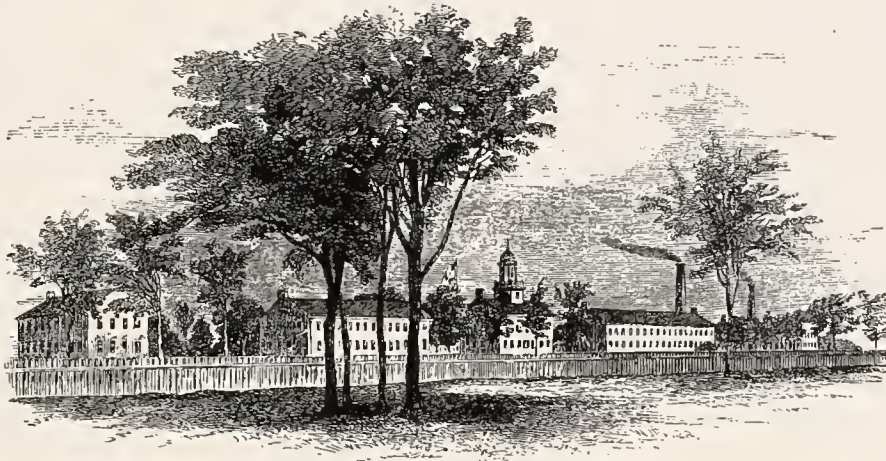
inmates of said institution to be returned to the place or county from which they came, as is now vested in the Overseers of the Poor in the several cities and towns.

Lunatics.—No city or town has a right to send to these institutions any lunatic, who, by reason of his insanity, would be dangerous at large. And if any inmate shall become such a lunatic, the inspectors may apply to two Justices of the Peace and of the Quorum for the county in which the institution is situated, who shall have the same power and authority in all respects, in regard to such application, and the commitment of such lunatic to either of the State Lunatic Hospitals, as Judges of Probate now have in regard to lunatics furiously mad; *provided*, that it shall not be necessary to give notice of such application to the officers of any town or city; and the expense of supporting such pauper in such hospital shall be charged to and paid by the Commonwealth. If any inmate of either of said institutions, above the age of sixteen years, shall leave the same without the consent of the inspectors, and shall, within one year from the time of such leaving, be found within any city or town of the Commonwealth soliciting public or private charity, he shall, upon complaint and proof thereof before any Police Court or Justice of the Peace, be punished by confinement to hard labor in the House of Correction for the county in which he shall so be found, for a term not exceeding three months.

The buildings at Rainsford Island were designed to accommodate all foreign paupers arriving by water, who cannot, on account of sickness, be removed to one of the other institutions, and the city of Boston, and all the cities and towns in the Commonwealth, are authorized to send sick State Paupers to the Island, so far as there may be accommodation thereat not inconsistent with the original design above mentioned. This system was designed to establish a strict discipline among the paupers, to afford them better opportunities for instruction, and to enable them to do something in aid of their own support. It relieves the towns and cities of a considerable burden of trouble and expense, without, it is hoped, imposing a great additional expense upon the Commonwealth. Several hundreds who were receiving support in the poor-houses of the cities and towns at the time of opening the new institutions, left to be supported by their friends or relatives, or to take care of themselves.

UNITED STATES MARINE HOSPITAL AT CHELSEA.

This stately edifice is located on an elevated site in Chelsea, overlooking the harbor and surrounding country. It was erected by the National Government, for the benefit of invalid seamen. It is a new structure, and is now occupied for the purposes to which it is devoted.



UNITED STATES ARMORY, SPRINGFIELD.

THE UNITED STATES ARMORY, SPRINGFIELD.

This is one of the many public works in our State that deserve a very careful examination, accompanied with some knowledge of the extensive operations carried on, and of the results of the labor employed.

The armory, together with the offices and the various buildings for manufacturing and storage of the public arms, is situated on Springfield Hill, within the town of Springfield, and overlooking the valley of the Connecticut River for several miles. The general government here own 72 acres and 2 rods of land on the hill; also, 19 acres and 66 rods for what are termed the upper and middle water shops, and 10 acres and 102 rods for the lower water shops,—making altogether 102 acres and 10 rods of public land.

The main building is the new Arsenal. This is 200 feet long by 70 feet in width, and 50 feet in height. This building is three stories high, and is sufficiently large for the storage of 100,000 muskets. The front of the building is ornamented by a pediment, 70 feet wide by 12 in depth. The tower is 89 feet high and 29 feet square, above which the flag-staff rises 60 feet.

Another prominent building, 400 feet long by 55 feet wide, and 2 stories high, is used for the storage of musket stocks and lumber. A sufficient supply of seasoned timber is kept for four years' manufacture of gun stocks. On the hill are erected ten dwelling houses and six workshops, all owned by the government.

The number of persons employed at the several workshops and as officers, was as follows:—

Superintendent,.....	1	Mounting finishers,.....	3	Appendage filers,.....	3
Master armorer,.....	1	Drillers,.....	11	Polishers,.....	16
Military storekeeper,....	1	Turners,.....	3	Stockers,.....	16
Clerks,.....	4	Grinders,.....	3	Lock finishers,.....	3
Inspectors,.....	11	Barrel filers,.....	11	Arm finisher,.....	1
Machinists,.....	16	Appendage forgers,.....	3	Appendage finishers,...	2
Barrel forgers,.....	18	Iron maker,.....	1	Jobbers-Smiths,.....	5
Lock forgers,.....	7	Assistant forgers,.....	9	Filers,.....	2
Bayonet forgers,.....	8	Annealers,.....	6	Carpenters,.....	19
Ramrod forgers,.....	2	Borers,.....	14	Mason,.....	1
Mounting forgers,.....	19	Millers,.....	6	Laborers,.....	56
Mounting filers,.....	14	Lock filers,.....	24		
Barrel finisher,.....	1	Bayonet filers,.....	6	Total,.....	320

Which was the number employed in June, 1851. This is the smallest number employed during the year.

The result of the operations of last year is as follows:—

Percussion musket, complete,.....	21,000
Percussion musketoons, complete,.....	2,000
Muskets altered from flint to percussion,.....	57,272
Extra cones, for issue with muskets,.....	119,757
Compound screw drivers, for issuè with muskets, ..	93,908
Percussion hammers, for other posts,.....	41,682
Arm chests and packing boxes,.....	205
Tilt hammers for welding barrels,.....	2
Components of muskets for other posts, eq. to per-	
cussion muskets,.....	55

The manufacture of a single musket is effected by four hundred different operations, and the majority of the men employed engage in only one of the operations. A larger number of muskets was manufactured last year than any year previous; and a calculation based upon the number turned out shows that throughout the year of 313 working days, of ten hours each, a musket was completed every 8 minutes and 56 seconds. The various parts of the muskets pass, during their manufacture, through the hands of inspectors, who, with their gauges, determine the exact di-

mensions of every piece, and reject every one that is not exactly what is required. Thus, a hundred thousand muskets might be taken to pieces, and thrown promiscuously into a pile, and the whole taken up and put together again without the misfit of a single component to its appropriate place. Thus, too, when the arms are in use, there is never need of sending them to the armory for repairs. Hammers, screws, springs, &c., furnished from the armory as extras, will take the place of any damaged part precisely as if they were made for the arms to be repaired.

The process of manufacturing the musket barrel is one of extreme nicety, and is guarded by numerous tests. The bar, which is of the best Salisbury and Ancrom refined iron, is cut into lengths weighing $10\frac{3}{4}$ pounds each. These are rolled into shapes, the edges rolled up, lapped upon each other, and then welded. These undergo an inspection, and the imperfect ones are rejected. When subjected to the powder test, each barrel is discharged twice; the first time by a charge of one-eighteenth of a pound of powder, one ball, and two wads,—the second containing one twenty-second of a pound of powder, one ball and two wads. Fifty-five barrels are usually loaded and discharged at the same time, in a building expressly used for this purpose.

Out of the whole number of barrels constructed during the last year, 5,774 were condemned as imperfect,—of which 451 were for defective workmanship, and 5,323 for defective material.

The following is the weight of a musket, in detail and total, expressed in pounds and hundredths of a pound:—

Weight of barrel,.....	4.85
Weight of locks and side screws,.....	0.85
Weight of bayonet,.....	0.68
Weight of musket without bayonet,.....	9.14
Weight of musket complete,.....	9.82

It will be thus seen that a complete percussion musket weighs ten pounds, lacking eighteen-hundredths. This weight is less than that of the old flint musket.

The exact cost of a single musket, of the number manufactured last year, cannot be stated, the inventory being uncompleted; but the cost in 1850 was \$9,03 $\frac{1}{2}$. The cost for last year will be less. In ten years, the cost of manufacture, per musket, has been reduced nearly one-half, it being in 1841, \$17,44.

PLACES OF AMUSEMENT, ETC.

BOSTON THEATRE,

361 WASHINGTON STREET.

The Boston Theatre is one of the finest places of amusement in the world, and by far the most beautiful in America. It is situated on Washington and Mason Streets. The entrance front on the former is a simple three story building, twenty-four feet in width, covered with mastic, and with no attempt at architectural display. On entering, the visitor ascends the inclined plane of a spacious and elegant outer vestibule, the walls of which, handsomely ornamented, support a finely-arched ceiling. Here we procure tickets, and enter the *inner vestibule*; before us is a circular staircase, nine feet in width; ascending, we find it conducts to the first and second circles. Entering the auditorium, we find it to be about ninety feet in diameter, and circular in form, except that it slightly flattens in the direction of the stage; the depth from the curtain to the back of the parquet being eighty-four feet. The front of the stage projects into the auditorium eighteen feet, and the height of the auditorium is about fifty-four feet. There are proscenium boxes on either side of the stage, handsomely draped. A space of



ten or twelve feet from the parquet wall, and nearly parallel with the front of the first tier, is separated and somewhat

raised from the middle portion of the house, the whole parquet floor, however, being constructed in a dishing form, and varying several feet. Around the auditorium above are the first and second tiers, the gallery, and hanging in front, a little below the first tier or dress circle, is a light balcony containing two rows of seats.

In the parquet and balcony there are iron-framed chairs, cushioned on the back, seat, and arms, and so contrived that the seat rises when not in use; and the first and second tiers are furnished with oaken-framed sofas, covered with crimson plush, and the amphitheatre with iron-framed and cushioned settees.

The walls of the auditorium are of a rose tint, the fronts of the balcony and the second circle are elaborately and tastefully ornamented, and the frescoed ceiling embraces in its design allegorical representations of the twelve months. Adding to the effect of the painting, the ceiling is decorated with composition ornaments, many of them richly gilded. In front, over the stage, is a splendid clock, with a movable dial.

Returning to the vestibule, we turn to the right, under the arches, and reach the *parquet lobby*. Passing through this apartment, we reach the saloon and dressing rooms of this story. The *parquet corridor* is gained by turning to the left, through the arches, until we arrive at the foot of



the *grand oaken staircase*, which is built of solid oak, and separates on a broad landing into two branches, nine feet in width, which terminates in the *dress circle lobby*. Opposite the staircase are open arches communicating with the *grand promenade saloon*, which is forty-six feet long, twenty-six feet wide, and tastefully finished with ornamented walls and ceiling, and is elegantly furnished. The corridors to the several stories extend entirely round the auditorium.



The stage side of the theatre is on Mason Street, and the doors and arches, breaking the sameness of the brick wall, comprise a passage leading to the carpenter's shop and works, a set of double doors for the introduction of horses, carriages, &c., should such ever be required for the purposes of the stage, a private door for the use of the actors, and an audience entrance at the corner of the building nearest West Street.

The stage is sixty-seven feet deep from the curtain, and, calculated from the extreme front, or foot lights, measures eighty-five feet. The curtain opening is about forty-eight feet in width by forty-one in height. There is a depth of some thirty feet below the stage, and the height from the stage to the fly floor is sixty-six feet. These distances allow the raising and lowering of scenes without hinges or joints, the use of which soon injures their appearance. There are seven rows of side scenes, or wings, with considerable space beyond the most remote, for perspective. The stage is provided with traps, bridges, and all imaginable contrivances for effect, and is believed to unite more improvements, and to be the best arranged, of any structure of the kind in this country.

The green-room, on the level of the stage, is a decidedly comfortable looking apartment, thirty-four by eighteen feet, neatly finished and tinted, handsomely carpeted, and furnished around the sides with cushioned seats, covered with dark green enamelled cloth. Adjoining it is a small "star" dressing room, appropriately fitted, and near by is an apartment for the manager, also a small property room. Above these are the actors' dressing rooms, furnished with water, heating apparatus, and all necessary conveniences; and still higher is the stage wardrobe room.

On the other side of the stage there are additional dressing rooms; above these a spacious property store-room. Below the extreme front of the stage is located the usual apartment for the use of the orchestra, with side rooms for the storage of music, instruments, &c. Farther back is a large dressing room for the supernumeraries, and two or three stories of cellars arranged for the reception of scenes from above, and for a variety of other purposes. The walls separating the stage from the auditorium are of brick, and considered fire-proof, while the curtain opening is provided with a safety screen of iron net-work, balanced by weights, and managed with machinery so arranged as to be operated from either side of the curtain wall. Should any portion of the stage or its surroundings ever take fire during a performance, this curtain can be immediately lowered, and afford complete protection to an audience.



NATIONAL THEATRE.

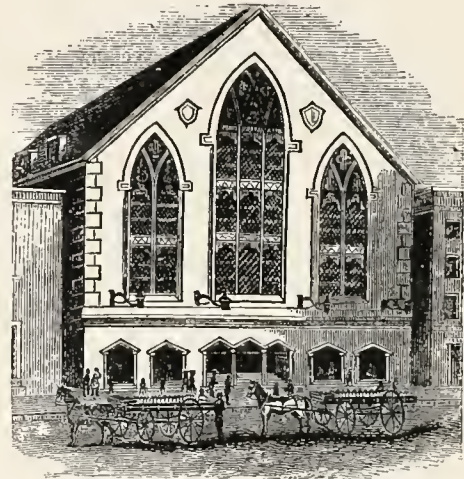
This establishment was erected during the summer of 1852, from a design by Billings. It is about 150 feet long on Traverse Street, by 84 feet front on Portland Street. The rear is on Friend Street. The building has a pleasing architectural front, covered with dark brown mastic. It is well situated on the junction of several great thoroughfares, and in the immediate vicinity of Charlestown, from which it probably derives a large portion of its patronage.

The Theatre has every convenience of ingress and egress. The principal entrance on Portland Street, is from three arched doors to the ticket office. Stairs to the right lead to the first floor; on the left, to the family circle or second tier; and from a door on the left of the front, to the upper tier or gallery.

The lobbies are large and convenient. The audience

portion of the theatre, or auditorium, is nearly a circle, of about 80 feet diameter. The whole lower floor is used as a parquette, or, as formerly called, pit; there is a division between what is properly called the parquette and the boxes, or dress circle, making the parquette itself about 50 feet diameter. The parquette has seats for a few over 400; dress circle the same number. The family or second circle has seats for between 500 and 600, but has held 700 persons; the gallery seats a few over 1,000 persons; making a total, comfortably seated, of about 2,500 persons.

The stage is 60 feet deep by 76 feet wide, and is well adapted to the class of performances usually played at this theatre, chiefly Melo-drama.



HOWARD ATHENÆUM.

The Howard Athenæum is centrally located, and fronts on Howard Street occupying the spot where once stood the house in which Governor Eustis died. The theatre, although not large, is one of the most comfortable places of amusement in the city, and is deservedly popular.

BOSTON MUSEUM,

TREMONT, NEAR COURT STREET.

Perhaps of all the places of public amusement in the good city of Boston, not one is so generally popular as this. Nor is its great success undeserved; for it has ever been the aim of its enterprising proprietor, Hon. Moses Kimball, while providing every possible novelty for the gratification of the masses, to carefully exclude every thing that could be in the slightest degree objectionable. Hence the



BOSTON MUSEUM, TREMONT STREET.

Museum has been the great family resort, as well as the visitor's choicest treat.

First, for its locality. On Tremont Street, between Court and School Streets, it stands, a spacious and superb building, its front adorned by elegant balconies and rows of ground glass globes, like enormous pearls, which at night are luminous with gas. Three tiers of elegantly arched windows admit light into the building, and we reach the interior by a bold flight of stairs.

At the summit of these stairs is an elegant ticket and treasurer's office, and adjoining it the entrance to the Grand Hall of Cabinets, which is surrounded by a gallery, and whose ceiling is supported by noble Corinthian pillars. Around the gallery front are arranged portraits of celebrated Americans. On the floor of the hall are statuary and superb works of art, and, arranged in glass cases, curiosities from all parts of the known world.

The galleries, reached by a grand staircase, are filled with the rich and rare products of many a clime; not an inch of space is thrown away. Ascending still higher, we find a superb collection of wax figures, singly and in groups; and surmounting all is an observatory, whence splendid panoramic views of the city, the harbor, and its islands may be obtained.

The Museum Theatre is one of the most beautifully decorated, best constructed, and well managed theatres in the United States. The visitor there has no rowdyism to fear, and nothing ever occurs, either in the audience portion or on the stage, to offend the most fastidious. As good order is maintained in Mr. Kimball's theatre as in any drawing-room in the land. The company, too, is always first rate. Some of our best actors have been trained on the Museum boards. But, besides having a stock company which cannot be surpassed, "stars" of the first theatrical magnitude are often engaged; and brilliant spectacles, with all the accessories of superb scenery, delicious music, gorgeous costumes, banners, and other appropriate appointments, are produced several times in each season, in all the magnificence that money and skill can accomplish, and are a marked feature of the place, that cannot easily be surpassed. Few persons who visit Boston, ever think of quitting without paying the Museum a visit, for it contains amusement and information for all.

The Museum building alone cost nearly quarter of a million of dollars, and covers twenty thousand feet of land, the whole of which, with its numerous cabinets, is crowded with every variety of birds, quadrupeds, fish, reptiles, insects, shells, minerals, fossils, &c. Then there is the

Feejee Mermaid, alluded to by Barnum, in his Autobiography, together with more than one thousand costly paintings, among which is Sully's great picture of Washington crossing the Delaware, portraits by Copley, West, Stuart, &c. In short, there are to be seen nearly five hundred thousand articles of every conceivable rare and curious thing of nature and art in the Museum, and all for the marvelously small sum of twenty-five cents. The theatre is open every evening, and on Wednesday and Saturday afternoons.

ORDWAY HALL,

165 WASHINGTON STREET.

Ordway Hall is situated in Province House Court. The building is very old; and, when Massachusetts was a province, the colonial governors resided here. The king's coat of arms that once adorned this building, is still treasured in the rooms of the Massachusetts Historical Society, and seems to have suffered more from the tooth of time than the staunch old building it once adorned. Perhaps the smoke from Lexington and Concord dimmed its bright colors, tarnished its gilding, and caused it to be laid aside forever. The walls of this old house, that once echoed with king's decrees, eloquent speeches, and loyal toasts, now ring with the gay laugh, tender songs, and humorous jests of the

negro minstrel. The hall has become deservedly popular, as order is preserved and all that may offend banished.

GRAND AQUARIA,

21 BROMFIELD STREET.

This is a magnificent display of some of the most fascinating phenomena of nature.

These Ocean Conservatories are filled with rare marine animals, imported and collected expressly for this establishment.

They present us with a perfect and striking illustration of life beneath the waters.

Visitors will find the microscopic department particularly interesting. The objects are numerous and frequently changed, so as to embrace a great variety. Some of those on exhibition are extremely beautiful, as for instance, a butterfly's tongue, a specimen of pepper wood, and salicine in polarized light. Another curiosity is the Lord's Prayer engraved on glass, presenting only a faint line to the eye, but distinctly seen under the glass. More than five thousand of the same size could be inscribed in a square inch. Some of the different substances for polarizing light, nitre, sugar, &c., are also beautiful in the varying combinations of color they afford.

Open daily (Sundays excepted) from 9 A. M. to 10 P. M. Admission 25 cts. Children under ten years of age, 15 cts.

BOSTON WATER WORKS.

No improvement of greater magnitude or importance has ever been undertaken by the city than the Water-Works. Boston, though originally selected as a place of residence for its abundance of pure water, for many years has not contained within itself an adequate supply.

As early as Feb. 26, 1795, the Boston Aqueduct Company was incorporated for the purpose of introducing into the city the water of Jamaica Pond, in Roxbury. This pond, at its highest elevation, is 49 feet above tide-water, and is capable of a maximum daily supply of about 50,000 gallons. In 1845, the company had laid about five miles of 8 and 4 inch iron pipe, and ten miles of wooden pipe, conveying the water to nearly 3,000 houses. This was inadequate to meet the wants of the city.

At the taking of the census in 1845, a careful examination to ascertain the supply of water in Boston was made, with the following results:—

Classes of Houses.	Owned by occupant.	Not owned by occupant.	Total.
Inhabited houses,	3,201	7,169	10,370
Houses having wells,	1,986	3,301	5,287
Wells whose water is drinkable,	1,685	2,639	4,324
Wells affording a supply,	1,750	2,485	4,235
Wells whose waters will wash with soap,	75	139	214
Houses having cisterns,	1,631	2,811	4,445
Houses which take aqueduct water,	973	2,237	3,210
Houses supplied with soft water,	1,731	3,202	4,933
Houses having no wells,	1,215	3,868	5,083
Wells whose water is not drinkable,	301	662	963
Wells which do not afford a supply,	236	816	1,052
Wells whose water will not wash with soap,	1,911	3,162	5,073
Houses without drinkable well water,	1,516	4,630	6,046
Houses having no cisterns,	1,567	4,353	5,925
Houses which do not take aqueduct water,	2,223	4,932	7,160
Houses not supplied with soft water,	1,470	3,967	5,437

Various Commissions had been constituted by the city, at different times between 1825 and 1844, to examine the waters in the neighborhood, for the purpose of selecting one

which could properly be introduced into the city. None was, however, definitely agreed upon. In August, 1844, Messrs. Patrick T. Jackson, Nathan Hale, and James F. Baldwin were appointed Commissioners "to report the best mode and expense of bringing the waters of Long Pond into the city"; and they reported on the 9th of November following. At the next session of the Legislature, an act was passed giving authority to the city to construct the works, but, on submitting it to the people, the act was not accepted.

In 1845, another Commission, consisting of John B. Jervis, of New York, and Walter R. Johnson, of Philadelphia, was appointed to report the best sources and mode of supply. Their report was made November 18, 1845, and recommended Long Pond. An act, granting the necessary powers, with the authority to create a city debt of \$3,000,000, was passed by the Legislature, March 30, 1846, and accepted by the legal voters of the city, April 10, 1846. Other necessary preliminary measures were taken. Nathan Hale, James F. Baldwin, and Thomas B. Curtis were appointed on 4th May, 1846, Water Commissioners, and they entered immediately on the discharge of their duties. In consequence of the increased expenditures on the work, an additional act of the Legislature was passed May 1, 1849, authorizing an additional debt of \$1,500,000.

Long Pond, or Lake Cochituate, as it was named in 1846, lies in the towns of Framingham, Natick, and Wayland. The gatehouse of the aqueduct is in Wayland, near the Natick line. It contains 659 acres, and drains about 11,400 acres, and is in some places 70 to 80 feet in depth. It is divided into two sections by a dam at the wading place, on the highway across the lake from Framingham to Cochituate Village. The northerly section, connected with the aqueduct, contains about 200 acres; and the southerly section, which is held in reserve, to be drawn upon as wanted, contains about 459 acres. It will supply, according to the lowest estimate, 10,000,000 gallons of water daily.

Two Compensation Reservoirs, to supply the water rights on Concord River, instead of Long Pond, have been constructed. The Whitehall reservoir in Hopkinton, containing 576 acres, and capable of yielding, for three months, 12,000,000 gallons of water each 24 hours; and the Fort Meadow Brook reservoir in Marlborough, containing 290 acres.

The range between high and low water will be about 7½ feet. At its highest elevation it will be about 12 feet above the bottom of the aqueduct at the outlet, and 135 feet above high-water at Boston. At its lowest level the water will be 124.86 feet above high-water. The fall from the Lake to the Brookline reservoir is 4.26 feet, making the

height of the reservoir at its lowest level, 120.60 feet above high water mark. The reservoir will, however, retain the water safely, 2½ feet higher, or 123 feet above high-water, or 16 feet above the floor of the State House.



The Fountain Basin on the Common is about 24½ feet above high-water, or 96 feet below the minimum level of the Brookline reservoir, and a 3 inch jet has been raised thence 92 feet, or within 4 feet of its source, though that source is at a distance of 4½ miles. In the lower parts of the city, the water, conveyed through a hose of the ordinary size of 2½ inches, attached to one of the hydrants, will throw a column of water, without the aid of a fire engine, by the force of the head on the pipe, to the height of 75 or 80 feet.

The distance from the Lake to Beacon Hill Reservoir is as follows:—

	Feet.
From the Gatehouse at the Lake to the West bank of Charles River, near Newton Lower Falls,	41,187
Thence to the West end of the Brookline Reservoir,	36,051
Total, from the Lake to Brookline Reservoir,	77,238*
From West end Brookline Reservoir to the Gatehouse at the East end,	2,000
Thence to Beacon Hill Reservoir,	24,898
Total, from West end of Brookline Reservoir to Beacon Hill Reservoir,	26,898 †
From the Lake to Beacon Hill Reservoir,	104,136 ‡

* Or 14.625 miles. † Or 5.094 miles. ‡ Or 19.719 miles.

The Brookline Reservoir is a beautiful structure, of irregular, elliptic shape. The land purchased, including the surrounding embankment, with the necessary margin for its protection, was 38 acres. The area of the surface of the water is about 22½ acres. It is capable of containing about 100,000,000 gallons of water.

The Beacon Hill Reservoir is a structure of massive stone masonry. Its exterior dimensions are, on Derne Street 199 feet and 3 inches; on Temple Street 182 feet and 11 inches; on Hancock Street 191 feet and 7 inches; and on the rear of Mount Vernon Street 206 feet and 5 inches. Its height, from the foundation to the top of the coping, exclusive of the railing, is, on Derne Street, 66 feet, and on the rear of Mount Vernon Street 43 feet. The foundation or substructure which is to support the basin, or reservoir, of water, rests on arches of immense strength, $14\frac{3}{4}$ feet span. The lateral basin walls which are to retain the water are 12 feet within the faces of the exterior walls on the streets. They are raised from the bottom of the reservoir or basin to the height of 15 feet and 8 inches, including 20 inches of coping. The contents of the basin is equal to 2,678,961 wine gallons, and its mean horizontal section equal to 28,014 square feet. The line or level, at this reservoir, corresponding to the maximum level of the water in the reservoir at Brookline, which is about 123 feet above marsh level, or high-water-mark, run about 7 inches on the coping, or 14 feet and 7 inches above the bottom of the basin; and the minimum level of the Brookline Reservoir $2\frac{1}{2}$ feet below this line. It must be apparent that whatever may be the height of water at Brookline, it must, when flowing, be a lower level on Beacon Hill. The difference in the height of water in the two reservoirs will vary with the supply and discharge.

On the northerly side of the reservoir are two granite tablets, on which are cut the following inscriptions:—

BOSTON WATER-WORKS.
 BEGUN AUG: 1846. WATER INTRODUCED OCT: 1848.
 JOSIAH QUINCY, JR., MAYOR.
 COMMISSIONERS, { NATHAN HALE,
 JAMES F BALDWIN,
 THOMAS B. CURTIS.

BOSTON WATER-WORKS.
 THE RESERVOIR COMPLETED NOV, 1849.
 JOHN P. BIGELOW, MAYOR.
 ENGINEERS, { W. S. WHITWELL, EAST DIV.
 E. S. CHESBROUGH, WEST DIV.
 JOHN B. JERVIS, CONSULTING.

The South Boston Reservoir is situated on Telegraph Hill, the old "Dorchester Heights." It is entered by a 20 inch pipe from the main in Tremont, through Dover Street, over the South Free Bridge. The water is about 16 feet deep, of the same height as Beacon Hill Reservoir, and it will contain 7,000,000 gallons.

The water is conveyed from the Lake to the Brookline

Reservoir in an aqueduct, excepting 965 feet across the valley of Charles River, where are two parallel iron pipes of 30 inches in diameter. There are two tunnels, one in Newton of $2,410\frac{1}{2}$ feet, and another in Brookline of $1,123\frac{1}{2}$ feet. The former passes through a hill 86 feet below the surface, at its highest elevation. The aqueduct is built principally of brick masonry, in an oval, egg shape, 6 feet 4 inches in height by 5 feet in width, and has a gradual fall for the whole distance, including the pipe section, of $3\frac{1}{2}$ inches to the mile, nearly. With this fall, and a depth of 3 feet 10 inches of water, when the conduit is two-thirds full, it is estimated to convey 11,000,000 gallons per day. From the Brookline Reservoir it has been conveyed to the city in two main 36 inch iron pipes. A third main pipe is now added.

In May, 1851, the Cochituate Water Board purchased the property of the Jamaica Pond Aqueduct Company (excepting a small lot of land) for the sum of \$45,000. This transfer of property and interest was made by a corporate act of the latter to and confirmed by the individual transfer of shares held. This purchase was recommended by the Water Commissioners in December, 1846, at a cost not exceeding \$80,000. The receipts of the Jamaica Pond Company had been of late years \$38,000 per annum and the net revenue \$22,000.

In order to supply every portion of the city with the Cochituate water, pipes have been laid from the Fitchburg Railroad depot (Haverhill Street) to East Boston. This has been accomplished by placing pipes under the Warren Bridge leading to Charlestown, across Charles River, and under Chelsea Bridge, across Mystic River; then led into other pipes leading through Charlestown and Chelsea, and thence to the reservoir at East Boston.

The main pipe for the supply of East Boston is 20 inches in diameter, and commences at Haymarket Square. It crosses Charles River on the lower side of the Warren Bridge, partly on independent pile work, passing the draw by means of an inverted syphon, which leaves sufficient space for the largest class of vessels that can pass this bridge. Thence it passes through the Square and Chelsea Street in Charlestown, and thence across Mystic River, on independent pile work, by the upper side of Chelsea Bridge. In passing this stream, two inverted syphons were placed opposite the draws in Chelsea Bridge, one near the Charlestown shore, and the other near the Chelsea shore. The latter leaves a clear space of 50 feet, which is considerably more than the width of the draw opposite. The enlargement was made on account of the possibility of a larger class of vessels being built at Medford than has been constructed there heretofore. The main then passes along the Salem Turnpike, and through Williams and Marginal

Streets in Chelsea, and about 400 feet beyond the grounds of the United States Marine Hospital it turns and crosses Chelsea Creek to the reservoir on Eagle Hill. The channel of this creek is passed by a flexible pipe, instead of a pile bridge and syphon near the East Boston Free Bridge, as it was originally contemplated.

From the Report of the Cochituate Water Board to the City Council of Boston, for the year 1858, we gather the following information:—

The daily consumption of water during the year 1858, (as appears from the Engineer's Report), was 12,847,000 wine gallons. Estimating the number of inhabitants at 173,000, the daily individual consumption averaged 73 gallons.

The subject of *meters* has received a good share of the attention of the Board; and it is a pleasure to state that Worthington's meters, which have been tested to a considerable extent, bid fair to be reliable. Made of iron, they are subject to corrosion; but made of composition, they are thought to be unexceptionable. The use of meters in several cases appears to be indispensable, and it is thought best, in replenishing the stock of the city, that an article worthy of confidence, both in accuracy and durability, should be obtained.

The whole length of pipe of 4-inch and upwards, laid in the city, is now a little over 122 miles.

The number of new stopcocks is 21, making the whole number 1,046.

The number of service pipes laid during the year is 842, making the whole number 21,326,

New hydrants to the number of 23 have been established in the different parts of the city, making the whole number 1,331.

The whole amount received for water rents during the year has been \$303,934.73.

The number of water takers is now 22,414, being an increase during the year of 812—a greater increase than has occurred in any of the last four years.

A statement of receipts and expenditures during the last year, by the clerk of the Water Board, or service clerk, is annexed. The whole amount of expenditures appears to be \$76,006.01, including cost of laying pipes over the Dover Street Bridge, \$5,752.70, which should properly go to appropriation for Bridges. Of this, \$47,561.41 was for the extension of the Works, leaving \$28,444.60 as the amount of the expenses of this department for the last year—being less than the expenses of 1857 by \$1,733.30. This is quite an auspicious circumstance, that while the Works have been extended, the expense of taking care of them is diminished.

The usual classification of the various water tenants has

been prepared in a condensed form, and a statement of the amount paid by each class, the whole being collated with similar tables for the preceding year, is here inserted:—

1858	1857	1858	1858	1857	1858	
15,260	15,645	16,553	Dwelling Houses,.....	\$169,129.69	176,118.49	189,620.78
3,515	3,618	8,744	Stores, Shops, Offices, Cellars, etc.,.....	26,542.33	27,983.78	30,047.13
428	520	404	Hotels, Restaurants, Saloons,....	11,065.53	12,224.90	12,274.07
648	637	702	Stables,.....	8,297.10	8,023.10	8,704.94
8	9	8	Railroads,.....	8,681.68	7,532.05	7,162.32
3	2	3	Ferry Companies,.....	2,712.16	1,931.63	1,966.90
30	31	32	Steamboats,.....	4,965.71	4,666.81	4,839.39
720	740	608	Hose,.....	2,192.00	2,260.00	2,132.00
1	1		Motive Power,.....	516.23		
84	84	80	Sugar Refineries, Distilleries, Breweries and Bakeries,.....	10,202.25	9,622.73	9,231.76
4	S	8	Gas Companies,.....	621.22	538.34	641.44
			Other Manufacturing Purposes, City Buildings and other City uses,.....	22,857.68	20,618.10	20,063.33
			Public Buildings, Charitable In- stitutions, etc.,.....	3,777.72	4,165.78	4,158.81
			Shipping Contract with Water- man,.....	1,980.96	2,109.84	2,813.15
			Street Waterers,.....	4,367.30	3,896.24	3,832.93
			Street Waterers (in Roxbury),...	100.00		422.00
			Building Purposes,.....	1,085.05	1,039.96	1,727.95
			Other Purposes,.....	1,010.24	4,924.75	1,436.49
				\$280,034.44	288,564.55	301,140.46

The Report gives the following exposition respecting the cost of the Water works:—

“It has been noticed that the City Auditor has for several years been accustomed to regard, in his annual report, the cost of the Water Works as the amount of the water debt. And this has continually increased, because there has been no surplus receipts from water rents to diminish it. It is respectfully submitted that this is confounding two quite distinct things.

“The water debt is contracted under provisions of the acts authorizing the city to bring the water into the city, which has some special provisions in relation thereto. By sections 11, 12 and 13 of the water acts, as condensed in the City Ordinances, the city was authorized to issue water scrip to meet the whole cost of the enterprise. In section 14, it is further provided, that ‘the said City Council may, whenever and so far as deemed necessary, issue and dispose of notes, scrip, or certificates of debt, to meet all payments of interest which may accrue upon any scrip by them issued: provided, however, that no scrip shall be issued for payment of interest as aforesaid, after the expiration of two years from the completion of said aqueducts and other works; but payment of all interest that shall accrue after that time, shall be made from the net income, rents, and receipts for the use of the water, if they shall be sufficient for the purpose; and if not, then the payment of the deficiency shall be otherwise provided for by the City Council.’ That is, ‘otherwise’ than by disposition ‘of notes, scrip or certificates of debt.’ So that it seems as if

the city was prohibited after two years from paying the accruing interest by loans in any shape whatever.

"In conformity with the provisions of this act limiting the water scrip (which is regarded as synonymous with water debt) to the cost of the Works, and interest thereon for two years after their 'completion,' the Water Board passed an order March 20, 1851, 'that the construction account of the Water Works be closed on the 30th April (then next ensuing), and the Works be then considered as finished, and all expenditures made after that time be charged to the current expenses of the year.'

"From this action it would appear that the cost of the Works, as it should appear on the 1st of May, 1851, with two years' interest added to the same, would, under the act, constitute the water debt, whether it should be sufficient to cover the cost of the Works or not; and if there should subsequently occur a deficiency, it should 'be otherwise provided for' than by loan.

"Now it appears from the Auditor's account, distributed to the citizens, that the water debt, or cost of the Works at that time, May 1, 1851, was \$4,948,363.97; add two years' interest at \$4.85 (the average rate on the scrip), viz., $\$239,995.65 \times 2 = \$479,991.30$, and the water debt is obtain- viz., $\$5,428,355.27$. And this is a maximum sum, not liable to increase under any circumstances contemplated by the act, unless by what will be noticed presently. Now if that sum be, as represented, the water debt, the interest upon it for the last year is $\$263,275.23$, and the expenses of the Water Department, as above stated, are $\$23,444.60$, making a total of the interest and expenses $\$291,719.83$, while the water receipts have been $\$303,931.73$, or $\$12,211.90$ more than interest and expenses.

"It is not pretended that the sums here used are entirely accurate — there is not time or opportunity to make them so — but they are sufficiently accurate to illustrate the principle involved.

"The scope and intent of the act (the Board admit) would justify and require the amount of the cost of the Works, as exhibited May 1, 1851, to be augmented by the cost of Jamaica Pond aqueduct, which was subsequently paid for, and by such damages as were subsequently paid, but previously incurred. Then on the other hand, that sum should be diminished by the amount of sales since made, say of the Jamaica Pond works, the reservoir and lands in Marlborough, Boon Pond, and appendages, buildings, privileges, land and wood, in neighborhood of the Lake and along the line of aqueduct to Brookline. If these items were properly made up, added and subtracted, it is believed that the cost would be diminished by an amount varying from $\$25,000$ to $\$50,000$.

"And further, if the amount spent for new pipe, over Dover Street Bridge, were carried to its proper account,

there would be $\$12,213.18 + \$5,752.70 = \$17,965.88$ more, as the result of this year's receipts, to go as an off-set for so much of the water-debt."

STATEMENT SHOWING THE NUMBER AND KINDS OF WATER FIXTURES, CONTAINED WITHIN THE PREMISES OF WATER TAKERS, IN THE CITY OF BOSTON, IN 1857 AND 1858.

1857.	1858.	
4,434	4,326	Taps. These have no connection with any drain or sewer.
25,207	26,631	Sinks.
6,573	7,729	Wash-hand Basins.
2,941	3,334	Bathing Tubs. Most of these have shower baths attached.
2,765	3,327	Pan Water Closets.
3,215	3,845	Hopper Water Closets.
	173	Self-acting Closets.
573	654	Urinals.
1,566	2,015	Wash Tubs. These are permanently attached to the buildings.
20	12	Shower Baths. In houses where there is no tub.
9	9	Rms.
585	612	Private Hydrants.
	77	Slop Hoppers.
47,888	52,744	

RATES CHARGED ANNUALLY, COMMENCING JAN. 1.

Every dwelling house occupied by one family, \$6; by two families, \$8; by three or more families, except model houses, so called, \$10; also \$1 on every \$1000 (or fraction over \$1000), above \$1000 taxation.

In addition to the foregoing rates, to each dwelling house in which a water closet or bathing tub is used, \$5.

Model Houses, so called, \$3 for each tenement.

Hotels, taverns, and boarding houses (said boarding houses being taxed at more than \$15,000), for each bed for boarders and lodgers \$2, not including water for baths, or for uses without the house; no hotel, tavern or boarding house to be charged less than if a private dwelling house.

Each tenement occupied as a store, warehouse, shop, office, or for purposes not included in any other classification, and not requiring a more than ordinary supply of water, \$6 to \$25, and also, for each water closet more than one, \$5; and for each urinal or wash hand basin more than one, \$2.50.

Every private stable, \$6; each horse over two \$2.

Every livery stable, for each horse \$2.

Every omnibus stable, for each horse \$1.50.

Every truckman's stable, for each horse \$1.25.

No stable to be charged less than \$5.

The right to attach a hose of not more than five-eighths of an inch orifice, for washing windows, or sprinkling streets, in addition to the charge for other uses, not less than \$3; no hose to be attached, or used in any stable for

washing horses or carriages, or any other purpose whatever, except for extinguishing fires.

Refectories, confectioneries, eating houses, market, and fish stalls, provision shops, refreshment and oyster saloons, according to the quantity of water used — from \$6 to \$50.

Public baths, for each tub \$5.

Every printing office, according to the number of presses used, not including the supplying of a steam engine, from \$6 to \$40.

Every stationary steam engine working not over twelve hours a day, for each horse power \$6.

Every Railroad Corporation, for supply of locomotive engine, according to the quantity used, as ascertained by metres or otherwise, and also for supply of passenger stations.

Every steamboat, half a cent for each ton, Custom House measurement, at every time the water is used.

For building purposes, every cask of lime or cement used 5 cts.

Large quantities to Brewers, Distillers, and for other uses not specified under specific regulations, when the estimated average quantity consumed is less than 500 gallons per day, for each 100 gallons estimated daily consumption, \$15 per year; 500 to 1000 gallons \$12; 1000 to 2000 gallons \$10; 2000 to 10,000 gallons \$8. When the quantity used exceeds 10,000 gallons the price is fixed by the Water Register, but in no case at less than one cent the 100 gallons.

Fountains are only to be supplied with water at the discretion of the Cochituate Water Board; and are charged upon the estimated quantity used each day, for each 100 gallons' daily consumption, \$3 per year.

When water is required for purposes which are not specified in the foregoing tariff, the rates are fixed by the Cochituate Water Board.

Whenever two or more dwelling houses, or other estates, are valued together, for the assessment of taxes, it is the duty of the Water Registrar, under the direction of the Cochituate Water Board, to make a separate valuation of the same; and whenever a portion only of any estate is justly chargeable for any water rate, it is the duty of the Water Registrar to make a proper valuation of the said portion; and the Water Rates apply to such valuation.

The Cochituate Water Board have power to ascertain by metres the quantity of water used in any case; and the proprietors, or persons having charge of hotels, taverns, and boarding houses shall also have power to place within their premises, at their own expense, a sufficient water metre, to be approved by the Water Registrar, for the purpose of measuring the quantity of water by them respectively used. And when in any case the quantity used is so ascertained and measured, the Cochituate Water Board

may establish a water rate therefor, provided that the rates in no case be less than that charged to railroads, and other business requiring a large supply, for uses not specified under specific regulations.

The Cochituate Water Board have power to establish such regulations as they may deem expedient for the construction of water closets; the water not to be applied to any building unless water closets be made conformable to said regulations.

No charge is made for the right to insert a pipe of not more than one inch in diameter, at the expense of the water-taker, to be used only in case of fire.

N. B. The city reserve to itself the right, whenever it shall be deemed necessary, in order to keep up the supply of water for domestic purposes, to stop the supply granted for any other purposes.

SPECIAL NOTICE TO WATER TAKERS.

1. All persons taking the water, are required to keep the service pipes within their premises, including any area beneath the sidewalk, together with stop cocks and apparatus, in good repair, and protected from frost, at their own expense; and they will be held liable for all damages which may result from their failure to do so.

2. They are also required to prevent all unnecessary waste of water.

3. The Water Registrar may enter the premises supplied, to examine the pipes and fixtures, and to ascertain whether there is any unnecessary waste.

4. No alteration is allowed to be made in the pipes or fixtures inserted by the Board, except by their agents.

5. No water is allowed to be supplied to other parties not entitled to the use of it by the terms of these regulations, unless by special permission.

6. Use of the hand hose is restricted to one hour before 8 o'clock, A. M., and one hour after sunset.

FOUNTAINS.

A number of beautiful Fountains lend their attractions to the general gratification on public and other occasions. But the enormous consumption, or rather *waste*, of water so prevalent in the city, leads the authorities to restrict the flow of the public Fountains to special occasions.

There are Fountains in the following locations:—

The Common. Chester Square. Front of Dr. Lowell's Church. Haymarket Square. Exeter Place. Ashland Place. State House Grounds. The Public Garden. Union Park. Blackstone Square. Franklin Square.

The Fountain on the Common contains fourteen jets. The solid jet of three inches in diameter will throw the water, under favorable circumstances, to the height of

ninety-eight feet. That of six inches attains to not much over eighty feet. There is an intermediate one of four inches. A fourth, with the whole breadth of twelve inches, reaches but about forty feet. Then there are two hollow jets, one inclined to an angle, and the other vertical. The former of these is contrived to play against the wind. The other, when its plate is screwed on but loosely, tapers as it first rises, and expands afterwards to its original width. The effect of this may not be considerable, but it is curious and pleasing. The *cross*, one of the very finest of the patterns, divides its stream into four lateral branches, at right angles with each other; and the *willow* rejoices in nineteen divisions. The *lily* is a beautiful figure, composed of three side jets representing the petals, and an upright centre one representing the point of the flower.

[From the Boston Daily Advertiser of March 30, 1859.]

DISASTER TO THE COCHITUATE AQUEDUCT!

"About half-past six o'clock yesterday morning, a serious accident happened to the aqueduct conveying the waters of Lake Cochituate to this city, which will certainly limit our supply of fresh water for several days, and will cause great inconvenience to the largest consumers, and be attended with a heavy expense to the city.

"At the point where the aqueduct strikes the Charles river, at the boundary between Needham and Newton, after considerable discussion as to the manner in which the river should be crossed, the following plan was finally adopted:— On the West, or Needham side, an embankment sixty feet high was raised, which was crowned with a gate-house of solid granite. Beneath this embankment, on the border of the river, the water leaves the subterranean duct of masonry which it has hitherto followed, and is carried to the opposite shore by means of two parallel iron syphons, 30 inches in diameter, resting upon an arched bridge. On the eastern bank the duct begins again, and continues to the grand reservoir at Brookline.

"It would almost seem as if the people of Boston, meeting with the Cochituate at every turn, 'free as air,' had come to think that it was as inexhaustible as that element, for it is notorious that the waste of the now precious fluid has been enormous. To off-set this waste, the aqueduct has been strained to its utmost capacity, and doubtless the strain proved too great in the neighborhood of this catastrophe.

"It is probable that there had been a leak in the aqueduct for some time, and that the escaping water had been gradually undermining the embankment. Yesterday morning the bank gave way, and, with the heavy gate-house at its summit, slid into the bed of the river Charles. As the water rushed forth, it undermined the embankment and the masonry of the aqueduct, causing them to continue to fall,

until at last a deep ravine, about sixty feet wide and nearly eighty feet deep, had been formed, which extended back from the river a distance of nearly two hundred feet. The vast amount of water and gravel poured into the river caused it to rise so suddenly as to overflow its banks, and to seriously damage the adjoining farm of Mr. A. C. Curtis. The mills at Newton Lower Falls were also stopped by the over-abundance of water.

"The scene of the disaster yesterday was picturesque in the extreme. It was as if some grand convulsion had occurred, overturning the work of man and giving the face of nature a wild, primeval appearance. The scene was visited by thousands of people, among whom were the President and other members of the Water Board, the Mayor, President of the Common Council, City Engineer, the Superintendents of the two divisions of the Aqueduct, members of the City Government, &c. Mr. E. F. Knowlton, Superintendent of the Western Division of the Water Works, who resides at Newton Lower Falls, immediately despatched a messenger to the office of the Water Board in this city, and at once proceeded two miles up the line of the works to the nearest gate, which he shut, thus stopping the further flow of water from the Lake. Word was also sent to Mr. A. Stanwood, in this city, Superintendent of the Eastern Division of the Works, and he immediately repaired to the scene, where he met James Slade, Esq., City Engineer. A brief consultation was held, and Mr. Stanwood was despatched to Brookline, where a large gang of men were at work on the new main, whom he forthwith sent to the break, to repair damages.

"Hon. John H. Wilkins, President of the Water Board, gives the opinion that a temporary arrangement can be effected, by which the flow of water can be resumed in three or four days. It will occupy a much longer time to complete the permanent repairs. Meantime the heaviest consumers, as the sugar refiners, distillers, &c., will have to suspend operations, and it behoves everybody to exercise the strictest economy. The following notice was issued yesterday morning:—

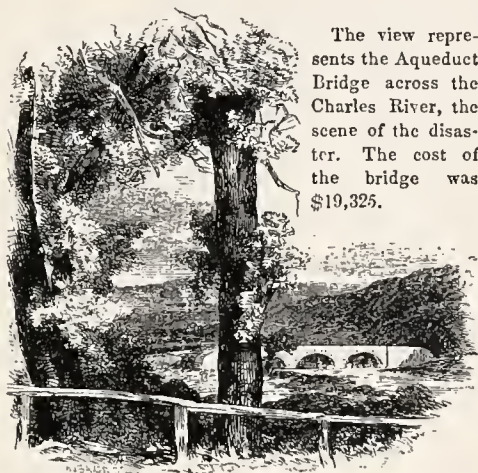
PUBLIC NOTICE.

Owing to a breach in the Aqueduct at Newton Lower Falls, it becomes a matter of the most urgent necessity that every water taker shall use Cochituate water with the utmost economy. The high service will be exposed to imminent suffering, unless those upon the lower parts of the city use the utmost moderation in their consumption.

JOHN H. WILKINS,
President of the Cochituate Water Board.

"The supply of water will be limited to the amount now actually in the Brookline reservoir, the greatest capacity of

which is 100,000,000 gallons, but is probably not more than three-quarters full. The water in the city reservoirs will be held back for use in case of a great fire or other emergency. The capacity of the Beacon Hill reservoir is 2,678,961 gallons; of the South Boston reservoir, 7,000,000 gallons; and of the East Boston reservoir, 5,591,816 gallons. The average daily consumption of water during the last year was 12,847,000 gallons."



The view represents the Aqueduct Bridge across the Charles River, the scene of the disaster. The cost of the bridge was \$19,325.

We append the following extracts from the Boston Daily Advertiser of April 1, 1859, presenting statements and conclusions of noteworthy value, respecting this memorable calamity:—

"WATER.—The possibility that the supply of water may be cut off from our city in a few days, is just near enough to show the value of a blessing, which has now become so familiar that its importance is scarcely realized, and to enforce a practical lesson of economy, which the Water Board have for years taught in vain. We trust that every water-taker in Boston now feels—as every one ought to feel—that he owes it as a duty to the community to practice rigid economy in the use of Cochituate water, in accordance with the request of the Water Board and of the Mayor. We know very well that it is not easy to bring home to each individual his share of a responsibility which he shares with many thousands of other persons, but still there is such a responsibility resting upon every person who now draws from the limited supply upon which we must depend until the injury to the aqueduct is repaired. We hope that every one will use as much caution and forethought in avoiding and preventing any waste as if he could see the very family or person from whom his

negligence or wastefulness may, a few days hence, be instrumental in withholding the supply of this necessary of life.

"During the last year, the consumption of water in this city was about 73 gallons daily for every inhabitant, while the works were built with the expectation, justified by the experience of other cities, that 30 gallons would be an ample supply. For a short time after the introduction of the water, the consumption did not greatly exceed the estimate, but since that time it has rapidly increased, in spite of the constant warnings of the Water Board, and obviously without any necessity, until it has reached a point which twelve years ago was regarded as beyond the range of probability.

"It is now stated that the Brookline reservoir, at the time of the accident, contained 120,000,000 gallons; which, at the recent rate of consumption, at this season of the year, would scarcely last nine days. It is quite likely that the mischief may be repaired within that time; but, still, it is hardly necessary to dwell upon the imprudence of calculating upon any exact period for the completion of such a work. Accidents may retard it, it may be found more difficult than has been anticipated, and a variety of circumstances, not now to be foreseen, may delay the renewal of our supply from the lake. By limiting the consumption of water for each person to the amount used when the works were first opened, or to the amount which it was estimated that each person would use when the works were planned, the Brookline reservoir could be easily made to hold out for three weeks at least, and give ample time for repairing the injuries in a thorough and satisfactory manner. Surely it is no great hardship for our citizens to exercise sufficient care to effect this moderate reduction of the daily consumption, in order to escape a complete cutting off of the supply.

"We must remark that it is to the want of a proper economy in the use of water, that the late disaster seems chiefly to be owing. It was intended when the aqueduct was built, that the depth of water flowing in it should not exceed four feet and four inches.

"The consumption of water has been so much greater than was expected, that during the last year the City Engineer in his report says, that 'the least water that has been run through it has been one foot six inches more than was originally designed'; for 143 days it was just full, and for 45 days there was a head, 'varying from two inches to one foot eight inches.' In 1857, there was a head for 187 days 'varying from four inches to two feet eight inches.' It is to this immense pressure, carried far beyond the limit which the aqueduct was intended to bear, and caused by needless and culpable waste, that we may attribute, in good measure, the present difficulty."

[From the Boston Journal]

"THE CITY FATHERS PATRONIZE LAKE COCHITUATE — THEIR PILGRIMAGE AND ITS INCIDENTS. — Mayor Lincoln and a large number of gentlemen of both branches of the City Council, members of the Water Board, City Engineer, and officers of the Fire Department, accompanied by ex-Mayors Josiah Quincy, Jr., and J. V. C. Smith, together with a number of ex-officials of less repute, and many guests which it would be found difficult to classify, improved the beautiful weather of yesterday, for carrying out that well established annual institution — a visit to Lake Cochituate. A special train took the company to the spot. At the house of Mr. Knowlton, Superintendent of the Works, a collation and rest from a long tramp were enjoyed. The party then made an inspection of the new gate-house, which is in process of construction at the entrance of the viaduct, and which, together with the edge wall for the raising of the water of the lake, will be completed in two months. These improvements, it is said, will increase the capacity of the works for supplying the city, twenty-five per centum. The shores of the lake are freed from brushwood and litter, and appear to be in neater condition than ever before.

"The work of digging out the bed of Charles River at Newton Lower Falls, which was filled in with gravel by the accident to the water works of last Spring, is still going on,

proving a more serious undertaking than was at first anticipated, and probably a month or more will elapse before the work is completed. It is thought, however, the whole expense, damages included, will not exceed \$12,000.

"After another brief season of refreshing at the house of the superintendent, the party left by special train for Newton Lower Falls, where, J. B. Smith having gone before them, a fine dinner was served. While this last repast was in preparation, one member of the party might have been seen retracing the track of the railroad to secure a lost 'Panama,' which was found quietly airing itself on the sunny slope of an embankment half a mile behind. In the meantime another member of the party might have been seen in pursuit of a frog wherewith to decoy to his hook a tempting looking pickerel, and which astonishing to relate, did reward his skilful angle.

"From Newton the party proceeded to the Brookline reservoir, and observed the admirable operation of the cylindrical strainers, by which means small fish and vegetable fungi from the viaduct are not only prevented from going into the pipes, but are brought to the surface, and then easily removed from the water.

"The new main from Brookline to Boston is rapidly constructing; 600 feet were laid on Thursday. One quarter of its whole length has been laid, and it is thought the entire work will be completed by the first of November."

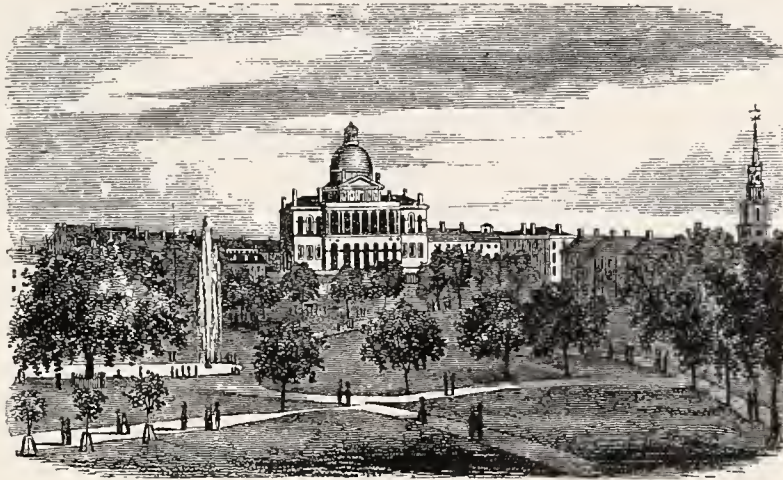
PUBLIC SQUARES.

BOSTON COMMON.

The first record relating to the Common is in 1640, as follows: Agreed from thenceforth, there shall no land be granted for house plots or gardens to any person, out of the open ground or Common field, which is left between the Centry Hill and Mr. Colbourne's except 3 or 4 feet to make up the street from brother Robert Malborn's, to the pound mouth. 1733, Trees planted in the Common, and a row of posts and rails ordered to be set up, and continued through the Common, from the Burying place to Col. Fitch's fence; leaving openings at the several streets and lanes. 1734, Voted, that the additional row of trees to be planted in the Common shall be on the west side of those already planted there, from the Burying Ground to Mr. Sheaffe's, and at such distance from the other row as the selectmen shall think fit. 1739, Street fenced out from Common Street to Beacon Street.

From 1734, the mall was used with two rows of trees for the recreation of the citizens until 1775, when many of the trees were cut down, and used by the British troops, together with the fences, for fuel. Upon the evacuation of the town by the British, and after the return of its citizens, a third row of trees was planted, and a fence of substantial posts and rails erected, the expense defrayed by subscription obtained by the exertion of Oliver Smith, Esq., and the work done under his direction. In 1794, a large field, south of the Common, was purchased by the town, of William Foster, Esq., and the mall was continued to Boylston Street.

About 1800, Charles Street was formed over the marsh land from Pleasant Street to Beacon Street, the expense defrayed principally by subscription obtained by the exertion of Charles Bulfinch, Esq., then Chairman of the Selectmen. The malls on Park Street and on Beacon Street were formed and planted in 1815, by the selectmen; the expense



BOSTON COMMON.

in part defrayed from the balance remaining on hand from the subscription for the defence of the town.

The mall on Charles Street was formed and planted and the crescent pond improved by direction of Josiah Quincy, Esq., Mayor of the city. Several transverse paths were formed, and their borders planted with trees under direction of T. Lyman, Esq., Mayor.

In 1836, the fences had so far gone to decay, as made it necessary to renew them, when it was determined by the city authorities to surround the whole Common with an iron fence; this was effected with great elegance and remarkable dispatch, with massive granite piers to the gates, and a rich iron paling, at the expense of \$82,500. \$17,000 of it was raised by subscription by the exertion of J. P. Bradley, Esq., from gentlemen residing in the vicinity. This work was completed, to the honor of all engaged in it, under the Mayoralty of S. T. Armstrong, Esq.; and this beautiful spot more than ever decorated and secured for the use and recreation of our citizens

The mall and fences on Tremont Street, . . .	Feet. 1677
On Park Street,	429
“ Beacon Street,	1611
“ Charles Street,	1400
“ Boylston Street.	750
	5867

being one mile and one tenth in circuit, and enclosing 55 acres.

Attempts to possess the Common have been made at different times. In one instance, a citizen petitioned for half an acre for a building lot, but these attempts were all un-

successful. We may be permitted to record an act which came very near making it private property. The proprietors of the Rope Walks, in 1795, had the misfortune to have their property burned. The town generously offered them that portion of the Common which is now the Public Garden, rent free, for rebuilding, which offer was accepted. In 1819, the rope walks were again destroyed by fire, and the owners proposed to cut the land into building lots and sell it. To this the citizens strongly objected, and so intense was public feeling upon the subject, that it was left to referees, and as it appeared that the proprietors of the walks had *ground* for their claim, they were awarded the sum of \$50,000 to relinquish it, which the town authorities paid.

A clause was inserted in the City Charter, making the Common public property for ever, and placing it beyond the power of the city to dispose of it.

The Malls are wide, gravelled, and smooth, and are deemed the most delightful promenade grounds in the world. They are beautifully shaded by majestic elms and other trees, to the number of upwards of one thousand, some of which were planted over a hundred years ago.

The time-honored elm still stands, the most significant and attractive of all, and crowds on all public days pay it a special visit. It has been strengthened by the aid of art, and it is inclosed by a fence to prevent its admirers from plucking a remembrancer from its rough exterior. By its side lies the frog-pond, but not the one of yore. Cochituate Lake now pours her glistening stream upon its rocky bed, and its waters leap and seem to laugh for joy that they have come to visit the far-famed garden of liberty. The wants of visitors have been anticipated, and, to give all the privi-

lege of drinking the pure beverage, hydrants have been placed in different parts of the Common.

In early times the name of "Crescent Pond" was given to this sheet of water, and it has been known as "Quincy Lake," but none have been in so common use as that of "Frog Pond," which now claims precedence only by custom.

The Great Elm, for which the public authorities, from one age to another, have manifested a becoming regard, was probably planted by an ancestor of Governor Hancock's family, a Deacon Henchman. Many believe it is a native of the spot where it has grown to its present dimensions. Its age can never be satisfactorily ascertained, as the trunk was hollow many years, so that boys actually went in and out at pleasure, according to tradition, within fifty or sixty years. The concentric circles marking its growth are, therefore, obliterated. In height, the Great Elm is not far from 65 feet; extent of its branches, laterally, about 90 feet; and its girth, a little above the ground, nearly 22 feet.

It is difficult, also, to determine, with certainty, the age of the large trees on the Tremont side of the Common. Opposite the Granary Cemetery, the row of English Elms are said, on the authority of the late Major Bumstead, to have been planted in the year 1762, by Mr. Adino Paddock and Mr. John Ballard. Several of them measure nine feet in circumference, four feet from the ground.

The Jinko-Tree, a native of the East Indies, to be seen on the northerly side of the Common, nearly opposite Belknap Street, is said to have been introduced into Boston by Captain Isaiah Doane, from China, not far from fifty years ago. It was planted in his garden, which subsequently became the estate of the late Gardner Greene, Esq. The site of that garden is now Pemberton Square. When it was levelled, in 1834, to make the present improvements, the Jinko-Tree was purchased by the city and transplanted on the Common. For several years it seemed to languish so much that its life was quite despaired of; but it has become vigorous, and promises to be both a favorite and a curiosity.

THE PUBLIC GARDEN.

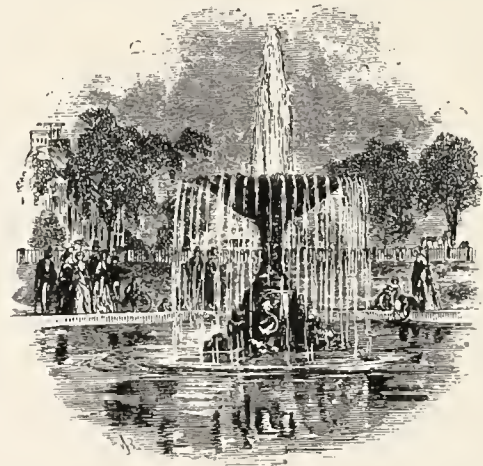
Opposite the lower portion of the Common, adjoining Charles Street, is the Public Garden. Beyond the Garden, toward the south-west, extends the Back Bay property, which is described in a subsequent page. In consequence of the vexed questions respecting the final disposition of the vast and complicated interests involved in the Back Bay property, but little progress has been made in the adornment of the Public Garden. These questions are all finally adjusted, and by an act of the Legislature, accepted by a vote of the citizens of Boston, the prescribed territory is to

remain open to the public use forever, being liable only to the occupancy of public edifices.

To Mayor Rice is due, in an eminent degree, the credit of measures, which at last resulted in removing the maze of difficulties, that for so long a time continued these open wastes. His enterprising efforts have received their reward in a comprehensive success; and although the city, in some of the minor details of final adjustment, may not have realized its full and reasonable desires, the vigilant devotion of Mayor Lincoln and his associates in the City Councils, to the interests at stake, is placed clearly in the record.

We may now hope to see a rapid progress in the maturing of those arrangements, which shall give to the public eye a feast of beauty, equally grateful and elevating to the taste.

BLACKSTONE SQUARE, on the west side of Washington Street, beyond No. 773, containing 105,000 feet of land, and now laid out with young trees, will soon be an ornament to this portion of the city. The fence is constructed of iron, and has a length of about 1,300 feet; the cost of which was \$5,000. Of this sum \$2,000 were contributed by the property holders or residents around the Square.



FRANKLIN SQUARE is opposite Blackstone Square, and contains the same quantity of ground, and is improved in the same style as the former. A Coelitnate fountain is provided in the centre of each square, at a cost of \$750 each, exclusive of the pipe and vase.

CHESTER SQUARE, near Northampton and Tremont Streets, contains 59,664 feet of land, with an iron railing 987 feet in length. The entire cost of this substantial fence

was \$4,000, and that of the fountain about \$1,000. Northampton Street enters Washington Street at No. 798.

UNION PARK, formerly known as Weston Street, between Suffolk and Tremont Streets. It contains about 16,000 feet of land, liberally ornamented with trees, walks, and a Cochituate fountain.

WORCESTER SQUARE is another public improvement, located between Washington Street and Harrison Avenue. The Square in front of Dr. Lowell's Church, corner

of Cambridge and Lynde Streets, has been recently rearranged. It is now surrounded by a heavy iron fence, 369½ feet long, which cost about \$5,000.

LOUISBURG SQUARE opens from Pinckney Street to Mount Vernon Streets.

Other tasteful grounds occasionally meet the view in various parts of the city. The City Hall in School Street, Ashland Place, Exeter Place, etc., may be stated. May their pleasing influences grow and continue.

STATUES OF DISTINGUISHED MEN.

Boston and its suburbs will, at the present rate of increase, soon become notable for its statues of distinguished men. The following is a list of those which have already been erected:—

WASHINGTON (by Chantrey), in marble, at the State House.

WEBSTER (by Powers), in bronze, State House Grounds.

FRANKLIN (by Greenough), in bronze, School Street.

BEETHOVEN (by Crawford), in bronze, Music Hall.

BOWDITCH (by Ball Hughes), in bronze, at Mount Auburn.

WARREN (by Dexter), in marble, Bunker Hill.

JUDGE STORY (by Story), in marble, Mount Auburn Chapel.

Governor WINTHROP (by Greenough), in marble, Mount Auburn Chapel.

JAMES OTIS (by Crawford,) in marble, Mount Auburn Chapel.

JOHN ADAMS (by Rogers), in Mount Auburn Chapel.

HOSEA BALLOU, Mount Auburn.

Measures are also in progress for the erection of an equestrian Statue of WASHINGTON.

MEMORABLE LOCALITIES AND INTERESTING NOTES.

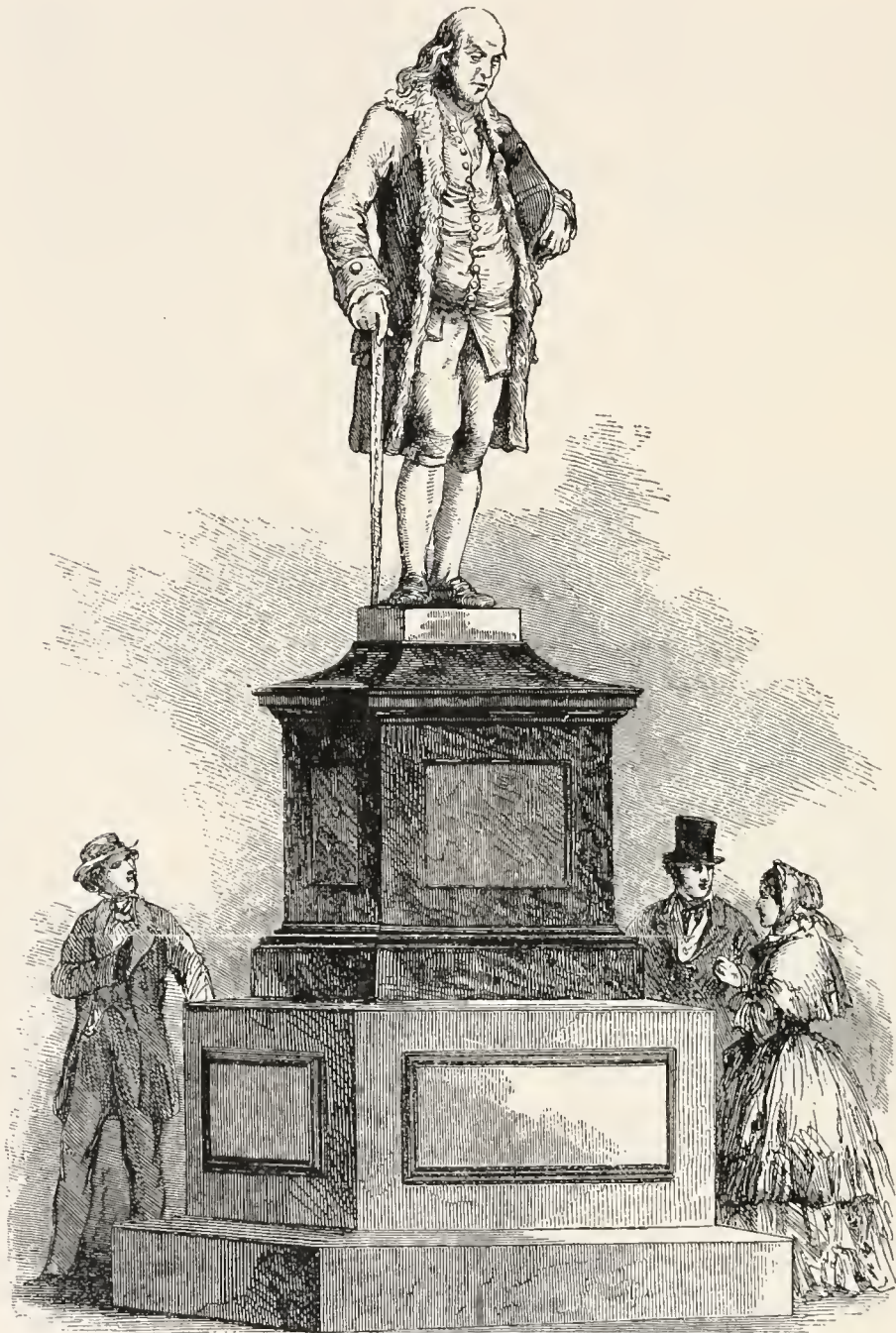
THE BIRTHPLACE OF FRANKLIN.

The following description of the house in which Franklin was born is taken from the "Franklin Statue Memorial," and is from the pen of Dr. Nathaniel B. Shurtleff.

"After leaving Washington Street, and proceeding a short distance into Milk Street, on the right hand, or southerly, side, will be noticed a lofty warehouse, built of granite in a durable form and manner, and bearing, in raised letters beneath its cornice, 'Birthplace of Franklin.' This building occupies the site of the old wooden house which tradition, supported by good testimony, asserts to be that in which Boston's most distinguished son was born, on the sixth of January, 1705-6, according to the old style of reckoning time, as entered in the town book of the records of births.

"The main house resembled in form many of the tenements of the olden time which have been preserved till now. Its front upon the street was rudely clapboarded, and the sides and rear were protected from the inclemencies of a New England climate by large rough shingles. On the street it measured about twenty feet; and on the sides, (the westerly of which was bounded by the passageway and contained the doorway, approached by two steps,) the extreme length of the building, including a wooden leanto used as a kitchen, was about thirty feet. In height the house was three stories, the upper being an attic, which presented a pointed gable towards the street. In front, the second story and attic projected somewhat into the street over the principal story on the ground floor.

"On the lower floor of the main house there was one room only. This, which probably served the Franklins as a parlor



FRANKLIN STATUE, SCHOOL STREET.

and sitting-room, and also for the family eating-room, was about twenty feet square, and had two windows upon the street; and it had, also, one upon the passage-way, so near the corner as to give the inmates a good view of Washington Street, from which an aged lady, now living, remembers well to have seen Washington pass through that street in his last visit to the town. Besides these windows there had been others in the days of its early proprietors which opened upon the easterly side of the house, the seats of which were retained until the destruction of the building. In the centre of the southerly side of the room was one of those noted large fireplaces, situated in a most capacious chimney, which are so well remembered as among the comforts of old houses; on the left of this was a spacious closet, and on the right the door, communicating with a small entry in which were the stairs to the rooms above and to the cellar, the latter of which was accessible to the street through one of the old-fashioned cellar doors, situated partly in the side walk.

"On the ground floor, connecting with the sitting-room through the entry, was situated the kitchen, in a tenfoot addition to the rear part of the main building. The only windows from this part of the house looked back upon a vacant lot of land in the extreme rear of the lot which served as a yard and garden plat.

"The second story originally contained but one chamber, and in this the windows, door, fireplace and closet, were similar in number and position to those in the parlor beneath it. Some of the later tenants divided this room by a wooden partition, forming a small bedroom of the westerly portion, which received light only through the side-window facing Washington Street.

"The attic was also, originally, one unplastered room, and had a window in front on the street, and two common attic windows, one on each side of the roof, near the back part of it. This room was, also, at an unknown time, divided by a partition into two apartments, one in front and the other in the rear.

"Such was, undoubtedly, the condition and appearance of the house at the time when the parents of Franklin dwelt within its walls, with their large family of children, several of whom received their first light beneath its roof; and such it continued about one hundred years after the Franklin's left it for a house of their own, which stood at the corner of Union and Hanover Streets, and which was known by the name of the 'Blue Ball' until it was taken down on the 10th of November, 1858, to widen Union Street.

"But this old and much-honored building, though it had stood from the colonial period of Massachusetts history, through the provincial, and had withstood the effects of the revolution, nevertheless was destroyed at last, on Saturday,

the twenty-ninth of December, 1810, by fire communicated to it from the livery stable then situated at the corner of Hawley Street, and kept by Stephen L. Soper. At the time of the fire the house was owned and occupied by Mr. John S. Lillie, whose son, Mr. Thomas J. Lillie, was born in it, and remembers well every particular about the house, its interesting traditions, and final destruction. It was at this time that the Old South Meeting-house took fire, and was saved by the exertions of our aged fellow citizen, Isaac Harris, Esq., for which he received a silver testimonial."

THE LIBERTY TREE.

An Elm Tree, at the commencement of the American Revolution, stood in front of a grocery shop, which now makes the corner of Essex and Washington Streets, of great interest and notoriety. It was a wide spreading, beautiful object; and, from an early period in the history of Boston, was the centre of South-End business. Several large elms grew near by, and the place was called the neighborhood of the Elms. August 14, 1765, this particular tree was selected for exposing the effigies of those men who had favored the passage of the odious stamp-act. On the 11th of September, a copperplate, 3 feet 6 inches by 2 feet 6 inches, was fixed to the trunk, bearing this inscription, in golden letters — THE TREE OF LIBERTY. Ever after, nearly all the great political meetings of the sons of liberty, were held in the square, under its waving boughs. The British made it an object of ridicule. They tarred and feathered one Ditson, whom the soldiers obliged to March in front of this tree.

During the siege of Boston, about the last of August, 1775, one Job Williams was the leader of a party which cut it down. It was planted in 1646, and stood 119 years, and finally, says the Pemberton manuscript, "bore the first fruits of liberty in America."

Hitherto the altercations between the people and those in authority, had been limited to angry words and language of defiance; but now the union for liberty was to be cemented by blood. The first victim was a boy of eleven years of age, named Christopher Snyder. He was killed by one Ebenezer Richardson, known as the informer, who had created a riot by attempting to pull down a pole on the top of which the faces of several importers were carved. He was killed on the 23d of February, and buried on the 26th. All the friends of liberty were invited to attend the funeral of this little hero and first martyr to the noble cause! The corpse was set down under the Tree of Liberty. The coffin bore several inscriptions. On the foot, "Latat anguis in herba"; on each side, "Hæret lateri lethalis arundo"; and on the head, "Innocentia nusquam tuta." Four or five hundred school-boys preceded the body; six of the child's playfellows bore the pall. After the relatives, followed a

train of thirteen hundred inhabitants on foot, and the procession was closed by thirty chariots and chaises. A week after this event, the Boston Massacre occurred.

THE BOSTON MASSACRE.

This memorable event occurred in King Street, now State Street, in front of the present Merchants' Bank Building.

It originated in an attempt of three or four young men to force a passage by a sentinel, in which one of them received a slight wound. This encounter soon attracted a crowd, a part of which threatened an attack upon the sentinel at the Custom-House. On the alarm being given, a sergeant and six men were sent to his support; and the commander of the guard, Captain Thomas Preston, upon being informed of this, followed to prevent mischief. By this time the bells were rung, and people collected from all quarters. The soldiers were soon surrounded by men armed with clubs, and pressing close upon them, while those at a distance threw sticks of wood, snowballs, and pieces of ice at them. The crowd defied them to fire. Finally, thinking the order was given, they fired in succession from right to left. Three citizens were killed instantly, two received mortal wounds, and several were more or less injured. Upon this, the number increased to four or five thousand, and most of the troops were called out, or got under arms. Several officers were knocked down by the mob, and one very much injured. It was with difficulty that the Lieutenant-Governor, at the head of the 29th Regiment, persuaded the people to retire. A body of a hundred men, composed of some of the most distinguished inhabitants, remained and organized themselves into a Citizen's Guard. Captain Preston surrendered himself, and was committed to prison that night. The eight soldiers were committed the next day. At eleven o'clock in the morning of the next day, a town-meeting was held, and a committee was appointed to wait on the Lieutenant-Governor and Colonel Dalrymple, to express to them the opinion of the town, that it was impossible for the soldiers and inhabitants to live in safety together, and to urge the immediate removal of the former. The answer to this application not being satisfactory, the committee were sent back to the Lieutenant-Governor, armed with a more urgent remonstrance. After some cavils, the Lieutenant-Governor offered to remove one of the regiments, when Samuel Adams promptly replied: "If the Lieutenant-Governor, or Colonel Dalrymple, or both together, have authority to remove one regiment, they have authority to remove two; and nothing short of a total evacuation of the town by all the regular troops, will satisfy the public mind and preserve the peace of the province." Hutchinson, by the advice of the Council, complied

with this demand, and both regiments were removed to the Castle in less than fourteen days. The funeral solemnities which followed the *massacre* brought together a great concourse of people. The four bodies were deposited in one grave.

The anniversary of the Boston massacre was commemorated the following year, and the first of the "Boston Orations" was delivered by Master James Lovell.

In November, 1772, the following proceedings took place at a town-meeting:—

"It was then moved by Mr. Samuel Adams, that a Committee of Correspondence be appointed, to consist of twenty-one persons, — to state the Right of these Colonists, and of this Province in particular, as men, as Christians, and as subjects: to communicate and publish the same to the several towns in this province and to the world, as the sense of this town, with the infringements and violations thereof, that have been, or from time to time may be, made. Also requesting of each town a free communication of their sentiments on this subject; and the question being accordingly put, passed in the affirmative, *nem. con.*

"Also voted, that James Otis, S. Adams, Joseph Warren, Dr. B. Church, Wm. Dennie, William Greenleaf, Joseph Greenleaf, Thomas Young, Wm. Powell, Nath. Appleton, Oliver Wendell, John Sweetser, Josiah Quincy, Jr., John Bradford, Richard Boynton, William Mackay, Nath. Barber, Caleb Daxis, Alex. Hill, Wm. Molineux, and Robert Pierpont, be, and hereby are, appointed a committee for the purpose aforesaid, and that they be desired to report to the town as soon as may be."

THE TEA-PARTY AND ITS RESULTS.

The English East India Company having obtained a license to export a quantity of tea to America, free from the payment of any customs or duties whatsoever, despatched the ship Dartmouth, which arrived in Boston on the 28th of November, 1773, with one hundred and twelve chests of tea.

Information of the intention of the company had been received long before the arrival of this ship, and caucuses were held in various parts of the town, to induce the consignees to make a public resignation of their commissions. The day after the arrival of the Dartmouth, the following notice was circulated in Boston and the neighboring towns:—

"Friends, Brethren, Countrymen!

"That worst of plagues, the detested TEA, shipped for this port by the East India Company, is now arrived in this harbor. The hour of destruction, or manly opposition to the machinations of Tyranny, stares you in the face.

Every friend to his country, to himself, and to posterity, is now called upon to meet at Faneuil Hall, at nine o'clock, this day (at which time the bells will ring), to make a united and successful resistance to this last, worst, and most destructive measure of administration.

“ Boston, Nov. 29, 1773.

The number of people brought together by this notice was immense, and the meetings were continued by adjournment during this and the following day. A watch was appointed to prevent the landing of the tea, and it was “ *Voted*, that it is the determination of this body to carry their votes and resolutions into execution at the risk of their lives and property.”

Another ship arrived on the 1st of December, and a brig about the same time. No preparation having been made by the owners and consignees for the departure of the vessels, another and fuller meeting was held on Thursday, the 16th of December, which remained in session, with a short recess, until five o'clock in the afternoon. A refusal having been received at that time from the Governor of a permit for the vessels to pass the Castle, the meeting broke up with most admired disorder, and the multitude rushed to Griffin's wharf. Thirty men, disguised as Indians, went on board the ships with the tea. In less than two hours, two hundred and forty chests and one hundred half-chests were staved and emptied into the dock. The affair was conducted without tumult, and no injury was done to the vessels, or the remaining cargo. No opposition was made to this adventure by the ships of war or the troops. The names of the adventurers have never been made known. This act led to the determination to subdue America by force of arms. On the 31st of March, 1774, the king gave his assent to the Boston Port Bill. On the 31st of May, the town passed the following vote:—

“ *Voted*, That it is the opinion of this town that if the other colonies come into a joint resolution to stop all importations from Great Britain and exportations to Great Britain the same will prove the salvation of North America and her liberties. On the other hand, if they continue their exports and imports, there is high reason to fear that fraud, power, and the most odious oppression will rise triumphant over right, justice, social happiness, and freedom. And *ordered*, That this vote be transmitted by the Moderator to all our sister colonies in the name and behalf of this town.”

General Gage arrived the same day, and on the 1st of June the Custom-House was closed. The solemnity of these sad times was increased by the occurrence of a fire, on the 10th of August, in which several persons perished. The new charter made it unlawful to hold any town-meetings, but the people of the country assembled at Dedham, and afterwards at Milton.

At the close of the year 1774, Governor Gage had under his command at Boston eleven regiments, besides four companies of artillery. In the year 1775, an association was formed in Boston, of upwards of thirty persons, chiefly mechanics, for the purpose of watching the movements of the British, the members of which watched the soldiers by patrolling the streets all night. It was this association that gave notice of the expedition to destroy the stores at Concord, preparations for which had been made in profound secrecy.

Towards the end of May, considerable reinforcements arrived at Boston from England, accompanied by Generals Howe, Clinton, and Burgoyne. On the 17th of June, the battle of Bunker Hill was fought. After which, Boston was effectually guarded and brought into a state of siege. No provisions were allowed to enter; the troops and inhabitants were reduced to great necessities, and the breaking out of the small-pox added to the general wretchedness.

On the 2d of July, General Washington took command of the American Army. Such was the scarcity of fuel during the following winter, that the Old North Meeting-house and above one hundred other large wooden buildings were taken down and distributed for firewood. The Old South Church was transformed into a riding school; Hollis Street, Brattle Street, the West and the First Baptist Meeting houses, were occupied as hospitals or barracks for the troops.

On the 18th of March, 1776, the British troops embarked and abandoned the town. The inhabitants of Boston speedily returned to their homes, and on the 29th of March, a regular meeting was held for the choice of town officers.

At the meeting for the choice of Representatives, in the ensuing May, it was unanimously resolved, to advise their Representatives “ that, if the honorable Continental Congress should, for the safety of the colonies, declare them independent of the kingdom of Great Britain, they, the inhabitants, would solemnly engage with their lives and fortunes to support them in the measure.”

The Declaration of Independence was made public at Boston on the 18th of July, with great parade and exultation. Although Boston contributed its full proportion of men and means to support the cause of the Revolution, it ceased from this time to be the seat of war. It remained firm in its determination to make no terms with Great Britain, unaccompanied with an acknowledgment of independence. But the intelligence of peace, which was received on the 23d of April, 1783, called forth the most lively demonstrations of joy and satisfaction. The adoption of the Federal Constitution was equally an occasion of rejoicing, and was celebrated by a numerous procession, composed of all classes and trades, with appropriate badges.

MOUNT WASHINGTON,

SOUTH BOSTON.

Here are still to be seen the famous entrenchments thrown up by the American army, which compelled the evacuation of Boston by the British troops. They were then termed the "Dorchester Heights."

COPP'S HILL.

COPP'S HILL, not far from the Fitchburg Depot, was formerly called Snow Hill. It came into the possession of the Ancient and Honorable Artillery Company; and when, in 1775, they were forbidden by General Gage to parade on the Common, they went to this, their own ground, and drilled in defiance of his threats. The fort, or battery, that was built there by the British, just before the battle of Bunker Hill, stood near its south-east brow, adjoining the burying ground.

Here the British cannonaded the town of Charlestown in 1775, during the memorable battle of Bunker Hill, when the village was principally destroyed by conflagration. They left the fort standing, which remained a favorite resort for the recreation of school boys till 1807.

The remains of many eminent men repose in this little cemetery. Close by the entrance is the vault of the *Mather family*, covered by a plain oblong structure of brick, three feet high and about six feet long, upon which is laid a heavy brown stone slab, with a tablet of slate, bearing the following inscription:—

The Reverend Doctors Increase, Cotton, and Samuel Mather were interred in this vault.

Increase died August 27, 1723, æ. 84.
Cotton " Feb. 13, 1827, " 65.
Samuel " Jan. 27, 1785, " 79.

The whole is surrounded by a neat iron railing.

BUNKER HILL.

BUNKER HILL MONUMENT rises, lofty and grand, from the centre of the grounds included within the breastworks of the old redoubt on Breed's Hill. Its sides are precisely parallel with those of the redoubt. It is built of Quincy granite, and is two hundred and twenty-one feet in height. The foundation is composed of six courses of stone, and extends twelve feet below the surface of the ground and base of the shaft. The four sides of the foundation extend about fifty feet horizontally. There are in the whole pile ninety courses of stone, six of them below the surface of the ground, and eighty-four above. The foundation is laid in lime mortar; the other parts of the structure in lime mortar mixed with cinders, iron filings, and Springfield hydrau-

lic cement. The base of the obelisk is thirty feet square; at the spring of the apex, fifteen feet. Inside of the shaft is a round, hollow cone, the outside diameter of which at the bottom is ten feet, and at the top six feet. Around this inner shaft winds a spiral flight of stone steps, two hundred and ninety-five in number. In both the cone and shaft are numerous little apertures for the purposes of ventilation and light. The observatory or chamber at the top of the monument is seventeen feet in height and eleven feet in diameter. It has four windows, one on each side, which are provided with iron shutters. The cap piece of the apex is a single stone, three feet six inches in thickness, and four feet square at its base. It weighs two and a half tons.

The monument was dedicated on the 17th of June, 1843. The President of the United States (Mr. Tyler) and his whole cabinet were present, and Daniel Webster was the orator.

Within the colossal obelisk is a beautiful model of DR. WARREN'S MONUMENT, which was removed to give place to the present one; and a simple marble slab now only marks the spot where a patriot fell, as Everett has beautifully expressed it, "with a numerous band of kindred spirits—the gray-haired veteran, the stripling in the flower of youth—who had stood side by side on that dreadful day, and fell together, like the beauty of Israel in their high places." He was buried where he fell, but his ashes now repose in "Forest Hill Cemetery."

In the top of the monument are two cannon, named respectively "Hancock" and "Adams," which formerly belonged to the Ancient and Honorable Artillery Company. The "Adams" was burst by them in firing a salute. The following is the inscription upon the two guns:—

SACRED TO LIBERTY

This is one of four cannons which constituted the whole train of field artillery possessed by the British colonies of North America at the commencement of the war, on the 19th of April, 1775. This cannon and its fellow, belonging to a number of citizens of Boston, were used in many engagements during the war. The other two, the property of the government of Massachusetts, were taken by the enemy

Though this monument was built to commemorate an important event and a bloody battle, it is also a most lofty observatory. The view from the top, for extent, variety, and beauty, is certainly one of the finest in the world, and worth a thousand miles of travel to see. Boston, its harbor, and the beautiful country around, mottled with villages, are spread out like a vast painting, and on every side the eye may rest upon localities of great historical interest—Cambridge, Roxbury, Chelsea, Quincy, Medford, Marblehead, Dorchester, and other places. In the far distance, on the north-west, rise the higher peaks of the White Moun-

tains of New Hampshire; and on the north-east the peninsula of Nahant and the more remote Cape Ann may be seen. Wonders which present science and enterprise are developing and forming are there exhibited in profusion. At one glance from this lofty observatory may be seen several railroads and many other avenues connecting the city with the country; and ships from almost every region of the globe dot the waters of the harbor.

ORIGINAL NAME AND APPEARANCE OF BOSTON.

Its Indian name was *Shamut*, supposed by some to mean, "living fountain." There was one celebrated spring, that issued from the ground in what is now Louisburg Square, which was so good and copious, that Mr. Blackstone, who lived alone in Boston, prevailed upon Governor Winthrop's friend, Mr. Johnson, to move from Charlestown over to Shamut, and others soon followed. Wood, the voyager, says, 1633, "*To the northwest is a high mountain, with three little hills on the top of it, wherefore it is called Tri-Mountain.*" *Trcmont*, the name of a street, &c., is a corruption of trimountain. "*From the top of this hill,*" continues the author, "*a man may overlook all the islands which lie within the bay, and descry such ships as are on the sea-coast.*" The highest was afterwards denominated *Beacon Hill*, which was carted away to make Charles Street principally. Beacon Street had its name from being a path near the hill.

REV. WM. BLACKSTONE'S CLAIM TO BOSTON.

Mr. Blackstone, by possession, had an unquestioned proprietorship to the whole peninsula of Boston. It is not known what kind of bargain he made with Johnson, when he invited him over to Shamut to reside. In April, 1633, it seems the court recognized his ownership, a major part of which he might in some manner have disposed of, as it was ordered that "*fifty acres of ground, to be set out for him, near to his house in Boston, to belong to him for ever.*" That survey embraced Leverett Street, up towards Cambridge Street, &c., says tradition. However, the next year, 1633, every householder agreed to pay six shillings apiece, to buy him out, all but six acres, where his house stood. With the money he purchased some cows, and moved near where Providence now is, on the Blackstone River, named for him.

THEN AND NOW.

Within the recollection of a gentleman who is scarcely seventy years of age, any and all the land in Beacon Street, from the State House to Charles Street, could have been readily purchased at seventy-five cents a foot, and possibly for much less. "However," he remarked, when speaking

of the fact — and it could not have been far from fifty years since that was the asking price — "I exclaimed, 'What are we coming to at this rate! What! four and sixpence a foot for land!'" Still later by many years, the house in Park Street owned by T. W. Ward, Esq., was for sale, and the same gentleman among others went to examine it. The price was twelve thousand dollars. "What!" said the surprised citizens, "twelve thousand dollars for a house! the age of luxury and extravagance is surely upon us." That same astonished gentleman, in the dignity of literary leisure, resides in a tenement valued at fifty thousand dollars, which might once have been purchased, it is presumed, for a trifling sum.

The father of the late Benjamin Ingersoll, Esq., one of those faithful carpenters of ancient times, who had an unsullied reputation as a mechanic, was applied to by a man to fence in a lot which he owned on the west side of the State House, where there was a luxuriant growth of whortleberry bushes. He did not consider the lot worth any thing, as there were only about two acres, but he thought he should like to know his boundaries.

Mr. Ingersoll erected a firm, substantial fence, accordingly, and carried in his bill. The owner was thunderstruck at the amount, and assured him that the fence should never have been made, had he supposed it possible to cost so much. Not a whit would the stanch old carpenter abate of the price. He had executed the job faithfully, and therefore demanded the money. After vainly endeavoring to reduce the sum, he offered the land to pay for the fence, which Mr. Ingersoll refused with indignation, fully agreeing with the owner that it was not worth a farthing. That same property, with the edifices upon it, is now actually worth near a million of dollars.



A RELIC OF NEARLY TWO CENTURIES.

In 1679, the first fire-engine was procured, and the first fire company organized, the members of which were then, as now, exempted from training. Another terrible fire broke

out at midnight, on the 8th of August of this year, and converted the town into a scene of desolation. Eighty and more dwelling-houses, above seventy warehouses, and several vessels with their cargoes, were consumed. The loss was estimated at £200,000, and it was supposed to be the work of incendiaries. After this calamity, a law was made to prevent the erection of wooden buildings.

The old house now standing at the corner of North Street and Market Square, a picture of which we give above, is one of the few specimens which remain to us, of the architecture of that time. It was built in 1680, soon after this fire.

The peaks of the roof remain precisely as they were first erected, the frame and external appearance never having been altered. The timber used in the building was principally oak, and, where it has been kept dry, is perfectly sound and intensely hard. The outside is covered with plastering, or what is commonly called rough-cast. But instead of pebbles, which are generally used at the present day to make a hard surface on the mortar, broken glass was used. This glass appears like that of common junk bottles, broken into pieces of about half an inch diameter, the sharp corners of which penetrate the cement in such a manner, that this great lapse of years has had no perceptible effect upon them. The figures 1680 were impressed into the rough-cast to show the year of its erection, and are now perfectly legible. This surface was also variegated with ornamental squares, diamonds, and flowers-de-luce. The building is only two stories high, and is about thirty-two feet long and seventeen wide; yet tradition informs us that it was once the residence of two respectable families, and the front part was at the same time occupied for two shops or stores.

PLYMOUTH, MASS.

Plymouth, the terminus of the Old Colony road, is thirty-seven miles from Boston, and is celebrated as being the landing place of the "Pilgrims," who disembarked here on the 21st of December, 1620. It is the oldest town in New England. Pilgrim Hall, the building most worthy of notice, contains a valuable painting representing the landing of the Pilgrims from the Mayflower. It is thirteen by sixteen feet, and is valued at three thousand dollars. The cabinet of the Pilgrim Society contains many valuable antiquities. From Burying Hill, in the rear of the town, which is elevated one hundred and sixty feet above the level of the sea, is a fine view of the village, the harbor, and the shipping beyond, with the coast for some miles in extent. "Plymouth Rock," a deeply interesting spot to New Englanders, is near the termination of Leyden Street. The town contains about two hundred ponds; the largest, called Billington Sea, is about six miles in circumference.



We can do the reader no greater service than by commending to his notice "THE ILLUSTRATED PILGRIM ALMANAC," issued annually in aid of the Monument Fund, commencing with the year 1860. It is finely illustrated, and sold at all customary places for 25 cents.

The Proprietors propose to make the work a permanent annual contribution to the History, Chronology, Social Customs, Lives, and Principles of the early settlers of our country, and of those illustrious successors whose efforts in the cause of freedom and self-government have made the United States the home of liberty, and the refuge for the oppressed of every nation and of every creed.

The issue for the year 1861 will be filled with original matter relating to our national history, and illustrated and printed in the best possible style. Records and illustrations of all the early discoveries and settlements, of pioneer life, routes, and voyages, of the Indian struggles, of the War of

Independence, and other specialities of national interest and importance, carefully collected from the original documents and the best authority, will make the Pilgrim Almanac a valuable volume for reference and preservation.

We copy from the Pilgrim Almanac for 1860 :

"The design for the National Monument to the Forefathers, to be erected at Plymouth, consists of an octagon pedestal, on which stands a statue of Faith. From the four smaller faces of the pedestal project buttresses, upon which are seated figures emblematic of Morality, Education, Law, and Liberty. Below them, in panels, are alto-reliefs of 'The Departure from Delfthaven,' 'The Signing of the Social Compact in the Cabin of the May-Flower,' 'The Landing at Plymouth,' and 'The First Treaty with the Indians.' Upon the four large faces of the main pedestal are large panels, to contain records of the principal events in the history of the Pilgrims, with the names of those who came over in the May-Flower, and below are smaller panels for records connected with the society and the building of the monument.

"A chamber within the pedestal, 26 feet in diameter, and well lighted, is to be a depository for all documents, &c., relating to the pilgrims and the society, including an accurate record of the receipts and expenditures for the monument, and a list of the names of subscribers of \$1 and over, arranged by states, counties, and towns, and alphabetically, so as to be easily referred to. In this chamber will be a stairway leading to the platform upon which stands the figure of Faith, from which may be seen all the places of interest connected with the history of the forefathers. The whole monument will be about 150 feet high, and 80 feet at the base. The Statue of Faith rests her foot upon the Forefathers' Rock; in her left hand she holds an open Bible, with the right uplifted she points to heaven. Looking downward, as to those she is addressing, she seems to call them to trust in a higher power. The sitting figures are emblematic of the principles upon which the Pilgrims proposed to found their Commonwealth. The first of these is Morality. She holds the Decalogue in her left, and the Seroll of Revelation in her right hand. Her look is upward, towards the impersonation of the Spirit of Religion above. In a niche, on one side of her throne, is a Prophet, and in the other one of the Evangelists. The second of these figures is Law. On one side of his seat is Justice; on the other, Mercy. The third is Education. In the niche on one side of her seat is Wisdom, ripe with years; on the other, Youth, led by Experience. The fourth figure is Freedom. On one side, Peace rests under his protection; on the other, Tyranny is overthrown by his prowess.

"The Statue of Faith will be 70 feet high, and the sitting

figures 38 feet high,—thus making it in magnitude the greatest work of the kind in the world; while as a work of art it will afford pleasure to every American citizen.

"The Pilgrim Society decided, in 1850, to erect a monument; after which and previous to the final acceptance of this design, the trustees had taken measures to procure a subscription,—and something more than twenty thousand dollars were subscribed; a considerable portion of which has been collected, and appropriated to the purchase of the estates in the immediate vicinity of the Rock, and upon Cole's Hill,—which it is proposed to clear up, grade, and finish in an appropriate manner. And over the Rock itself, to mark the spot of landing, and stand as a permanent record and guard, is to be placed a canopy of granite, the base course of which is now ready to be laid.

"Other sums, to the amount in the aggregate of about twelve thousand dollars, have been subscribed to the monument by individuals, since the design was accepted, and have been appropriated to the necessary expenses of preparing the work and advancing it to its present state. The foundation alone, which is now laid, has consumed some fifteen hundred tons of granite, and it will require between eleven and twelve thousand tons more to complete the work.

"Every person contributing five dollars to the Monument Fund becomes, by a special vote, a member of the Pilgrim Society, which now numbers about three thousand members, resident in every portion of the Union. The officers for the year 1859 are—

President—Richard Warren, of New York.

Vice President—James T. Hayward, of Boston.

Treasurer—I. N. Stoddard.

Secretary—Elliott Russell.

Librarian—Lemuel D. Holmes.

Trustees—I. L. Hedge; Abraham Jackson; A. L. Russell; Winslow Warren; Timothy Gordon; S. H. Doten; Wm. S. Russell; E. C. Sherman; C. G. Davis; Thomas Loring; C. O. Churehill; G. G. Dyer; William T. Drew; William Thomas, of Boston; N. B. Shurtleff, do.; Samuel Nicholson, do.; J. H. Clifford, of New Bedford; George S. Boutwell, of Boston; Ichabod Washburn, of Worcester; W. Savery, of Carver."

The corner-stone of the Monument to the Forefathers, and the canopy over Plymouth Rock, were laid with imposing ceremonies on the 2d of August, 1859.

A few remarks upon the nature, extent, and cost of the work, will complete all that is necessary to be said in the present place. The Pilgrim Society, in determining to erect a monument to the Forefathers, intended to make a struc-

ture which should bear upon its face the avowed intention of its founders, and transmit to future generations not merely the facts that the Pilgrims landed upon the Rock of Plymouth, and there commenced the founding of this nation, — which might well be left to the records of history, — but the regard in which their memory and sufferings were held by their descendants and heirs of the nineteenth century, who look back to them from an eminence of national prosperity, which shows a vast empire extending across a continent from ocean to ocean, filled with great cities, and decked, from border to border and from shore to shore, with splendid dwellings, magnificent churches, colleges, schools, and asylums for the unfortunate; noisy with ceaseless industry, rich with the sources of inexhaustible wealth, and presenting to the imagination, — even to the inevitable conclusion of thought, — a future, to which the wealth and prosperity and power and resources of the present are as trivial as the possessions of that strong-souled band of adventurous emigrants compared with our own.

It was naturally concluded that the memorial of such a nation to its founders should bear some proportion to its means, and to the grandeur of the event which was to be commemorated. It was thought that the expenditure of a sum representing one cent for each inhabitant might not be regarded as an extent of National Self-Sacrifice, — if that be the term, — too enormous to be borne, nor the amount itself altogether too magnificent to be expended; and, in view of the fact that the monument is to stand for centuries, ten years (the term of one-fourth of the existence of one generation) was not accounted too long a period to be occupied with the work. It should be borne in mind, that, travel with what success we may the career of national glory and progress, the landing upon these

shores of that hundred of self-exiled lovers of freedom will still be the starting-point of our history, — and that, grand as may be the events with which it is crowded, nothing will overshadow in pure, grand solemnity of thought and action, their determination to leave for ever the scenes of civilized life, to battle, perhaps, with famine and disease, — certainly with unused-to labor, to settle in a savage wilderness, — and all to plant the seeds of a pure faith and of universal religious, social, and civil freedom. History will look in vain for a greater event to chronicle, — art will never again for us have the opportunity or the occasion to embody themes so simply grand, so peculiarly significant. It is worthy, then, of all that art can offer as a testimony.

Nor will the generations which succeed us think greatly of our veneration for our forefathers, if, sounding it as we do from the extreme boundaries of the Republic, in our speeches and addresses, we stint with paltry pecuniary saving the stones which we raise to their memory, — and deny to their virtues, their sufferings, their labors, their wise forethought, the sum which we cheerfully give (and should cheerfully give) to rescue the dwelling and tomb of Washington from destruction, — or to build (as we should build) on spots made famous by the shock of battle, shafts which, meeting “the sun in his coming,” proclaim that we owe our national glory in other directions to the sacrifices of those who have passed away; for never had a people more cause to be grateful to the memory of their founders, or more imperative occasion to obey with cheerful alacrity, love, and thankfulness, the command, “Honor thy father and thy mother!”

Contributions to the Monument Fund may be forwarded by mail to Rev. Willard M. Harding, General and Financial Agent, 289 Washington Street, Boston.

BOSTON IN DISTRICTS.

BOSTON, like many other large cities, has been, by common consent, divided into districts, with names indicating the location of each. Thus we have the North End, West End, South End, South Boston, and East Boston.

NORTH END.

The first section embraces the north end of the city, or all that part lying north of Faneuil Hall, and what was the Canal, or Mill-Creek. This is the oldest part, and formerly had the advantage of the principal trade. The streets here

are generally narrow and crooked, and some of them remain much as they were when first constructed, on the model of the old towns in England. “The government of the town, soon after its settlement, endeavored to correct some of their early errors, yet they seem to have had an utter aversion to straight lines or right angles; and, though their moral walk was upright, they took little pains to make their crooked highways straight.” This irregularity, however, was partly occasioned by the uneven surface of the ground when the city was first built, and it is by no means certain that this ancient disposition of the streets manifests a want

of taste, or has materially injured the appearance of the city.

On this subject a writer observes: "The forms and turnings of the streets of London, and other old towns, are produced by accident, without any original plan or design; but they are not always the less pleasant to the walker or spectator, on that account. On the contrary, had they been built on the regular plan of Sir Christopher Wren, the effect might have been, as it is in some new places, rather unpleasing."

In North Boston the buildings are mostly old, and many are built of wood, and exhibit the different styles of architecture used for a period of more than a century and a half. Except a portion of what was formerly the Mill-Pond, the only spot of land not covered by buildings at present is on Copps Hill, and the greater part of this is occupied for a burial-ground

The channel of Charles River runs close to the shore, and has depth and width sufficient to accommodate ships of the greatest burden.

WEST END.

This part of the city lies between the Common and Canal Street, west of Hanover and Tremont Streets.

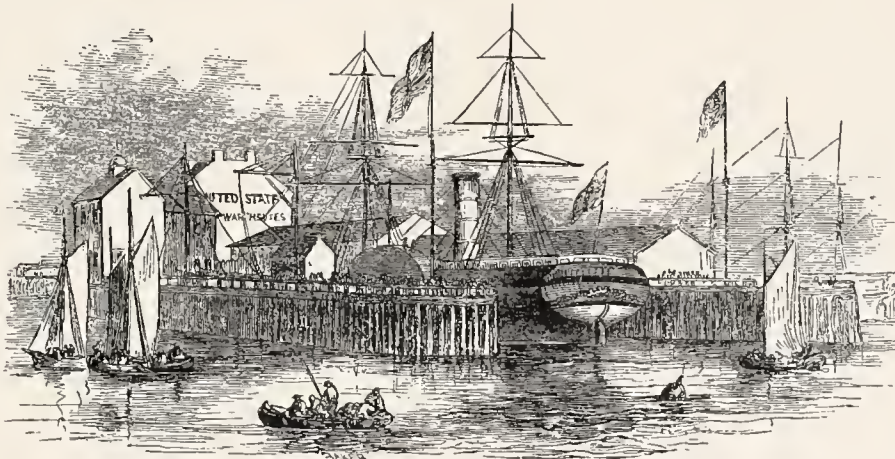
The buildings are principally of brick, erected in a handsome style, and are mostly used as dwellings.

SOUTH END

The South End comprises all the peninsula south of Summer and Winter Streets, and extends to Roxbury. Those buildings that have been most recently erected are of brick and granite, exhibiting an improved style of architecture. The buildings here, also, are generally occupied for dwellings, except the lower stories of those on Washington Street.

SOUTH BOSTON.

South Boston is that section of the city which is separated from the peninsula, or the ancient town, by an arm of the harbor reaching to Roxbury. It contains about 560 acres, and, except East Boston, is the newest and most unsettled part of the city. Within a few years the population has increased rapidly, and a considerable number of buildings has been erected, principally of brick. This once was a part of Dorchester, and embraces the hills formerly known as Dorchester Heights, so famed in the annals of the American Revolution.



VIEW OF GRAND JUNCTION RAILROAD WHARF, EAST BOSTON.

EAST BOSTON.

This is an island, formerly known as Maverick's, Noddle's, and Williams's Island. In 1814, the citizens of Boston erected a fort on its eastern extremity, which was called Fort Strong. In 1830, some eight or ten enterprising capitalists purchased this island, and commenced laying it out into streets and lots, with a view of making it an important part of the city.

Among the important improvements, we enumerate,— I. The introduction of the Cochituate water. II. The construction of the Grand Junction Railroad. III. The construction of the sea-wall across the basin, thus reclaiming a large quantity of low lands which were hitherto partially covered by the tide-waters. These lands consist of marsh and flats to the extent of about ninety five acres, lying between Westwood Island and the Eastern Railroad.

The Grand Junction Railroad can extend its track, whenever the public convenience shall require it, around 23,000 feet frontage of the deep water in Boston Harbor, the whole front of Chelsea and East Boston, from the free bridge in Chelsea Creek to Jeffries Point.

The Cunard line of steamers have their wharf at East Boston.

WARDS.

The City is divided into twelve Wards, which are delineated on the map.

[From the Boston Almanac for 1859.]

THE "BACK BAY" IMPROVEMENT.

HISTORICAL SKETCHES, BY CHAS. HALE, ESQ.

Nature so contracted the territorial limits of Boston as absolutely to force the reclamation of large tracts of land from the sea, in order to accommodate the ever-growing business and population of the large city which man insisted upon placing upon the three-hilled peninsula. The improvements which have already been effected in this way are considerable, and sufficient to change the whole shape of the original town; yet some of them were made so long ago, that the houses and stores built where water formerly flowed now seem to strangers, and to many residents, as if they had always been a part of the permanent structures of Boston. Some familiar names, however, betray the old land-marks. Thus "Causeway Street" includes a large and solid area that was the "Mill Pond," celebrated in Franklin's autobiography; "Beach Street" marks the ancient boundary of dry land, the whole "South Cove" being beyond, with its massive and numerous structures, handsome dwellings, vast hotels, large workshops, and extensive railroad stations, standing where vessels lay within the memory of men still young; and water formerly washed each side of "the neck," then a narrow road, where now three or four broad avenues, with numerous stately houses intervening, connect the peninsula with the mainland beyond. The improvement of the "Back Bay," so called, is simply undertaking upon a grand scale the same thing that has been successfully done in a smaller way before; an enterprise for augmenting, by the hand of man, the territorial limits which nature contracted, to give room for the necessary expansion of a solid and substantial growth.

The "Back Bay" lies in the bend which the Charles River makes to the west of the peninsula of Boston, before its waters passing the northerly side of the city reach the east, where the mouth of the river may properly be said to be situated. Nearly half a century ago the "mill-dam," a

solid structure, was built—extending from the lower end of the Common, nearly in a due westerly line—for the double purpose of making a water power by means of a tide-mill, and also of making a roadway or thoroughfare for travel, for which a toll franchise was granted by the legislature. The legislature, in 1814, likewise granted to the mill corporation the perpetual right to flowage over the flats or lands enclosed by the mill-dam.

The improvements to which we have already alluded, as having been formerly effected in making reclamations of land from the sea, have generally been accomplished by the private enterprise of individuals or companies, with or without legislative aid, acting, primarily at least, with a view to private profit, generally by making available the flats appurtenant to their own estates bordering on the water. But it was clear that the State itself possessed in such lands or flats an interest altogether too valuable to be overlooked. By the general principles of law, the State or the sovereign is the owner of the fee in all the land under water within three miles of the shore. But an ancient law of Massachusetts, known as the "colonial ordinance," commonly dated in 1641, but probably actually passed in 1647, gave up a great part of the sovereign claim, in favor of the private owners of lands adjoining the shore. By this ordinance, the State retains the fee only of such flats as are below low-mark, or one hundred rods (1650 feet) below high-water mark. All between were given up to the private owners of the territory along the shore, as an appurtenance of their upland.

Of course, there is not often a convenient opportunity for the State to fill up the flats of which it is the proprietor, until the private owners have in like manner improved their property which lies intermediate with the upland; and, until recently, no attempt was made by the State to reclaim in this way any of the lands belonging to it. But when the private owners in Boston had very generally exhausted their privileges, even as extended by the liberal grant of the colonial ordinance, the legislature was besieged with applications from private individuals or companies for grants of State flats, to be filled and sold for the benefit of the grantees. Several such grants were made.

In 1852, the State took the first step towards the improvement of its property in flats, for its own benefit, by the passage of resolves (May 20, 1852), for the appointment of three commissioners, with full power to determine and adjust the rights of the State and of all other parties or claimants in the lands and flats of the Back Bay, and to devise a plan for improving the territory, changing its uses from mill purposes to land purposes, for filling it up, laying it out in proper squares, &c. No money at that time, or at any subsequent time, has been placed by the legislature at the disposal of the commissioners for carrying on the im-

provement. They have been confined to such arrangements as they could make by giving a part of the property itself in exchange for such valuable interests as it was necessary to gain, or for such improvements as have been made. All that has been done, accordingly, has been done without the expenditure of a single cent from the State treasury, except for the compensation of the commissioners during the first five years; which amounted, altogether, to less than one thousand dollars per annum for that brief period. Even the small sums required on this account are now paid from the fund derived from the proceeds of sales, so that the prosecution of the improvement, while bringing substantial results to the State, entails no burden whatever upon its resources.

The first commissioners were Messrs. John A. Bolles, Giles H. Whitney, and Samuel Hooper, appointed, July 3, 1852, by Gov. Boutwell. Mr. Hooper, going abroad in 1853, resigned; and Simon Greenleaf was appointed by Gov. Clifford, Aug. 6, 1853, but did not accept the place. Joel Giles was appointed by the same executive, Sept. 30, 1853, and served a few months, when he resigned, and Wm. H. Swift was appointed, April 12, 1854, by Gov. Washburn. Ebenezer Bradbury was appointed in Mr. Whitney's place, by the same executive, Dec. 18, 1854. Gov. Gardner changed the board by appointing George Odiorne in Mr. Swift's place, and Edward C. Purdy in Mr. Bradbury's place, Feb. 7, 1855; and Stephen P. Fuller in Mr. Bolles's place, and Thomas B. Hall in Mr. Odiorne's place, April 20, 1855. Gov. Banks appointed A. B. Ely in Mr. Hall's place, May 3, 1858; Franklin Haven in Mr. Fuller's place, Aug. 6, 1858; and Charles Hale in place of Mr. Ely, who resigned, Sept. 9, 1858. The present commissioners, accordingly, are Messrs. Haven, Purdy, and Hale. The chairmen have been John A. Bolles, who served from the beginning to 1855, three years; Stephen P. Fuller, who served to 1858, three years longer; and Mr. Haven, the present chairman.

It would fill the whole of our little volume to recount in order and in detail the whole proceedings of the commissioners. We must content ourselves with a comprehensive summary of what has been done, and a survey of the main features of the enterprise as it now stands.

There were a little more than 200 acres of flats belonging to the State enclosed within the "receiving basin" of the mill-dam. It was acknowledged on all sides that these flats could be filled without causing the slightest injury to the harbor, since they were already cut off from the natural ebb and flow of the tide. Moreover, they lay in a most eligible position, in close juxtaposition to lands commanding from two to five dollars per square foot. Accordingly this was the spot selected for the first essay on the part of the

State to make available in money its immense riparian property.

Although the State owned a little more than 200 acres of flats in the Back Bay, yet, as we have already intimated, it had many years ago granted to the mill company the right of keeping them always covered with water. The multiplication of cheaper water powers in other places rendered the company not adverse to a negotiation, in which they agreed to abandon their tide-mill and to release the right of flowage to the commonwealth, in consideration of a grant of the fee of 100 acres of the flats. The Water Power Company and the commonwealth thus became nearly equally interested in carrying forward the improvement. It was further agreed that the whole should be filled up upon a uniform plan to be prescribed by the State commissioners.

A small piece of the territory was granted by the State to the city of Boston, as an addition to the Public Garden, in the necessary adjustment of many difficult and complicated questions between the State and the city, relating especially to drainage.

Seventy acres were claimed by the city of Roxbury, not merely as falling within its jurisdiction, but as belonging to it as property. This heavy shadow was finally averted from the enterprise by the decision, in the summer of 1858, of the Supreme Judicial Court, negating the claim of Roxbury, and affirming the title of the State to all which it assumed to own.

We have already observed that the State Commissioners have the right to prescribe the plan for laying out streets and avenues over the whole territory, including not merely the lands belonging to the Commonwealth, but also those set off to the Water Power Company; and other riparian owners will be relieved from the operation of the right of flowage possessed by the Corporation upon condition of conforming to the same plan. Thus endowed with ample authority, the Commissioners have adopted a magnificent plan, by which one-third of the whole extent of the territory is generously devoted to public purposes. The streets are all parallel to, or at right angles with, the mill-dam, or Beacon Street, which may be considered as the base line of the system. Boylston Street is continued westerly from its present terminus, parallel with Beacon Street. All the lands belonging to the Commonwealth lie between Beacon Street and Boylston Street, a space of about 1,300 feet. In this space three great avenues have been laid out, extending westerly parallel with Beacon and Boylston Streets. Two of these avenues are 60 feet in width each, besides which the houses on each side will be set back 22 feet, making a total space of 104 feet between the houses. These avenues are named Marlborough Street and Newbury

Street, in memory of the names which, in the ancient history of Boston, attached to parts of the great thoroughfare now known as Washington Street. Between them there extends westerly from a point marking the middle of the farther boundary of the Public Garden, a broad avenue which claims admiration as the most splendid feature of the plan. It is laid out a mile and a half in length, with a width of *two hundred and forty feet* between the houses on each side. About half of this space, in the centre of the avenue, is designed to be set apart for four continuous rows of trees, forming a long park, with a drive-way upon each side. It is expected that stately and spacious dwellings will adorn this great avenue, and that it will become a favorite place for the display of taste and wealth in the construction of dwelling-houses. Next to the Public Garden is a street running at right angles to the three avenues which we have described, 80 feet in width, followed by others laid out in the same direction, at intervals of about 600 feet, across the whole territory. These streets are not formally named as yet; but it is not improbable that they may be named according to an alphabetical series, somewhat as follows, viz.,—Arlington Street, Berkeley Street, Clarendon Street, Dedham Street, Exeter Street, Falmouth Street, Gloucester Street, &c. Dedham Street forms a connection at Tremont Street with Dedham Street as laid out upon the city's lands. None of the other cross streets, as now laid out, join precisely with others of the city's streets.

The extent and character of the territory belonging to the State, after the conclusion of the arrangements above described, may be recapitulated as follows:—

The land which is included in the lots, exclusive of the rear passage-ways, contains.....	2,453,730 square feet.
There are included in the passage ways,.....	198,170 " "
There are appropriated to public squares to be ornamented and enclosed,.....	313,632 " "
There are appropriated for streets for public travel and use	1,102,328 " "
Making a total of.....	4,067,860 " "
Besides about 200,000 feet west of Exeter Street.	

The first sale made by the Commissioners was effected in 1857, when the block fronting upon Beacon Street, 596 feet, and extending back 120 feet, between Arlington and Berkeley Streets, was sold to Messrs. Wm. W. Goddard and T. Bigelow Lawrence for \$70,000, whereof one-quarter was paid in cash.

In addition to this sale, the Commissioners, during the summer of 1858, have made sale of about 260,000 superficial feet of land to Messrs. Goss and Monson, the present contractors for filling. The price agreed upon is three hundred and five thousand dollars; and the Commonwealth is to receive payment for the same in the filling of this and

other adjacent land in the Back Bay. The sale is made upon the condition that no deed shall be given for any portion of the land thus sold, until such portion shall be paid for in money or filling, or the payment is fully secured. In accordance with this agreement, deeds have been given of four separate portions of territory, amounting in all to 118,720 superficial feet, at the average price of the whole land thus sold, namely, a fraction less than one dollar and seven-tenths cents per foot. A part of the land thus conveyed has been paid for in filling, and the payment for the remainder is amply secured. It is computed that the proceeds of the entire sale to these parties will be sufficient to pay for filling the space between the Public Garden and a line drawn parallel therewith considerably beyond Berkeley Street; and will give to the Commonwealth, filled, completed, and ready for sale, upwards of three hundred thousand superficial feet of land, as valuable as any in the whole area of the Back Bay.

The lands thus conveyed to the contractors have been conveyed by them to purchasers, most of whom propose to erect dwellings for themselves upon their lots. They include the whole of the block on Marlborough Street, between Arlington and Berkeley Streets, and portions of the blocks on Newbury and Boylston Streets, between the same streets, and at the west corner of Beacon and Berkeley Streets. A large lot at the corner of Boylston and Arlington Streets has been purchased by several gentlemen connected with Dr. Gannett's society, now worshipping in Federal Street, as a site for a new church for that society.

The Commissioners have likewise recently made sale of lots of land upon Arlington, Marlborough, and Newbury Streets, and the grand avenue, at prices ranging from \$1 50 to \$3 per square foot, the aggregate proceeds of which sales have amounted to more than one hundred thousand dollars.

The whole quantity of "good and solid earth and clean gravel" which has been filled into the lands belonging to the Commonwealth in the Back Bay, according to exact measurements and computations, amounted, on the first day of November, 1858, to nearly one hundred and twenty thousand cubic yards. The contractors are pursuing their work with industry and energy. The material used in filling is excellent. It is brought from gravel beds in Needham, a distance of nine miles, first by the Charles River Branch Railroad to Brookline, and thence by a special track built for this service parallel with the Brookline Branch, Worcester, and Providence Railroads. The contractors have provided an ample equipment, and their cars are constantly running both night and day during the whole time, excepting the sacred hours of Sunday.

Besides the lands belonging to the Commonwealth, the Water Power Company own a domain of equal extent, and

in addition thereto the "full basin," which at some future day is no doubt destined to be filled.

It is a part of the stipulations with the State that the tolls upon travel upon the milldam shall cease from and after May 1, 1863.

It is difficult, at this early day, to estimate the value of the State's property in these premises. We have already seen that the extent of land included in lots, exclusive of passage ways, is 2,453,730 feet. It would seem to be entirely safe to estimate the whole property at \$1.50 per foot, as it is not probable that any part of it will hereafter be sold for less than this sum. This would yield to the State \$3,750,000, or at least \$2,500,000 above all expenses of filling or otherwise. The event will probably prove that this estimate is altogether too moderate.

CONSERVATORY OF ART AND SCIENCE.

The Committee representing the various Scientific, Commercial, Industrial, Educational, and Art Associations, who petitioned the last Legislature for a reservation of Back Bay Lands, held their first meeting since the adjournment of the session on the afternoon of April 8, at the Library of the Boston Society of Natural History.

Mr. M. D. Ross explained the action of the Legislature in regard to the memorial, and the report of the Back Bay Committee, which reviews and approves the general plan of the Association of the Institutions, and finally recommends "that the reservation of the land prayed for in the memorial committed to them should be made, believing it will be of advantage to the State, both in an educational and financial point of view." Notwithstanding the favorable report of the Legislative Committee, the publication of a false report in some of the papers, and the fact that it was not deemed expedient to recommend immediate action, have given rise to the impression that the plan was not favorably received by the Legislature.

The Committee desire to correct this, and to state that they did not wish to press so important a subject, especially as the land could not be ready for occupancy the present year; they feel satisfied with the progress made, and confident that, after another year's labor, they shall be able to present to the next Legislature an additional array of facts and arguments that cannot fail to convince every one of the importance of the work they have undertaken, and thus to secure the establishment of these much needed educational institutions.

It was voted to print for circulation throughout the State the Memorial and the House Report, to request the friends of education throughout the Commonwealth to make themselves familiar with the plan as laid down in the Memorial

and amplified in the Report. They also solicit the cooperation of the citizens generally, to enable them to present a more completely organized plan at the next session of the Legislature,—any communications on the subject to be addressed to Dr. S. Kneeland, Jr., Secretary of the Committee, Boston.

It was voted to hold meetings on the first Monday of every month, at 3 P. M., at the Library of the Boston Society of Natural History, and as much oftener as circumstances may require.

The Committee, as now organized, consists of the following gentlemen:—Hon. Marshall P. Wilder, George W. Pratt, Samuel H. Gookin, Alfred Ordway, M. D. Ross, Hon. Alex. H. Rice, E. S. Toby, James M. Beebe, Prof. William B. Rogers, Dr. S. Cabot, Jr., Amos Binney, Dr. S. Kneeland, Jr., Charles L. Flint, B. S. Rotch, and J. D. Philbrick.

N. B.—Copies of the Legislative Report, including the Memorial, will be furnished gratis to Associations and individuals interested in the subject, on application to the Secretary.

[From the Boston Almanac for 1859.]

THE IMPROVEMENT OF FRANKLIN STREET.

"Art thrives most
Where commerce has enriched the busy coast."

Cowper.

Commerce is the great change-maker of the world. She touches familiar objects with a wand more potent than that of Prospero, and straightway even the most solid of them are found to disappear. She passes, in her mighty sweep, over whole streets and squares, changing their aspect in a single season from the quiet and seclusion of domestic life to the hurry of business and the ceaseless rush of trade. Behind the wheels of her mighty car spring up palaces of granite, almost as proud as any which the munificence of an Imperial treasury could create; and the eye, long accustomed to the unobtrusive structures of private residence, finds itself almost overpowered by the massiveness and grandeur of the edifices which her lavish hand is continually calling into existence to displace them. Enter any of the well-known localities which her footsteps have invaded, and we look about us only to marvel at the completeness of the transformation, and to wonder what seeming magic has effected so vast a change.

The past year has given us an instance of this mighty change, as remarkable and as complete as any which the history of our city can show. "Franklin Place," once the residence of the wealthy and fashionable of the city is now no more. It has given place, since our last issue, to

"Franklin Street,"—a street composed on either side of stores and warehouses as stately and imposing as any of which the busiest marts of commerce can boast. An enterprise conceived with so much foresight and carried out with such liberality and taste demands a special record in our pages; and we have been at the pains, therefore, to secure a compendium of the various steps in this great improvement, with the conviction that it will prove of general interest to the community.

The first step in this great movement was commenced by the trustees under the will of the late Joshua Sears. By the decease of this well-known capitalist, in the winter of 1856-7, nearly two millions of dollars came into the hands of these gentlemen, to be invested in buildings, and in mortgages on real estate, located in the city of Boston. In compliance with the directions of the testator, in May, 1857, they purchased the Marshall estate, then bounded by the corner of Theatre Alley, at the price of seven dollars per foot.

During the summer after this purchase, the city authorities, in the execution of a long contemplated plan of improvement, laid out and extended Devonshire Street from Milk Street to Franklin Place, involving in this extension a large portion of the Marshall estate, taken from its eastern boundary. Bordering thus on a new and convenient avenue, the Trustees proceeded to erect on the remainder of the estate the noble edifice which forms the first of our series of illustrations.



View of Building 74 and 76 Franklin Street.

Built of Quincy granite throughout, this fine structure covers an area of 135 by 35 feet, and is six stories in height. Being intended, in some sense, as commemorative of the testator, from a portion of whose abundant wealth it was erected, a higher degree of ornament has been given to it than to any structure occupied for the purposes of trade in the city. The tooling of the piers of the basement, and the bold sweep of the arch mouldings which they support, are singularly fine and effective. The key-stones are orna-

mented with emblematical heads, designed, as well as all the other statuary and alto-relievos of the facades, by Hammatt Billings, Esq.; the general plans and drawings for the building being by G. J. F. Bryant, Esq., whose name we shall have frequent occasion to record in the course of our survey.

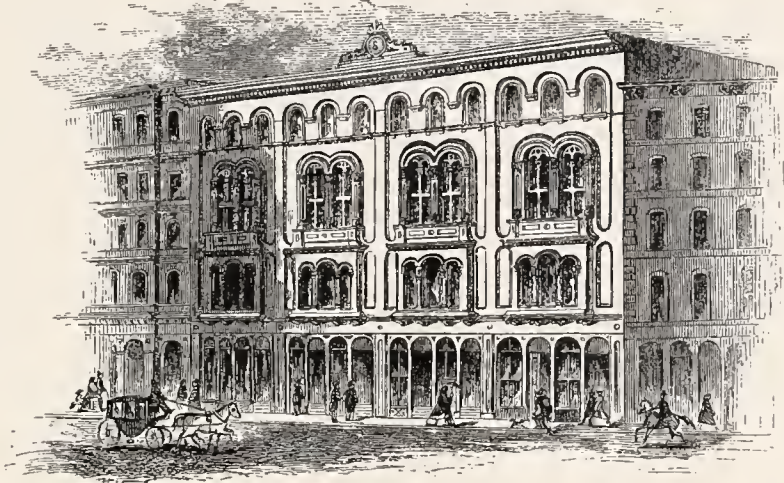
The building agents of the trustees, by whom the works were performed, were Messrs. Edwin Adams, Roberts, and Jacobs. The stone work was executed at Quincy by the Granite Railway Company, and in a manner which leaves little to be attained in the working of this stubborn but imperishable material. This palatial edifice has been leased, at a remunerative percentage, by Messrs. Burr Brothers & Co., E. G. Tileston, Wm. R. Lovejoy & Son, and C. H. Mills.

The building next above the one already described, and joining it on the westerly side, was erected by Mr. E. W. Pike, on an estate leased by him from Ignatius Sargent, Esq. It is a plain structure of undressed granite, and covers an area of about 86 by 46 feet.

In the autumn of 1857 the Sears trustees made a further purchase of the next estate but one on the west, the Tilden estate; and early in 1858 completed their acquisitions to the westward of the Marshall estate, between it and the Tilden estate, by the purchase of the Bradlee, Fay and Andrews estates, — all at the price of nine dollars per foot. Upon this large area, presenting a frontage on Franklin Street of no less than 120 feet, their architect, Mr. Bryant, has designed four stores of superior finish, which form the subject of our next illustration.

From their vast height, the largeness of their parts, and the complete uniformity of style displayed in them, these stores form the most conspicuous, and in many respects the most striking, edifice in the new street. There are, indeed, one or two faults of detail which might, perhaps, be objected to by a critical taste; but in general their air and style and effect are most satisfactory and imposing. The designs of the fronts are composed with a breadth and force which are admirably suited to the solid material employed in them; while their interior conveniences and accommodations are arranged with every improvement which the experience of the architect and builders could suggest.

The well-known firm of J. M. Beebe & Co. have leased the easterly half of this stately block for a term of years; and it is scarcely necessary to say that the business which they are able at once to remove to it is second in amount to that of no other concern of the kind in the United States. The westerly half will be occupied by the firms of Stanfield, Wentworth & Co., and Edwards, Nichols & Richards. This block has also been constructed by the building agents of the trustees, and the granite facade supplied by the Granite Railway Company.

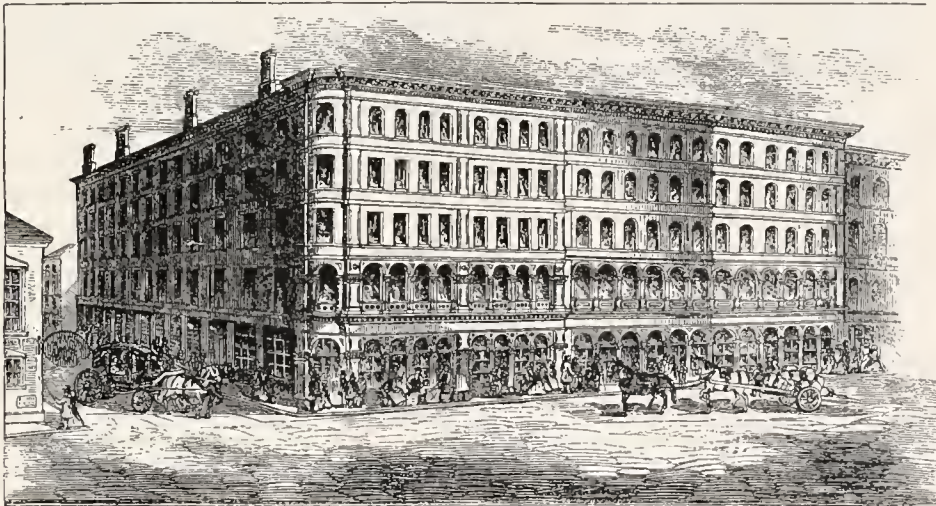


View of Block of Stores Nos. 52 to 66 Franklin Street.

The next property to the westward is owned by Mrs. William P. Winchester, and presents a frontage on Franklin Street of about 60 feet. We understand that a block is contemplated on this property, though we are unable to speak with any certainty as to its details or style, for want of information regarding them.

Proceeding still further up the street, we come to a very neat and pleasing example of a plain Italian style, in the block now in process of erection for the daughters of the late Thomas Wigglesworth. This structure covers about two-thirds of the mansion-house estate, long the residence

of the family of Mr. W., and presents a frontage on Franklin Street of 84 feet. When completed it will be one of the most tasteful and appropriate edifices in the whole range. The architect, Mr. Bryant, has evidently been seconded by the good taste, not less than the liberality of the owners, in his desire to secure a worthy continuation of the enterprise commenced below; and it is truly gratifying to observe such a commendable harmony of action in the carrying out of improvements conceived in the most broad and liberal measure of public spirit. The granite was supplied by Messrs. Octavius T. Rogers & Co., of Quincy, who have



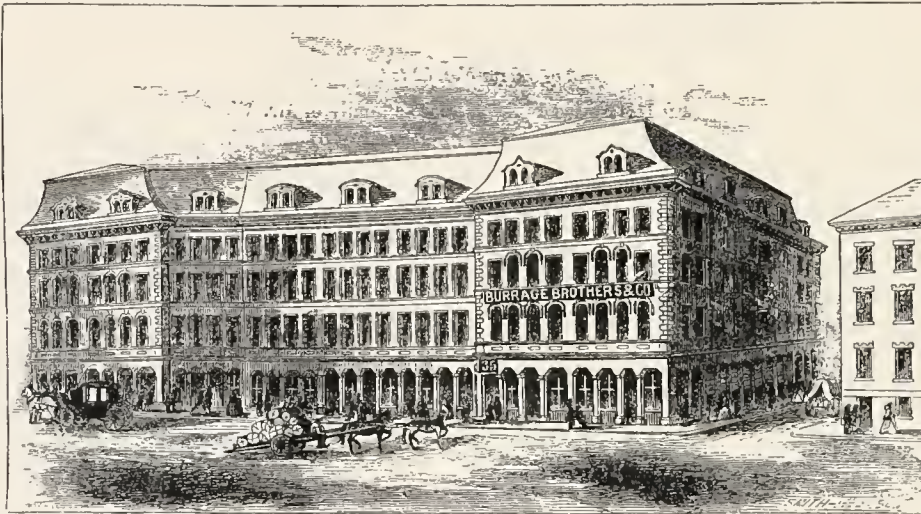
View of Block of Stores Nos. 30 to 42 Franklin Street.

furnished a rich and beautiful material; and the stores have been constructed by Messrs. Joel Wheeler & Sons, and Moses Standish. These stores, when completed, will be occupied by Messrs. Almy, Patterson & Co.; E. Allen & Co., and Gardner Colby & Co.

We have now arrived at the fine estate which bounds on the corner of Hawley and Franklin Streets, the truly elegant edifice erected on which, from the designs of Mr. Bryant, form the subject of the preceding illustration. This estate was purchased from the heirs of the late Mr. Wigglesworth, in the month of April, 1858, by Phineas Upham, Esq., at the rate of ten dollars per square foot; and such rapid progress has been made in the building, under the charge of Messrs. J. E. and N. & D. J. Brown, that it is now nearly ready for occupancy. The builders are Messrs. Joel Wheeler & Sons, and the granite work from the quarry

of the Granite Railway Company. It is leased to Messrs. J. W. Paige & Co. and Pierce Brothers & Flanders. The style partakes slightly of the Venetian modifications of detail, and is finished in a very thorough and characteristic manner throughout. The cornice, in particular, merits the approbation of the amateur and architectural student; and there is a general air of unity in all the masses of the front which impresses the eye of the spectator in the most agreeable manner.

We have thus completed our hasty survey of all the improvements on the north side of the new street. It will be seen, upon a retrospect, that, with the single exception of the one estate for which the plans are understood to be now in preparation, the whole line of the street from Hawley Street, on the west, to the new extension of Devonshire Street, on the east, has been covered with costly warehouses



View of Block of Stores Nos. 31 to 55 Franklin Street.

of granite within a period of little more than a year from the date of their commencement. Such evidences of activity, energy, and comprehensive good taste should not pass unrecorded in our annual pages. The history of our growing city presents us with no records of such weighty and thoroughly successful achievements.

The south side of the street is not, however, to be considered as entitled to any secondary place in our survey. On the contrary, there has been even a more complete mutual understanding, and a more thorough harmony of action than on the north side; and the happy result is shown in the chaste and finely proportioned block of eight first-class stores which form the subject of the above illustration. It will be recollected that the crescent-shaped side of the street is bisected at a point near the centre by the opening of Arch

Street, over which stood for so many years the apartments of the old Boston Library.

The block of stores already erected reaches, in one uniform facade, from Hawley Street to Arch Street, 220 feet in length, 108 feet in depth, and of five stories in height in addition to the basements and attics. It possesses a peculiar advantage in being surrounded on all four sides by thoroughfares, thus giving the utmost convenience of access for the requirements of wholesale business. Six of the eight stores in this block are planned so as to be used in pairs. The whole stand upon estates formerly owned by Messrs. John Bryant, Thomas A. Dexter, Thomas Wigglesworth, the Babcock heirs, Dr. George Bates, the heirs of Benjamin Bussey, and Hon. George T. Bigelow.

The buildings have been erected by the owners or pur-

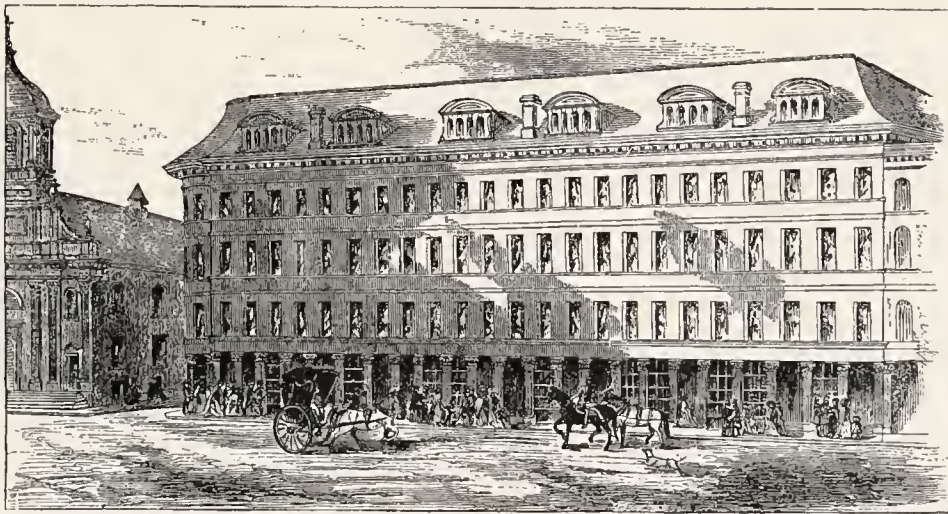
chasers of these various estates, as follows, viz.: John Simmons, the purchaser of the Bryant, Dexter, and Bigelow lots, and thus the owner of the two west as well as the two east stores of the block; the trustees of the estate of Bussey, on the lot before named as belonging to that estate, and also purchasers of the Bates estate, thus becoming the owners of the two stores next adjoining the two east end stores of Mr. Simmons. Thomas Wigglesworth is the owner of the store adjoining the two west end stores of Mr. Simmons; and the block is then completed by the store of Lemuel M. Standish and Charles Woodbury, purchasers of the Babcock estate, as thus the owners of the store located between that of Mr. Wigglesworth and the Bussey trustees.

This fine block may well be said to stand in the foremost rank among the palaces of trade. Its noble proportions, and the strength and massiveness of its details, will not be found to suffer in the least by comparison with its opposite neighbors. And the architect, Mr. Bryant, might be congratulated on the erection of this block alone, as having

completed a structure, for business purposes, such as no city in this country can excel.

The construction of these buildings is in the hands of Messrs. J. E. and N. & D. J. Brown, with the exception of the store of Mr. Wigglesworth, which is in charge of the Messrs. Wheeler & Sons and Moses Standish. The occupants of these several stores will be the following well-known firms: of Mr. Simmons's two west stores, Jewett, Tebbetts & Co., and Burrage Brothers & Co.; of Mr. Wigglesworth's store, Woodman, Horswell & Co., and Dodge, Baldwin & Co.; of Standish & Woodbury's store, B. C. Howard & Huston; of the Bussey trustees's store, Denny, Rice & Co., and Austin Sumner & Co.; and of Mr. Simmons's two east stores, Wilkinson, Stetson & Co.

We next pass to the illustration which shows the equally imposing block on the other side of Arch Street, projected also by Mr. Bryant, and now in process of erection. It extends to Devonshire Street as laid out to Winthrop and Otis Places, on the "forked route" of Mr. Stetson, and



View of Block of Stores Nos. 57 to 75 Franklin Street. G. J. F. Bryant, Architect.

terminates the present improvements in Franklin Street in that direction.

This block embraces six stores, occupying the sites of the estates recently the property of William D. Sohler, Mrs. A. L. C. Dunlap, Mrs. William P. Winchester, Edward Wigglesworth, Ignatius Sargent, and of Harvard University. The stores on these estates are erected by J. Bowdoin Bradlee, who purchased the Sohler estate, bounding on Arch Street, at twelve dollars per foot; by Mrs. Dunlap, the owner of the property next adjoining Mr. Bradlee; by William Sobier, trustee of the estate of Mrs. Winchester,

whose property adjoins that of Mrs. Dunlap, to the east part; and by Edward Wigglesworth, who erects three stores on such portion of his own estate and those of Mr. Sargent and of Harvard College as remain after the laying out of the "forked route" extension of Devonshire Street, by the city.

These stores are already leased to the following parties: that owned by Mr. Bradlee to Frothingham & Co.; that owned by Mrs. Dunlap to Johnson, Sewall & Co.; that owned by Mrs. Winchester to Whitwell, Marsh & Talbot, and Whitney & Washburn; and that owned by Edward Wigglesworth to Converse, Harding & Co.

The builders in charge of the buildings are J. E. and N. & D. J. Brown for Mrs. Dunlap, Joel Wheeler & Sons and Moses Sandish for Edward Wigglesworth, and Thomas J. Whidden and Carlisle & Cummings for Mr. Bradlee. The granite for the entire block, excepting the store of Mrs. Winchester, is supplied by Messrs. O. T. Rogers & Co., of Quincy; that for Mrs. Winchester being procured by the Granite Railway Co., of Quincy.

It may readily be conceived that the increase of valuation in the real estate of this street, and the permanent addition thus caused to the taxable property of the municipality, is indeed great. It has been estimated, by good judges, as high as \$2,500,000.

To John Simmons, Esq., must, in a great degree, be assigned the credit of the first conception of this great enterprise. The foresight and sagacity exhibited in the early purchases, by this gentleman, in Franklin Street, and the spirit which dictated the noble improvements commenced by him upon his newly acquired property, were not without their effect upon the other capitalists of our city, who knew that it must be safe to follow where a man of his long-trying experience had shown himself so willing to lead. His courage gave credit to the undertaking; and the community are indebted to him, more perhaps than to any other single citizen, for inspiring the confidence which of itself insures success to an undertaking of such magnitude and importance.

The trustees of the Sears estate have also been constantly in the field as purchasers, ever since the first conception of the enterprise. They have thus been able, it will be perceived, to secure some of the best estates at prices most favorable to the permanent investment of the large property which they represent.

To the efforts, also, of Joshua Stetson, Esq., the friends of the Franklin Street improvement must always acknowledge themselves to be greatly indebted. To his persevering efforts in advocating the "forked route," for the extension of Devonshire Street, they owe the complete success of a plan which, in spite of much strenuous opposition, was at length almost unanimously adopted. It is believed that the experience of each succeeding year will show the vast superiority of this plan over any of the others which, for so long a period, have engaged the attention and divided the opinions of the city authorities. To the explanation, the advocacy, and the defence of this important measure, Mr. Stetson may be said to have given his whole energies; and, without his patience and assiduity, it is safe to assert that the measure would never have been successfully carried through. Nor has any one been more active or zealous than himself in calling the attention of both capitalists and tenants to the peculiar advantages of the Franklin Street property, or more influential in securing their co-operation

to complete, in a truly elegant style, the stately structures which adorn what is destined to be the principal dry goods business street of this metropolis.

Nor is our record complete without especial commendation of the very responsible and laborious services of Alderman Wightman (Chairman of the Committee on Streets), rendered in behalf of the interests of the city, yet with a just appreciation of public requirements. The community have received, in his zealous and successful endeavors, the results of a comprehensive sagacity, that will largely enure to the general welfare, both corporate and public.

It is highly possible that buildings of a similar character to these we have now described may yet be erected on the extension of Devonshire Street to Otis and Winthrop Places. The fine frontage presented by the opening of this new area offers peculiar advantages for stores of the best description; while the new buildings already under contract between Milk and Franklin Streets, on the one side of this portion of the new street, and the renovation, with iron and brick facings, of the large stores on the other side, will offer such inducements for business as will be likely to fill this street, also, with tenants of the best description.

It may be many years, perhaps, before any similar undertaking will be carried out, in our city, on so large a scale. In regard to this question, however, it must, after all, be said that "time alone can show." If the erection of so large a number of first-class stores should have the effect permanently to vacate others already occupied, there would be reasonable ground to anticipate such a result. But, on the other hand, it must be observed that the present action of the Commonwealth, in the filling of the Back-Bay lands in a superior manner, and the laying out of that vast area upon such a noble and comprehensive plan, — with its broad avenues, and its wide and airy house-lots, — will have an increasing tendency to draw away more and more of private residences to the new quarter, in each succeeding year. And to the sites of the homes thus deserted, if the past be any indication of the future, will succeed, as if by an inevitable law, a continual reproduction of THE PALACES OF TRADE.

TAXABLE PROPERTY ON FRANKLIN STREET.

The Assessors' books of 1859 show the amount of taxable property on Franklin Street, between Hawley and Devonshire Streets, to be as follows: The taxes assessed on the north side of the street amount to, real \$701,000, personal, \$1,225,000, and on the south side of the street to real \$730,000, personal \$1,220,000, making a total of property, real and personal, to the amount of nearly four millions of dollars. Several large firms have taken possession of their stores since the first of May, and are not included in the above, and three stores are not yet finished.

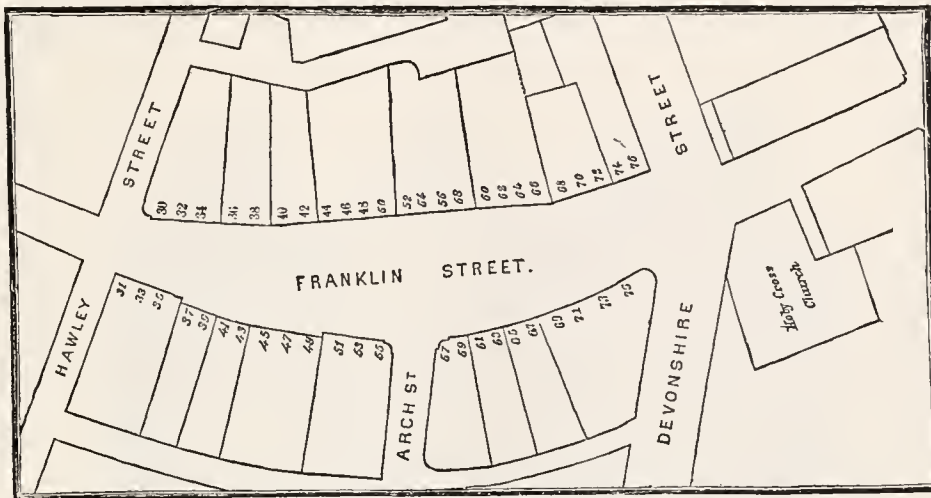


Diagram and official numbering of Franklin Street

LIST OF FIRMS REMOVING TO FRANKLIN STREET.

[Corrected September, 1859.]

- 31, 33 Jewett, Tebbetts, & Co.
- 35 Burrage Bros. & Co.
- 37 Woodman, Horswell, & Co.
- 39 Dodge, Baldwin, & Co.
- 41 B. C. Howard & Huston.
- 43 Allen, Whiting, Lane, & Washburn.
- 45, 47 Austin Sumner & Co.
- 49 Denny, Rice, & Co.
- 51 J. C. Howe & Co.
- 53, 55 Wilkinson, Stetson, & Co.
- 57 Whitney, Washburn, and Fogue.
- 59 Frothingham & Co.
- 61, 63 Johnson, Sewall, & Co.
- 65 Turrill & Metcalf.
- 67 Whitwell, Marsh, & Talbot.
- 69 F. Skinner & Co.
- 71, 73, 75 Converse, Harding, & Co.
- 30, 32 Pierce Bros. & Flanders.
- 34 J. W. Paige & Co.
- 36 E. Allen & Co.
- 38 Almy, Patterson, & Co.
- 40 Stone, Wood, & Baldwin.
- 42 Gardner Colby & Co.
- 48, 50 Faulkner, Kimball, & Co.
- 52, 54, 56 Edwards, Nichols, & Richards
- 58 Stanfield, Wentworth, & Co.
- 60, 62, 64, 66 James M. Beebe & Co.
- 68 Frost & Kimball.
- “ S. H. Pearce & Co.
- 70, 72 Dresser, Stevens, & Co.
- 74 E. G. Tileston & Co.
- “ W. R. Lovejoy & Co.
- “ Charles H. Mills.
- “ Revere Bank.
- 76 Burr Bros. & Co.

EXTENSION OF DEVONSHIRE STREET.

The extension of Devonshire Street is an improvement of great magnitude, or rather a portion of a grand enterprise, of which Franklin Street also constitutes a prominent feature. The full accomplishment of the improvements intended remains to be effected. But a brief period will see them finally developed. The credit of instituting these enterprising measures, is due to Mayor Rice, from whose inaugural address of January, 1857, we quote :—

“ The great increase of business in the vicinity of Milk, Federal, Congress, and Pearl Streets, with the prospect of a similar increase in Franklin, Summer, and other street at an early period; the enlarged communication with South Boston,— one of the most flourishing sections of our territory,— together with the prospective opening and extension of Albany Street, and the constantly increasing business of the great lines of railroads which terminate on the South Cove, render necessary some relief to the thoroughfares between these two sections.”

“ Among all the routes yet suggested, no one seems to possess more claims than the following:— Commencing at the square in Summer Street from which radiate Summer, High, South, Lincoln, and Bedford Streets, pass through Winthrop Place to Franklin Street, cross Franklin Street, and widen Odeon Avenue to Milk Street, and Devonshire Street to Water Street, thus forming a direct line from State Street to the Worcester Railroad, and thence by the collateral streets east of the railroads, to South Boston; and by way of Winthrop and Otis Places, and Kingston and Albany Streets, to the Neck lands and Roxbury.”

These improvements are now in progress.

VIEWS OF BUSINESS STREETS.



View of Milk Street, from Pearl towards Washington Street.



View of Milk Street, from Pearl Street to Central Wharf.



View of Pearl Street, from Milk Street.



View of Commercial Street northerly from Faneuil Hall Market.



View of Washington Street, from opposite Franklin, embracing the Old South Church.



View of Summer Street, from Washington to Federal Street.

THE HARBOR OF BOSTON.



The Harbor extends from Nantasket to the city, and spreads from Chelsea and Nahant to Hingham; containing about 75 square miles. It is bespangled with upwards of 50 islands or rocks, and receives the waters from the Mystic, Charles, Neponset, and Manatticut Rivers, with several other smaller streams.

The most noted islands are Governor's Island and Castle Island, both of which are fortified: the former is now called Fort Warren, the latter Fort Independence. They lie about two and a half miles easterly from the city, dividing the inner from the outer harbor, about one mile distant from each other; and the only channel for large ships passes

between them. Belle Isle and East Boston lie to the north-east of the city on the Chelsea coast, which, together with most of the islands in the harbor, come within the jurisdiction of the city. Deer Island, about five miles east, and Long Island, about five and a half east by south, command the outer harbor. Thompson and Spectacle Islands lie southeasterly towards Squantum, and within the parallel of Long Island. Rainsford, or Hospital Island, is about one mile southeasterly from Long Island. Gallop, George, and Lovel's Islands, lie east by south, from seven to eight miles from Boston, and between Broad Sound and Nantasket Road. Pethick's Island lies south of Nantasket Road, or Hingham Bay. The Lighthouse Island, on which the lighthouse stands, lies south 69 degrees east, $8\frac{1}{2}$ miles. The Brewsters, Calf Island, Green Island, &c., lie northerly from the Lighthouse; forming a chain of islands, rocks, and ledges about three miles to the Graves Rocks, between which no ships attempt to pass.

The water in this harbor is of a sufficient depth to admit 500 ships of the largest class to ride at anchor in safety; while the entrance is so narrow as scarcely to admit two ships abreast. Boston is finely situated for commerce, and has more shipping than any other city in the United States, except New York. The wharves and piers are extensive, provided with spacious stores and warehouses, with every convenience for the safe mooring and securing of vessels.

The city exhibits a very picturesque and beautiful view when approached from the sea, and its general appearance is much admired by strangers.

ISLANDS IN BOSTON HARBOR.

The islands in Boston Harbor are delightful resorts for citizens and strangers during the hot summer weather. If there are natural beauties, romantic elevations, or silent and wild retreats, in the vicinity of Boston, worth the poet's and philosopher's attention, they are in the harbor; but to be admired they must be seen. These islands are gradually wearing away; and, where large herds of cattle were pastured sixty years ago, the ocean now rolls its angry billows, and lashes with an overwhelming surge the last remains of earth.

From the appearance which the islands present at this period, these were once round, or in other words were nearly circular at the base, and rose above the water like a dome; but the northern blasts, in connection with the terrible force of the tides accompanying such storms, have completely washed away every one of them upon the north side, in such a manner that they actually appear like half an island — having had a vertical section; and hence there is a per-

pendicular bank facing the north, while the south and west gradually slope to the edge. To the east, the tide has made some destruction, but it bears no proportion to the north. This peculiarity is observable in all the islands which have soil. Towards the outer lighthouse, the islands are almost barren ledges of rocks, — having been washed of the earth from time immemorial. It is on the northeastern sides that the most danger is to be apprehended. Thompson's Island lying between the Castle and Moon Head, is secured by natural barriers, as the former receives and resists the force of the tide before it reaches Thompson's; but Long Island, although defended in a measure by Rainsford, Gallop, George's, and Lovel's Islands, has lost considerable soil. Spectacle Island, so called from its supposed resemblance to a pair of spectacles, is sifting away by slow degrees, and nothing will prevent it.

GEORGE'S ISLAND.

This island is the key to the harbor, — commanding the open sea, affording one of the best places for fortifications of any among the number. There is an elevation on the east and northeast, nearly 50 feet above high water-mark, in some places, with an easy ascent towards the south and southwest to the channel. This is the property of the United States. Fifty thousand dollars have been expended by government for building a sea-wall on the northeast. A trench was dug at the foot, below the low-water mark, in which the foundation has been laid. This was made of split stone, of great weight, and bolted together with copper. We have never seen any masonry that would compare with it, in point of strength and workmanship. On this a second wall has been erected, equally formidable, on which the artillery is to be mounted. Under the superintendance of Captain Smith, whose good judgment has been exercised from the beginning, we may expect a fort in the outer harbor that will bid defiance to all the ships of war that ever sailed.

CASTLE ISLAND,

On which stands Fort Independence, was selected as the most suitable place for a fortress for the defence of the harbor, as early as 1633. It was built at first with mud walls, which soon fell to decay, and was afterwards rebuilt with pine trees and earth. In a short time, this also became useless, and a small castle was built with brick walls, and had three rooms in it; a dwelling-room, a lodging-room over it, and a gun-room over that. The erection of this castle gave rise to the present name of the island. Great improvements are in progress here by the United States Government.

GOVERNOR'S ISLAND

Lies about one mile north of Castle Island, and was first called Conant's Island. It was demised to Governor Winthrop in 1632, and for many years after was called the Governor's Garden. It is now in the possession of James Winthrop, Esq., a descendant of the first Governor, excepting a part conveyed by him to the United States, for the purpose of constructing a fortress, now called Fort Warren. Its situation is very commanding, and in some respects superior to Castle Island.

NODDLE'S ISLAND

Was first occupied by Samuel Maverick. He was on it when the settlement of Boston commenced. He built a fort in which he mounted four cannons, and afterwards had a grant of it from the General Court. In 1814, a strong fortress was built on this island by the citizens, and called Fort Strong, in honor of the Governor. This island is now known by the name of East Boston.

POINT SHIRLY

Formerly had the name of Pulling Point. The name which it now bears was given to it by the proprietors as a mark of respect to the late Governor Shirly.

DEER ISLAND

Is a delightful island, and is owned and leased by the city. It was formerly a place of great resort in the summer season for parties of pleasure. It is now entirely occupied for the City Institutions. The general government for several years past have been building a sea-wall round it of a formidable character. The first appropriation of Congress towards the object was eighty-seven thousand dollars.

LIGHTHOUSE ISLAND

Was known for many years by the name of Beacon Island. The first lighthouse was erected in 1715. Pilots are established at this place, provided with excellent boats, and a piece of artillery to answer signals.

THOMPSON'S ISLAND.

This is a promontory, nearly a mile and a half long, jutting into the harbor, opposite Spectacle Island. The Boston Farm School Association have purchased this island, and established here their Farm School.

NIX'S MATE

Is an irregular, barren, and rocky base of an island, between Gallop and Long Island Head, almost entirely concealed at high water. There is a beacon of split stone in

the centre, nearly forty feet square, fastened together by copper bolts, which perfectly secures it from the tremendous force of the waves in times of northeasterly gales. To speak more definitely, the shape is a parallelogram, the sides being 12 feet high, and ascended by stone steps on the south side. On the top of this is a six-sided pyramid of wood, 20 feet high, with one window to the south. This is the conspicuous part of the beacon, and serves as a prominent warning to seamen, to keep from the dangerous shoal on which it stands. At low tide, more than an acre of land is visible, and at high tide, only small boats can sail to the monument. A very aged gentleman states that he can remember when Nix's Mate was a verdant island, on which a large number of sheep were pastured. Forty-five years ago, although the soil is now completely gone, there was pasturage for fifty head of sheep, entirely above high-water mark.

Tradition says that the master of a vessel, whose name was Nix, was murdered by his mate, and buried on this island, some century and a half ago. The mate was executed for the horrid crime, but declared he was innocent of the murder, and prophesied that the island, as an evidence of his innocence, would be entirely washed away. He was executed nearly on the spot where the pyramid is erected. The total disappearance of the land, above water, has led many to believe the truth of his assertion, — that he was unjustly put to death. The circumstances were handed down from one generation to another, till the erection of the beacon, when by general consent, among seamen, it took the name of Nix's Mate. It was the custom about a century ago to hang pirates in chains on this island, to strike a terror to sailors as they came into port, that the influence might deter them from the commission of such wickedness.

ISLAND FORESTS.

An impression exists, that the islands in Boston Harbor were never wooded. The fact is, they were once covered by a fine growth of trees, which remained in their original vigor and beauty, long after the settlement of Boston. On the 13th of January, 1638, 30 men went down to Spectacle Island to cut wood, fuel being very scarce in town. A great storm came up, which drove the boat still further out; and one of the number was drowned. In the year 1633, William Wood visited Boston, and subsequently wrote *New England's Prospect*. After a general description of the harbor, he remarks, in regard to the islands, that "*the seamen, having spent their old store of wood and water, may here have fresh supplies from the adjacent islands, with good timber to repair their weather-beaten ships.*" Speaking of Boston, he says, "*The greatest wants are wood and meadow ground, which were never in this place, being constrained to*

feich their building timber and fire-wood from the islands, in boats." Boston was undoubtedly originally covered with a wood, which had been burnt off by the Indians, to clear the ground for planting corn, which was their custom. Mr. Wood introduces an observation in relation to the Neck: "The marshes being not half a quarter of a mile over, so that a little fencing will secure their cattle from the wolves."

DISTANCES BY WATER.

The "Gazette" publishes the following table of distances to different points on Charles River and down the harbor:—

From Braman's Baths	to Eustis's.....	1 mile.
" "	" " Fort Washington.....	1½ "
" "	" " Ship Yard.....	2 "
" "	" " Powder House.....	2½ "
" "	" " College Wharf.....	3½ "
" "	" " Gas House.....	4½ "
" "	" " Col. Winchester's.....	6½ "
" "	" " U. S. Arsenal.....	7½ "
" "	" " Spring Hotel.....	9 "
" "	" " Waltham Bleachery.....	12½ "
" "	" " Cambridge Bridge.....	13 "
" "	" " Charlestown	1½ "
" "	" " Chelsea.....	3 "
" "	" " Medford Village.....	9 "
" "	" " Mystic Pond.....	12½ "
" "	" " Long Wharf.....	2½ "
" Long Wharf to	Castle Island.....	2¾ "
" "	" Governor's Island.....	2 "
" "	" Apple Island.....	3½ "
" "	" Point Shirley.....	5 "
" "	" Bay View.....	3½ "
" "	" Squantum	5 "
" "	" Long Island Light.....	6 "
" "	" Lower Light.....	9½ "
" "	" Hull.....	9½ "
" "	" Point Alderton	10½ "
" "	" Hingham.....	13 "
" "	" Nahant (via the Gut).....	10½ "
" "	" " (outside).....	12½ "
" "	" Phillips Beach.....	13 "
" "	" Black Rock.....	15 "
" "	" Minot's Ledge.....	18½ "
" "	" Dorchester.....	6 "
" "	" Milton Lower Falls.....	9 "
" Chelsea Ferry	" Chelsea Beach.....	4 "
" Nahant	" Tinker's Island.....	6 "
" "	" Rockport.....	23 "
" "	" Hull.....	8 "
" "	" Egg Rock.....	2 "
Length of Mystic Pond.....		2 "

MINOT'S ROCK LIGHTHOUSE.

Probably no work more assuredly illustrates the indomitable force of American energy, than the construction of this shaft on the ocean. To the extended sketch which follows we assign the space in our already swelling pages, convinced

that the record is a judicious investment in the interest of our readers.

[From the "Boston Journal" of Oct 2, 1853.]

The city government and invited guests will go down the harbor to-day, to inaugurate with appropriate ceremonies the corner-stone of the new Lighthouse on Minot's Ledge. The steamer "Nantasket" has been engaged for the occasion, and will leave Liverpool Wharf at 10 o'clock, A. M., for Minot's Rock.

The occasion is one of much interest to the mercantile community of Boston. Minot's Rock is the outer of the Cohasset rocks, situated north from Cohasset, and a little less than three miles from the Glades. The distance from Boston is about seventeen miles, and from Boston Light something less than eight miles. The diameter of the rock at the top, which is exposed at extreme low water, is about thirty-five feet. The ledge extends in shore, affording an additional surface of rock, which is partially exposed at low water in calm weather. These rocks had long been the terror of mariners, and the repeated shipwrecks which occurred upon them attracted public attention to the necessity of a lighthouse to serve as a beacon of warning, and to aid the mariner in finding the entrance to the harbor in darkness and storm. Some eighteen or twenty years ago, the Boston Marine Society, and many of the merchants of this city, petitioned Congress for an appropriation to erect a lighthouse on the Cohasset rocks. The petition was ably supported by the Senators and Representatives from this State, but the subject was discussed for several sessions before it was acted upon. A plan was submitted by the late Captain Winslow Lewis for a granite lighthouse, upon a principle somewhat similar to that of the Eddystone light, in the British Channel. He proposed to erect the light on the ledge to the west of the outer Minot. His plan was favorably received, and was recommended by the Lighthouse Committee; but no appropriation was made to carry it into effect. Subsequently an appropriation was made to establish a light on Cohasset rocks; and the whole matter was committed to the engineer department, to carry out the project. This department adopted the plan of an iron pile lighthouse, three of which have been erected in England. It was a bold experiment, for the English light-houses of the same pattern had been built in shallow water. The result was most disastrous.

The construction of the lighthouse was placed under the superintendence of Capt. W. A. Swift, of the topographical engineers. The work was commenced in 1847, and the drilling of the holes in the rock for the iron piles occupied the greater part of two seasons. The holes were drilled by machinery, which was twice swept from the rock during the first season's operations. The piles were erected in Sep-

tember and October, 1848, and the lighthouse proper was placed upon the piles in 1849; the work being completed in the fall of that year.

The base of the structure was formed of eight heavy wrought iron piles, eight inches in diameter at the foot, and four and a half inches at the top. These piles were forged in two pieces each, which were erected one above the other, and connected by very stout cast-iron or gun-metal sockets secured in the strongest manner. The diameter of the structure at the base was twenty-five feet, and the piles inclined towards the centre so as to bring the heads within a circle of fourteen feet diameter. In the centre of the eight outer piles was a ninth pile, which was perpendicular, and a little larger than the others, being eight inches in diameter at the foot, and six inches at the top. The piles were secured and connected together at the top, at an elevation of sixty feet from the bed of the rock, by a cast iron cap, or spider, weighing five tons. These piles were also connected by cross braces. Below the pile heads, and enclosed within the piles, was a cellar or well-room for provisions, oil, &c. The keeper's house, above the spider, was octagonal in shape and fourteen feet in diameter, and upon the top of this was the lantern. The house and lantern were framed of iron. The entire height of the structure from the surface of the rock to the top of the lantern was about seventy feet, and it towered up fifty feet above the line of high-water mark. The weight of the whole structure was about seventy-four tons.

The light house was completed, as we have before stated, in the fall of 1849. Mr. Dunham, of West Bridgewater, was appointed keeper, with two assistants. But he soon became convinced that the situation was not an enviable one. The wind and waves shook the structure in an alarming manner. Brief paragraphs found their way into the newspapers which awakened the fears of many that the lighthouse would not stand. In the fall of 1850, Capt. Dunham resigned his post, from a feeling of insecurity, and from the meagreness of his salary; and Mr. J. W. Bennett was appointed in his place. Mr. Bennett did not give credence to the stories of the insecurity of the lighthouse. But he was soon convinced that not half of the real facts had been given to the public. Two or three severe gales occurred during the winter of 1850 which shook the structure severely, and materially weakened it, carrying away nearly all the braces. Repeated representations of the dangerous condition of the lighthouse were made, but the authorities were incredulous. On the 15th and 16th of April, 1851, a gale of more than usual severity prevailed on our coast, in which this lighthouse was swept away. Capt. Bennett, the keeper, was fortunately on shore at the time; but his two assistants, Joseph Wilson and Joseph Antonio, were lost in the light. The disaster occurred at

the height of the gale. The light was seen at 11 o'clock on the night of the 16th, and the fog-bell was heard to toll with more than usual quickness. At daylight the next morning, such of the fragments of the lighthouse as would float strewed the beach to leeward. The massive structure which man, in the pride of his power and self-confidence, had placed to brave the fury of the elements, had vanished; and the mad waves leaped and tumbled wildly and in seeming exultation over its site.

The destruction of the lighthouse made the rocks more dangerous than ever, and a light-boat was soon moored outside of Minot's as a substitute. But the situation was too exposed for a light-boat, which, however, still gives warning to the mariner, although she has repeatedly been driven from her moorings. A petition was sent to Congress to rebuild the light, and an appropriation was made for building a substantial granite structure upon the site of the pile lighthouse. The work was placed under the superintendence of Capt. B. S. Alexander, and has already been in progress about three years; although there are but few days in the year on which the workmen have been able to work on the rock, and then only for a few hours.

[From the Daily Advertiser of Oct. 4, 1858.]

CONSECRATION OF THE MINOT'S LEDGE LIGHT-HOUSE.

On the invitation of Captain B. S. Alexander, under whose direction the work is going on, a party consisting of the City Government, a delegation from the Grand Lodge of Massachusetts Free Masons, and invited guests, numbering in all about four hundred, went down the harbor on Saturday in the steamer "Nantasket," for the purpose of laying the corner-stone of the lighthouse to be erected on Minot's Ledge.

It was intended that the company should go upon the structure, which is already several feet above low-water mark, but the sea was so rough that it was found impossible. The "Nantasket" accordingly put about; and, although Capt. Alexander soon came alongside in the government steamer, and urged the party to turn about and go back, she continued on her way to Hull (where a telegraphic despatch was sent to the city for a special train of cars), and thence to Hingham. Being obliged to wait here for some time before the train arrived, the party paid visits to the old church, built in 1681, where "Old Hundred" and "Coronation" were sung, and to the old Lincoln family mansion. Embarking in the cars at half-past three o'clock, the party were soon conveyed to Cohasset, where a procession was formed, headed by the Brigade Band, which marched to the yard in which the construction of the lighthouse is carried on, and where the ceremonies of the consecration were immediately begun.

Captain B. S. Alexander, of the United States corps of Engineers, was introduced by the Mayor, and spoke as follows:—

MR. MAYOR,—It gives me great pleasure to welcome you, and all these gentlemen present, to the Rock which has been the scene of our labors. The history of this Rock is no common one; it tells of shipwreck and disaster, of hairbreadth escapes, of suffering and woe. Standing like a watchful foe at the entrance to the harbor of Boston, to many of her sailors has it given the death-blow. The advance of science has taught man to convert such foe into a watch-tower, that may ever stand pointing upward to its own glorious light, sending far into the dim ocean's distance its rays of hope and warning to the mariner. A lighthouse of iron was erected here some years ago, whose fearful fate all may remember. Now again we are erecting a lighthouse here, but this time of granite,—granite piled on granite; granite to build upon, the earth's sub-structure; granite engrafted and dovetailed into the foundation; and granite the whole. To give even more stability to this structure, each stone is riveted with galvanized iron bolts, cemented into their sockets. So may it stand, that "they that go down to the sea in ships" may see this signal-fire burning brightly to warn them from the countless rocks that echo with the rage that oft swells the bosom of old ocean.

At the commencement of this work we had nothing but money: no workmen, no shore establishment, no workshop, no tools, no machinery, no boats, no organization. In one year these all started into life. Tuesday morning, the first day of July, 1855, just as the sun tipped the wings of the morning sea-gull as it took its swift flight over the wave, we struck our first blow on the Minot. The first year, 1855, we worked on it 130 hours; 1856, 157 hours; 1857, 130 hours and 21 minutes; 1858, to September 30, 208 hours: making in all 625 hours, 21 minutes. At first the men were nervous with the natural fear incident to their seemingly dangerous situation; but no accident ever befalling any of their number, and seeing every precaution taken for their safety, this fear was soon dispelled, and they worked as cheerily as on land. And you now see before you, gentlemen, the result of the labors of as fine a body of workmen as it has ever been my fortune to meet with.

Many reflections arise in our minds as we stand on this structure. Boston lights her streets with gas; the United States Government, with protective care, lights our ocean highways not only for the benefit of the commerce of the Union, but for the commerce of the world; and it is a reflection worthy of this occasion to remember that it is our common government that has dotted our harbors with fortifications, bristling with cannon; that has built our navy yards and ships of war; that can furnish you 300,000 stand

of arms in Massachusetts alone, giving you strength to bid defiance to the world; and lastly, it is our glorious Union that erects this structure.

At the conclusion of Captain Alexander's remarks, His Honor, Mayor Lincoln, responded:—

MR. ENGINEER,—In accordance with your courteous invitation, the City of Boston, represented by its official authorities, is present with you to-day to participate in those formal ceremonies with which, in conformity with a time-honored custom, you propose to inaugurate this great work. We rejoice in the opportunity thus afforded to express in behalf of the citizens of Boston their interest in this enterprise, and their feelings of obligation to the national government, which, as the guardian of the commercial interests of the country, has taken cognizance of the perils awaiting the mariner in these waters, and has resolved to alleviate them at whatever cost. We would also bear our testimony to the zeal and energy, the consummate skill and unwearied patience, which you and your associates have so far exhibited in the prosecution of the work. If it is your ambition to excel, no more honored triumph awaits any member of your profession than the successful consummation of the enterprise which now engages your thoughts and demands your best services. We trust that you will succeed; it will be an honor to yourself, to that class of practical men whose works testify to their worth, and to that department of government under whose orders you act.

GENTLEMEN OF THE CITY COUNCIL AND FELLOW-CITIZENS,—We have met to-day under peculiar circumstances. The occasion which has called us together, and the place where we have assembled, have a novelty unparalleled in our municipal history. On a rock in the ocean, which has been a terror to many an anxious soul, we are quietly standing, and engaged in the consecration of a superstructure which shall render this spot a signal of hope and safety rather than gloom and despair. The sighs which have mingled with the gales that have swept upon many a winter's night over those rocks tell a mournful story of the past; we rejoice now in the hope that the future has a brighter prospect. And though the storm may rage, and the elements lash themselves with fury on these breakers, yet the good ship with its gallant crew shall pass harmlessly on to its destined haven.

There is no structure of human skill more deserving of commendation than a lighthouse. Every one of them is a monument dedicated to the best feelings of our nature. They are the warning beacons to save the mariner from destruction. They are the significant indices planted along the coast of the common brotherhood of man. These benefits are not enjoyed alone by the people on whose shores they stand; but every one whose business is on the great

waters, of whatever clime or nation, is gladdened by their cheerful light, and guarded in a safe path in seasons of peril and doubt. The maritime nations of antiquity erected on their shores temples to the gods, from the roofs of which sacrifices of fire were offered to appease the genius of the storm. We construct no temples dedicated to a heathen deity, but place along our borders sightly edifices tipped in the dark night with fire, which shall give the lost voyager a knowledge of his true situation, and thus enable him by the skill of modern seamanship to ride in safety superior to the elements; for he is warned of the danger that awaits him. These works have called forth some of the most marvellous achievements of human skill and industry. The natural obstacles to their construction have often almost baffled the ingenuity and wisdom of the most distinguished of scientific men. No prouder trophies of man's victory over nature can be found than some works of this kind in the European world. The Eddystone Lighthouse, on the coast of Cornwall, is the most remarkable structure of modern times. Notwithstanding the difficulty of its construction, it has been found so secure that it is said its keepers feel themselves more safe within its walls in a gale of wind, than if they were on the neighboring coast. The Bell Rock Light, on the coast of Scotland, built by Robert Stephenson, is a work of equal magnitude; but it seems to be the destiny of our country to furnish the grandest achievement in this department of art. The very spot upon which we stand, we trust, is to be immortalized by the greatest work of this character in the world. The national government is pledged to its success, and we have sufficient faith in the resources of the nation, and in the skill and indomitable energy of our engineer, to be assured that it will certainly be accomplished. Its importance to the navigation interests of Boston cannot be over-estimated. We have a harbor unsurpassed on the continent for its capacity and safety. Any measure which renders its approach less dangerous invites the mariner into its waters for shelter and business. The dreadful disasters and shipwrecks which have happened on this ledge have awakened the fears of the stoutest hearts. Happy is the omen of to-day, that such forebodings will disappear.

The erection of this edifice is a part of that great system of lighthouse illumination, organized a few years since, having for its object a complete and perfect cordon of lights all along the shores of our extended coast. Their benefits are not confined to the Atlantic States, but the whole country reaps their advantages. By the system of internal improvements, our railroads bring the interior into close proximity to the ocean. The revenues for the support of government are derived in a great measure from commerce. Self-interest, if not humanity, would justify the most liberal appropriation from Congress in its behalf. The occasion

which has called us together is an evidence of the fact that the necessities of the case have been appreciated by the National Government; and they have generally taken the measures to afford relief. Something more remains to be done for the protection of our upper harbor. A bill has been reported, and now awaits the action of Congress; and we cannot but hope that it will meet with that success which its merits deserve.

Let this work go on and prosper. May it stand for many generations, a rich legacy from the present age to those who shall come after us! Long may it remain as a guide into a safe haven, and cheer the home-sick voyager as he approaches his native shore! The labors of those who are engaged in its erection shall receive the benedictions of many who were ready to perish, and the sincere thanksgiving of grateful hearts, as long as its bright light shall loom over this vast horizon. Let us consecrate it with prayers to Almighty God, to Him "who ruleth the raging of the sea, and stilleth the waves thereof," — "whose dominion shall be from one sea to the other, and from the river unto the world's end." Without his blessing, all our labors are in vain. With that blessing may we not hope that this structure shall be like that house built by the wise man, "upon which the rain descended and the flood came, and the wind blew and beat upon it; but it fell not, for it was founded upon a rock"?

Rev. "Father" Taylor then offered a fervent prayer, and at its close an appropriate ode, written for the occasion by W. W. Wheildon, Esq., editor of the "Bunker Hill Aurora," was sung by a trio of male voices.

Hon. John T. Heard, Grand Master of the Massachusetts Grand Lodge of Free Masons, conducted the masonic ceremonies according to the prescribed formula. He also gave a catalogue of the number of occasions on which the fraternity had been called upon to officiate in the same manner, in the United States and Great Britain. He concluded his remarks with the following words:—

I congratulate you, Mr. Mayor, that the enlightened city over which you so happily preside, will enjoy so largely the economical and humane advantages to be derived from the establishment of a lighthouse on this, one of the most perilous localities upon these shores. Though the light here to be dispensed shall shine upon the flag of every nation that may visit these waters, yet no maritime port will reap its benefits to the same extent as that of Boston. Its navigation interests, which contribute so extensively to the welfare of our country, and minister so much to the intercourse and civilization of the world, justly merit the protection and fostering care of the Federal Government by all the means it can legally exercise.

Dr. Winslow Lewis was then introduced by Mr. Heard, as "the worthy son of one who was for a long time, and

most honorably, connected with the lighthouse service of the United States, and who was universally respected and esteemed by his fellow citizens."

Dr. Lewis replied:—

The allusion to the memory of my father in the address of the Grand Master will, I trust, serve as an apology for a very few remarks, not wholly inappropriate on this interesting occasion. His connection with the Order of Free Masonry for nearly sixty years, his official relation to the Grand Lodge of this State, is known to the whole fraternity. But here, on this spot, where we are called on as speculative masons to inaugurate the commencement of a magnificent Pharos, some few statements of his long continued activity and devotion to the Lighthouse Department of the United States cannot be deemed wholly irrelevant.

For nearly half a century, he was connected in a greater or less degree with this establishment, extending along our whole Atlantic coast, and on the shores of our mighty lakes. In the course of this long period, he was the contractor and builder of more than 200 lighthouses, and ever obtained the confidence of the U. S. government. He suggested, many years since, as the only feasible plan, that an edifice of stone should be erected, similar to this, which we now trust with confidence will be successfully completed; and he offered to contract for the same, for the sum of \$250,000. He established the use of the lenses and parabolic reflectors which were in operation for so many years, until the brilliant discoveries of Fresnel again changed the mode of light, and the dioptric system was adopted in 1852. "The name of Leonore Fresnel," says a late work, "is classed with the greatest of those inventive minds which extend the boundaries of human knowledge; and it will at the same time receive a place amongst those benefactors of the species who have converted their genius to the common good of mankind; and, wherever maritime intercourse prevails, the solid advantages which his labors have procured will be felt and acknowledged." I therefore claim some humble tribute to the memory of a Boston merchant, for the services he has rendered the government and our mercantile interest, which will cause his name to be held in respect and veneration by all who have business on the great deep, and trust his name will long be remembered and associated with whatever is true and excellent in man, long after all the almost countless beacons which he has erected to warn the approaching mariner of his danger shall have crumbled into dust.

The commencement of a great work like this should have the befitting accompaniments for public ceremonial. It is proper that the city fathers of Boston should give their presence, and utter their congratulations that a grand

monument of science and general utility is to be placed near the commercial metropolis of New England, long we trust to direct a prosperous marine to a flourishing and happy city; that perfected science shall from this spot enable the anxious mariner to behold this warning beacon at a distance of thirty miles lit up by an apparatus than which, says the *Encyclopedia Britannica*, "there is no work of art more beautiful or more creditable to the boldness, intelligence, and zeal of the artist,—while all that decorated the noble structure of the Eddystone at its completion was a feeble light from tallow candles."

I congratulate my friend, the supervisor and director, on the success thus far attendant on his zeal, activity, and scientific judgment, so long and so well displayed in his laborious task. Being for two years a resident on the shore nearest this scene of his labor, and after having the privilege of standing on this rock and sharing with him and his fellow-laborers, at least their unwished for ablutions, I can render my testimony to the dangers encountered and perseverance manifested in the incipiency of this peculiar task.

The Eddystone Rock, on the coast of Cornwall, is 20 feet high from low-water mark. Bell Rock, in Scotland, has a large stony base. The lighthouse on the Skerryvore Rocks, in Argyleshire, has a base of 42 feet. But here the space is exceedingly limited, the edges of the ledge very irregular, and could only be cut at very low tides and with a smooth sea. Robert Stevenson had the great advantage, in the erection of Bell Rock Light, of placing near it a wooden barrack, and Allan Stevenson the same, while constructing the Skerryvore Light. Here no such aid could be obtained. The very slow progress of their work shows its difficulties. Eddystone was finished in two years, Bell Rock in two years and three months, and the Skerryvore in about the same period. The Minot's Ledge Lighthouse was commenced in 1855, and may be completed in two years from this time. No delays have interrupted its progress but those which have arisen from its formidable position, and all that indomitable will could effect has been done.

For all that he has so ably done, Capt. Alexander will deserve and receive the approbation of all. May its completion be as successful as its commencement! Though the storms may come, the tempests blow, may it prove that its foundation is not only on a rock, but on the firm basis which science and art have unitedly combined to produce! Long may it stand, a proud monument of the perseverance, liberality, philanthropy, and artistic skill of the United States, and the sagacity of an enlightened and judicious government!

Hon. Edward Everett was then called upon by the Mayor, and responded nearly as follows:—

Mr. Mayor, Captain Alexander, Fellow Citizens: — I am greatly indebted to you for this kind reception, and I esteem it a piece of good fortune to have been permitted, by His Honor the Mayor, to be present on an occasion so interesting and important. The Mayor, however, is fully aware, that I have not come with any formal speech, fit to follow the gentlemen whose carefully prepared and eloquent addresses have furnished so much pleasure and instruction to the company. I can only offer you the unstudied assurance of my cordial sympathy; and that in a few words. The hour is speeding; the great eclipsing light of the heaven, after illuminating this hemisphere, has already sunk behind those western hills. His parting smile lingers upon them, but he has gone to kindle another portion of his circuit into life and light while the dusky shadows of evening steal over us.

We have had a pleasant though somewhat "promiscuous" day; and I for one, Mr. Mayor, am not sorry to stand again on *terra firma*. I thought for a while, when you had us down in the outer harbor, that you had been learning a lesson from the sinking of the Atlantic telegraph; that, as they had laid that at the bottom of the sea, you were for laying the corner stone of your lighthouse below low-water mark. However greatly approving the enterprise, I must own myself too much of a landsman to have co-operated very efficiently in the undertaking; and I rather inferred, from the grave looks and long faces of several of our friends, that I was not alone in that disability. But we are once more on good firm land, and I think the most of us feel the better for the change of element.

We have come, sir, to express our interest in a great public work. Well do I remember that dreadful night, the 16th of April, 1851, when a furious storm swept along the coast of New England, by which houses were unroofed, steeples toppled down, and vessels driven on shore. In the course of that tremendous night, the lighthouse on Minot's Ledge disappeared. It was last seen at 3½ o'clock in the afternoon; and, between that hour and daylight the following morning, the ocean, driven in by the furious tempest, had heaved the lighthouse from the nine iron pillars on which it rested, and which it twisted like osiers, — had dashed it in fragments on the rocks, and with it the two brave men, who, in that awful hour, stood bravely at their posts. We have come now, sir, to repair the desolations of that hour, and to lay the corner-stone of a structure destined by that divine blessing which has been so fervently invoked by the reverend chaplain to resist the utmost violence of the winds and the waves.

It is a point second to no other on our coast, both for the amount of the commerce which passes it, North and South, to its destined markets, and for the perils which here await the mariner. If Minot's Ledge could keep a Minot's

ledger, in which the value of every cargo that passes it in either direction could be entered, and in which — on another page — could be recorded the fearful apprehensions and heart-broken lamentations of anxious and bereaved mothers, wives, sisters, and daughters, sorrowing for the delay of the loved ones, destined many of them never to return, it would furnish an illustration of the importance of a lighthouse on these mournfully notorious rocks, which would need no comment of mine.

It is a work of interest for other reasons, to which you, sir [Captain Alexander], have so pertinently alluded. We are assembled here to-day, not as citizens of Massachusetts, but as citizens of the United States. The lighthouse is for the more immediate benefit of the commerce of Massachusetts, but the expense is borne by the general government. The appropriations for its construction have been passed by the concurrent votes of representatives from the remotest parts of the Union. As the lighthouses off Cape Hatteras, on the Florida reef, and at the mouths of the Mississippi, have been erected by the votes of your representatives, and proportionably by the resources which you have furnished to the common treasury, so the noble and expensive structure whose corner-stone is now laid will be built with the concurrence and aid of your fellow-citizens who inhabit portions of the Union which the sun does not reach the same hour that he shines on you. In fact, it was primarily for the commerce of the country, and all the works and measures requisite for its growth and protection, that the Constitution of the United States was framed, and the present government established.

But you are not alone promoting the interests of our own vast country, in erecting this noble structure. As has been well stated by the gentleman who has preceded me, it is for the common benefit of the nations. The light which you kindle, you kindle not to guide your own vessels alone. The vessels of the friendly provinces on the North, from which we are happy to see a most respectable gentleman present on this occasion (Hon. Joseph Howe, of Halifax), and the vessels of the neighboring republic on the South, whose late President (Gen. Comonfort) also honors us with his presence, will equally share the benefit. Nay, sir, it will extend to the remotest regions of the civilized world from which a ship shall go forth to navigate our waters.

But I must not detain you, Mr. Mayor and gentlemen, at this late hour. Let me close by responding to the patriotic sentiment of Captain Alexander. As the costly and important structure whose erection he has so auspiciously commenced, has been founded and carried on under the auspices of the government of the Union, let it prove a symbol of that Union's duration and solidity. Owing so much of our prosperity to it, let us warmly cherish and support it. Let us remember that in the event of its rupture, —

which Heaven and its mercy avert!—the protecting power which now spreads its ægis over us, East and West, North and South, will be for ever gone; and as you have told us, sir, that the solid foundations of the structure you are rearing are linked and bolted together with dove-tailed blocks of granite and bars of galvanized iron, so as never to be moved, so may the sister States of the Union be for ever bound together by the stronger ties of common language, kindred blood, and mutual affection.

Addresses were also made by Hon. Linus B. Comins, member of Congress from the fourth district; Col. C. R. Train, of the Executive Council; and Hon. B. C. Clark.

The exercises were concluded by a benediction, pronounced by Rev. E. M. P. Wells.

Among the distinguished gentlemen present, besides those mentioned above, were Ex-President Comonfort, of Mexico; Hon. Messrs. A. H. Rice and J. V. C. Smith, of Boston; and many others.

At half-past six, the company took the cars for home, where they arrived at nine o'clock, after an hour's detention at Hingham.

The work on Minot's Ledge Lighthouse has now risen to the height of thirty-eight feet above the original rock, and is yet to go sixty feet higher. It is constructed of heavy blocks of granite, each dovetailed into the other, in each course, laid in cement and bolted together with heavy iron bolts. The courses are two feet in thickness; and, up to the height of forty feet, the work is to be perfectly solid, with a heavy iron post in the centre, firmly imbedded in the original rock below. Above the forty feet, where the diameter will be about twenty-seven feet, are to be six apartments, one above the other, with a lantern twelve feet in height surmounting the whole. Its appearance is and will be hereafter that of an immense granite post, in mid-ocean, sustaining its lantern on its top. The lighthouse, it is expected, will be finished during the year 1860.

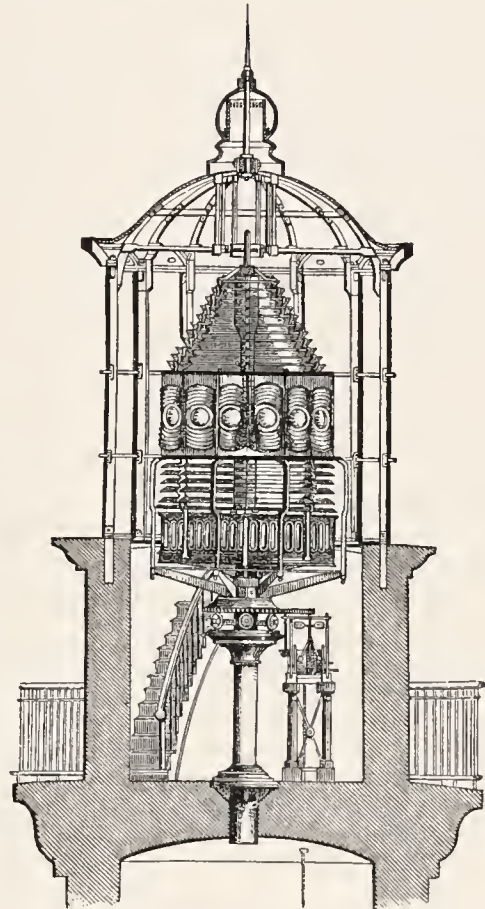
THE FRESNEL LIGHT.

From the Illustrated Magazine of the last Exhibition under the direction of the Massachusetts Charitable Mechanic Association, we take the following description of the Fresnel Light, written by Hon. Joseph M. Wightman:—

This magnificent feature of the Exhibition is in the centre of the Rotunda in Quincy Hall.

The Association are indebted to the Lighthouse Board, at Washington, for the loan of this apparatus, which is to be erected on the coast of Maine, soon after the close of the Exhibition.

They also, with great courtesy, authorized Captain Wm. B. Franklin, of the U. S. Topographical Engineers, who has charge of the erection of lighthouses in this section, to grant its use for this occasion, and to make all the necessary arrangements for its erection in the Hall.



Of this Light there are two kinds, viz., the Fixed and the Revolving. There are also six sizes, called "Orders," varying from two feet to fifteen feet in height, the larger being designated as the first order. The difference in the construction of the two kinds is in the central belt of glass. In the *Fixed* Light, this is in the form of a convex belt, or zone, which is of the same form entirely round the light; while, in the *Revolving* Light, this curved belt is ground into a series of separate lenses, the effect of which is to give, when rotated, a *flashing* appearance to the light, by which a pilot is enabled to distinguish one lighthouse from

another. Red and other colored glasses are also introduced for the same purpose.

Our engraving represents the form and construction of a Revolving Light, in which the peculiar belt of distinct lenses is shown, and also the wheel-work which causes the whole apparatus to revolve and produce the flashing. The omission of these lenses and the rotating apparatus would represent the Fixed Light on exhibition, and which we will now proceed to describe.

In size this is of the Second Order, and is about five feet in diameter, and twelve feet in height. In the centre, firmly secured to the base, is a large lamp, on the "Carcel" principle, having three concentric wicks, of one, two, and three inches diameter, with a space between each wick for a current of air, which promotes combustion, prevents smoking, and renders the flame clear and brilliant. The oil is contained in a reservoir about one foot below the wicks, and is pumped up to the flame by four small diaphragm pumps which are operated by clock-work and the descent of a weight through the pillar under the centre of the apparatus. This weight is about fifty pounds, and is wound up by the lighthouse keeper. The flame is in the centre of the principal belt of glass, in which the lenses are represented; and this, with all the subordinate prism-cut belts of glass above and below it, combines to so *refract* and *reflect* the light of the lamp as to throw out a flat ring of light, equally intense in every direction. All the light being thus, as it were, condensed into a flat ring as wide as the glass portion of the apparatus is high, is immeasurably superior in its effects to any arrangement of parabolic reflectors. For, however perfect the metallic reflectors may be made, the loss of light by absorption and other causes is

very great; whereas, the *triangular* glass prisms of this apparatus produce a *total* reflection, — the inner face of the prism *refracting*, the second *totally reflecting*, and the third or outer face a second time *refracting*, so as to cause the light to emerge in parallel and horizontal lines.

This beautiful system of illumination was invented in France by M. Fresnel, in 1819; and, when we consider the mathematical accuracy with which every curve and every angle of the glasses must be cut, each belt of prisms requiring to be cut with different angles according to their position and distance above or below the centre of the flame, we cannot but regard its construction as a wonderful triumph of genius and optical science. Nor is it more remarkable for its perfect adaptation to its purpose, than from the fact that it left the hands of its inventor at once so perfect in all its details, that experience has suggested no material improvements or alterations in its original construction.

From the great labor and care required in the construction of the Fresnel apparatus, it is necessarily expensive; the value of the one now on exhibition, although only of the Second Order, being about ten thousand dollars: but we are gratified to state, that, with a due appreciation of its advantages and merits, our government are actively engaged in placing this light in the various lighthouses on our coast. Several of them have been already located in our bay and harbor, and one of the First Order is now being placed in the Gay Head Lighthouse, on Cape Cod.

In the accompanying engraving is shown the lantern or frame of glass which encloses and protects the illuminating apparatus from the wind and weather. This is of the usual form; being a circular structure of iron, with the sides of plate glass, through which the light is transmitted.

THE SEASHORE, AND THE VICINITY OF BOSTON.

The vicinity of Boston presents a succession of the most beautiful and variegated scenery; interspersed with towns and villages, in which the wealth, industry, intelligence, comfort, harmony, and general happiness of the inhabitants is probably unsurpassed by any equal number of people, spread over an equal surface, on the face of the globe. In a brief sketch like this, it is impossible to more than glance at the numerous beauties and conveniences so liberally distributed around our favored city.

WAYS AND CONVEYANCES.

For an enumeration of the multiplied ways and conveyances in and out of Boston, the reader is referred to the

Business Directory which follows, under the head of Transportation. The Public Houses are given under the head of Public Houses in the Business Directory. The Bridges and Ferries are delineated on the map.

Proceeding over the *Eastern Railroad*, you have the beautiful and picturesque town of Lynn, with its splendid view from High Rock, presenting a panorama unsurpassed in the country, except by that from the dome of the State House in Boston; embracing the interesting peninsula of Nahant, with its extensive beaches, and other various natural curiosities. Next comes Salem, a beautiful and quiet city, one of whose chief attractions for strangers is its East India Marine Hall, containing a museum of curiosities

probably unsurpassed in America. Crossing the North River by an extensive bridge, you come to Beverly, and, by a branch, to Manchester and Gloucester, along whose picturesque and lovely shores many of the wealthy inhabitants of Boston have, within a few years, erected beautiful summer residences. A branch from Salem conveys you to Marblehead, the birthplace of Elbridge Gerry, one of the signers of the Declaration of Independence. From this town projects the beautiful peninsula of Manantang, surpassed in its local attractions only by those of Nahant. Another branch, from Salem, conveys the traveller to the flourishing town of Danvers, the birthplace of General Israel Putnam, of revolutionary memory, and of Hon. Daniel P. King.

The *Maine Railroad* furnishes access to Charlestown, our wealthy sister city, which can never cease to be interesting so long as Bunker Hill and its Monument of national pride shall continue to tower above the surrounding waters. The United States Navy Yard at this place is also an object of attraction. Beyond are Somerville; Malden, with its lovely villages, Melrose and Wyoming; Stoneham, South Reading, and Reading, with their delightful ponds and groves, around which many business men of Boston are fast fixing their abodes.

Between these railroads, a ferry conveys its passengers to Winnissimmet and Chelsea,—where the lovers of fine scenery may regale themselves with an extensive and variegated view from the summit of Powderhorn Hill, 220 feet in elevation.

The *Lowell Railroad* furnishes access to Medford, South Woburn, and Woburn, with their enchanting ponds and delightful retreats; while beyond lie the rich meadows and fertile farms of Burlington and Wilmington. A branch of the Maine Railroad also connects with Medford.

On the *Fitchburg Railroad*, we pass to Old Cambridge, ever memorable for its University, the oldest in the United States. Here is a house, once the residence of General Washington; here is Fresh Pond, furnishing ice in winter, and coolness and verdure in summer; and here is Mount Auburn, hallowed by the memories of the best and the loveliest in the land. Beyond are Watertown, where is the United States Arsenal; Waltham, with its splendid villas; and Weston and Lincoln, with their quiet scenery. On this route, too, is Old Concord, the Thermopylæ of America, where a daring few breasted the power of the greatest empire on earth. From this railroad, also, we branch off to Lexington, the sister of Concord, who boldly

sustained her share of the dangers and glories of that eventful day.

The Worcester Railroad.—Within the past year, a branch road has been opened from the Worcester road to the beautiful town of Brookline. This town is famed for its many splendid cottages and residences, mostly the abodes of gentlemen retired from active business. Brookline affords one of the pleasantest rides anywhere in the vicinity of Boston. The roads are good, and lined with many beautiful hedges and rows of towering elms. After leaving the Brookline branch, the road passes through Brighton, the site of the annual Cattle Fair, of Winship's beautiful gardens; and Newton, the ancient Nonantum, with its picturesque falls on the Charles River. Beyond are the towns of Needham and Natick, the "Place of Hills," memorable as a favorite residence of the Nipmuc Indians, into whose expressive language the Rev. John Eliot translated the whole of the Bible. It is in the towns of Natick, Wayland, and Framingham, that Lake Cochituate, or Long Pond, is situated, whence originates the Boston Aqueduct.

The *Providence Railroad* carries us to Roxbury, the birthplace of Gen. Joseph Warren; and, by a branch, to Dedham, the scene of the commencement of King Philip's war, in 1675, and the birthplace of Fisher Ames. These towns are favorite resorts for the merchants and other business men of Boston, many of whom have therein pleasant and convenient cottages and villas.

The *Old Colony Railroad* takes us to Dorchester, an old and beautiful town; to Milton, by a branch, where are the Blue Hills, towering more than 700 feet in height, where the first paper-mill in New England was erected, and where Gov. Hutchinson, the historian of Massachusetts, had his abode. It also conveys us to Quincy, famous for its granite, and for giving two presidents to the United States. Finally, it conveys us to Plymouth, first in our historical recollections.

Branching off from the Old Colony Railroad, the *South Shore Railroad* takes us to Hingham and Cohasset, whence by easy conveyances we reach the Glades, or the Nantasket Beach. This beach is some five miles long, and should be visited by all lovers of ocean grandeur.

The fine steamer "Nantasket" plies between the city and Hingham, stopping at Hull, also a pleasant resort. Her landing in Boston is at Liverpool Wharf.

The steamer "Nelly Baker" plies between Long Wharf, Boston, and Nahant, giving a very pleasant trip in the harbor.

THE NAVY YARD.

CHARLESTOWN.



The United States Navy Yard occupies nearly sixty acres in the northeastern part of Charlestown, facing the Mystic River and Boston Harbor. The Navy Yard is enclosed on the north

by a wall of durable masonry. The enclosure embraces a handsome dwelling-house for the Commandant, and several arsenals, magazines, rope-walks, warehouses, ship-houses, and a capacious dry dock.

The Dry Dock is worthy the attention of every visitor to the city. This great work was begun in the year 1827-8. It was built of hewn granite, and is of the following dimensions:—

	Ft.	In.
From the outside of wing walls to the water walls....	5	9
Thence to the beginning of napes for turning gates....	21	3
To point of mitre sill.....	21	8
To line of heelposts of turning gates.....	14	0
To gutter (the bottom and side walls being curved)...	18	0
To face of return walls.....	4	0
To centre of semicircular head of dock.....	206	0
To head of dock, within the coping.....	43	0
To extreme end of backing at head.....	7	3
Total.....	340	11

The whole stone work in the dock amounts to about 500,000 cubic feet. This stone was quarried at Quiney.

The frigate Constitution was the first vessel that entered the Dry Dock for repairs. This took place on the 24th of June, 1833.

The following public vessels have been built at this station:—

Vermont, 74 guns, in 1848; Virginia, 74 guns; Independence, 54 guns, in 1814; Cumberland, frigate, 44 guns, in 1842; Warren, sloop of war, 20 guns, in 1826; Falmouth, sloop of war, 20 guns, in 1827; Cyane, 20 guns, in 1837; Plymouth, sloop of war, 20 guns, in 1843; Marion, sloop

of war, 16 guns, in 1839; Porpoise, brig, 10 guns, in 1836; Bainbridge, brig, 10 guns, in 1842.

The seventy-four-gun ship Virginia is yet on the stocks. The old frigate Constitution was launched in October, 1797, at the Union wharf (now termed May's wharf), Boston.

All the above-named vessels of war are now in the naval service. Others have been built at this Yard, at various periods, but are no longer in service.

MOUNT AUBURN CEMETERY.

CAMBRIDGE.

A visit to Mount Auburn is one of the indispensables to a stranger sojourning in or near Boston; and few places present, within an equal space, either to citizens or strangers, a more varied combination of elements to attract attention and awaken thought. It was the first rural cemetery of any magnitude in the country. The spot was selected by one thoroughly alive to the beauties of nature, and neither care nor expense has been spared in the efforts to enhance its great natural advantages.

Mount Auburn originally comprised an area of 72 acres. Two additional purchases have enlarged it to 126½ acres. It was consecrated in the year 1825. The address on that occasion was delivered by the late Hon. Judge Story, then President of the Society; and prayers were offered by the late Rev. Dr. Henry Ware and Rev. John Pierpont, with an impressive hymn by the latter. The first interment was the body of the venerable Hannah Adams, deceased Dec. 15, 1831, aged 76 years. Among the earliest, was the lamented Dr. Spurzheim.

The Gateway is on the road from Old Cambridge to Watertown, at the distance of about 4 miles from Boston. Cars run from the station in Bowdoin Square every fifteen minutes during the day, and till 11½ o'clock in the evening.

FOREST HILLS CEMETERY.

WEST ROXBURY.

In the season of verdure and flowers few more agreeable drives can be found in the vicinity of Boston than through the streets and avenues that lead to this cemetery, in the neighboring city of Roxbury. There are beautiful views in every direction from the elevated grounds. But from no direction is the cemetery noticeable at any distance, except perhaps on the southeastern side. It is shut out from the world, a calm retreat, though near the rapid tide of life.



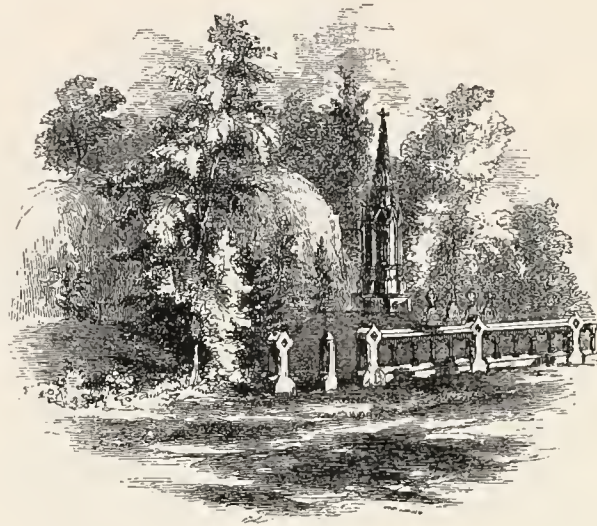
The main entrance to the cemetery is reached from the highway, Scarborough Street. The carriage-way is through an Egyptian portico, copied from an ancient portico at Garsery on the upper Nile. Upon the outer architrave of the gate-way is inscribed, "Though I walk through the Valley of the Shadow of Death, I will fear no evil." On the interior architrave are the words, "I am the Resurrection and the Life. Consecrated June 28, 1848."

The south-eastern entrance is from Canterbury Street, through a gateway similar to that on the southern side. The scenery in this vicinity is of the most rural kind. There is a broad plain, or *intervale*, lying between the Blue Hills on the one side, and the range of which Forest Hills compose a part on the other, showing well-cultivated farms, waving fields extending up to the woodland at the base of the Blue Hills, and here and there unassuming farm-houses and generous barns; while in the distance, just seen over the woods, is one of the villages of Milton. The open and cultivated portion of the cemetery grounds extends down to and forms a part of this *intervale*; and, when it shall be laid out and improved, it will form one of the most attractive and beautiful sections of the cemetery. It is well

worth more than a passing glance to behold from the rising ground on this side the charming landscape which is here spread out, especially when the morning or evening sun throws lengthened shadows on the plain. Shut in by the dark background of the Blue Hills, and the woods and eminences on either side, it is a picture of peace and quiet rural life such as is seldom seen in such close proximity to the metropolis.

On the south-easterly side the cemetery grounds do not extend to any public street, but an avenue thirty-three feet wide is laid out from Walk Hill Street to the boundary of the cemetery, where there is an entrance through a gate supported by Egyptian piers. This avenue is shaded on each side by thickly growing evergreens, and from it the visitor enters at once upon one of the most beautiful parts of the cemetery.

From the main entrance three avenues diverge towards different parts of the cemetery, — that on the right, however, being designed to open into lands which have not yet been added to the grounds. Chestnut Avenue, which leads to the left, passes over a gentle elevation, and thence through the vale of Lake Dell towards Consecration Hill. On the



right hand of this avenue, before reaching Lake Dell, rises a rocky eminence, called Snowflake Cliff, from a beautiful wild plant which grows at its base. This cliff is steep and craggy on the northern side, and is thickly covered with trees and underwood; but on the southern side, where some beautiful burial lots have been laid out, the ascent is quite easy.

Lake Dell is a natural pool thickly overshadowed by trees which grow from its banks. On either side an avenue is

laid out; and from these the wooded hills rise, enclosing a most quiet and beautiful dell, suggesting the name of the pond. A receiving-tomb is placed in this locality.

From the eastern end of Lake Dell, Magnolia Avenue leads to the summit of Consecration Hill, which rises in an angle of the cemetery, and touches its northern and eastern boundaries. As its name indicates, the consecration services were performed here, at the foot of its southern slope, while the audience were ranged upon the hill-side. Consecration



Hill is one of the highest of the Forest Hills, and from its summit is a beautiful prospect. Through the vistas of the trees there are charming views of the Blue Hills and the intervening valley, and in other directions of hills and plains, of farm-houses, villas, and cottages, with here and there a church spire rising above the distant woods. It has been suggested, that, when the funds of the cemetery should permit it, a durable stone tower might be erected here.

Following to Rock Maple Avenue, the visitor is led from the eastern end of Lake Dell around the base of Mount Warren, which rises on the right, for the most part regularly but steeply, with here and there large boulders protruding above the surface. The side of Mount Warren is clothed with a thick growth of wood; and this avenue, in the afternoon especially, lies in deep shadow under the foliage. Curving around the foot of the hill, it is a pleasant approach to some of the more attractive spots in the cemetery, and leads directly to the pleasant dell at the foot of Mount Dearborn and Fountain Hill. In this dell there is a little nook, which seems almost a grotto under the overhanging foliage of trees and shrubs that grow on the precipitous sides of Fountain Hill. The deep shadows seem to spread a refreshing coolness around, and invite one to rest on the garden-seats, which are disposed on one side, while on the other is a rustic fountain,—a natural spring, over which is erected a covering of rough stones. The stones are clothed with lichens, and in the interstices are planted moss, brakes,

and other wild plants, the whole forming a pretty rustic monument. On the upper stone is fixed a bronze plate bearing the following words, by which the refreshing waters of the spring utter a lesson, which, perhaps, is not always unheeded by those who linger about this beautiful spot: "Whosoever drinketh of this water will thirst again; but the water that I shall give will be in him a well of water springing up into everlasting life."

From the Fountain Dell a steep path (Sweet Brier) leads up the southern side of Mount Dearborn, and then up its more gentle western slope to the top. As seen from the plain on the west side of the hill, it appears to be only a slight elevation, but it rises to a considerable height above the low land on the opposite side. On the summit is the monument erected by his friends and fellow-citizens as a tribute to the memory of Gen. Dearborn, who with untiring devotion originally laid out the cemetery grounds, and developed and increased their beauty. It is an elegant Corinthian column, of white marble, on a base which extends by scrolls on each side to smaller pedestals bearing funeral urns. The shaft is of convex flutings, the capital is elaborately and well wrought, and is surmounted by a funeral urn with flame. On the front of the base is a raised tablet inscribed as follows. "H. A. S. Dearborn, Obiit Julii 29, 1851, Ætat. 67." On the opposite side, in a panel, is the brief but expressive Latin inscription, "Ossa in terra quam dilexit, coluit, ornavit, cives et amici mœrentes condimus."





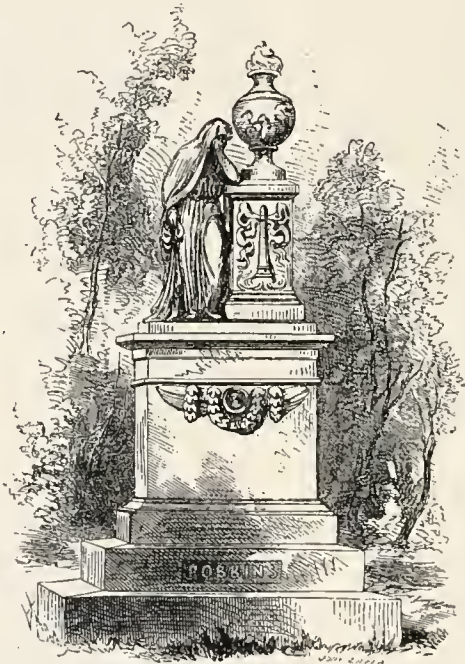
At the foot of Mount Dearborn, on a little path to the right of the ascent to the Dearborn Monument, is a little memorial to Mercy L. Doane, consisting of a head and foot stone connected by a mound enclosed with wire basket-work. The whole is exceedingly chaste and appropriate. Upon the headstone is sculptured an angel with clasped hands, and a Bible, with two paragraphs from the Scriptures. The footstone, in the form of a scroll, bears names and dates.

From the dell which divides Mount Dearborn from Mount Warren, an avenue leads by a somewhat steep ascent to the top of the latter, which is, in fact, rather table-land than a hill. A more pleasing approach to it is from the main entrance, by Locust Avenue to Mount Warren Avenue. This hill has become one of the most beautiful and attractive portions of the cemetery; nearly all of its surface, except the



steep slopes on the north and east, being laid out in burial lots, and tastefully embellished. On the summit of Mount Warren is the burial lot of the Warren family. The ashes of General Warren, with others of the family, have recently been taken from their original resting-place, deposited in urns, and re-interred in this lot; so that these grounds are in fact the shrine which contains the sacred remains.

On one side of this lot is a stone bearing the name of Dwight. It is a marble block, on the front of which is a beautiful alto-relievo of Christ blessing little children,—wrought in Rome by an Italian artist. On the reverse is a cypher and inscription.



On Grape Path, seen northerly from Mount Warren Avenue, will be noticed the beautiful figure here represented. The pedestal bears this inscription: "I am the Resurrection and the Life." "Because I live, ye shall live also."

One of the most picturesque groups of rocks is on the lot of General William H. Sumner, called Sumner Hill, on the western slope of Mount Warren. They have not suffered by the hand of art, and the lot is one of the most beautiful and appropriate in the whole cemetery.



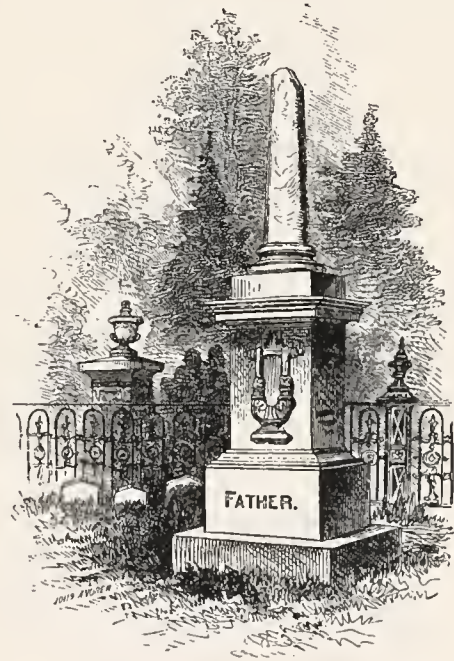
On Pine Avenue is a large and beautiful lot, bearing the name of Perkins. The lot is enclosed by a hedge of arbor-vitæ, within which are walks and flower borders; and in the rear, under the rock which forms the back part of the lot, and shaded by evergreens, is a secluded nook for a chair. The centre of the lot is again enclosed by an iron paling, within which is a monument of polished granite. It consists of a massive base, or pedestal, on two sides of which, in basso relievo, are winged heads surrounded with clouds, and on another side an inscription. The base is heavily moulded, and is admirably wrought. On it stands a large, plain cross. The design is simple, but elegant and costly; and in point of taste and execution this monument is excelled by none in the cemetery.

On the west of Mount Warren the ground falls away as far as the cemetery fence, and beyond; and a dell is here formed which will some time be a beautiful part of the grounds. Clematis Path now leads through the upper portion of it up to the plain towards the Eliot Hills. At the back of the lots which front on one side of this path, there is a terrace of rough stone-work, in the interstices of which are planted brakes and other wild plants, with moss, which give it a rustic finish and beauty.

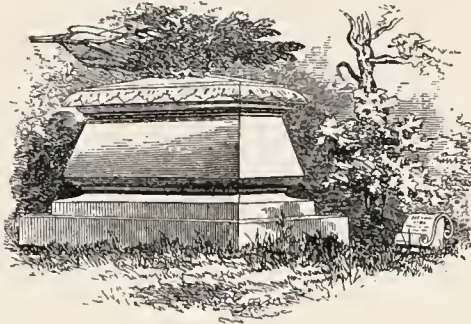
The Eliot Hills, which take their name from the Apostle Eliot, are four eminences in the southwestern part of the cemetery; or, more correctly, there is but one hill, having small ridges or undulations near its summit. A large part

of this hill is of rocky formation, and was somewhat rough and unpromising in its original aspect for cemetery purposes. But it has changed to a most attractive spot, and some of the most finished and beautiful lots have been laid out upon its sides. From some of its shady paths you can look out over the garden-like grounds of the plain or gentle slope below; but there is no extensive prospect, except from the northern side, where a pleasant view opens towards Brookline, and through a narrow vista far away to Cambridge and the hills beyond.

The summit of this hill is of solid rock. Here it is proposed to erect a monument to commemorate the virtues and labors of the devoted Eliot, who, for nearly six years, was the pastor of the First Church in Roxbury, who with so much of self-sacrifice and untiring energy sought to civilize and Christianize the savage, and who so truly earned the noble title of "Apostle to the Indians."



On Narcissus Path, on the lot of C. Whitmore, is a massive pedestal with the broken shaft of a column. On one side of the pedestal is a harp with severed strings, and the other faces bear inscriptions.



On Wabon Path is an elegant monument, which, on account of its position, being raised above the lots on White Oak Avenue by a walled terrace, attracts the eye at some distance. It is in the lot of Samuel Guild, and bears simply the name in deeply-cut letters. It is a white marble sarcophagus with a wreath of ivy on the top, and oak leaves bending over the verge. On the same lot is a scroll bearing the name of Samuel Guild, Jr.



Near this, on White Oak Avenue, in the lot of N. P. Lovering, is a fine piece of sculpture, one of the most beautiful monuments in the cemetery. It is the statue of a child re-

clining as if asleep, its head resting upon one arm. The expression of the face is very sweet, and the posture easy and natural. It was executed in Italy, and is such a piece of work as too seldom adorns our burial-places. On the base are the words, "She is not dead, but sleepeth." The monument is erected over the grave of a beloved child.

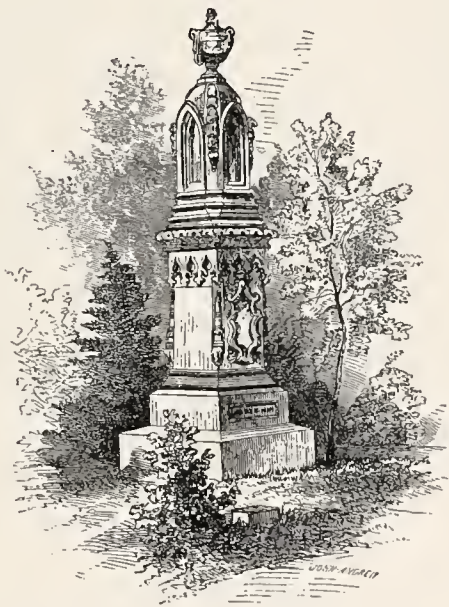


Towards the Walk Hill entrance, in a small triangular lot, is the figure of a Newfoundland dog, well executed in red sand-stone. He lies as if watching. On the base is the name of Barnard.



On Cherry Avenue is a massive granite obelisk, bearing the name of Thomas Sinclair. It is a plain but elegant monument, finely wrought. Cherry Avenue brings the

visitor to the top of Fountain Hill, named from the spring at its base, before alluded to. Here is located the Commissioners' office. On the side of the Fountain Dell this hill is very precipitous, and thickly covered with trees and under-wood. The eastern and southeastern slopes are quite steep, but much less rugged and precipitous. Down its sides paths lead to Fountain Dell, and towards Lake Hibiscus, which can be seen gleaming through the foliage. Towards the south a path of more gentle descent, overlooking the lake, leads down to the grounds in the vicinity of the Field of Machpelah. For a portion of the distance the outer side of this path is supported by a rough wall, through which abortive and other trees have been made to grow, the roots being planted below the wall. These trees, when they shall attain a larger growth, will add much to the picturesque beauty of this hill-side. The prospect from Fountain Hill is not very extensive; but on the south you can catch glimpses of a pleasant landscape, and there are on the opposite side views of beautiful spots in the cemetery grounds, down the gentle slope towards the Eliot Hills, and on Mount Dearborn.



On this avenue is also the elegant monument of Jonathan French. It is of white marble, and is highly finished with

Gothic ornaments. The pedestal has a richly sculptured cornice, and in front is a shield with scroll-work, at the bottom of which are branches of oak with leaves and acorns; at the corners are inverted torches. On the pedestal rests an arched tablet or block, with Gothic panels and crockets. It is surmounted by an urn, draped and wreathed with flowers. The whole is elaborately and elegantly wrought, and the monument is one of the finest in the cemetery.



At the corner of Hemlock and Cherry Avenues, in the lot of John H. Gray, is a large marble shield, ornamented with scroll-work, leaves, and poppy-flowers; and there is also a scroll on which lies a wreath of roses, in marble.

Towards the west this hill extends out into a table land or rather a ridge, which slopes very gently down to the foot of Eliot Hills. The southern side of this ridge has been built up with a wall of rough stone-work, which forms a terrace extending from Fountain Hill nearly to the southern entrance of the cemetery. Along this terrace there is a beautiful prospect towards the south, looking directly over the Field of Machpelah to the hills and woods which stretch away to the Blue Range.

Cypress Hill, which is the first elevation on the open portion of the cemetery, immediately overlooks the quiet plain of "Canterbury," and a portion of the neighboring cemetery of Mount Hope. Here a large enclosure has been selected for the Boston Firemen, which is to be adorned with a monument worthy of the Department.



Lake Hibiscus, already an attractive feature, promises to be one of the chief beauties of Forest Hills. It lies a short distance east of Fountain Hill, and is approached by avenues from different parts of the cemetery. This pond is excavated in what was formerly a meadow, supplied with copious springs of water.



On Fountain Avenue, nearly midway between Lake Hibiscus and the Field of Macbpelah, is a beautiful monument. On a handsome marble pedestal is a small statue of a female weeping over an urn wreathed with flowers, and beside which lies a funeral torch. The posture of the figure and the expression are very good, and the work is well executed. On the pedestal are graven the words, "My Husband and Child." It was erected by Mrs. J. L. Loveland.

One of the attractive features at Forest Hills is the profusion of flowers which bloom in some parts of it, making it in truth a garden cemetery. In most of the borders attached to the lots there are flowers in more or less abundance; besides which there are numerous triangles formed by the intersection of avenues or paths, and other spots not quite adapted to burial lots, which are prepared as flower borders, or are planted with various flowering shrubs. Then, again, within many of the lots affection has planted beautiful flowers over the grave; so that the bloom of the

garden may be considered as one of the characteristics of the grounds, a beauty which meets the eye on all sides, and lends a peculiar charm to the place.

The gentlemen whose names are appended are the present Board of Commissioners, viz.,—Alvah Kittredge, Francis C. Head, Jonathan French, William J. Reynolds, Linus B. Comins.

The grounds of Forest Hills embrace 104 acres, 1 quarter, and 6 rods, which cost \$36,894.67.

A finely descriptive volume of 240 pages illustrated, entitled "Forest Hills Cemetery," may be obtained at this office (16 Devonshire Street). It contains a narrative of the establishment of the cemetery, of the consecration, with the eloquent Address by Rev. Dr. Putnam, a map, &c. Those interested in the cemetery should secure a copy before it goes out of print. Price seventy-five cents.

Visitors from Boston take the cars at the Providence Railroad Station in Pleasant Street, near the foot of the Common, for Forest Hills Station. An omnibus also connects with the cars of the Metropolitan Railroad, for Forest Hills, twice a day.

MOUNT HOPE CEMETERY.

This cemetery is situated in Dorchester and West Roxbury. It was formerly owned by a corporation, who retained it seven or eight years, without making much progress in the way of improvement. It was finally sold to the City of Boston for \$35,000,—the whole lot consisting of about eighty-five acres. Part of this is open, cleared land, undu-

lating and pleasantly disposed; and the remainder, at the time of the city's purchase, was rocky, uneven, and covered with a good growth of cedar and pine. Most of the grading has been done in the latter part, and with great taste and success. The stone, being wholly granite, is easily blasted, and works to excellent advantage in constructing the walls enclosing the whole lot, and in forming beds for the paths. Without these handy quarries the requisite improvements could not be made, unless at a far greater expense. All the good trees are retained which can be, while the young of other varieties, especially of maple, are judiciously transplanted. The grading seems to be of the most thorough character; while, as to plan, Mr. Haggerston consults the face of Nature, instead of trying to dictate to her with pencil and paper. The result is,—not only more available ground is saved, but there is a more harmonious arrangement of every thing, as if the walks, the lots, and the newly planted trees were only what Nature would have done, if she had seen fit to do any thing more.

One hundred and fifty lots have been graded, and one-third of the number sold. Five thousand trees have been set out by the front wall, three rows deep, and along several of the avenues. These trees are now in vigorous and promising growth. Hereafter it is proposed to set out two rows of trees on the outside of the front wall. An elegant gateway of granite and iron has been erected at an expense of \$2900. Upon each of the massive posts at the entrance is sculptured the appropriate emblematical figure of an inverted torch. Near the westerly extremity of the cemetery, close by the margin of a beautiful pine forest, excavations are in progress, with the view of converting a portion of this surface into a pond. Several copious springs in the locality make the project entirely feasible, and when the plan is carried out it will prove a delightful addition to the attractions of the cemetery.

Communication with Mount Hope is cheap and convenient. The trustees have arranged with the Metropolitan Railroad Company to run cars twice a day in connection with omnibuses from Jamaica Plain. The first car leaves Boston daily, at 9 A. M., and the second at 2 P. M. Coaches to connect with the metropolitan cars leave Mount Hope at half-past 12, and at half-past 5 o'clock, daily. The fare each way is fifteen cents, and the route affords a cheap and delightful excursion to any one.

WOODLAWN CEMETERY.

Woodlawn Cemetery is about four miles north of Boston, and two miles from Chelsea. An omnibus for Woodlawn starts from Brattle Street, Boston, every fair day in summer (Sundays excepted), at two o'clock, P. M. It returns

from the cemetery at five o'clock, P. M., and is at present connected with the Chelsea omnibus.

The best mode of reaching Woodlawn now is to cross over the Chelsea Bridge or Chelsea Ferry, and, after continuing in the main street for a quarter of a mile, to turn off to the left into Washington Avenue, which leads directly to the cemetery.

This cemetery is destined to occupy a high place among the rural beauties of the country.

SUBURBAN DRIVES.

The environs of Boston abound in pleasant roads for a drive out of town. Brookline, Jamaica Pond, the heights of Roxbury, and Dorchester, present attractions of natural and cultivated scenery, with fine residences interspersed, which is equalled in few places, if indeed it be in any. The village of Dedham, located by the side of Charles River, ten miles from Boston, is adorned with lofty rows of elms, that impart an enchanting effect to its quiet streets and squares. Shawmut Avenue, extending from Boston to Dedham, is the only avenue from the city not encumbered with a railway track.

[From the "Boston Journal," July 15, 1853.]

ROUTES TO THE WHITE MOUNTAINS.

One of our most esteemed fellow-citizens, in a communication which we publish to-day, gives a graphic account of a visit to the summit of Mount Washington, which he made some forty years ago in company with other well-known citizens. This interesting narrative contrasts strongly with the accounts which our editorial brethren are giving of their recent ascension. Compared with the difficulties which were experienced forty years ago in reaching the summit of Mount Washington, or even in travelling through the mountain region, the journey and the ascent are now very easy. There is now no difficulty worth mentioning. Then there was no well-trodden path to the summit, and the mountain itself could be approached only after a toilsome journey through the woods. The first bridle path to Mount Washington was cut in 1821, since the visit of our correspondent; and it is only at a comparatively recent period that a bridle path has been made to the summit. Neither of the present paths present any serious difficulties. Trees have been felled, overhanging branches lopped off, and the rough places made smooth, until now the fatigue of continuous climbing up, up, up, is the only hardship which is encountered; and even this is obviated by taking one of the sure-footed mountain ponies.

It is only within the last fifteen or twenty years that the White Mountains have become a popular place of summer

resort. Visited, it is true, they have been for more than half a century; but the mountain region was comparatively little known to the pleasure-seeking public until within the time we have mentioned. Probably no one circumstance contributed in a greater degree to direct the steps of summer tourists to these mountains than the letters which were written by Capt. John S. Sleeper, the former editor of the "Journal" (now Mayor of Roxbury), and published in the columns of this paper during the summers of 1839 and 1840, if we recollect aright. Capt. Sleeper is an enthusiastic lover of the mountains, as well as an ardent disciple of Izaak Walton. His letters gave graphic pictures of almost all the natural curiosities which have since become famous, and introduced to the public the Crawfords, father and son, who have become scarcely less noted as the pioneers of the mountains. The first engraving of the greatest natural curiosity in this part of the country, the Old Man of the Mountains, in Franconia Notch, was given in these letters,—at least we have no knowledge of the publication of a portrait of the massive features of this guardian genius of the mountains before that period. The setting of the tide of summer travel towards the White Mountains dates from the publication of Capt. Sleeper's letters, and it has been steadily increasing, and must continue to increase in future years.

But it was our purpose in this article merely to give a brief view of the different routes to the White Mountains, in answer to questions often propounded to us, and for the benefit of the tourist to that region. There are four principal approaches to the mountains, viz., by way of Gorham, Lake Winnipiseogee, Plymouth, and Littleton.

1. The Gorham Route. The tourist from Boston proceeds to Portland, by the Eastern or Boston and Maine Railroad, or by steamboat, and takes the cars on the Atlantic and St. Lawrence Railroad; reaching Gorham, if he leaves Boston in the morning, by 5 o'clock P. M. He is here on the northerly side, and in view of the White Mountain range, and can stop at the Alpine House, or take stage to the Glen House at the very base of Mount Washington, a distance of eight miles. From the Glen House he can ascend Mount Washington by a bridle path over the route of the much-talked-of carriage road,—an enterprise which proved a complete failure. There is much fine scenery and many objects of interest in the vicinity of the Glen and Alpine Houses. Continuing his journey, the tourist takes the stage down the Pinkham Notch and valley of the Ellis River to its junction with the Saco, and up the latter river to the White Mountain Notch. The distance from the Glen House to the Crawford House, at the northern gate of the notch, is thirty-six and three-quarters miles. From Gorham the distance is forty-four and three-quarters miles. From the White Mountain Notch, he should proceed to the Franconia

Notch, twenty-six and a half miles further, returning by Plymouth or Littleton.

2. The Lake Route. Tourists by this route take the cars of the Boston and Maine or the Lowell Railroad to Concord, N. H.; thence over the Boston, Concord, and Montreal Railroad to the Wiers, situated upon Lake Winnipiseogee, where a pretty steamer, the "Lady of the Lake," is in readiness to take them to Centre Harbor, affording a fine view of the most delightful lake scenery in America. Dinner is served on board the boat, or tourists can wait until they reach Centre Harbor, where there is an excellent hotel, the Senter House, overlooking the lake, kept by Messrs. Gilman & Huntress. We should advise our friends to tarry here a day at least, and visit Red Hill. But those whose time is limited can take stages to Conway, the gate of the mountain region, distant from Centre Harbor thirty miles, where they stop for the night; and thence by stage through the White Mountain Notch to the Crawford House, mentioned in route number one, distance thirty-three miles. There is another route over the lake, by the way of the Boston and Maine and Cocheo Railroads, to Alton Bay, and thence by steamer.

The tourist by either of the above routes, after reaching the White Mountain Notch, can stop at Gibbs's Crawford House,—or at Brabrook's White Mountain House, a well-kept hotel, four and three-quarters miles beyond,—and ascend Mount Washington by the old bridle path over Mounts Clinton, Pleasant, Franklin, and Monroe, or be conveyed in wagons over the new carriage road. The distance by the former road is nine miles, and this is by far the most pleasant route for those who can endure the fatigue of a long ride in the saddle. By the new road, which starts from a point near the site of the old Fabyan Hotel, the ascent can be made in carriages to within a mile and three-quarters of the summit, whence a bridle path makes the remainder of the journey comparatively easy. This is the easiest route to the top of Mount Washington.

3. The Plymouth Route. Passengers by this route proceed as in route number two, but without stopping at the Wiers, to Plymouth, N. H., where they arrive at about one o'clock. Here they dine at the Pemigewasset House, after which they take stages for Franconia Notch. The distance to the Flume House, at the entrance of Franconia Notch, from Plymouth, is twenty-four miles. The ride up the valley of the Pemigewasset is one of the most charming which can be enjoyed in the mountain region. The Flume House is delightfully situated, and commands a view of the valley for a distance of twenty miles. Proceeding through the Franconia Notch five miles further, we come to the Profile House, which is probably the best-kept public house in the mountains.

4. The Littleton Route. Tourists by this route proceed

as in routes two and three, but again taking the cars after having dined at Plymouth, continue over the Boston Concord, and Montreal Railroad to Wells River, and thence over the White Mountains Railroad to Littleton, which they reach at about 5 o'clock P. M. After supper at the Union or at the White Mountain House, stages start for Franconia Notch, a distance of twelve miles, or for the White Mountain Notch, distant eighteen miles. Littleton may also be reached by the Northern and Passumpsic Railroads, the time occupied on the route, and the fare, being the same as by the Boston, Concord, and Montreal; but, the distance being greater, passengers who take this route do not have time to dine.

Each of the routes mentioned has its advantages and disadvantages. If the tourist has time for a long trip, he can see the most of the mountain region by entering it at Gorham, and proceeding by stage through the Dixville Notch and White Mountain Notch to the Franconia Notch, and home by way of Littleton or Plymouth. But this route does not include a trip upon Lake Winnipiseogee, without which a tour to the mountains would be incomplete. Hence many prefer route number two, entering the mountain region by way of Lake Winnipiseogee, Centre Harbor, and Conway, and proceeding through the White Mountain Notch to Franconia Notch; returning by way of Plymouth or Littleton. This is the favorite route for those whose time is limited, and is the one which we should recommend to those who wish to see the principal points of interest in the mountains without caring to visit every part. We can scarcely imagine a finer trip than route number two. The third and fourth routes are very pleasant ones, and embrace much beautiful and grand scenery. The third is the shortest and most direct route to the western side of the mountain region; and the fourth, though longer, is less fatiguing, there

being less staging. But there are some advantages in entering the mountain from the southern or eastern side. The tourist obtains better views of the scenery, and hence the current of travel generally sets towards rather than from Franconia and Littleton.

A very pleasant trip for those who lack the time or means to see the White Mountains proper, is that mentioned in route three. The Franconia Notch is the most beautiful portion of the mountain region; and in its vicinity the tourist finds the greatest natural curiosities, including the Old Man of the Mountains, Echo Lake, the Flume, the Pool, &c. There are two first-rate hotels at the Franconia Notch, the Profile and the Flume House; the former kept by Hiram Bell, and the latter by A. P. Dunton. Here many days might be spent to advantage. From this point the visitor may ascend Mount Lafayette, the view from which many consider to be superior to that from Mount Washington, on account of the comparative isolation of Lafayette.

No one need be afraid of staging in the mountains. Better teams or more careful drivers are not to be found in the United States. Daily lines are run between all the principal points, and there is every facility for making speedy and safe trips. Although the roads are rough and hilly, accidents are unknown, the powerful breaks holding the wagons and coaches even on the most steep acclivities. The magnificent scenery of the whole region amply repays the fatigue of stage travel.

No one should go to the mountains without a copy of the "White Mountain Guide," recently published by Edson C. Eastman, of Concord. A new map of the mountain region, made from actual surveys, is invaluable to the White Mountain tourist. It gives a topographical view of the whole region. Published by Crosby, Nichols, & Co.

MANUFACTURES COMMERCE, WEALTH, POPULATION, ETC.

[From the Boston Almanac for 1857.]

MASSACHUSETTS, AND HER BUSINESS RESOURCES.

BY OTIS CLAPP, ESQ.

The State of Massachusetts has long been regarded as the manufacturing district of the Union. Her geographical position, the habits and character of her population, fit them in a peculiar manner for a manufacturing and commercial people.

After the passage of the tariff act in 1816, which was against the wishes of Massachusetts, some of her energetic

citizens turned their attention to manufacturing; and, from that time to the present, manufacturing in its various branches has been constantly and regularly extending, until the annual aggregate value of the productions of the State is rising of *three hundred millions of dollars*.

The State has collected and published its industrial statistics on three occasions. The first was in 1837, which then exhibited

An annual production of.....	\$86,282,616
In 1845, the annual production was.....	124,749,457
In 1855, " " " "	295,820,681

The last return makes a volume of 672 pages, and has

been recently printed. It shows an increase in ten years of 138 per cent. Although the amount returned may seem large, it is apparent that it is much too small, for the reason that many articles are omitted, and others underrated. The reason assigned by the Secretary of the Commonwealth for underrating is the impression of an "intimate connection" between answers to questions and the "assessment of taxes." For these reasons the Secretary, under whose directions the statistics were compiled, says: "Had those branches which were overlooked been included in the returns, and honest and truthful answers obtained in all cases to the questions proposed, I am fully persuaded, that, instead of \$295,000,000, we should have had an aggregate of at least \$350,000,000, or considerable over \$1,000,000 per day for every working day in the year."

The following table will show the amount of production in each of the several counties:—

Barnstable,.....	\$3,092,442.11
Berkshire,	12,756,264.99
Bristol,.....	29,328,374.18
Dukes,	762,232.20
Essex,.....	39,848,019.47
Franklin,.....	5,038,250.84
Hampden,.....	12,120,444.68
Hampshire,.....	7,022,878.84
Middlesex,.....	58,205,633.71
Nantucket,.....	1,608,800.03
Norfolk,.....	24,244,054.53
Plymouth,.....	12,884,702.05
Suffolk,.....	48,188,956.32
Worcester,.....	40,719,627.78
Total,.....	\$295,820,681.79

The largest branch of industry in the State is that engaged in the manufacture of **BOOTS and SHOES**. The amount returned is \$37,489,923. We are assured by some of the oldest and most experienced dealers that the amount would reach at least \$50,000,000. It extends into every county in the State. Nearly twelve million pairs of boots, and over thirty-three million pairs of shoes, were manufactured; which gave employment to 67,827 hands, 32,826 of whom were females.

The next branch in importance is **COTTON**, which amounts to upwards of \$26,000,000. The investments are \$31,961,000, and the number of hands employed 34,787, of whom 22,850 are females. This does not include **CALICO**, which is valued at \$5,143,000 in addition.

The following list embraces thirty-six of the most important branches, and will serve to show, to some extent, the variety and amount of the manufacturing industry of the State, viz.:—

Boots and Shoes,.....	\$37,489,923
Cotton,.....	26,140,538
Horses, Oxen, Cows, and Calves,.....	15,423,521

Woollen Goods,.....	\$12,105,514
Leather, Tanned and Curried,	10,934,416
Clothing,.....	9,061,896
Hay,.....	8,702,317
Sperm and Whale Oil and Bone,.....	7,766,996
Soap and Tallow Candles,.....	7,720,533
Sperm Candles and Oil,.....	6,813,291
Rolled and Slit Iron and Nails,.....	5,512,816
Calico,.....	5,213,000
Bleached and Colored Goods,.....	5,111,200
Straw Bonnets, Hats and Braid, and Palm Leaf Hats,.....	4,905,553
Vessels,.....	4,643,450
Paper,	4,141,847
Machinery,.....	4,089,590
Chairs and Cabinet Ware,.....	3,969,982
Lumber,.....	3,664,462
Bakers' Bread,.....	3,592,609
Hollow Ware and Castings,.....	3,256,538
Steam Engines and Boilers,.....	3,255,000
Alcohol and other Distilled Liquors,.....	3,153,828
Corn, Indian and Broom,	3,061,731
Firewood,.....	2,960,915
Mackerel and Cod,.....	2,829,640
Glass,.....	2,618,125
Bricks,.....	2,627,165
Potatoes,.....	2,521,906
Cordage,.....	2,478,410
Railroad Cars, Coaches, and other Vehicles,	2,352,955
Musical Instruments,.....	2,295,680
Butter, Cheese, and Honey,.....	2,161,845
Chronometers, Watches, &c.,.....	2,105,200
Sugar, Refined,	2,056,439
Flour,.....	2,040,040

The United States Census Report of 1850 gives a great variety of statistics respecting the industry and wealth of the country. Among its tables is one entitled "Product of Manufactures, Mining, and the Mechanic Arts," in which the annual product is given as \$1,013,336,463 for all the States and Territories. The amount for Massachusetts is \$151,137,145, or about one-seventh part; while her population is only about one twenty-third part.

In this table, the "Capital Invested" is returned as \$527,209,193. The amount returned for Massachusetts is \$83,357,642, or about one-sixth part.

The whole amount of "Raw Material" is returned at \$554,655,038. The amount returned for Massachusetts is \$85,856,776, or about one-sixth.

The annual wages are returned as \$229,736,377. Amount returned for Massachusetts, \$39,784,116, or about one-sixth.

The number of "Hands Employed" is 944,991 (of which 225,512 are females). The number returned for Massachusetts is 165,938, or about one-sixth.

The annual product of the "**COTTON MANUFACTURES**"

is given as \$61,869,184, of which \$19,712,461 is set down to Massachusetts, or nearly one-third.

The capital invested is \$74,500,931, of which \$28,455,630, or over one-third, is in Massachusetts.

The number of establishments in the State is 213, and the number of hands employed 28,730, of which 19,437 are females.

The number of bales of cotton consumed in the United States is 641,240, of which 223,607 are consumed in Massachusetts, or over one-third.

The value of the "raw material" is \$34,835,056, of which the amount returned for Massachusetts is \$11,289,309, or about one-fourth.

Of 121,099 tons of Coal used in the manufacture of Cotton, 46,515 tons were used in the Massachusetts manufacturing.

New Hampshire stands next on the list; and her investments and products are about one-third those of Massachusetts, and those of Rhode Island about one-fourth.

Of "MANUFACTURES OF WROUGHT IRON," which include nail factories, spikes and tacks, the annual product is given as \$22,629,271, of which \$3,908,952 is set down to Massachusetts, or about one-sixth.

A table on the "FISHERIES OF THE UNITED STATES," gives as the annual product, \$10,000,182. Of this, \$6,606,849 is returned for Massachusetts, or about 66 per cent of the whole amount. The amount of capital invested is \$8,066,044, of which \$5,582,650 is set down to Massachusetts.

The IMPORTS in 1850 are given as \$178,138,318, of which \$30,374,684 were to Massachusetts, or about one-sixth. In 1855 they were \$261,468,520 of which \$45,113,774 were to Massachusetts, or over one-sixth.

The EXPORTS for 1855 were \$275,156,846, of which \$28,190,925 were from Massachusetts, or over one-tenth.

The TONNAGE of the United States, in 1855, was 5,212,001 tons. The tonnage in Massachusetts, 979,200 tons, or more than one-sixth.

The tonnage of vessels built in the United States in 1855 was 583,450, of which 79,669 were built in Massachusetts, or nearly one-seventh.

The tonnage in the Whale Fishery in 1855 was 186,778 tons; of this there were in Massachusetts 152,648 tons, or over 80 per cent.

In the Cod Fishery, the tonnage was 8,986.93 tons. The amount in Massachusetts was 2,403.53 or more than one-fourth

The tonnage of the Mackerel Fishery was 21,624.89 tons. The amount in Massachusetts was 13,709.28 tons, or more than one-half.

The tonnage which entered in the United States in 1855 was 5,945,339 tons. Of this there entered in Massachusetts 836,929 tons, or about one-seventh.

In "WOOLLEN MANUFACTURES," the product is \$43,207,545; of which Massachusetts supplies \$12,770,565, nearly one-third. She has 119 establishments.

The investments are \$28,118,650, of which Massachusetts furnishes \$9,089,342, nearly one-third. Of 70,862,829 pounds of wool, Massachusetts consumes 22,229,952 pounds, nearly one-third.

The "raw material" is valued at \$25,755,991, of which \$8,671,671, over one-third, is returned to Massachusetts.

Of 39,252 hands employed, 11,130 belong to Massachusetts, not quite one-third.

Of 46,370 tons of coal used in the manufacture, 15,400 tons were used in the Massachusetts establishments.

Under the head of "DISTILLERIES AND BREWERIES," the whole number is 1217, of which but 27 are in Massachusetts. The capital invested is \$8,507,574; \$584,700 of which belongs to this State. Of 41,364,224 gallons of whiskey and high wines returned, but 120,000 gallons, about one-thirty-fifth part, is made in Massachusetts; but in the manufacture of rum she has the questionable honor of standing at the head of the list, having made 3,786,000 gallons, out of 6,500,500, or considerably more than one-half.

The value of the CHURCHES in the United States is \$89,983,028. Those in Massachusetts \$10,504,88, or about one-eighth part.

The accommodations in Massachusetts are for 695,183, or 89 to each square mile.

The average value of churches in the United States is \$2,357, while the average in Massachusetts is \$7,112. Average accommodations in United States 376 persons, in Massachusetts 471.

The receipts for POSTAGE in the United States the last year were \$6,294,791, of which \$532,184 were in Massachusetts, or about one-twelfth part. Her rank among the States is No. 3; New York being first, and Pennsylvania second. The receipts in Pennsylvania are only \$51,000 more than in Massachusetts.

The cost of mail transportation in Massachusetts was \$153,091, a little more than one-fourth part of the receipts; while in a number of States the cost of transportation is double that of the whole receipts.

Of 254 DAILY NEWSPAPERS published in the United States, 22 are printed in Massachusetts, or about one-eleventh part. The whole annual circulation is 235,119,866, of which those in Massachusetts circulate 40,498,444, or about one-sixth part.

The Circulation of the Newspaper and Periodical Press in the United States is 426,409,978 annually, of which Massachusetts contributes 64,820,564, or about one-seventh part.

The annual circulation of scientific periodicals is returned 4,893,932, of which Massachusetts is 2,033,260, nearly one-half.

Under the head of "Publications, and their Circulation in the Principal Cities," the number of publications in Boston is returned 113. Annual circulation 54,482,644; the largest of any city except New York, which is 78,747,600, and the number of publications but 104.

Annual circulation to each white inhabitant in Boston, 404, which heads the list. New York is but 157, and Philadelphia 125.

PUBLIC LIBRARIES. The number returned is 1217, of which 177 are in Massachusetts, about one seventh. The whole number of volumes is 1,446,015, of which 257,737 are in Massachusetts, or over one-sixth.

The whole number of Volumes in College Libraries is 942,321, of which 141,400 are in Massachusetts, a larger number than in any other State, and about one-seventh. The number of volumes in the Public School, Sunday School, College, and Church Libraries, is 4,636,411. Of this number Massachusetts has 684,015, about one-seventh.

The taxation for PUBLIC SCHOOLS in the United States is \$4,653,096. The amount raised in Massachusetts is \$935,141, or one-fifth part of the whole. The whole amount raised in the United States from public funds and other sources is \$9,529,542. Of this sum Massachusetts contributes \$1,006,795, or not quite one-ninth.

Under the head of "FARMING LANDS AND IMPROVEMENTS," some interesting facts are given. The whole number of farms and plantations is 1,449,075; while the number in Massachusetts is but 34,069, about one-forty-third part.

Acres of improved land, 113,032,614; acres in Massachusetts, 2,133,426, one-fiftieth part.

Cash value of farms, \$3,271,575,426; cash value in Massachusetts, \$109,076,374, one-thirtieth part.

Value of farming implements and machinery, \$151,587,638; value in Massachusetts, 3,209,584, about one-fiftieth part.

The value of LIVE STOCK in Massachusetts was returned at \$9,647,710; while 19 States had a larger amount, and 10 States had over \$20,000,000 each, and four States over \$30,000,000 each.

Of INDIAN CORN, Massachusetts raised in 1850, 2,354,490 bushels of the 6000 million bushels produced in the United States. Her rank is No. 23 in the amount of production. Ohio ranks first, and Kentucky second; their production being over 59 million bushels for the first, and 58 million for the second.

Of BUTTER AND CHEESE, Massachusetts produced 15,159,512 pounds, and only four States produced a greater amount, one of which was Vermont.

Dairy products amounted to \$2,373,299 in Massachusetts; and this was exceeded by but two States, viz., New York and Pennsylvania.

The amount of produce of her Market Gardens was \$600,000, which is only exceeded by the States of New York and Pennsylvania.

Of Nursery Products she stands at the head, the amount being \$111,814.

Value of Orchard Products \$463,995, which ranks as No. 6.

The following table will show at different periods of time the population and valuation of Massachusetts, viz. :—

Year	Population	Valuation
1800.	423,245.	\$5,186,139.90
1810.	472,040.	7,308,810.71
1820.	523,287.	9,218,656.09
1830.	610,408.	208,908,107.54
1840.	737,619.	299,878,329.31
1850.	994,514.	597,936,995.46
1855.	1,133,120.	

Within the limits of Massachusetts are thirteen cities. The following table gives their names, population, and valuation :

City	Population.	Valuation.
Boston,.....	160,508	\$248,721,100.00
Lowell,.....	37,553	16,497,395.10*
Salem,.....	20,934	13,454,738.70*
Charlestown,.....	21,742	8,624,696.00*
Cambridge,.....	20,473	10,608,787.70*
Roxbury,.....	18,477	16,686,400.00*
Worcester,.....	22,286	18,905,100.00
Springfield,.....	13,788	6,375,453.50*
Newburyport,.....	13,354	4,437,670.55*
New Bedford,.....	20,389	14,489,266.00*
Fall River,.....	12,680	9,888,070.00
Lynn,.....	15,713	4,148,989.00*
Lawrence,.....	16,081	5,903,716.20*

* Valuation of 1850.

There are also twenty-seven towns with a population of over 5000, and forty-seven towns with over 4000. All of these cities and towns are centres of important and thriving branches of industry.

BOSTON

Stands at the head of the list in the variety and extent of its manufactures. The statistics of industry for 1855 give manufactures under 128 different heads; and there are also many subdivisions under separate heads.

LOWELL

Stands next. The following table will give some idea of its principal manufactures:—

The number of Cotton Mills is.....	35
The number of Spindles.....	350,348
Cotton consumed.....	37,431,724 lbs.
Capital invested.....	\$9,490,000
Sheetings, Shirtings, Printing Cloths, -	
Drillings, Tickings, &c.....	98,647,359 yds.
Value do.....	\$7,494,229
Calico printed.....	21,900,000 yds.
Value do.....	\$1,890,000
Woollen Mills.....	6
Wool consumed.....	1,914,935 lbs.
Broadcloth made.....	126,279 yds.
Value do.....	\$138,924
Cassimere made.....	670,500 yds.
Value do.....	\$737,550
Satinet made.....	564,974 yds.
Value do.....	\$225,990
Shawls made.....	10,167
Value do.....	\$35,000
Flannel or Blanketing.....	600,000 yds.
Value do.....	\$132,000
Mills for making Carpeting.....	2
Wool consumed.....	1,994,000 lbs.
(This we are informed is Scoured Wool, and must have required over 3,500,000 pounds, in the condition in which it was purchased.)	
Carpeting made.....	1,223,654 yds.
Value do.....	\$900,000
Establishments for making Worsted Goods,	2
Yarn made, and not made into cloth.....	75,000 lbs.
Value of Yarn.....	\$27,000
Cotton, Woollen, and other Machinery, value.....	\$748,000
Steam Engines and Boilers, value.....	117,000
Chemical Preparations, value.....	100,000
Boots and Shoes made.....	96,755 prs.
Value do.....	\$131,852
Clothing, value.....	450,200

LAWRENCE

Is one of the new manufacturing cities. Its water-power has been created by a stone dam thrown across the Merrimack River at an expense of \$750,000. It has six Cotton Mills.

No. of Spindles.....	127,644
Cotton consumed.....	7,544,704 lbs.
Cloth made.....	19,981,015 yds.
Value.....	\$1,888,015
Flannel made.....	196,000 yds.
Value.....	\$21,000

It has five Woollen Mills, with 103 sets of machinery.

Wool consumed.....	2,218,534 lbs
Woven and Felt Beavers, value.....	\$107,800.62
Cassimere made.....	147,217 yds.
Value do.....	\$87,321.65
Satinet, value.....	\$80,054.40
Felting, Cloth, and Carpets, value.....	\$87,368.08
Fancy Plaids, 147,428 yards, valued at	\$73,714
Flannel.....	2,073,315 yds.
Value do.....	\$696,950
Shawls made.....	161,934
Value do.....	\$647,736
Carpeting, 75,000 yards, value.....	\$45,000
De Laines, 3,216,998 yards, value.....	\$536,000
Cotton and Woollen Machinery, value,	\$220,000
Steam Engines and Boilers, value.....	\$270,000
Paper Manufactories, 3; Value of Paper,	\$300,000
Cotton Ducking, 1,100,000 yards, value,	\$200,000

LYNN

Has long been known as the great centre for the manufacture of Ladies' Boots and Shoes.

The whole number manufactured of all kinds is: Boo's, 3,274,893 pairs; Shoes, 6,000,700 pairs.

The value of the two was \$4,165,529; and the number of persons employed was 15,566, of which 11,021 were females.

There is a Silk Manufactory, which turned out 8000 pounds of Sewing Silk, valued at \$85,000.

These are the leading articles, though statistics are given of articles under sixty-four different heads.

SPRINGFIELD

Has one Cotton Mill, with a capital of \$250,000, which consumed 277,852 pounds of Cotton, which was made into 633,057 yards of Sheeting.

One Woollen Mill, which made 52,000 pounds of Wool into 62,000 yards of Cassimere, valued at \$46,500.

One Forge for making Car Axles, &c.

Three Furnaces for making Hollow Ware, Castings, &c., valued at \$156,936.

Three establishments for making Cotton, Woollen, and other Machinery, valued at \$215,000.

Two establishments for making Steam Engines and Boilers, valued at \$160,000; two for Mechanics' Tools, valued at \$54,000; two for Chemical Preparations, valued at \$54,000; one for Paper, valued at \$60,000; one for Fire Arms, valued at \$40,000; one for Gold and Silver Ware, &c., valued at \$155,000; Tin Ware, \$70,000; Boots and Shoes, \$59,000; Flour, \$50,000; Snuff and Cigars, \$65,000, &c. &c.

At the United States Armory were made 11,000 Percussion Muskets, valued at \$116,875; 2000 Cavalry Musketoons, valued at \$21,700; 22,388 extra Cones, 14,003 Hammers, for altering Muskets; 20,206 Wipers, &c., &c.

FALL RIVER

Is one of the new cities, and is largely engaged in manufactures. There are eight Cotton Mills, with 106,584 spindles, consuming 4,286,000 pounds of Cotton, and making 21,985,000 yards of Cloth, the value of which was \$1,189,250; also 150,000 pounds of Knitting Cotton, value, \$40,000;— capital employed, \$1,365,000; number of hands, 1,711.

There are here two Calico Manufactories, which printed 19,000,000 yards of Calico, valued at \$1,330,000.

An establishment for making Linen, which made 1,600,000 yards, valued at \$240,000.

A Rolling Mill, which manufactures 1,800 tons of Iron, valued at \$135,000. It has one hundred Nail Machines, which made 1,000,000 pounds of Nails, valued at \$444,000; two Furnaces for making Hollow Ware and Castings,— manufactured 2,037 tons, valued at \$152,600.

There are three establishments for making Cotton, Woollen, and other Machinery, employing 150 hands, whose manufactures amounted to \$200,000

NEW BEDFORD.

This city has long been the head-quarters of the Whale Fishery. The following facts will show the extent of this branch of business:—

Vessels employed in Whale Fishery,	311
Tonnage of do.,.....	104,690 tons.
Sperm Oil imported,.....	1,352,106 gallons.
Value of do.,.....	\$2,011,257.68
Whale Oil imported,.....	5,433,780 gallons.
Value of do.,.....	\$3,214,866.02
Whalebone imported,.....	1,646,200 lbs.
Value of do.,.....	\$650,249
Capital in the Whale Fishery,.....	\$9,827,100

There is one Cotton Mill which consumes 1,200,000 lbs. of cotton, and makes 2,500,000 yards of cloth, at a value of \$350,000.

Other statistics are embraced under sixty-two heads

CAMBRIDGE

Is the seat of a great variety of manufactures, and of large value.

The value of Glass manufactured is \$620,000. Capital invested, \$575,000.

Value of Britannia Ware,.....	\$40,000
Do. Starch,.....	14,000
Do. Brushes,.....	191,000
Do. Railroad Cars,.....	134,200
Do. Oil,.....	126,000
Do. Linseed Oil,.....	90,000
Do. Soap (8,164,200 lbs.),.....	680,200
Capital invested in do.,.....	1,300,000
Do. Tallow Candles,.....	94,000
Do. Cabinet Ware,.....	128,000
Do. Leather, Curried,.....	90,000
Do. Bricks (26,200,000),.....	1,834,000
Do. Snuff, Tobacco, and Cigars,.....	388,700
Do. Stone, Quarried,.....	69,000
Do. Type made,.....	71,000
Do. Ice (60,000 tons),.....	30,000
Do. Printing and Binding,.....	175,000
Do. Confectionery,.....	110,000
Do. Penrhyn Marble,.....	125,000
&c., &c.	

ROXBURY.

Among the articles manufactured in this place are—

Iron Castings,.....	\$178,000
Steam Engines,.....	168,000
Fire Engines,.....	50,000
Starch,.....	117,000
Chemical Preparations,.....	150,000
Cards,.....	75,000
Lead,.....	150,000
Railroad Cars,.....	49,500
Oil,.....	37,000
White Lead,.....	150,000
Camphene Fluid,.....	175,000 gallons.
Glue and Gums,.....	\$100,000
Leather, Curried,.....	372,000
Patent Enamelled Leather,.....	400,000
Stone, Quarried,.....	100,000
Casks,.....	60,000
Distilleries,.....	450,000
Beer,.....	50,000
Bakeries,.....	236,000
Morocco,.....	60,000
Copal Varnish,.....	35,000
India Rubber Goods,.....	450,000
Papier Mache,.....	29,000
Oakum, Bone Mill, Tallow, Rosin, Turpentine, &c., &c.	

NEWBURYPORT

Has six Cotton Mills, with 64,640 spindles, and consumes 1,890,600 pounds of Cotton, which is made into 10,501,835 yards of Sheets, Shirtings, Drillings, and Printing Cloths,

the value of which is \$790,273. Capital invested, \$1,180,000. Hands employed, 1,320.

Here also is some Ship-Building, fifteen vessels having been launched during the year, valued at \$650,000.

Fifty-six vessels were employed in the Mackerel and Cod Fisheries, with a tonnage of 3,857 tons. Mackerel taken, 7,995 barrels, valued at \$86,000; Codfish taken, 15,000 quintals, valued at \$30,000. Cod Liver Oil manufactured, 450 barrels, valued at \$9000; capital invested, \$138,000.

TAUNTON

Is also largely engaged in manufacturing. There are five Cotton Mills, which consume 1,426,355 pounds of Cotton, and make 4,331,504 yards, — of which 1,785,000 yards are Jeans, — and 693,504 yards of Cotton Flannel. Value of cloth, \$354,415. Hands employed, 536.

A Woollen Mill, which consumes 90,000 pounds of wool, and makes 90,000 yards of Cassimere, the value of which is \$95,000.

A Rolling, Slitting, and Nail Mill, which manufactures 1,565 tons of iron, valued at \$140,850.

Four Furnaces, for making Hollow Ware and Castings, which made 1,410 tons, valued at \$122,000. Hands employed, 119.

Two establishments for making Cotton, Woollen, and other Machinery, employing 480 hands, manufacture to the value of \$340,000. Capital invested, \$250,000.

Two establishments for making Steam Engines and Boilers, having a capital of \$275,000, manufactured to the amount of \$325,000.

One factory for making Screws turned out 400,000 gross, valued at \$150,000, employing 290 hands.

Tacks and brads were made, to the amount of 1,635 tons, valued at \$312,500. Capital, \$172,000. Hands employed, 195.

One Copper Factory manufactures 1000 tons of Copper, valued at \$500,000. Capital, \$240,000. Hands employed, 90.

Britannia Ware is made to the value of \$99,000, employing 160 hands.

Also establishments for the manufacture of Shovels, Spades, Forks, and Hoes, Paper, &c., &c.

HOLYOKE

Is one of the new towns made by damming the water of Connecticut River, and thus gaining a large water-power. There are here three Cotton Mills, with 53,000 spindles, which consume 4,267,985 pounds of Cotton, which was made into 12,517,119 yards of cloth. Of this, 970,000 yards were made into Cotton Cassimeres for "pantaloonery," 8,199,370 yards into Sheeting and Shirting, and the

remainder into Lawns, Jaconets, Checks, and Brilliants. Value of the cloth, \$1,161,178.36. 108,000 pounds of Yarn were also made, valued at \$20,000. The capital invested is \$1,600,000, and the number of hands employed is 1,493.

An establishment employing 300 hands is in operation, for making Cotton, Woollen, and other Machinery, which has a capital of \$305,000, and turns out manufactures to the value of \$325 000.

Also, a Paper Mill, &c., &c.

CHICOPEE

Has eleven Cotton Mills, with 81,958 spindles, which consumed 6,451,966 pounds of Cotton, and which was made into 25,848,583 yards of cloth, valued at \$1,508,564. Capital employed, \$2,400,000. Hands employed, 2,341

One Woollen Mill, which consumed 40,000 pounds of Wool, and made 45,000 yards of Cassimere, valued at \$35,000.

There are also establishments for the manufacture of Steam Engines and Boilers, Paper, Railroad Cars, Fire Arms, &c.

The Ames Company, in addition, with a capital of \$250,000, make all kinds of Machinery, Swords, Belts, Trimmings, &c., &c.

GLOUCESTER

Is the leading town in the Mackerel and Cod Fisheries. The number of vessels employed is 282, which is nearly one half of the whole number in the State; tonnage, 19,374 tons.

The number of barrels of Mackerel taken out was..	43,201
The amount of Codfish taken (in quintals) was....	97,950
Value of the Mackerel,.....	\$388,809
Value of the Codfish,.....	\$293,850
Value of the Cod Liver Oil,.....	\$1,020
Capital invested,.....	\$989,250
Hands employed,.....	2,820

The above relates mainly to the productive industry of the State of Massachusetts. A very large proportion of these productions, as well as those of the other New England States, concentrate in and find their natural outlet from Boston. Boston is thus the business centre for a large proportion of the manufactures of New England.

This is shown by the fact stated in the last Report of the Board of Trade, that the value of domestic cotton manufactures disposed of in Boston in 1855, by first hands, was \$46,700,000.

The value of domestic manufactured Woollens disposed of in Boston in 1855 was \$22,000,000, making a total of the two of \$68,700,000.

The amount of the Cotton and Woollen production of Massachusetts for 1850 has been given above, but this contains but a portion of what is owned and controlled on Boston account.

In the census for 1850 the Cotton manufacture is thus set down:—

Establishments.	Capital.	Bales of Cotton.	Value of Raw Material.	Hands emp'd.	Products.
In the U. States, 1,094	\$74,500,931	641,240	\$34,835,056	92,386	\$61,869,184
In N. England, 564	53,832,430	430,603	\$23,801,004	61,893	42,040,178

From this it appears that considerable more than one-half the Cotton manufactures and investments are in New England, and at least one-half of the whole are on Boston account.

The Woollen manufactures show a similar result. In 1850 there were in the

Establishments.	Capital.	Pounds of Wool used.	Hands emp'd.	Products.
United States, 1,550	\$28,118,650	70,862,829	39,252	\$48,207,545
N. England, 482	17,697,893	43,118,059	22,520	26,077,812

Of all the Wool imported for the last three years, 60½ per cent was imported into Boston, as appears by the reports of the Secretary of the Treasury, viz:—

	1853.	1854.	1855.	
Into the United States,	21,535,070	20,290,110	18,534,415	60,329,604 lbs.
Into Boston,	12,564,084	12,539,101	11,142,477	36,242,562 lbs.

These facts will show that Boston is the business centre for at least one-half of the domestic manufactured Woollens of the country.

Boston is the great market for Boots and Shoes in the United States, and it is believed more are sold here than in any other city in the world. A large amount are manufactured on Boston account in Maine, New Hampshire, and Vermont.

The wholesale Clothing business of Boston now gives employment to near 50,000 persons, and the annual production is estimated at \$12,000,000.

The wholesale Furniture business of Boston for 1855 is estimated at \$4,500,000.

The wholesale Grocery business for the same period was \$25,000,000.

The importation and sale of Medicines, Paints, and Dye Stuffs, were \$14,000,000.

The consumption and exports of Ice amount to about 200,000 tons annually.

The sales of India Rubber Goods amounted in 1855 to \$2,200,000

Of Glass, to over \$2,000,000.

The Bookselling and Publishing business amounted to \$5,500,000.

The last Report of the Boston Board of Trade, from which many of the above facts are taken, makes the following remarks with regard to Dry Goods, which are equally applicable to other branches:—

“The statistics of the Dry Goods importing and jobbing trade show clearly that this important branch of business is decidedly on the increase in this city, from year to year; not in the number of new houses, however, so much as in the amount done by those already established. This branch of trade has secured such an amount of capital and talent, as to place Boston upon a permanent basis, as one of the best distributive points on the sea-coast, for foreign as well as domestic fabrics. It certainly is not to be wondered at! No city has superior facilities for the importation of foreign goods, and no other one has equal opportunities for obtaining its supply of American manufactures; and when we consider how large a portion of the dry goods consumed in the country is of American production, the great advantages concentrated here for making our city an extensive market for the sale of dry goods generally will readily appear. The great and growing States of the West are seeing it, and turning their attention more and more every year to Boston for supplies. Our dry goods trade with the West has doubled in the last three years, quadrupled in the last five, and is twenty-fold greater than it was ten years ago; and instead of being overlooked and neglected now, as it used to be, is become well known and highly appreciated.”

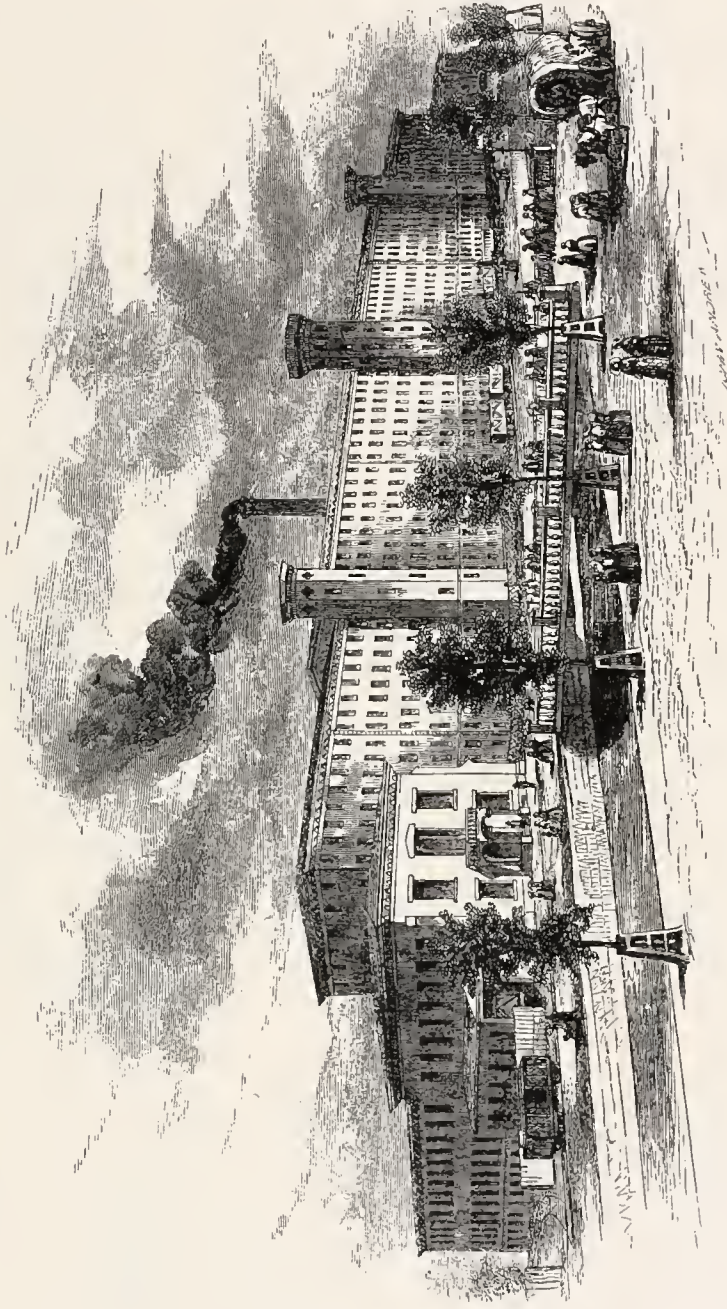
Ship-building has been carried on largely in Boston.

The number of vessels launched in Boston and vicinity in 1855 was 44. Tonnage, 45,988 tons.

In addition to this, there were on the stocks at the close of the year, 22 vessels, measuring 27,877 tons.

The amount invested in ships belonging to the district is between \$20,000,000 and \$25,000,000.

The long-voyage trade is largely in the hands of Boston merchants. Out of 175 ships which arrived in the United States in 1854, from beyond the Cape of Good Hope, 105 arrived in Boston; and, out of 154 which arrived in 1855, 86 came into Boston, 7 into Salem, and 54 into New York. Of the 54 which arrived in New York, 14 from China were owned in Boston. Of 76 vessels which arrived from Calcutta, 66 came to Boston.



VIEW OF THE

PACIFIC MILLS,

LAWRENCE, MASS.

THE STEAM FLEET OF BOSTON.

The number of steamships forming regular lines of communication between Boston and other ports in the United States and British-American Provinces has now become so great, that it may not be amiss to present some account of the various lines, and the steamers which compose them.

With *southern ports* our communication is now frequent and quite thorough.

To Savannah, Ga., the side-wheel steamship "Joseph Whitney," Capt. Winslow Loveland, makes two trips a month; connecting there with the Georgia Central and numerous other railroads to all parts of the South and Southwest. This steamer is owned by the Merchants' and Miners' Transportation Company (described below). Capt. Erastus Sampson, at the foot of Central Wharf, is the Boston agent; and Messrs. Crane & Graybill are the agents at Savannah. The "Joseph Whitney" will leave this port on Monday afternoon.

To Charleston, S. C., we have now a first-class line of large screw steamers, one of which will leave each port every ten days. They are the "South Carolina," Capt. R. A. Baxter, and "Massachusetts," Capt. F. A. Sampson, built in this city, by Harrison Loring. The former has made a successful trip out and back, and left this port again on Thursday evening. The "Massachusetts" will start upon her first trip on Monday, 23d inst. These steamers are owned by the Boston and Southern Steamship Company, which was incorporated by the last Legislature. The greater portion of the stock is held in this city. E. S. Tobey, Esq., is President. Messrs. Phineas Sprague & Co. are the agents here, and John W. Caldwell & Son are the Charleston agents. From Charleston, freight is forwarded to all points by the South Carolina Railroad, and by steamers to Florida and Havana.

To Norfolk, Va., and Baltimore, Md., run three side-wheel steamers of the Merchants' and Miners' Transportation Company, of which Thomas C. Jenkins of Baltimore is President. The stock is held in Baltimore and Boston, the larger proportion in the former city. The vessels now constituting the line are the new iron steamships "Benj. Deford," Capt. W. A. Hallett, and "S. R. Spaulding," Capt. S. Howes; and the wooden steamship "William Jenkins" (mate to the Joseph Whitney), Capt. G. H. Hallett. The last-named has just been taken off to receive a new boiler, at Wilmington, Del., but will resume her place about the first of September. One of the other two leaves Boston every Saturday, — stopping at Norfolk to land passengers and

freight for ports on the James River, or to be forwarded by railroad to North Carolina, Tennessee, &c., and then proceeds to Baltimore, where direct connection is made with the Baltimore and Ohio Railroad for all points at the West and Southwest. This is a favorite route for passengers in the summer months. The "Benj. Deford" leaves the foot of Central Wharf at 4, P. M., to-day. Capt. Erastus Sampson is agent in Boston, A. L. Huggins in Baltimore, and John Williams, Jr., at Norfolk.

The Philadelphia and Boston Steamship Line was the pioneer of the southern lines from this port; having been established in March, 1852. The proprietors were Messrs. Phineas Sprague & Co., Sprague, Soule, & Co., and Henry Winsor; and the first steamships were the "City of New York" and the "City of Boston." The former has recently been transferred to a new line to Virginia, and the latter has been sold to the United States Government. The line now consists of the "Phineas Sprague" (980 tons), Capt. Matthews; the "Cambridge" (850 tons), Capt. Howes; and the "Kensington" (1050 tons), Capt. Baker, — all screw steamers. One steamship leaves every five days. The "Phineas Sprague" sails from hence this afternoon. The agents of this line are Messrs. Sprague, Soule, & Co. in this city, and Henry Winsor in Philadelphia.

The steamer "City of New York" has been running to Norfolk and City Point, Va.; connecting at the latter place with lighters for Richmond. The people of Richmond were backward in extending their patronage to the vessel, apparently disappointed because there was not water enough in the river to allow her to go up to their city. She has now been chartered to the United States Government, to take the Commissioner upon the reciprocity treaty on a voyage to the British Provinces, but will probably resume her trips to Virginia in September. Messrs. P. Sprague & Co. are her agents in Boston.

Before another year rolls round, we shall doubtless have a line of steamships in operation to New Orleans. The Union Steamship Company was incorporated a year ago, with a capital of \$400,000, for the purpose of establishing a line of steamships between a "port or ports in this Commonwealth and New Orleans, or any port or ports in the Gulf of Mexico." A bill passed the last Legislature, increasing the capital to \$700,000, and authorizing the steamships of the company "to touch at, and ply to and from, any port or ports in Cuba," and the ports before authorized. The company has been organized with Mr. James

Lawrence as President; and the company have, through their committee, prepared specifications and plans for two steamers. The steamers are to be screw propellers, and two splendid boats, or more, will inaugurate the line.

To New York, we have no direct steam lines; the freight being mostly sent to Providence, Fall River, Stonington, or Norwich, and forwarded thence by steamboat. There are one or two lines of sailing vessels to New York; and, if the canal across Cape Cod shall ever be completed, we may expect to see a direct line of steamers to New York.

Going *East*, we have several steam lines, as follows:—

The Portland Steam Packet Company, whereof Charles Fobes, of Portland, is President, employs three steamboats,—the “Lewiston,” “Montreal,” and “Forest City.” One of these is kept as a spare boat, and one of the others leaves Boston and Portland every evening at 7 o'clock (except Saturday and Sunday); making connections with the Grand Trunk Railroad for all parts of Canada and the West. William Weeks, at the end of Central Wharf, is the Boston agent.

The propeller “C. W. Dexter” makes three trips a month from this port to Gardiner, Hallowell, and Augusta, Me.; leaving Boston on the 5th, 15th, and 25th of each month. She is owned by parties in Augusta. She leaves Boston to-day. Stinson & Co., 150 State Street, are her agents.

To Hallowell and intermediate ports is now running the steamer “State of Maine,” of the New York and Fall River line, which has been chartered by the owners of the Kennebec line, to take the place of the “Eastern Queen,” which was destroyed by fire a few months ago. The “State of Maine” has been running between this city and the Kennebec since April 15. The “Eastern Queen” had been running about two years. The line was established in 1836, and is owned by private individuals in this city and on the Kennebec. The steamers touch at Bath, Richmond, Gardiner, and Hallowell.

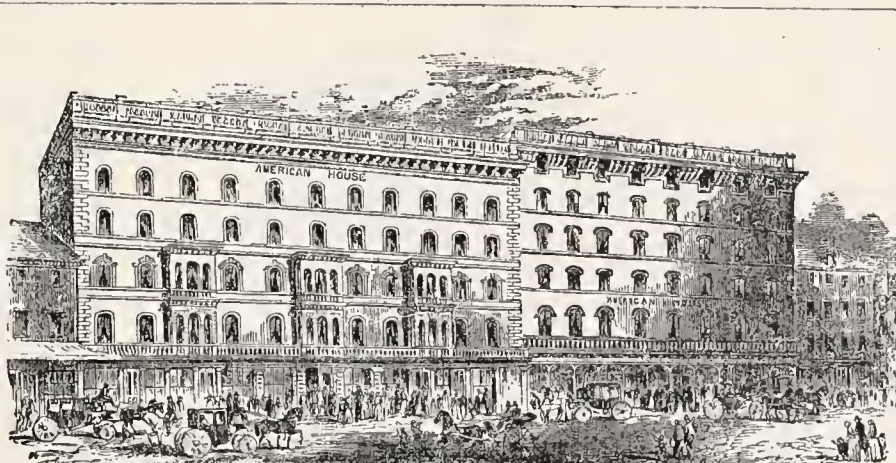
The steamer “Menemon Sanford,” which runs to Bangor and intermediate ports, is owned in New York by the family of the late Menemon Sanford, for whom she is named. Her burthen is 960 tons. She has been running for six years between Boston and Bangor, and is under the command of Capt. Edward H. Sanford. She stops at Rockland, Camden, Belfast, Searsport, Bucksport, Winterport, and Hampden.

There is a regular semi-weekly communication between Boston and St. John, N. B., the steamers the “Eastern City” and “Admiral” stopping at Eastport and Portland, Me., on their trips each way. They also connect at St. John with a steamer for Windsor, from whence a railroad runs to Halifax. One steamer leaves each port every Monday and Thursday.

The screw steamer “Eastern State,” owned in Yarmouth, N.S., leaves this city every other Tuesday for Yarmouth and Halifax. She connects at Halifax with a steamer for St. John's, N. F., touching at Sydney, Cape Breton; and every four weeks with a steamer for Bermuda.

All the steamers to which we have alluded above are doing a very good business; and there is every prospect that our steam fleet will steadily and constantly increase.

Besides the movements of these steamers, other steamers, ferry and tug boats, are constantly plying about in our harbor, giving animation to the scene as viewed from any of the wharves. The favorite steamer “Nelly Baker” makes three trips a day to Nahant, stopping at Long Island, and carrying large numbers of passengers, who wish to flee from the heat and noise of the city. Steamers run also daily to Hingham, Hull, and Gloucester. The ferry-boats running to East Boston and Chelsea keep the waters agitated; and numerous tug-boats, from the “R. B. Forbes” down (ten in all), are constantly plying about, lending their aid to the winged messengers of commerce.



THE AMERICAN HOUSE,

HANOVER ST., With the addition, is the largest and best arranged Hotel in New England, possessing all the modern improvements and conveniences for the accommodation of the travelling public. LEWIS RICE, Proprietor. BOSTON.

THE OLD ELM TREE ON BOSTON COMMON.

Dr. N. B. Shurtleff contributes to the Boston Journal the following account of the great elm blown down on Boston common in the storm of Friday night:

The gale struck the venerable old elm tree with such force as to cause the northerly half of its large branches to burst the iron bands which for years have bound them to the trunk, and fall to the ground, carrying a portion of the trunk with them.

There is not a native Bostonian who will not deplore the loss of this tree. It is associated with the sports of childhood, and is as familiar to the sight as the dome of the State House. It has grown up with Boston from its earliest infancy, and seems as much a part of it as the very peninsula upon which the city is founded. It is a tree which has a history, which is concisely related by our fellow-citizen, Dr. Nathaniel B. Shurtleff, in the following interesting sketch, prepared at our request:

It is not often that an occurrence of such small importance as the destruction of a tree will cause so much sorrow and regret as will the dismemberment of the great tree of the Boston common, which event occurred yesterday, the twenty-ninth day of June, at about 6 o'clock in the evening. During the afternoon the appearance of the heavens indicated a storm of no ordinary character—and indeed it came, and few will ever forget it, for the injury it has done.

The great fall of water, together with an uncommon gust of wind, broke down the limbs of many trees throughout the city, not even sparing those of Pad-dock's Mall, which had so recently escaped the threatening axe. The great tree, the pride of Bostonians, and perhaps the most noted of its kind on the continent, suffered with the others; and, after standing for centuries, the oldest of the traditional relics of the days of our forefathers, was in a few moments shorn of its beauty and its magnificent proportions, to linger out, it is feared, a few years longer, a maimed and displeasing existence, the evidence only of the violence of the storm which has destroyed it.

Much has been said and written about this noted elm, the product of our own indigenous forests. It has had its rivals; among which has been the far-famed elm of Pittsfield, remarkable for its gigantic height, and for having a trunk one hundred and fourteen feet high below its first branch; and the Aspin-wall elm in Brookline, famous for its enormous and wide-spreading roots, and for the great size of its trunk. But both of these, also, have been shorn of their glory by storms that have passed harmlessly by the Boston elm.

Although the tree attained a great age, and an uncommon size, it was more for its beautiful proportions and graceful limbs, than for age or size, that it gained its notoriety among those who had paid particular attention to the trees. But the tree has associations connected with its history which will always keep it in remembrance. During the revolutionary struggles of America this tree was one of the places of constant resort of the Sons of Liberty, who frequently caused it to be illuminated with lanterns on evenings of rejoicing and on festal occasions; and it also served the purpose of exhibitions of popular

feeling and indignation, for many has been the tory who has been hung in effigy from its branches. Very near this tree occurred the first duel in Boston, between Benjamin Woodbridge and Henry Phillips, so graphically described by Mr. Sargent in his "Dealings with the Dead;" and beneath its branches have been enacted many a scene of youthful valor, in days that have been long past, on the holidays of election and independence.

It would be difficult to affix to the tree even an approximate age. It has been known as far back as tradition can go, and is represented on the oldest map of the town known to exist. It is reasonable to believe that it was growing before the first settlement of the peninsula. In the year 1855 it was accu-

ately measured by the city engineer, who recorded the following dimensions: "Height, 72½ feet; height of first branch from the ground, 16½ feet; girth one foot above the ground, 22½ feet; girth four feet above the ground, 17 feet; average diameter of greatest extent of branches, 101 feet." Earlier measurements show that the tree continued to grow as long as it stood. The latest measurement, taken by the writer, last spring, gave 24 feet girth at the ground, 18 feet 3 inches at three feet, and 16 feet 6 inches at five feet—showing an increase of only about five inches in girth in sixteen years.

Many of the old inhabitants can well remember when there was a cavity in the trunk sufficiently large to allow boys to secrete themselves in it; but this has almost entirely been closed up by the good treatment and care which have been given to the tree. In the summer of 1831 the tree was much injured by the violence of a storm, and its largest limbs were so much cleft asunder as to allow them to rest their branches upon the ground; but they were subsequently, at much cost and labor, restored to their former position, and were sustained in place by iron bolts and braces.

The exact amount of injury the tree has sustained by the storm of yesterday cannot be estimated. Its beauty has been destroyed without hope of renewal; and it is extremely doubtful whether anything can be done to save the part that now remains standing.

As soon as the storm abated, the rumor that "The old elm tree is blown down" spread rapidly through the city, causing hundreds of citizens to go to the spot and see for themselves. To their regret, they found the rumor but too true; and very many who visited the locality of the venerated tree secured portions of the fallen limbs, to preserve among the choicest of the relics of olden time.

The late Dr. John C. Warren, formerly president of the Boston Society of Natural History, published in 1855, for circulation among his friends, a small quarto volume, describing the elm, in which he says that there is nothing improbable in the belief that it is more than two hundred years old. He says:

"But, as it was certainly the Groat Tree in 1729 and 1722, we may indulge the belief, that it sprung up previous to the settlement of Boston; that it cast its protecting shade over the heads of our earliest American ancestors; and that even the native inhabitant of the soil enjoyed the protection of its wide-spreading branches.

"This tree, therefore, we must venerate as a visible relic of the Indian Shawmut; for all its other native trees and groves have been long since prostrated; the frail and transient memorials of the aborigines have vanished; even the hills of Trimountain cannot be distinguished; and this native noble elm remains to present a substantial association of the existing with the former ages of Boston."

Broad street was laid out, and the building erected upon which this sign is affixed, about 1806, and he thinks the senior Mr. May commenced occupancy of the store when it was completed. This will give fifty-five years occupancy of the same business stand—something at which to marvel in this capricious age. When the old sign no longer speaks with the same emphasis of the venerable gentleman whose name it bears, the public will doubtless learn more of him through the public papers of Boston. Who, in passing up or down State street, and seeing those words at the head of this paragraph, does not acquire an interest in Samuel May? [New Hampshire Statesman.]

"SAMUEL MAY—1797." These are the words upon a faded sign at the west corner of State and Broad streets, Boston. We first saw them there long while ago, and never make a visit to the city without looking up, to see if they yet remain. The old sign was there last Tuesday, and, more than that, we just learn from a gentleman of Concord, many years a Boston merchant, that Mr. May still lives, at the age of ninety, and was, when we last saw him—a year or so since—walking about amidst the familiar places of his early manhood and his active prime. The business is conducted by younger men, but the firm is Samuel May & Co. The gentleman in this city of whom we speak, says



Building in Chelsea. Nathan Matthews, Esq., has just completed a handsome block of twenty brick houses on the vacant land in front of Medford street. He has also the foundation laid for fifteen more. Some seventy new brick houses have been erected during the past seven months. The new Universalist church is finished outside, and the large vestry will be ready for the Society, who now hold their meetings at the City Hall, in two weeks. The old United States Marine Hospital, which was vacated some years ago—the Government having built a new one, will, it is thought, be fitted up again for the men who are engaged in the naval service, in case large numbers of them are sent home sick, or wounded in engagements with the rebels.

FORT INDEPENDENCE, IN BOSTON HARBOR.
Mr. Editor: A paragraph in the Transcript a few evenings since, mentioning the action of Mayor Wightman in regard to the "Defence of Boston," calls to mind the efforts of the early inhabitants who labored so assiduously for the same end. Believing that some account of their labors will prove interesting at this time, I send you a brief sketch of the successive fortifications erected on Castle Island, where Fort Independence now stands. The materials for this sketch were gathered with no little pains from a great variety of authorities, and the statements may be verified by consulting the records of the General Court.

I often wonder why the antiquarians of Boston have never turned their attention to this subject. Many years ago, a writer in Silliman's Journal gave the world an account of the "Forts and Fortifications around Boston," and described with much care the different earthworks thrown up in this vicinity during the Revolutionary period; but scarcely a dozen lines have ever been written directly upon the subject before us. A volume greater in interest and importance than many of those published by the Historical Society could be composed of materials which are every year becoming more inaccessible. Who will undertake this work?

B. F. D.

Charlestown, Aug. 23, 1861.

CASTLE ISLAND FROM 1633 TO 1645.

The first movement toward the fortification of Boston harbor was made in the year 1633. About that time the citizens fearing some act of hostility on the part of Cardinal Richelieu, it was thought expedient to build a fort at Nantasket Point. Accordingly, on the twenty-first of February, Governor Winthrop went down to that place, accompanied by a party of gentlemen, including "three ministers," for the purpose of laying out the plan. On the third day after their departure they returned and reported the project useless. The Governor and his party were detained there two nights by a heavy gale, and slept in a hovel on some straw pulled from the thatch, eking out their scanty rations with a "poor kind of muscle." But though there was no immediate cause for alarm, and as Hubbard the historian tells us, they were "more afraid than hurt," it was decided by the General Court on the fourth of March following to fortify the island now known as Castle Island, and orders were issued to build a fort "40 ffoote long and 21 ffoote wide."

July 29th. The Governor and Council, attended by the ubiquitous "Ministers," visited the island and prepared everything for the work, adding to the plan two "platforms" for heavy guns.

Sept. 3d. The records of the court show another order to build a platform on the northeast side of the island, and "a house to defend it." This first structure was of mud. No great progress however, could have been made in the work, as on March the fourth of the following year, orders were issued to "finish the castle," and authority vested in the constables to press men for that service. The clergy took great interest in the project, and the Rev. Mr. Wilson, according to Johnson's Wonder-working Providence, "gave bountifully for this wilderness work" (1000 pounds.)

The scanty records inform us that Captain

Simpkins was the first commander. After him came one Gibbon, who in the year 1635 was succeeded by Lient. Morrison.

January 12, 1637. At this early day the fortification had so far fallen to decay that the authorities deemed it useless to be at any further expense, and ordered the munitions of war collected there to be sold. On the second of May following the Court officially gave notice that no further liability would be incurred, but added that if any private parties saw fit to rebuild the defences they were at liberty to do so. A month later, however, seeing a disposition on the part of many inhabitants of Boston and vicinity to take some action, the Court receded so far as to appropriate one hundred pounds for repairs. Accordingly the guns were soon in working order again, and on the twentieth of June, while the gunners were at practice, an unlucky shot cut down an "honest passenger" standing on the deck of a ship coming up the harbor.

The next January two hundred and fifty pounds additional were voted for the Castle, and Captain Sedgwick was appointed to the command.

June, 12, 1643. At this date the fortifications had again fallen to decay, and were so far neglected that when Monsieur La Tour's ship, the Clement, sailed up the harbor, there was no one left to return her salute.

Sept. 7th. The court again ordered the munitions of war to be sold, and the island rented until required for use.

March 7, 1644. The General Court granted one hundred pounds toward building a new fort, on condition that Boston and the neighboring towns assume the pecuniary obligation, and prosecute the work of building. This new structure was to be not less than fifty feet square on the inside, the walls to be ten feet thick, and the whole to remain the property of the Colony. Five barrels of powder were also granted. The towns accepted the proposition and immediately began the work. The Commander's commission, embodying a complete set of instructions, is an interesting document, and may be found in Colony Records, vol. 2, p. 63. It appears that the garrison was to consist of not less than twenty men in summer and ten in the winter.

November 13th. Captain Davenport was appointed to the command. Fifty pounds were appropriated for his house, and he was also to have one-third of the island for his own use.

May 14, 1645. Captain Davenport was notified that he could expect no regular Chaplain for the garrison, but that "the Lord having granted him able gifts," he was expected to perform the duties of that office and take care of the garrison as his own family. His pay was to be one-half in "corne," and one-half in "beaver and shop commodities."

October 18. Boston and other towns having failed to enry on the work at the Castle with sufficient despatch, the Court "thinke it meete" to fine them twenty pounds apiece. It was also ordered to press men for military duty at the Island.

CASTLE ISLAND. *Mr. Editor:*—I am greatly obliged to your correspondent, "Antiquarian," for pointing out the omission of the name of Captain John Larrabee, in my sketch of the Colonial History of Castle Island. I must now, however, examine his own statement, which is evidently incorrect. "Antiquarian" says that Capt. Larrabee had charge of the Island from 1712 to 1762. Drake, in his History of Boston, falls into the same error. A careful examination of the Colony

AN ORIGINAL POSTPONEMENT.—The following motion was made and carried at a recent meeting of a coloured parish in this city:—"Mister Moderator—in consequence of de full attendans at dis meetin', I moobe de meetin' nex Wednesday ebenin' am postponed to dis Monday ebenin' for de chois ob directors."—*Boston Ledger.*

THE FIRST FAST DAY appointed by the Plymouth Pilgrims took place in July, 1623. The colonists were short of food, their crops looked unpromising, and the vessel sent to their relief from England was driven back three times. The Fast was observed, the crops revived, their supplies were received from England, and the changed aspect of affairs induced the Pilgrims to appoint a day of public Thanksgiving, which was observed in the same month as the first Fast day. Let us hope that this pleasant experience of the Plymouth people will be repeated in this country the present month, and that before February we shall have a real Thanksgiving to "cheer our hearts."

B. F. D.

Charlestown, Sept. 9, 1861.

ISLANDS AND PLACES.

DISTANCES FROM LONG WHARF.

Alderton Point (part of) 9 1/2 miles	Long Island, 4 1/2 do. (Light House)
Apple Island, 3 do.	Lovell do., 6 1/2 do.
Birds do., 1 1/2 do.	Nahant do., 9 1/2 do.
Castle do., 2 1/2 do. (City Substations)	Nices Mts., 5 do.
Chesapeake do., 1 1/2 do. (Pt. Independence)	Point Shirley, 3 1/2 do.
George's do., 6 do.	Point Shirley, 3 1/2 do. (Fort Chelsea)
Governor do., 2 1/2 do. (Pt. Warren)	Pulling Point, 3 do. (Chelsea Neck)
Graves do., 9 do.	Quarantine Ground, 5 1/2 do.
Hull do., 12 miles (Landing)	Rainsford Island, 6 1/2 do.
Light House, 6 1/2 do. (n. G. Brewster)	Speeche do., 3 1/2 do.
	Thompson's I., 1 1/2 do. (Farm Sch.)

The city of Boston paid \$110.54 for repairs on the 'Old Elm' for damage in the gale in 1860; for celebrating the Fourth of July in 1860 it paid \$13,555; for the Prince of Wales's reception, \$13,175; for schools in 1860, \$628,549, a larger amount than was ever expended before in one year.

records reveals the fact that Capt. Zechariah Tut-till was Lieutenant of the Castle from Jan. 16, 1710, till Nov. 28, 1720. At this latter date the muster rolls of the garrison show that John Larrabee had only risen to the position of Quarter Gunner. It is not until June 16th, 1725, that he appears as Lieutenant of the Castle. The Hon. William Dummer, Lieutenant Governor of the Province, was made commander in the year 1721. It does not appear from the records that Captain Larrabee was ever commander. How far the office of Commander was a sinecure appears from the fact that the incumbent was obliged by law to spend at least three days in every week at the Island.



THE BOSTON SHOE AND LEATHER EXCHANGE,

48 HANOVER STREET, BOSTON.

ESTABLISHED, 1859.

THIS Exchange was established by the Boot, Shoe, and Leather Trade of Massachusetts, as a head-quarters for the trade in Boston, and as affording conveniences for bringing the manufacturer and jobber in direct contact with each other.

THIS Exchange is the only one of the kind in America; is adapted to all the wants of the Trade; contains files of all the principal Commercial Journals and Traders' Circulars of the United States, Canadas, and Europe; also, models of new inventions, machines in operation, specimens, plans, &c., of especial interest to those in any way connected with the Boot, Shoe, and Leather Trade.

MANUFACTURERS AND INVENTORS.—Manufacturers of any description of Shoe Machinery will find the Exchange Hall a desirable place to exhibit their inventions, either in model or actual operation. Storage for the same can be had in the building at a low rate.

OFFICES FOR THE TRADE.—Rooms and Offices in the Exchange

Building will be let to manufacturers for the storage and exhibition of samples on the most favorable terms. A large portion of the rooms in the Exchange which is fitted up for that purpose are already occupied by some of the leading shoe manufacturers of the State.

INVITATION TO STRANGERS.—Merchants visiting Boston are cordially invited to make this Exchange their head-quarters, and use its Reading-Room and other facilities free of expense.

TERMS OF SUBSCRIPTION. Manufacturers and dealers in Boots and Shoes, Hides and Leather, will find this extensive establishment a most convenient centre to meet their business connections; and for the general privilege of the Exchange, entitling the subscribers to free access to its Reading-Room, General Record, and other sources of information, the subscription fee will be FIVE DOLLARS PER ANNUM, IN ADVANCE.

For further information, apply at the Exchange, to
ALBERT LITCH, Supt.

FORMER PANICS. The first time the banks in Boston suspended specie payments was May 12th, 1837. That day will be remembered by those of our readers who were in business at the time, as one of great excitement. There was a meeting in Faneuil Hall the night previous, at which the Mayor presided, and State street was filled with excited people until after midnight on the night after suspension. Until this time the citizens of Boston felt much pride in the fact that the banks here did not suspend when similar institutions at the South and in the middle States failed in 1814, during the war with England, and also passed safely through the panics of 1822 and 1825. The panic of 1837 began at the South on May 4th, and was eight days in reaching Boston. By the returns of the associated banks in this city, made June 10th, 1837, it appeared that the specie in the Boston banks (except the Massachusetts) was only \$972,776. Specie was at a premium of eight per cent., and fractional bills were in great demand in business circles. This suspension continued about a year in Boston and New York. In 1839 the banks of Baltimore and Philadelphia, Rhode Island and Connecticut, again suspended, but those of Boston and New York continued to pay specie.

The panic in 1837 began in the "Cotton States," and in the chief cities of the South nine-tenths of the merchants failed—indeed the whole South was prostrated by the crisis. Cotton fell in price during the early part of the panic from seventeen to ten cents a pound, and tobacco and sugar in the same proportion. The crash of this memorable year was so extensive on this side of the Atlantic, that the banks of Montreal and Quebec suspended specie payment five days after those of Boston. It is noteworthy that stocks did not suffer for the great fluctuations at this time that they did during the financial troubles twenty years later.

In 1857 the panic may be dated from August 24th, on which date the Ohio Life and Trust Company failed for five million dollars. On this day the shares of the New York Central Railroad brought 72, and those of the Illinois Central 101. Forty days afterward the first named stock had fallen to 51, and the latter to 75. The Philadelphia banks suspended payment on the 26th of September; those of Louisville October 1st; those of New York October 13th, and the Boston banks on the 14th. The great disturbing cause in 1857 was said to be the demand for specie for export, which could only be checked by a contraction of bank credits. But the crisis of the present year was not occasioned by any demand for gold from abroad. On the contrary, as soon as the state of affairs here was known, gold immediately flowed to New York and Boston from foreign ports, as a handsome profit was made thereon. It is thought in financial circles, that unless some exciting political difficulty arises, the money market will improve nearly as rapidly as the panic came upon the country—so that money will be plenty at the legal rates after the second week in January.

THE CITIES OF MASSACHUSETTS. For convenient reference we publish below the population of thirteen of the largest places in Massachusetts, as reported by the United States Census, just completed. Taunton is the only place in the list not under a city government:

Boston.....	177,602	Salem.....	22,256
Lowell.....	36,849	Lynn.....	19,109
Cambridge.....	26,774	Lawrence.....	17,639
Roxbury.....	25,137	Taunton.....	15,380
Charlestown.....	25,075	Springfield.....	15,200
Worcester.....	24,969	Fall River.....	14,026
New Bedford.....	22,369		

VALUATION AND TAXATION OF BOSTON.—The aggregate amount of all the real and personal estate and polls, estimated and levied by the Assessors of the city of Boston in the several Wards for the years 1860 and 1861 is as follows:

Wards.	Real Estate.	Personal Estate.	Polls.
1.....	\$7,673,300	\$2,848,600	3566
2.....	5,364,500	725,800	3520
3.....	6,911,000	3,243,300	2226
4.....	33,259,300	36,972,900	3192
5.....	5,595,000	2,324,900	2202
6.....	27,453,300	23,276,400	2262
7.....	16,624,900	23,897,800	2557
8.....	11,724,200	4,955,900	2175
9.....	8,770,900	3,173,000	1998
10.....	7,456,900	2,681,700	2384
11.....	19,428,800	6,321,800	4142
12.....	8,629,200	2,548,500	4215
	\$163,891,300	\$112,969,700	34,449

1860.			
Wards.	Real Estate.	Personal Estate.	Polls.
1.....	\$7,475,700	\$2,586,400	3288
2.....	5,496,800	673,000	3629
3.....	6,536,700	2,932,200	2254
4.....	38,933,900	33,265,400	2755
5.....	5,612,800	2,245,200	2233
6.....	27,237,800	23,127,800	2429
7.....	16,981,200	23,324,200	2398
8.....	11,550,700	4,630,900	2000
9.....	10,125,800	3,829,700	1926
10.....	7,703,800	2,569,800	2372
11.....	20,552,200	6,268,700	4456
12.....	9,128,500	2,492,000	5297
	\$167,335,900	\$107,945,300	35,037

Pro rata \$9 30 per \$1000.
1861.
It will be seen from the above tables, that there is an increase in the valuation of real estate of \$3,444,600, and a decrease in personal estate of \$5,024,400, making a net loss on both of \$1,579,800 for the year. The total valuation of real and personal estate for 1861 is \$275,281,200. The amount of the tax warrants in 1860 was \$2,530,000; this year they are for \$2,400,000. There is an increase in the number of polls of 588 over 1860.

CENSUS OF BOSTON AND THE SUBURBAN TOWNS. The returns of the United States Census Marshals indicate the following as the population of twenty-eight cities and towns within a radius of about twelve miles of Boston, including the metropolis:

Boston.....	177,602
Chelsea, North Chelsea and Wintrop.....	14,869
Roxbury.....	25,137
West Roxbury.....	6,311
Dorchester.....	9,769
Quincy.....	6,778
Brookline.....	5,164
Cambridge.....	26,874
Charlestown.....	25,075
Malden.....	6,866
Merford.....	4,842
Melrose.....	2,640
Scitoville.....	6,026
Riassetree.....	3,468
Dedham.....	6,332
Milton.....	2,661
Weymouth.....	7,742
Lynn.....	19,108
Saugus.....	2,016
Levington.....	2,330
Newton.....	9,385
West Cambridge.....	2,681
South Reading.....	3,207
Stoneham.....	3,110
Waltham.....	6,397
Watertown.....	3,271
Woburn.....	6,287
Westchester.....	1,937
Belmont.....	1,269
Brighton.....	3,376
Total.....	461,849

The whole population of the State is ascertained to be 1,231,496. In 1855 the State census reported the population of Massachusetts to be 1,132,590. By the United States census in 1850 it was 991,514.

MASSACHUSETTS AND THE SECESSION STATES—A Statistical Comparison. The following statistics from the census of 1850 present a comparison between the State of Massachusetts and the five States making an outcry about seceding from the Union, which is worth examining.

The area of Massachusetts is about 7800 square miles; South Carolina has 29,383; Georgia, 58,000; Alabama, 59,722; Florida, 59,268; Mississippi, 47,126—total, 244,531.

Massachusetts has eleven members of the House of Representatives, based on white population. The five States have the following number, based upon white population and "three-fifths of all other persons;" South Carolina, 6; Georgia, 5; Florida, 1; Alabama, 7; Mississippi, 5—total 27.

The population of Massachusetts in 1850 was 994,499; that of South Carolina was 668,507, of which 274,503 were white and 394,004 colored; Georgia, 903,154—521,472 whites and 381,682 colored; Florida, 739,358—423,514 white and 315,844 colored; Mississippi, 615,596—295,718 white and 319,878 colored. Total, 1,665,570 white and 1,456,698 colored—3,022,268.

The bank capital of Massachusetts in 1859 was \$64,519,200. That of South Carolina was \$13,533,480; of Georgia, \$9,302,400; of Florida, \$230,000; of Alabama, \$4,900,000; Mississippi, \$900,000—total, \$28,820,880.

The value of the productions of Massachusetts in 1850 was \$151,137,145. The value of productions in South Carolina was \$7,063,573; Georgia, \$7,093,242; Florida, \$668,338; Alabama, \$4,538,878; Mississippi, \$2,972,038—total, \$22,329,292.

The capital invested in manufacturing in Massachusetts amounts is \$83,357,642. In South Carolina the 2372 amount is \$6,056,865; in Georgia, \$5,460,483; in Florida, \$547,060; Alabama, \$3,450,000; Mississippi, \$1,833,420—total, \$17,364,434.

Massachusetts employs in manufacturing 165,939 persons; South Carolina, 7009; Georgia, 8378; Florida, 991; Alabama, 4936; Mississippi, 3173—total, 24,487.

The total of post office receipts in Massachusetts is \$607,249; expenditure, \$449,627—excess, \$177,622. In the five States the table stands thus: South Carolina—receipts, \$107,536; expenditure, \$319,665; deficiency, \$211,532. Georgia—receipts, \$168,665; expenditure, \$358,180—deficiency, \$189,515. Florida—receipts, \$25,932; expenditure, \$171,712—deficiency, \$145,780. Alabama—receipts, \$12,523; expenditure, \$363,629—deficiency, \$234,526. Mississippi—receipts, \$101,549; expenditure, \$286,455—deficiency, \$184,906. Total receipts in five States, \$532,785; ditto of expenditures, \$1,049,281.

Patents issued in 1859 to citizens of Massachusetts, 492; ditto to citizens of South Carolina, 58; Florida, 4; Alabama, 26; Mississippi, 25—total, 128.

The capital invested in churches in Massachusetts amounts to \$10,504,888. Ditto in South Carolina, \$2,181,476; in Georgia, \$1,327,112; Florida, \$192,600; in Alabama, \$1,241,741; in Mississippi, \$832,622—total, \$5,788,551.

The money expended in the Sunday School cause in Massachusetts in 1850 amounted to \$1,000,000. In South Carolina the total is \$807; in Georgia, \$751; in Florida, \$16; in Alabama, \$642; in Mississippi, \$211—total \$2,597.

The number of public libraries in Massachusetts is 1462, containing 681,015 volumes. The number in South Carolina is 26—volumes, 1074; in Georgia, 38—volumes, 31,788; in Florida, 10—volumes, 2660; in Alabama, 56—volumes, 20,622; in Mississippi, 117—volume, 21,737—total, 244 library, containing 184,203 volumes.

The number of copies of newspapers and of periodicals published in Massachusetts amount to 64,820,564. In South Carolina the number is 7,150; in Georgia, 4,070,808; in Florida, 319,800; Alabama, 1,622,741; in Mississippi, 1,752,504—total, 15,911,533.

The number of white adults in Massachusetts who cannot read and write is 1055. The number in South Carolina is 15,580; in Georgia, 40,790; Florida, 3564; in Alabama, 33,018; in Mississippi, 13,321—total, 106,880.

The number of pupils in public schools in Massachusetts is 176,475. In South Carolina the number is 17,838; in Georgia, 32,705; in Florida, 1678; in Alabama, 28,360; in Mississippi, 18,746—total, 99,947.—N. Y. Evening Post.

STREETS, COURTS, PLACES, ETC.

A st., f. First st. to Dorch. ave.
 Acorn, Willow, to W. Cedar
 Adams, f. Sudbury to Ivora
 Adams pl., Bridge street
 Adams pl., f. E. near 3d st., S. B.
 Aetna pl., 36 Kingston
 Alba ct., 17 School
 Albany, f. Beach to Troy
 Albany pl., f. Albany, n. Harvard
 Albion, Dover to W. Castle
 Alden, f. Court to Sudbury
 Alden ct., W. side of Alden
 Alger, f. B to Dorchester
 Allen, f. Chambers to Brighton
 Allen ct., 57 Allen
 Allen pl., 39 Allen
 Allison, f. Bowdoin to Somerset
 Allston pl., f. Allston
 Almont pl., f. 18 Blossom
 Alpha pl., f. Webster, n. Lamson
 Alton pl., 129 Endicott
 Amee pl., f. Shawmut av. n. Arnold
 Andover, f. 98 Causeway to Minot
 Andover ct., 40 Andover
 Arch, f. Franklin pl. to 28 Sum'r
 Arch pl., 221 Hanover
 Arnold, f. 125 Wash. to Sh'mut ave.
 Ash, f. 6 Oak to Bennett. [Somerset
 Ashburton pl., f. 45 Bowdoin to
 Ashland, f. 90 Lev't to Ch'mbers
 Ashland pl., f. 848 Wash. to 319
 Harrison avenue
 Asylum, f. 74 Wash. to 191 H'n av.
 Atlantic, f. 4th to Telegraph Hill
 Athens, f. 2d to Dorchester st.
 Auburn, f. Brighton ct. av.
 Auburn ave., f. 101 Poplar
 Auburn ct., 84 Cambridge
 Avery, f. 287 Wash'n to Mason
 Avery pl., north side Avery
 Avon pl., 264 Washington
 B. et. S. B., f. 1st to Dorch'r line
 Baldwin st., f. Belmont, f. fr. A.
 Baldwin pl., 190 Salem
 Barre pl., fr. 33 Eliot
 Barrett, f. 77 North to 6 Fulton
 Barry ct., f. 878 Washington
 Bartlett, f. 419 Hanover to North
 Bartlett pl., f. 82 Salem
 Barton, f. 115 Leveret to Lowell
 Bath, f. 86 Milk to Water
 Battery, f. 378 Comm'l to Han'r
 Batterymarch, f. Liberty sq. to Broad
 Baxter pl., f. 23 Harvard
 Bay, 62 Fayette
 Bay View, at S. Boston point
 Beach, f. 500 Wash. to 301 Fed'l
 Beach, f. 63 Tremont
 Beacon Hill pl., f. Bowdoin to Mt. V.
 Bedford, f. 290 Wash. to Summer
 Bedford ct., f. 65 Bedford
 Belcher lane, f. Fort Hill to Broad
 Belknap pl., f. 68 Joy
 Belmont, f. Wash. sq. to Ft. Hill w/ f
 Belmont ct. opp. 21 Belmont
 Belmont sq., f. Sumner to Marg.
 Bennett av., f. N. Bennet to Prince
 Bennett, f. 580 Wash. to 91 Har. av.
 Bennett (N.), f. 238 Hanover to 151
 Bennett pl., 8 N. Bennet (Salem)
 Bennett pl., f. 26 Bennet
 Bennington, f. Central sq., E. B.
 Bennington pl., f. Bennington
 Berlio, from 140 Pleasant
 Bessom ct., f. Webster, E. B.
 Beverly, f. Causeway to Charlestown
 Billerica, f. Causeway to Minot
 Billings ct., f. 73 Friend
 Bird lane, from G. cor. Fifth
 Blackstone, f. Clinton to Haym. sq.
 Blackstone sq., 1071 Washington
 Blake ct., fr. 830 Wash.
 Blossom, f. 125 Camb. to Allen
 Blossom pl., 15 Blossom
 Blossom ct., 7 Blossom
 Board al., f. 237 Han'r to 122 North
 Bolton, f. 2d to Dorchester st.
 Bond, f. Milford to Hanson
 Border, E. B., f. Sumn. to Condor
 Boston pl., f. Dorchester st.
 Boston Theatre pl., f. 331 Wash.
 Bowdoin, f. Camb. to Beacon
 Bowdoin ct., 57 Bowdoin (Court
 Bowdoin sq., bet. Cambridge and
 Bowen ct., f. 150 Cambridge
 Boylston, f. 431 Wash. to water, back
 Boylston pl., 54 Boylston
 Boylston sq., S. & W. side Boyls. mkt.
 Bradford pl., f. Walth'm to Med. ct.
 Bradford pl., f. 150 Cambridge
 Bradley pl., f. Endicott
 Branch avenue, fr. 136 Charles
 Brattle, f. Dock sq. to 77 Court
 Brattle sq., f. Brattle to Elm
 Bread, f. 88 B to 38 India
 Bremen, f. Sumner, E. B.
 Bremen pl., f. Bremen, E. B.
 Bridge, N., f. 165 Camb. to hosp.
 Bridge st. ct., 17 Bridge
 Bridge ct., W. Cedar, n. Camb.

Briggs pl., f. 90 Shawmut ave.
 Brighton, f. Allen to L. R. B. Depot
 Brighton st. av., f. 105 Brighton to Au.
 Brighton st. pl., opp. 67 Brighton
 Brighton ct., f. 138 Brighton, n. Allen
 Brimley pl., 22 Essex
 Broad, f. 123 State to Sea, ft. Sum'r
 Broadway, f. Dorchester av. to S.
 Boston Point (front
 Bromfield, f. 209 Wash'n to 100 Tre-
 Brookline, f. 503 Harrison av. to Tre.
 Brookline East, fr. 696 Washington
 Brookline West, fr. 1071 Wash.
 Brooks, from Condor to Border
 Bulfinch, f. Bowdoin sq. to Allston
 Bulfinch pl., from Bulfinch
 Bumstead ct., f. Boylston n. Wash.
 Bumstead pl., 112 Tremont
 Burroughs pl., f. Hollis
 Bussey pl., opp. 5 Arch
 Butler sq., Chatham
 Buttrick pl., f. N. Margin
 Byron, f. River to the water
 C. et. f. First to Seventh
 Cambridge, f. Bowdoin
 Cambridge st. pl. 277 Cambridge
 Camden, f. 169 Wash. to Trem.
 Camden pl., f. 1072 Washington
 Canal, f. Haym'kt sq. to Causey
 Canton (East), f. 980 Wash'ton
 Canton (West), f. 1057 Wash.
 Canton st. ct., West across India
 Canton ct. pl., f. W. Canton
 Carlton pl., f. 58 Eliot
 Carnes ct., f. 15 Hawkins
 Carney pl., 835 Washington
 Carroll pl., 86 Salem
 Carver, f. 73 Pleasant to 74 Boyl.
 Carver pl., f. 40 Carver
 Castle (East), f. 726 Wash. to 161
 Harrison avenue
 Castle (West), f. 763 Wash. to Tre.
 Castle court, f. Everett ct. E. B.
 Causey, f. 27 Leverett to Ch'n br.
 Cedar (S.), f. 104 Pleasant to water
 Cedar (W.), f. 57 Chestnut to 206
 Cambridge
 Central, f. 32 Kibby across India
 Central ct., f. 240 Washington
 Central pl., 15 Winter (Bennig'n
 Central sq., junction Meridian and
 Centre, f. Orleans to Marg., E. B.
 Centre (W.), f. 150 Cambridge to 65
 Pinckney
 Centre (N.), f. 165 Hanover to 78 No.
 Chambers, f. 63 Cambridge
 Chambers ct. ct., 22 Chambers
 Chamney pl., West Centre st.
 Change av., f. 54 State
 Channing, f. 88 Federal to 161 Cong.
 Channing pl., f. 4 Sister
 Chapel pl., 231 Washington
 Chapel pl. (N.), 167 Friend
 Chapman, f. 838 Washington
 Chapman pl., 52 School
 Chardon, f. Bowdoin sq. to R'kina
 Chardon st. ct., f. Chardon
 Chardon st. ct., E. side Chardon
 Charles, f. Bowdoin to W. B. br.
 Charles (N.), f. Liv'n to water
 Charlestown, f. Haymarket sq. to
 Causeway
 Charter, f. 394 Hanover to Comm'l
 Chatham, f. 21 Merchants row
 Commercial
 Chatham row, f. 112 Chatham
 Chauncy, from 43 Summer to 32
 Essex
 Cheever ct., f. Sumner et. E. B.
 Chelsea, f. Nav'k sq. to Br. E. B.
 Chelsea ct., f. 124 Chelsea, E. B.
 Cherry, f. 823 Wash. to Suffolk
 Chester (E.), f. 1050 Wash. to 645
 Harrison avenue (Tremont
 Chester (W.), f. 1147 Wash'n to
 Chester pl., f. 280 Shawmut ave.
 Chester sq., f. Shawm't ave. to Trem.
 Chestnut, f. 8 Walnut to Chas. R.
 Chestnut pl., f. 29 Chestnut
 Chessman pl., 230 Hanover
 Chickering place, f. 840 Wash.
 Chilson pl., from 17 Lyman
 Christian ct., f. 70 Canal
 Church, f. Boylston to Tremont
 Church pl., E. side Church
 Church av., f. 217 Broadway
 City Hall av. f. 33 School at to
 Court sq.
 Claffen pl., 40 Pleasant
 Clark, f. Goddard & Seventh
 Clark, f. 337 Hanover to Comm'l
 Cleveland pl., 10 Snowhill
 Clifford pl., f. 28 Fleet
 Clifton av., f. Suffolk to M'disx
 Clifton pl., f. 1291 Washington
 Clinton, f. 35 Merch. row to Merc-
 cantile wht.
 Collamore pl., f. 69 Salem
 College ct., f. 8 Fruit
 Colony, f. Swan to the water

Colony pl., f. 230 Meridian, E. B.
 Columbia, f. 75 Bedford to 96 Essex
 Commerce, f. 7 Commercial
 Commercial, f. State to Charles-
 town bridge
 Commercial st. av., f. 478 Comm'l
 Commercial ct., f. 476 Comm'l
 Commercial pl., 448 Commercial
 Common, f. 661 Wash. to 280 Trem.
 Concord (E.), 1004 Wash.
 Concord (W.), 1101 Washington
 Concord sq., 726 Tremont
 Condor, f. Border to Knox
 Congress, f. 31 State to Broad
 Congress sq., betw. 9 & 31 Cong.
 Cooleidge pl., opens 105 Bolton
 Cooper, f. Chas'tn to Salem
 Cooper st. ct., N. side Cooper
 Coral ct., f. 34 Andover
 Coral place, 41 Southac
 Corey av., bet. Oak, n. Bennet
 Corn court, S. side Fanueil Hall
 Cornhill, f. 23 Wash. to Court
 Cornhill ct., f. 77 Wash. to Ct' av.
 Copp's Hill av., f. 133 Prince
 Cottage, f. Marginal to Maverick
 Cottage pl., 869 Washington
 Cotting, f. 39 Lowell to 69 Leverett
 Cotting ct., f. 3 Cotting
 Cotting pl., 14 Chambers
 Cotton pl., f. 91 Purch. to Broad
 Court, f. 60 Wash. to Bowdoin
 Court av., f. 87 Wash. to Court sq.
 Court sq., f. City Hall to Court
 Cove, f. East to Lehigh
 Cove pl., f. Cove
 Creek sq., bet. Union & Bl'kstone
 Crescent ct., 276 Friend
 Crescent pl., 5 Green
 Crocker pl., f. Albany, n. E. Orange
 Crosby pl., f. 64 W. Centre
 Cross, f. Border to New E. B.
 Cross, f. Charlestown to Com'l (cord
 Cumston, f. Shawmut av. to Con-
 curve, f. 170 Harrison av.
 Cushman av., f. 77 Lev't to Wall
 Custom-Ho., f. 70 Broad to India
 Cyprus, f. 181 Camb. to Fruit
 Cyprus st. pl., f. 16 Cyprus
 D. st., f. 1st to 7th
 Davis, f. 764 Wash. to Harr. av.
 Decatur, f. 788 Wash. to Har. av.
 Decatur, f. Liverpool to Or'ns, E. B.
 Dedham (E.), f. 966 Wash'n to 463
 Harrison av. (Tremont
 Dedham (W.), f. 1041 Wash'n to
 Derby place, from Clifton pl.
 Derne, f. Bowdoin to Hancock
 Devonshire, f. 25 State to 34 Milk
 Dexter, from Dorchester ave.
 Dillaway pl., 65 Charter
 Dix pl., 573 Washington
 Donne, f. 10 Kibby to f. Broad
 Dock sq., f. Elm to Wash. and E.
 to cor. opp. W. end Fan'l Hall
 Doherty ct., f. Ex't, n. Lamson
 Dorchester av., f. N. free Bridge to
 Dorchester line
 Dorchester, f. 1st to Dorch. line
 Dove, f. Dorchester, n. 24
 Dover (East), f. 814 Wash. to S. B.
 bridge (Tremont
 Dover (West), f. 881 Wash. to
 Dover pl., f. E. Dover to Harr. av.
 Dupe ct., 81 Friend
 Dutton place, 47 Southac
 Dwight, f. 11 Shawm't av. to Trem't
 E. st., f. 1st to 8th
 Eagle, f. Border to Chelsea
 Earl, from Sullivan
 East, f. South to 287 Federal
 East st. pl., opp. 16 East
 Eastern ave., f. 265 Commercial
 E. Brookline, f. 936 Wash. (av.
 E. Canton, f. 980 Wash. to 483 Har.
 E. Castle, f. 726 Wash. to 161 Har. a.
 E. Chester, f. 1050 Washington
 East Clinton, f. 47 Commercial
 E. Concord, f. 1004 Washington
 E. Dedham, f. 966 Wash. to 463
 Harrison avenue
 E. Dover, f. 814 Wash. to Har. av.
 E. Leoux, f. 1030 Wash. to Har. av.
 E. Newton, f. 938 Washington
 E. Orange, f. 180 Harrison ave.
 E. Sumner, f. Maverick square, E. B.
 E. Waltham, f. 912 Washington
 E. Worcester, f. 1020 Wash.
 Eaton, f. N. Russell to 46 Chambers
 Eaton pl., f. 6 Green to Grove
 Eaton ct., f. 16 North Bennet
 Eddy pl., f. 141 Tyler
 Edgerly pl., f. 39 South Cedar
 Edgeworth pl., f. Paris, E. B.
 Edinboro', f. 1291 Washington
 Eighth, f. Dorch. av. to S. B. Pnt
 Elbow, f. Chelsea, n. Wesley
 Eliot, f. Pleasant to 54 Wash.
 Eliot pl., f. 41 Eliot, n. Tremont
 Ellery, from Dexter

Elm, from 73 Hanover to Dock sq.
 Elm pl., 284 Portland
 Emerald, f. W. Dover to W. Castle
 Emery pl., E. side Warren (In
 Endicott, f. 161 Hanover to Charles-
 Fildcott et. f. 180 Endicott
 Endicott st. pl., Endicott (E. B.
 Commercial pl. 448 Commercial
 Erin al., f. Liverpool to Border,
 Essex, f. 578 Wash. to South
 Essex pl., f. 97 Essex, opp. Colum.
 Ever, f. Sullivan to Dorch. av.
 Eutaw pl., f. 29 Marion, E. B.
 Everett, f. Jeffries to Orleans
 Everett ct., f. Everett, E. B.
 Everett pl., f. 320 North
 Ever, f. Sullivan to Dorch. av.
 Exchange, f. 38 State
 Exchange pl., f. Devonshire
 Exeter pl., f. 47 Chaucey
 F. st., f. 1st to 8th, South Boston
 Fabin, f. Newland, n. W. Dedham
 Fairfield place, 44 Hurllett
 Fanueil Hall sq., S. W. & N. side of
 Fanueil Hall
 Fayette, f. 80 Pleasant to the water
 Fayette ct., f. 203 Wash.
 Federal, f. Milk to S. B. Bridge
 Federal ct. (N.), 78 Hanover
 Federal ct., Federal, opp. Williams
 Ferry, f. 54 Fulton to 119 North
 Ferry ct., f. 24 Ferry
 Fessenden ct., f. Webster
 Fifth, f. Dorch'r av. to S. B. Point
 Filmore ct., f. High st. pl.
 First, f. Dorch. av. to S. B. Point
 Fleet, f. 849 Hanov. to E. R. R. w/ f.
 Florence, f. 778 Wash. to 225 Harri-
 son ave.
 Ford pl., f. Everett
 Fort av., f. 237 Harrison avenue
 Foster, f. Charter to 470 Comm'l
 Foster pl., 6 Fourth, n. Dor. av.
 Foundry, f. Federal street bridge
 Foundry sq., f. 45 Fourth
 Fountain pl., f. 422 Hanover
 Fourth, f. Dover street bridge
 Fourth st. ct., from 120 Fourth
 Francis pl., f. 184 Hanover
 Frankfurt, f. the cemetery at E. B.,
 southerly to the water
 Franklin, f. 184 Wash. to 65 Federal
 Franklin av., f. 31 Court to 36 Chill
 Franklin pl., f. Howley to 65 Federal
 Franklin sq., 506 Wash. n. cem.
 Freeman pl., 15 Beacon
 Fremont pl., f. 47 Pleasant
 French pl., 37 Essex
 French sq., f. Fourth, n. Dor. av.
 Friend, f. 8 Union to Causeway
 Friend st. ct., 175 Friend
 Friend st. pl., f. 270 Friend
 Fruit, f. 32 Blossom to N. Grove
 Fruit at ct., f. 2 Fruit, n. Bloss'n
 Fuller, f. 54 Church
 Fulton, f. 24 Clinton to Lewis
 Fulton ct., rear 109 North
 Fulton pl., 76 Fulton
 Furnace, f. 10 Federal
 G. st., S. Boston, n. Mt. Wash'n
 Garoux pl., f. 28 Portland
 Garden, f. 114 Camb. to 21 Myrtle
 Garden ct. st., f. North sq. to Fleet
 Garden al. ct., Garden, n. Revere
 Gardiner, f. Trem. to Emerald
 Gardner place, fr. 124 Broadway
 Garland, f. 869 Wash. to Suffolk
 Gates, f. Dorchester to 8th
 Genesee, f. 238 Harrison avenue
 Gilman pl., f. 24 Friend
 Glendon, f. Chelsea to Bremen
 Goddard, from Dorchester st.
 Gold, f. Dorch. av. to Dorch. st.
 Goodwin pl., f. 75 Revere
 Gorham pl., 357 Washington
 Gouch, f. 11 Green to Merrimac
 Gouch pl., 29 Gouch
 Gould ct., f. 14 Orleans, E. B.
 Granite, f. First to Mt. Wash. av.
 Grape pl., f. 27 Spring
 Graphic ct., 219 Washington
 Green, f. Bowdoin sq. to 43 Cham-
 bers (Commercial
 Greenough l., f. 25 Charter to 490
 Gridley, f. High to Purchase
 Groton, f. B. side Groton Wash sq.
 Grove, f. 172 Camb. to May (Coll.
 Grove (N.), f. 158 Camb. to Med.
 Grove place, 17 Grove
 Grove sq. at head of Grove st.
 Grove st. pl., near 18 Grove
 H. st., S. Boston, f. 1st to 8th
 Half Moon pl., f. 123 Broad
 Hall pl., 265 Hanover
 Hamburg, f. 394 Wash. to Har. av.
 Hamilton, f. B. side Groton Wash sq.
 Hamilton pl., f. 122 Tremont
 Hamilton alley, from Hamilton
 Hamilton ct., N. side Hamilton
 Hamlen pl., 142 Pleasant (64) Lev't
 Hammond av., f. 19 Chambers to

Hancock, f. M. Vernon to 48 Camb.
Hancock av., f. Beacon, n. St. Ho.
Hancock row, f. Marshall to Crk'k
Hanover, f. 37 Col' to Chelsea ferry
Hanover ct. (N.), 285 Hanover
Hanover pl., 21 Hanover
Hanover av., f. 899 Han. to North
Hanson, f. Shawmut av. to Trem.
Harding ct., fr. 144 Fifth
Harlem pl., f. 345 W. Washington
Harmony ct., 23 Central (E. B.)
Harmony pl., opp. 17 Lexington
Harrison av., f. 26 Essex to N. Hamp.
Harrison pl., f. 234 Fried
Hartford pl., S. f. High, n. F. Hill
Harvard, f. 562 Wash. to 183 South
Harvard ct., opp. 10 Harvard
Harvard pl., 165 Wash.
Haven, f. Shawm. av., n. Rutl'd
Haverhill, f. Haymark't sq. to War-
ren bridge
Havre, f. Summer to Bennington
Havre pl., f. Havre
Haves, f. 50 Congress to Kilby
Hawkins, f. Sudbury to Ivers
Hawkins pl., f. 6 Hawkins
Hawley, f. M. R. Sumner
Hawthorn pl., f. 899 Washington
Haymarket sq., betw. Union, Cross,
and M. R. R. Depot
Haymarket pl., f. 29 Avery
Hayward pl., f. 362 Washington
Head pl., f. 35 Boylston
Henchman, f. 35 Charter to Comm'l
Henry, f. Maverick sq. to Paris
Hersey pl., f. 15 Essex
Highland pl., f. Sumner, E. B.
Highland, f. Mercer, S. B.
High, f. Summer to Fort Hill
High st., pl. 40 High, n. Congress
High street court, 87 High
Hingham, f. 37 Suffolk
Holden pl., f. 60
Holden ct., 402 Commercial
Holland place, from 53 Tyler
Holley sq., f. Hollis st.
Hollis, f. 620 Wash. to 272 Trem.
Hollis pl., f. Hollis
Holmes alley, rear Joy, f. Smith ct.
Homer, on 4th Section, E. B.
Hooton ct., f. Everett
Howard, f. 82 Court to Bulfinch
Hoy's place, 30 Joy
Hudson, f. Beach to Curve
Hudson (N.), f. Hull to Snowhill
Hudson pl., f. 27 Hudson
Huff pl., f. Tyler, n. Curve
Hull, f. 164 Salem to 500 Com'l
Hull ct., f. 4 Hull, n. Salem
Humphrey ct., f. 116 Fourth
Humphrey pl., E. side Hamilton ct.
Huntwell pl., f. Marion, n. Prince-
ton, E. B.
I. st., South Boston, next to H
India, f. Long wh. to India wh.
Indiana, f. 700 Wash. to 151 Har.
Indiana pl., 739 Washington
Irving, f. 104 Camb. to Myrtle ave.
Irving pl., opp. 12 Irving
Ivers, f. Hawkins to Merrimac
Jackson pl., 14 Winter
Jackson av., f. Charter to 494 Com'l
Jackson ct., from North Margin
James pl., W. side North Centre
Jasper pl., f. 197 North street
Jefferson, f. 325 Tremont to 16 Fayette
Jefferson pl., 17 Bennet
Jeffries, f. Marginal to Maverick
Jenkins, from 200 Washington
Jenkins pl., 514 Commercial
Joy, f. 34 Beacon to Camb.
Joy pl., f. Joy, bet. Beach, and M. Ver.
K. st., f. 1st to 6th, South Boston
Kelley pl., f. Everett
Kendall, f. Shawmut av. to Trem.
Kennard av., f. 80 Poplar to 61 A'n
Kennard ct., 1 Kennard av.
Kilby, f. 67 State to 106 Milk
Kingston, f. 57 Summer to Beach
Kingston ct., f. 83 Kingston
Kirkland, f. Pleasant to Indiana
place
Kneel'd, f. 534 Washington to 351 Fed
Kneeland pl., from Kneeland street
Knowlton, f. Telegraph
Knox, r. 26 Fayette
Kuhu pl., f. 247 Tremont
L. st., next to K, South Boston
La Fayette av., f. 140 Prince to End't
L. Grange pl., 323 Washington
Lansou, f. Belmont sq. to Ever't
Lansou ct., f. Lansou
Lancaster, f. 50 Merr' to 59 C'sew'y
Lancaster ct., S. side Lancaster
Lancaster pl., f. 25 North street
Lane pl., f. Belmont, n. Wash. sq.
Langdon pl., f. 215 North street
Langdon ct., from Langdon pl.
Lark, f. Sullivan to Goddard
Lathrop pl., 27 Hanover
Lawrence pl., 157 Cambridge
Lee pl., f. 79 Southac
Lehigh, f. 196 Albany to 501 Federal
Leiland pl., 359 Wash.
Lenox (W.), f. 1185 Wash.
Lenox (E.), f. 194 Wash. to Har. av.
Leverett, f. 29 Green to Cragie's
Leveretiane, f. 75 Leveret bridge

Leveret ct., 60 Leveret
Lewis, f. 216 Corn'l to North
Lewis, f. E. B. Terry to Sumner
Lexington, f. Border to Eagle
Lexington pl., f. Lexington
Liberty, f. Preble (Bat'm'ch
Liberty sq., junct. Kilby, Wat'r &
Lime, f. Charles to the water
Lime al., f. Charter to 524 Com'l
Limerick pl., f. 453 Hanover
Lincoln, f. 63 Sum'r to Lehigh
Lincoln ct., f. 39 Fayette
Lindall, f. Congress to 31 Kilby
Lindall pl., 138 Cambridge
Linden pl., f. 29 Allen
Linnec, f. Goddard to Seventh
Linwood pl., 16 South
Liverpool, f. Summer to Central sq.
Livingston, f. 85 Bright'n
Livingston pl., f. 15 Livingston
Lombard place, 82 Prince (E. B.)
London, f. Summer to Bennington,
London ct., f. 190 London, E. B.
Louisiana pl., f. Princeton to Marion
Louisburg sq., bet. Pinckney & M.
Lovett pl., f. Poplar (Vernon
Loving pl., f. 746 Washington
Lovia, Gold to 5th, n. E
Lowell, f. 32 Causeway to Brighton
Lowell pl., f. 32 Boylston, n. Trem't
Lowell ct., f. Lowell place
Lowell, on 4th Section, E. B.
Lucas, f. 819 Wash. to Tremont
Lyman, f. 21 Leverett to 15 Green
Lynde, f. 37 Camb. to 33 Green
Lynde pl., 32 Lynde
Lyndeborn pl., 192 Carver
M. st., next to L. S. Boston
Madison pl., 166 Pleasant
Mahan pl., opp. 142 Pleasant
Malden, f. 856 Wash. to Har. av.
Malden ct., f. Malden
Malden pl., Malden
Maple pl., 123 Harrison av.
Marble ct., f. 40 Lynda
Margaret, f. 85 Prince to Sheafe
Margin (N.), f. 74 Salem to Lakay-
ette ave.
Margin (S.), f. 46 Pitts to Prosp.
Marginal, f. Lewis to Jeff's, E. B.
Mariner pl., f. 150 Purchase
Marion, f. 38 Pleasant
Marion, f. Chelsea to White, E. B.
Market, f. Portland to Canal
Market (N.), N. side Quincy mkt.
Market (S.), S. side Quincy mkt.
Marlboro', from 345 Washington
Marshall, f. 43 Union to Hanover
Marshall pl., f. 76 Charter
Marston pl., 71 Chambers
Mason, f. West to Avery
Mason court, from 6 Mason
Maverick, f. Jeffries to New
Maverick sq., end of Lewis
May (S.), f. 892 Wash. to 355 Har. av.
May ct., f. Revere, n. W. Cedar
May pl., rear 12 Oak
McLean, f. Chan' to Blossom
McLean ct., 8 McLean
Meander, f. Malden to E. Dedham
Mechanic, f. 213 Hanover
Mechanic, f. Dorch'r to Preble
Mechanic ct., f. 63 Hawley
Medford, f. Chas'ton to C'sew'y
Medford ct., 331 Washington
Melrose pl., f. 37 Poplar
Melville pl., f. 27 Spring
Mercantile, fr. lower of Clinton to
Lower end of Tremont
Merchants row, 90 State to North
Mercer, f. Dorchester st.
Meridian, f. May'k sq. to Conder
Meridian pl., f. 6 Central sq.
Merrimac, f. Elm'k't sq. to C'sew'y
Merrimac pl., fr. 29 Merrimac
Messenger, f. 85 Beacon
Middle, f. Dorch. av. to Dorch. st.
Middlesex, f. Castle to Shawm't av.
Middlesex pl., f. Middlesex
Milford, f. Shawmut av. to Trem.
Milk, f. 148 Wash. to 24 India
Milner pl., 382 Washington
Milton, f. 35 Spring to Brighton
Milton pl., f. Fed'l st. to Fed'l ct.
Minot, f. 83 Leverett to Andover
Model pl., E. Boston
Model pl., fr. 107 Pleasant
Nonmouth, f. Merid to Brooke
Montgomery pl., f. 96 Tremont
Moon, f. North sq. to Fleet
Moon st., ct. S. side Moon
Morni court, from Sullivan
Morton, f. 44 Salem to Endicott
Morton pl., f. 55 Milk
Morton ct., 11 Morton pl.
Mt. Vernon, f. Beacon to Charles
Mt. Vernon av., f. 103 Mt. Ver. to
Pinckney
Mt. Vernon pl., f. Hancock av.
Mt. Warren, f. Fourth, n. Dorch.
Mt. Washington av., f. R. Kuecland
to Boston wh.
Mulberry pl., 25 Portland
Munroe pl., f. Tyler, n. Kneeland
Murray court, from Orleans, near
Webster
Murray pl., 57 Prince
Myrtle, f. Hancock to May

Mystic, f. Malden to Brookline
N. st., next to M. S. Boston Pt.
Napier, f. 112 Lev't to 90 Bright'n
Napier ct., pl. fr. 11 Napier
Nashua, f. 36 Causeway to Minot
Nashua ct., f. 47 Nashua
Nashua pl., f. 27 Nashua
Nassau, f. 103 Har. av. to Ash
Nassau pl., f. 1 Nassau
National, f. Fourth, n. Dorchester st.
New, f. Summer to Maverick
Newbern pl., 61 Carver
Newbury pl., 364 Washington
Newland, bet. 8th m't. av. & Trem.
Newton (E.), f. 388 Wash.
Newton ct., f. 123 Tyler, n. Oak
Newton pl., 5 Beach (Tremont
Newton (West), f. 1073 Wash'ton to
Newble pl., n. side f. Summer
Norfolk av., 185 Washington
Norfolk pl., 330 Washington
North, f. Union to 380 Com'l
N. Bennet, f. 338 Hanover to 151
Saïem
N. Bennet pl., 8 N. Bennet
Nordampton, 118 Wash.
North, f. 166 Hanover to 78 N'th
North Chapel pl., 45 Fried
N. Charles, f. Livingston to water
N. Federal ct., f. Union to Bl'kstone
North Grove, f. 189 Cambridge
North, f. Hancock to 225 Hanover
N. Hudson, f. Snowhill to Hull
N. Margin, f. 74 Salem to Endicott
N. Margin pl., f. 47 N. Margin
N. Market, n. side F. H. market
N. Russell, f. 95 Dorch. to Eaton
Norwich, fr. Mystic to Har. ave.
North sq., bet. Han'r, Fleet and
Noyes pl., 116 Salem (North
O street, f. 1st to 7th, S. Boston
Oak, 646 Washington to Lincoln
Oak pl., S. side Oak, opp. Ash
Ohio pl., 735 Washington
Old Harbor, f. Dorchester to 6th
Old Road, f. 31 to S. B. Point
Oliver pl., 120 Washington
Oliver, f. 108 Milk to Wash. pl.
Oliver pl., 51 Essex
Ouida, f. 204 Harrison av.
Ontario, f. Swao to water, S. B.
Orange c., r. Plymouth, n. Roxb'y
Orange (W.), f. 757 Washington
Orange (E.), f. 192 Harrison ave.
Orange l., f. 718 Wash'tn, opp. W.
Orange to 157 Harrison av. (llu
Orleans, f. Marginal to Ben'g'n
Osborn pl., f. 36 Pleasant
Owego, f. 212 Harrison ave.
Otis pl., Summer, opp. Kingston
Oxford, f. 41 Essex to Beach
Oxford pl., 18 Harrison av.
P street, across the S. B. Point
Page's ct., f. North, near Comm'l
Page's ct., f. 218 Broadway
Paine pl., 506 Washington
Paris, f. Summer to Bennington
Paris ct., f. Paris, n. Centur, E. B.
Paris pl., 37 Merrimac
Park, f. Tremont to Beacon
Park pl., Hanover, n. Board ol.
Park sq., Pleasant, c. Boylston
Parker, fr. 900 Wash. to Har. ave.
Parkman's pl., 23 Hanover
Payson ct., f. 114 Broadway
Pearl, f. 97 Milk to Broad
Pearl pl., E. side Pearl
Pearl pl., f. 93 Webster, E. B. (bet
Peabody sq., f. Trem to Souver-
Peabroke, f. 8th m't. av. n. Br'kline
Peabroke ct., f. 7 Peabroke
People's Ferry av., fr. Comm'l opp.
Battery, and Summer opp. Border
Pepperell pl., f. 121 Dorch. av.
Perival pl., f. Orleans n. Maverick
Perkins st., f. 176 Cong. to Pearl
Perry, f. Wash. n. Waltham, to
Harrison ave.
Phillips pl., f. 57 Tremont
Phillips pl., 94 Charter, n. Foster
Piedmont, f. 112 Pleasant to water
Pike's alley, f. Poplar
Pinckney, f. Joy to the water
Pinckney pl., f. Pinck. to M. V'n
Pine, f. 662 Wash. to 139 Har. av.
Pine pl., opp. 1 Pine
Pitts, f. Green to 37 Merrimac
Pitts ct., 24 Pitts
Pitts pl., f. 25 Pitts
Pleasant, f. 59 Boylston to 721 Wash.
Pleasant ct., f. 133 Pleasant
Plymouth, f. N'champ, opp. Har. av.
Plymouth pl., 47 Harrison ave.
Plympton ct., f. Lenox
Pond st., pl. 113 Endicott
Porter, f. Addison to Swift, E. B.
Poplar, f. 60 Chambers to water
Poplar ave., 103 Poplar
Poplar ct., opp. 72 Poplar
Poplar pl., 45 Poplar
Porter, f. Pleasant to Indiana place
Porter, f. Chelsea to Central sq.
Portland, f. 84 Han'r to Cause'y
Portland pl., 19 Portland
Post Office av., f. 20 Congress
Preble, f. North, n. Comm'l
Preble, f. Dorchester av.
Prescott, f. Chelsea to White

Prince, f. North sq. to Causeway
Princeton, f. Meridian to Chelsea
Prospect, f. 21 Lyman to Merrimac
Prospect ct., f. S. Margin, n. Prosp.
Providence, f. Pleasant to water
Providence, f. School to 25 Bromfield
Province ct., f. 165 Wash. to Prov.
Purchase, f. Summer to Broad
Purchase pl., 88 Purchase
Putnam, f. Cottage to Condor
Q street, bet. 1st to South Boston
Quiet pl., 77 Purchase
Quincy, f. D to E
Quincy court, fr. 185 North
Quincy pl., High, near Wash. Ave.
Ransom ct., 15 Conting
Reed, f. Northampton to Rox. line
Revere pl., f. 14 Charter
Revere st., ct. f. 87 Revere
Revere street place, 79 Revere
Richardson pl., 212 Tremont
Richmond, f. 57 Salem to Mercantile
Richmond pl., fr. 8 Richmond
Ridgway l., f. 34 Camb. to Derne
Ringgold, f. Hanson to Waltham
Rivers, f. 69 Deac. to M. V. Vernon
Rockwell, f. 225 Harrison ave.
Rockingham ct., f. Orleans, E. B.
Rockland ct., f. Everett, n. Lamson
Rogers, f. Dorchester to Preble
Rollins pl., f. 25 Revere
Rome, f. 15 Chelsea (Eaton
Russell (N.), f. 29 Cambridge to
Russell (S.), f. 92 Canal to Myrtle
Russell ct., f. 20 North Russell
Russell pl., f. 18 North Russell
Russell, f. 108 Wash. to Tremont
Salem, f. 180 Han'r to Charter
Salem pl., 24 Salem
Salem ct., f. 165 Salem
Salt lane, f. 25 Union to Creek sq.
Saltier pl., 56 Prince
Sainsteed, 409 Han'r to Comm'l
Sarnost pl., 45 Prince
Sands pl., f. 82 Washington
Sarutoga, f. Cent. sq. acr. Chelsea
Saxon court, f. Paris n. Porter, E. B.
School, f. 137 Merrimac to Trem't
Scott alley, f. Creek sq. to North
Seabury pl., f. 33 Blossom
Sears pl., W. Centre, n. Revere
Seaver pl., 254 Tremont
Seaver (2nd), f. 107 Dorch. av. to K
Seneca, f. 194 Harrison av.
Seventh, f. Dorch. ave. to S. B. P't
Sewall pl., f. 16 Milk
Shaving, f. Turrell's wh. 304 Federal
Shawmut, f. 116 Beach, to 49 Ch.
Shawmut av., f. Doy'r to Roxb. line
Shawmut pl., f. Wash., n. Roxb. line
Sheafe, f. 149 Salem to Snowhill
Shoep Terrace, Eighth, n. L. S. B.
Sherman, f. f. Revere
Shoe & Leather l., North to Fulton
Short, f. 31 N. Bennet to Tileston
Short, f. 180 Ev't, to May, E. B.
Short, f. Dorch. av. opp. Broadway
Sigmour, pl., f. Han'r, n. Chelsea
Silver, f. Dorch'ray to 4 (Ferry
Simpton ct., f. Van Renss'ler pl.
Sixth, f. Williams to Channing
Sixth (6th), f. Dorchester av. to
Dorch. st.
Smith ct., f. 48 Joy
Smith pl., f. 65 Joy
Snelling pl., 7 Hull
Snowhill, f. 103 Prince to Charter
Snowhill, 10 Snowhill
Snowhill pl., 5 Snowhill
Snowhill av., f. Snowhill
Somerset, f. Beacon to Howard
South, f. Sum'r, opp. High, to Lehigh
South ct., E. of South, opp. Le'x
Southac, f. Irving to 81 W. Ced.
Southac ct., 70 Southac
Southac pl., 78 Southac
South Beunet, f. 590 Washington
South Bennet pl., f. 20 S. Bennet
S. Cedar, f. 104 Pleas. to back bay
South Cedar ct., pl. fr. 10 S. Cedar
S. Margin, f. 144 Pleas. to Prospect
S. Market, S. side Faneuil mkt.
S. May, f. 888 Wash. to 355 Har. av.
S. Russell, f. 92 Canal to Myrtle
S. Williams, f. 1631 Washington to
Shawmut av.
Spear st., f. 83 Purchase, n. church
Spear pl., Pleasant, n. Wash.
Spring, f. 102 Leverett to 44 Allen
Spring, f. 134 Wash. to Devens'le
Spring st., f. 27 Spring
Spring st., 24 Spring
Springfield, 623 Har. ave. across
Wash. at 1133 & Tremont at 763
Spruce, 32 Chestnut to 40 Beacon
Stanish pl., f. 34 Fitts
Stanhope pl., 18 Southac (Green
Stanford, f. 13 Cambridge to 28
Stanford ct., f. Stanford
Stanford pl., 11 Stanford
State, f. 68 Wash. to Long wharf
Stedman pl., 646 Washington
Stillman, f. 62 Salem to Charle's'tn
Stillman, f. Stillman to Cooper
Stoddard, f. Howard to Court
Story pl., 27
Strode, f. 160 Cambridge
Sturgis pl., f. 46 Pearl

Sudbury, f. Court to 30 Portland
Sudbury sq., N. end Sudbury
Suffolk, f. Castle to Dover
Suffolk pl., 300 Washington
Sullivan, f. Dorchester st.
Sullivan pl., f. 160 Federal
Summer, f. 228 Wash. to water
Summer, f. Maverick sq. to New
Summer pl., f. 151 East Summer
Summer place, f. 81 Friend
Sun ct. st., f. North sq. to North
Swan, f. Dorch. av. to Foundry
Swift, on 4th Section, E. B.
Taylor, f. Groton to Mill'd [Hill
Telegraph, f. Dorch. to Telegraph
Temple, f. 20 Camb. to 17 Mt. Vern.
Temple pl., f. 24 Tremont
Temple av., 307 Wash.
Tennyson, f. 64 Church [m't sq.
Terrace pl., Web'r. op. S. side Bel-
Thacher, f. 100 Prince to Charle's n
Thacher av., f. 34 Thacher to Coop'r
Thacher ct. ct. 29 Thacher
Third (3d), f. 2d, n. Dorchester av.
Thomas, f. G to Old Harbor
Thompson ct., 51 Revere
Tilston, 354 Har'r to 151 Salem
Tilston pl., from 43 Tilston
Townsend pl. (S.), 8 Carver
Townsend pl. (N.), f. 510 Com'l,
opp. Bartlett's wf.
Trainer ct., f. Lenox, n. Sh'mut av.
Tran's al. f. North, n. North sq.
Trevera, f. Merriman to Cbe'n's
Tremont, f. 46 Court to Roxbury
Tremont pl., f. Beacon, r. Tremont
House [Berlton square
Tremont row, f. Howard to Pen-

Trenton, f. Meridiaa to Eagle
Troy, f. 244 Harrison ave
Trumbull, f. Newland to Trem.
Tuckerman, Dorch., opp. Jenkins
Tudor, fm. B to Dorchester street,
between 6th and 7th sts, S. B.
Tudor, at South Boston
Tufts, f. South, op. East, to Linc'n
Tyler, f. Beach to Carve
Tyler ct., Harrison av., op. Pine
Tyler pl., fm. 30 Tyler, o. Kneel'd
Union, f. Dock sq. to Court's sq.
Union ct., f. Everett, E. B.
Union Park, fr. Shawmut ave., opp.
Union Park st.
Union Park st., f. 1005 Wash.
Unity, f. Charter to Tilston
Unity ct., 9 Unity
Upton, f. 590 Tremont to Shawmut
avenue
Utica, f. South st. pl.
Utica pl., f. Utica, near Beach
Van Reusselar pl., f. 215 Trem.
Vernon, f. 103 Lev't to 70 Lowell
Verona pl., 23 Charter [Castle
Village, f. opp. 27 Dover to West
Village pl., f. 455 Washington
Vinal place, from Harrison ave.
Vincent ct., f. 9 Harvard
Vine, f. N. Russell to N. Grove
Vine st. pl., f. 3 Vine
Walnut, f. 28 Wall
Wally, f. Causeway to Mino't
Waltham (E.), f. 912 Wash. to 335
Harrison ave. [Tremont
Waltham (W.), f. 957 Wash. to
Ward, f. Dorchester to Preble

Ware pl., f. 24 Richmond
Warren, f. 697 Wash. to Elliot
Warren pl., f. Warren to 69 Pleas.
Warren sq., f. Merrimac to Friend
Washington pl., f. 74 Charter
Washington, f. Dock sq. to Rox-
bury, f. 175 Washington sq.
Washington av., f. Purchase to
Washington sq., on Fort Hill
Washington pl., Washington av. to
Belcher lane
Washington place, South Boston,
Silver, near A
Water, f. 128 Wash. to 37 Broad
Waters court, f. 131 Endicott
Watt ct., f. Sullivan
Waverly st.
Waverly pl., 18 South [Roxb. line
Waverly Terrace, Shawmut ave., n.
Unity
Webster, f. Summer to Lewis
Webster ave., f. 376 Hanover to 20
Webster court, f. Webster ave.
Webster pl., f. Fifth, n. B
Webster pl., f. 171 Webster, E. B.
Webster pl., f. 10 Fleet
Well, f. Custom House to Whf.
Wells pl., f. 355 Washington
Welles place, 78 Joy
Wendell, f. Oliver to Hamilton
Wendell, f. Preble
Wesley, f. Chelsea to Meridian,
E. B.
Wesley pl., 288 Hanover
West, f. 333 Wash. to Tremont
Western av., f. Charles, over the
river to Brookline
West Brookline, f. 1071 Wash.

W. Canton, f. 1057 Wash. to Trem.
W. Castle, f. 763 Wash. to Tremont
W. Cedar, f. 67 Chestnut to 90
Cambridge [Pickney
W. Centre, f. 150 Cambridge to 65
W. Chester Park, f. 785 Tremont
W. Concord, f. 1111 Washington
West Dedham, f. 1041 Wash. to
Tremont
W. Lenox, f. 1183 Wash. to Trem.
West Newton, f. 1073 Wash.
West Orange, f. 757 Wash.
West Springfield, f. 1133 Wash.
West Waltham, f. 987 Wash.
West Worcester, f. 1115 Wash.
Weston, f. Tremont to Shawm. av.
Wharf, f. 100 Broad to 43 India
Wheeler's ct., 40 Pleasant
White, f. Bord. to Trent.
Wilberforce pl., f. Southac, n. W.
Cedar
Willard pl., 1177 Wash.
Williams, f. 120 Federal to 199 Cong.
Williams court, 103 Wash.
Willow, f. 37 Chestnut to Mt. V'n
Wilson L., 26 State to 32 Dock sq.
Winslow pl., 55 Chambers
Winter, f. 271 Wash. to 120 Tremont
Winter pl., 20 Winter
Winthrop, f. May'k sq. to Paris
Winthrop pl., 50 Summer
Worcester (East), f. 1020 Wash. to
601 Harrison ave.
Worcester (West), f. 1115 Wash.
Worcester sq. on Worcester st.
Woodward, f. E to Dorchester
Wordsworth, f. Saratoga
Wright's ct., 24 Broadway

WHARVES IN BOSTON HARBOR.

Allen's, Summer, E. B.
Alger's, Fourth, c. Foundry
Arch, Broad, 2d N. Yd. 419 Wf.
Aspinwall's Mast Yrd, Hill Com'l
Aspinwall's, f. New, E. B.
Atkins, 521 Comm'l
Atlantic Steamship, f. Margin'l
Bartlett's, 501 & 511 Commercial
Battery, 385 Commercial
Belcher's, f. Border, a. Central sq.
Benon's, 410 Federal
Blake's, P street
Boole's, at Jeffries point, E. B.
Boston, 1st, S. B. near Dor. av.
Bowker's, Border, opp. Central sq.
Brimmer's, T. f. Long wf.
Brooks's, foot of C. S. B.
Brown's, 353 Commercial
Brown's (S.), f. Broad
Brown & Lovell's, 63 Summer
Bull, Broad, opp. end Summer
Carlton's, 57 Summer, E. B.
Central, foot Milk street
Chamberlin's, Com'l, n. Charter
Child's, wf. Harr. av., n. bridge
City, Com'l, opp. F. H. Mark's
Clapp's, f. 523 Commercial
Clifton's, Border, c. Maverick
Coney's, 469 Commercial
Commercial, opp. 170 Commercial
Commercial's, First, n. Dorchester
Constitution, 411 Commercial [den
Cook & Hand's, Harr. av., opp. Mal-
Crosby's, Condo'r st.
Cunard, Marginal, opp. Orleans
Cunniffogham's, Sumn. op. Border
Curtis's, f. 250 Federal
Curtis's, Border, n. White, E. B.
Darton's, Border, r. Lexington

Derby's, next W. of Craig's br.
DeBarge's, Broad, next Liver'p'l
Drake's, 240 Federal [to Webster
E. Boston, f. ferry line W. of Lewis
East Boston Ferry, E. R. R. wf.
Eastern Packet Pl., opp. 144 Com'l
Eastern R. R., 265 Commercial
Eastern R.R., Marg. opp. Orleans
Eastern Steamboat, 451 Comm'l
Emery's, f. 336 Federal
Farwell, Sea, next S. B. free br.
Fernald's, Border, ft. Lexington
Ferry, foot Lewis, East Boston
Fiske's, 463 Com'l, opp. Foster
Fletcher's, 228 Causeway
Fort Hill, Broad, opp. Belmont
Foster's, Brn'd foot of Fort Hill
Francis, 269 Federal
Gardiner's, Border, opp. Cent'l sq.
Grand Junc. R. R. and Depot Co.,
Marginal
Goodnow's, Causeway, n. C. R. br.
Groggin's, Eagle, n. Gann, E. B.
Graving Ways, Com'l, a. Battery
Gray's, 489 Commercial at
Griggs & Forbes, Causeway
Hall's, Border, near Central sq.
Harris's, 443 Commercial [ferry
Harris's Mast Yard, n. Winsim't
Hayward's, f. Federal
Hobb's, 250 Federal [ft. Hill wf
Holbrook & Dillon's, Broad, S. of
Horton's, f. North Charles st.
Houpin's, Charles, o. Camb. br.
Howe's, 342 Federal
Howe's, Marginal, c. Jeffries, E. B.
India, at S. end India
Ingersoll's, 545 Com'l, op. Charter
Jones, Border, c. Cent'l sq. E. B.

Joselyn, foot Maverick, E. B.
Kelly's, Marginal, o. Jeffries
Kelly's Marine Railway, Summer
near People's Ferry
Lawrence's wf., 555 Commercial
Leighton's, Causeway, opp. Me'd.
Lewis, next N. Commercial wf.
Lincoln's, juac. North & Com'l
Liverpool, Broad, opp. Pearl
Lombard, f. Summer, opp. Paris
Long, from foot of State
Lyons's, 370 Federal
Matthews, f. Com'l, n. Foster
Maine, Broad, E. end Summer
Marine Railway, Com'l, ft. North
Martin's, 392 Federal
Maverick, f. Summer, N. side
McHugh's, 420 Federal
McKay's, Border, near Eagle
Mercantile, from Clinton, includes
Eastern & Phillips, Packet Piers
Merrill's, f. New, E. B.
Monk's, from 1st, near E Com'l
Munn's, 449 Federal
New Jail wf., ft. Cambridge
N. Nickerson's, fr. Border, n. Lex.
N. Nickerson's, f. New, a. Summer
Pigson & Pool's, foot Liverpool
Pioneer Dry D'k, next Otis's wf.
Otis's, f. Broad, next N. Arch wf.
Packard's, Broad, next Arch wf.
Phebeplace & Bowker's, Border,
opp. Central sq.
Pearl st. wf., 284 Broad, op. P'rl
Philadelphia Packet Pier, 117 Com-
Piper's, Marginal, c. Jeffries, E. B.
Pope's, Harr. av., n. F. Dover st.
Frat & Osgood's, Border, n. Eutaw
Prentice's, 326 Broad

Raymond's, foot of Livingston
Ripley's, 475 Com'l, n. Foster
Rowe's, next South of India wf.
Roby's, Causeway, next Goodnow's
Russia, Broad, opp. Congress
Sargent's, Com'l, opp. Clark
Stanford & Co's, Border, foot of
Lexington
Shaw's, next E. old Chate's br.
Simpson's, f. Margin'l, c. Jeffries
Spear's, 8d N. of Liverpool wf.
Stetson's, foot 1 and 1st
Sturtevant's, Border, fr. Eutaw
Summer st., foot of Summer
T. opens bet. 46 and 47 Long wf.
Taylor's, Brighton, n. hospital
Thompson's, 527 Commercial
Thurston's, from Foundry st.
Tilston's, 360 Broad
Tirell's, 304 Federal [Decatur
Tilton's, Harrison avenue, opposite
Trull's, Causeway, next Fitchburg
Tuttle's, ft. of Webster, E. B. [depot
Tuttle's, foot of London, E. B.
Union, opp. 330 Commercial
Vinal's, Com'l, opp. Charter
Vinals, foot of Poplar
Wales's, 372 Federal
Weeks's, foot of Summer, E. B.
Wharf's, Jeffries, c. Maverick
Wilder & Bosworth's, 343 Fed'l
Wingate's, near 501 Federal
Winsimmet Ferry, North end
Hanover
Wood's, Charles, near May
Woodbury's, 88 Border, E. B.
Wooley's, Condo'r st.
Young's, 445 Commercial
Young's, Condo'r, near the bridge

HALLS, BUILDINGS, AND OFFICES.

Halls.
Amory Hall, 823 Wash., c. West
Assembly Rooms, 3 Winter
Association Hall, 126 Hanover
Association Hall, 49 State
Bay State Hall, Wash., c. Boylston
Bennington Hall, Bennington, n.
Central square, East Boston
Bowdoin Hall, Bowdoin square
Boylston Hall, over Boylston Mkt.
Brooks Hall, Broadway, n. E
Bumstead Hall, Bumstead place
City Hall, betw. Court sq. & School
Chapman Hall, Chapman place
Chester Hall, 157 Washington
Concert Hall, Hanover, c. Court
Concord Hall, 3 West Concord
Essex Hall, Washington, c. Essex
Faneuil Hall, Merchants row and
Market square
Francis Hall, South Boston
Lodge Hall, 16 Summer
Lyceum Hall, Broadway, c. E. S. B.
Maverick Hall, Border, cor. Ma-
verick, E. B.
Melion, Tremont Temple
Minto Hall, Springfield, c. Wash.
Music Hall, Winter st. & Bumstead
place
Nassau Hall, Wash. c. Common
Ordway Hall, r. 165 Washington

Plymouth Hall, 83 Cambridge
Quincy Hall, over Faneuil Hall
market
Redman Hall, 561 Washington
Ridgely Hall, Maverick sq., E. B.
Stacy Hall, 46 Washington
Starvant Hall, over Starvant
House, East Boston
Summer Hall, Elbow st., E. Boston
Thorndike Hall, 10 Summer
Tuckerman Hall, Wash., c. Dover
Union Hall, Washington, c. Essex
Williams Market Hall, Wash-
ington, corner Dover
Winthrop Hall, 14 Tremont row
Buildings, Blocks, &c.
Albany block, Albany, c. Kneeland
Albany build'g, Court, c. Bulfinch
Barker's build'gs, Dorch. av., c. 4th
Batterman Block, Lincoln, c. Essex
Bickum's block, foot Knox st.
Blanchard's block, Court, n. Han.
Bleary's block, Bremen, n. Porter
Braxer's build'g, 27 State, c. Dev'th.
Bumstead block, r. 499 Wash.
City Exchange, 12 & 14 Devonshire
Columbia building, 4 Columbia
Commercial b'k, Com'l, c. Rich'd
Cong. Library Build. Chaucey
Coddige building, Bowdoin sq.

Custom House block, Long wharf
Derby Range, Court, head Sudb'ry
Essex building, opp. 88 Essex
Gorn block, Green, cor. Pitts
Gray's build'g, 30 Court, c. Court sq.
Haskins's build., Court, c. Howard
Hichborn block, 83 North, c. Barrett
Holmes's block, Haymarket sq.
Joy's building, 81 Washington
Liberty Tree block, Wash. c. Essex
Lincoln Block, Lincoln, n. Essex
Malone b'k, Washington, between
Worcester and Concord
Maverick block, Maverick sq., E. B.
Medical College, North Grove
Merchants' Bank build'g, 28 State
Merchants' Exchange, 85 State
Monk's Building, 3 Congress sq.
New England block, Blackstone
Niles block, 33 School
Niles's building, Change avenue
Peterboro' b'k, Utica, n. Kneeland
Phoenix building, Devonshire, n.
State—Congress square
Railroad block, Lincoln, op. Wor-
cester depot
Railroad Exchange, Court square
Richards block, 1161 Washington
Ritchie block, Maverick sq., E. B.
Scollay's building, Co't, op. Trem.
Shoe & Leather Exch. 43 Hanover
Suffolk building, near 60 State

Thorndike build'g, State, c. Cong.
Traveller building, 31 State
Union building, 49 State
U. S. Warehouse, Union wf.
Washington building, 221 Wash.
Winthrop b'k, Maverick sq., E. B.
Offices.
Adj. & Gr. Mast Gen., State House
Bank Commissioners, State House
Chief of Police, City Hall
City Misao office, Trem't Temple
City Physician, 10 Niles block
City Registrar, 6 City Hall avenue
Corn Exchange, 13 Com'l
E. B. Gas Light Co., 2 Wint'h. bl.
Gas Light Company, 8 West
Health office, 10 Niles Block
Light Inspector and Engineer, 13
Tremont Temple
Ministry at Large, 2 School
Navy Agent's office, 31 Com'l
Probate Office, Court square
U. S. Appraiser's Office, 177 State
U. S. Engineer's, 75 State
U. S. Court House, Tremont, cor.
Temple place [House
U. S. Marshall's office, U. S. Court
U. S. Naval Rendezvous, 24 North
Water Commissioners, 118 1/2 Wash.

(Paging from 294 to 301 is dropped, and not erroneously omitted in the binding.)

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 Alden E., Shoe & Leather Ex.
 Atherton, Stetson & Co. 34 Pearl
 Aucutt H. B. 137 Pearl
 Bachelder N. S. & Co. 159 Pearl
 Bailey E. C. 72 Pearl
 Bassett J. R. 115 Pearl
 Batchelder B. F., Shoe & Lea. Ex.
 Batchelder W. F. 29 Blackstone
 Batcheller T. E. & Co. 65 Pearl
 Battles & Bros. 54 Elm
 Beale E. S. 134 Pearl
 Beamis & Nash, 134 Pearl
 Belcher L. & W. S. 44 Pearl
 Bennett Oliver, 53 Pearl
 Bigelow & Knight, 75 Pearl
 Bigelow E. B. & Co. 75 Pearl
 Bigelow P. J. 62 Pearl
 Black J. & Co., Shoe & Leather Ex.
 Black J. S. & Co. 31 Pearl
 Blake & Preston, 53 Pearl
 Blanchard G. B. & Co. 131 Pearl
 Blanchard Henry, 92 Pearl
 Blanchard L. & I. 92 Pearl
 Bowditch, Potter & Co. 17 Pearl
 Bowen Olin E., Shoe & Leather Ex.
 Bowker & Phipps, 125 Pearl
 Boyd, Corey & Co. 118 Pearl
 Bradley & Ordway, 77 Pearl
 Brigham D. & H. 57 Hanover
 Brigham J. W. 23 Pearl
 Brooks & Saunders, 69 Pearl
 Brown F. 85 Pearl
 Bryant Seth, 76 Pearl
 Bucknam, Rayer & Co. 130 Pearl
 Burrage & Henry, 133 Pearl
 Burrage W. 109 Pearl
 Campbell B. F. & Co. 79 Pearl
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 Capea & Denny, 142 Pearl
 Chamberlin A., Shoe & Lea. Ex.
 Cha-e, McKinnay & Co. 20 Pearl
 Cheaman & Thayer, 145 Pearl
 Childs & Harmon, 149 Pearl
 Chipman John, 44 Hanover
 Cleffin A. & Co. 21 Pearl
 Claffin Wilbur F. & Co. 118 Pearl
 Claffin William & Co. 172 Congress
 Clapp A. W. & Co. 12 Central
 Clement, Colburn & Co. 135 Pearl
 Clement T. & J. R. 135 Pearl
 Clough B. F. & Co. 95 Hanover
 Colburn & Hutchinson, 46 Hanover
 Cochrane, Kimball & Dimick, 83 Pearl
 Coker J. G. A., Shoe & Leather Ex.
 Coker J. P. 65 Hanover
 Colburn H. 49 Merchants row
 Cole, Wood & Co. 15 Pearl
 Comstock Wm. H. & Co. 91 Pearl
 Conant, Warren & Co. 60 Pearl
 Cotton J. W. & Co. 61 Hanover
 Cox C. & M. 42 Pearl
 Crosby & Woodbury, 65 Hanover
 Currier & Williams, 134 Pearl & 65 Hanover
 Curtis Abner, 51 Pearl
 Cushing Sam'l B. 67 Kilby
 Daggott H. L. 103 Pearl
 Damon Henry, 102 Milk
 Damon, Thomas & Co. 53 Hanover
 Dane Francis & Co. 90 Milk
 Dane J. F. & Co. 116 Pearl
 Daniels, Blood & Co. 65 Hanover
 Davis E. 75 Pearl
 Demsey A. A., Shoe & Leather Ex.
 Dike Geo. W. & Sons, 62 Pearl
 Dike John H. 62 Pearl
 Dike Lyman, 72 Pearl
 Dill Joseph, 108 Pearl
 Dizer M. C. & Co., Shoe & Lea. Ex.
 Driver Stephen C., Shoe & Leather Ex.
 Dunbar W. H. 105 Pearl
 Durgin J. & Son, 92 Pearl
 Durgin Samuel, 92 Pearl
 Durgin & Hayes, 57 Hanover
 Edwards Benjamin jr. 92 Pearl
 Emerson Hiram, 92 Pearl
 Emerson E. C. 83 Pearl
 Emerson & Co. 31 Pearl
 Emerson's Thos. Sons, 51 Pearl
 Fairbanks Drury & Co. 81 Kilby
 Fay & Stone, 94 Pearl
 Felt J. H. 27 Shoe & Leather at
 Field Pearson H. & Co. 65 Kilby
 Fitch & Otis, 72 Pearl
 Fogg & Holmes, 97 Milk
 Fogg, Houghton & Co. 64 Pearl
 Forbush C. W. & Co. 165 Pearl
 Forbush & Wheeler, 125 Pearl
 Ford C. R., Shoe & Leather Ex.
 Foster S. 59 Hanover
 Foster, Pratt & Co. 61 Hanover

French D. & J., Shoe & Leather Ex.
 French & Packard, Shoe & L. Ex.
 Frost & Co. 85 Pearl
 Garney Thomas, 61 Pearl
 Gay & Livingston, Shoe & L. Ex.
 Gilmore A. A. & Co. 61 Hanover
 Gilmore C. 31 Pearl
 Gilmore Sanford, 69 Pearl
 Godfrey Benj. D. 150 Pearl
 Gore Geo. P. 14 Pearl
 Gould C. H., Shoe & Leather Ex.
 Gould J. M. & Co. 107 Pearl
 Greenwood H. C. 123 Pearl
 Gurney & Blake, 90 Milk
 Harding I. & Co. 84 North
 Harlow T. D. 57 Hanover
 Harris J. & Sons, 53 Pearl
 Hartz & Co. 114 Pearl
 Harwood D. & Co. 17 Pearl
 Haskell W. T. & Co. 90 Milk
 Hayden Chas. 68 Milk
 Hayes C. E. & S. C. 72 Pearl
 Haywood & Stone, Shoe & L. Ex.
 Hersey, Bailey & Co. 139 Pearl
 Hill J. & Co. 61 Hanover
 Hittchings O. M. 72 Pearl
 Holbrook A. & Co. 34 Pearl
 Holbrook & Arnold, Kilby
 Holmes Richard, 49 Pearl
 Holmea W. I. 29 Kilby
 Hosum Geo. & Co. 65 Hanover
 Howard & Washburn, S. & L. Ex.
 Howard C. E., Shoe & Leather Ex.
 Howard D., Shoe & Leather Ex.
 Howard Daniel, 142 Pearl
 Howard Daniel S., Shoe & L. Ex.
 Howe & Batcheller, 89 Pearl
 Howe G. F. & Co. 57 Hanover
 James David, W. C. 59 Milk
 Hunt Joseph, 141 Pearl
 Hunt & Laus, 141 Pearl
 Ingalls E. T. & R. M., S. & L. Ex.
 Ireson J. & Sons, 3 Pearl
 James & French, 75 Pearl
 James N. W. & Co. 35 Pearl
 Jenkins I. & N. S. 78 Pearl
 Jones F. & Co. 102 Pearl
 Jones Geo. & Sons, 57 Hanover
 Jones J. W. & Co. 42 Hanover
 Jones J. S. 57 Pearl
 Jones Nahum & Co. 196 Pearl
 Keen, Reed & Bryant, 78 Pearl
 Keith A. & A. B. 80 Pearl
 Keith C. E. 102 Pearl
 Keith M. L. & Co. 123 Pearl
 Kimball J. B. & Co. 107 Pearl
 Kimball James jr. 159 Pearl
 Kimball, Robinson & Co. 55 Hanover
 Kingman E. & E., Shoe & L. Ex.
 Kinsley Bradford, 57 Hanover
 Knowles T. L. 57 Hanover
 Lane Jenkins & Sons, 136 Pearl
 Learnard W. H. 10 Marshall
 Lee C. M. & Bros., Shoe & Lea. Ex.
 Leeds & Brother, 76 Pearl
 Lester J. H. 121 Pearl
 Levett J. S. & Co. 75 Pearl
 Lindsay, Shaw & Co. 109 Pearl
 Little Edward P. 109 Pearl
 Little Thomas J., Shoe & Lea. Ex.
 Littlefield F. H., Shoe & L. Ex.
 Locke R. L. jr. 65 Hanover
 Loring & Phillips, 46 Pearl
 Loud A. S. 113 Pearl
 Lovell Daniel, 46 Hanover
 Mann S. 34, Shoe & Leather Ex.
 Manny, Drake & Co. 67 Pearl
 Mansfield Geo. A. 36 Faneuil H. sq.
 Mansfield Joba & Co. 38 Hanover
 Marsh E. W. & Co. 69 Purchase
 Martia Geo. B., Shoe & Lea. Ex.
 Massey G. W., Shoe & Leather Ex.
 Massey S. D. 132 Pearl
 Mayhew A. C. & Co. 84 Milk
 Marcer & Quirin, 96 High
 Merriam F. P., Shoe & Leather Ex.
 Monkongery G. K. 159 Pearl
 Morley L. D. & Co. 57 Hanover
 Moore & Remick, 115 Pearl
 Morrill J. A. 55 Kilby
 Morrison D. & Co. 37 Pearl
 Morse & French, 65 Hanover
 Morse E. & Co. 112 Pearl
 Nulleu, Phillips & Co. 18 Pearl
 Murdock A. L. 127 Pearl
 Nantucket B. & S. Co. 57 Hanover
 Nash Abner P. & Co. 134 Pearl
 Nash, French & Co. 12 Pearl
 Nichols, Winn & Co. 3 Blackstone
 Nieburhr G. H. 37 Pearl
 Pice R. H. 57 Pearl
 Parker David & Co. 50 Pearl
 Parker Miles G. 65 Hanover
 Parker E. 72 Pearl
 Partridge C. 90 Milk
 Pebbles Riley, Shoe & Leather Ex.

Penniman E. & A. & Co. 44 Hanover
 Pettet S. & Son, 65 Hanover
 Phillips E. B., Shoe & Leather Ex.
 Poland Benjamin, 44 Hanover
 Pool M. H., Shoe & Leather Ex.
 Pope Ira F., Shoe & Leather Ex.
 Potter, Hitchcock & Co. 13 Pearl
 Potter, Nute, White & Bayley 57 Pearl
 Prentiss Henry, Shoe & Lea. Ex.
 Prentiss T. M. 127 Pearl
 Putnam Wm. E., Shoe & Lea. Ex.
 Putnam J. H. & Co. 81 Pearl
 Putnam Joel, Shoe & Leather Ex.
 Quincy Geo. H. & Co. 111 Pearl
 Raddin S. & Son, 30 Pearl
 Rawson D. G. & R. T. 124 Pearl
 Reed Isaac, Shoe & Leather Ex.
 Reed Nahum, 45 Hanover
 Reynolds M. V. & J. W., Shoe & Leather Ex.
 Rhodes T. M. 42 Congress
 Rising, Childs & Co. 95 Pearl
 Robbins, Morriss & Co. 159 Pearl
 Robbins & Millett, 104 Pearl
 Rows Allen & Sons, 51 Pearl
 Rowell S., Shoe & Leather Ex.
 Rowe & Bowman, 124 Pearl
 Russell H. O. 57 Hanover
 Russell L. F. 9 Pearl
 Rust & Copeland, 91 Pearl
 Sanders M. M. 71 Pearl
 Saunders A. C. & Co. 69 Pearl
 Savary & Co. 65 Hanover
 Saxe John, 37 Hanover
 Seymour C. W. 54 Elm
 Shaw Philander, 6 Barmen bk'k.
 Shaw & Child, 159 Pearl
 Shaw S. & Son, Shoe & Leather Ex.
 Sherris Joseph, 61 Wash.
 Smith A. D. & Co. 54 Pearl
 Smith Charles, Shoe & Leather Ex.
 Smith N. C. & M. C. 42 Hanover
 Soule J. jr. 128 Pearl
 Spurrhawk S., Shoe & Leather Ex.
 Sperry Wm. N., Shoe & L. Ex.
 Steel John, Shoe & Leather Ex.
 Stetson M. S. & Co. 53 Pearl
 Stickney D. H. & Co. 65 Hanover
 Strong A., Hayward & Co. 97 Pearl
 Swan J. S. 57 Pearl
 Sweetser, Battles & Co. 140 Pearl
 Tepley G. & C., Shoe & Lea. Ex.
 Taylor D. H. & Co. 183 Congress
 Temple & Smith, 145 Pearl
 Temple C. E. & Co. 101 Hanover
 Thayer E. B. 28 Central
 Thayer Geo. L. & Co. 33 Pearl
 Thayer Ohio, 169 Pearl
 Thayer & Kidder, 126 Pearl
 Thompson Erastus & Co. 96 Pearl
 Tilton, Howe & Co. 57 Hanover
 Torrey James, 107 Pearl
 Tower J. A., Shoe & Leather Ex.
 Tower J. A. 55 Pearl
 Townsend, Mallard & Cowing, 45 Pearl
 Travis C. B. 64 Hanover
 Travis & Mead, Shoe & L. Ex.
 Trecott E. jr. 304 Pearl
 Tucker E. 65 Hanover
 Tucker James Jr. & Co. 113 Pearl
 Tucker Nathaniel, Co. 62 Pearl
 Tucker Wales & Co. 49 Pearl
 Tyler, Boice & Co. 61 Hanover
 Underhill J. J., Shoe & Leather Ex.
 Underwood O. 142 Pearl
 Vaughn J. & Hersey, 149 Pearl
 Vaughn S. 94 Pearl
 Vining D. B. 65 Hanover
 Vose G. H. 100 Pearl
 Vose Henry M. 100 Pearl
 Waite L. E. & Co. 89 Pearl
 Walcott, Forbush & Childs, 42 Hanover
 Walcott John B. 44 Hanover
 Walcott Samuel, 126 Pearl
 Waldron L. D., Shoe & Lea. Ex.
 Wales G. C. 29 Pearl
 Wales Geo. S., Shoe & L. Ex.
 Walker J. & Co. 125 Pearl
 Walker S. & Co. 157 Pearl
 Wallace & Sons, 41 Pearl
 Wales F. jr. & Co. 112 Pearl
 Washburn, Reynolds & Co. 5 Pearl
 Webb T. C. & Co. 182 Pearl
 Weeks Thomas C. 44 Milk
 Weeks Thomas C. 40 Hanover
 Wheeler James H. & Co. 93 Pearl
 Wheeler W. H. 90 Milk
 Wheelock & Seaverns, 128 Pearl
 Whitman W. E. & Co., S. & L. Ex.
 Whitney Joseph & Co. 58 Pearl
 Wheeler Daniel, 65 Hanover
 Winlow, Wood & Co. 79 Kilby
 Wood E. F. & Co. 62 Pearl
 Wright George jr. 85 Pearl

Retail.

Allen Wm. H. 91 E. Cambridge
 Allen Wm. W. 32 Faneuil Hall sq.
 Amborn Geo. 69 Pleasant
 Baker Joseph, 106 Broadway
 Baldwin C. R. 142 Broadway
 Barnard & Roberts, 171 Hanover
 Bath David, 539 Washington
 Bath J. 537 Washington
 Becker E. 7 Hotel Pelham
 Bell Theo. H. 163 Washington
 Benari Brothers, 415 Washington
 Berthold E. 216 Broadway
 Blaney D. H. 2 Maverick sq. E. B.
 Carleton Robert H. 269 Hanover
 Coburn Charles, 55 Court
 Coll William, 68 Richmond
 Collier Wm. 34, 149 Shawmut ave.
 Colman N. H. & Co. 52 N. Market
 Cumiskey Michael, 68 Portland
 Curtis Thomas & Co. 108 Hanover
 Daly Thomas, 255 Hanover
 Deane Chas. R. W. 11 Leveret
 Donegan John, 43 Federal
 Donegan Wm. 105 North
 Dyke Wm. 272 Hanover
 Eaton Isaac F. 45 Cambridge
 Eddy Geo. F. 159 Cambridge
 Edwards J. 216 Washington
 Evans & Caswell, 137 Merrimac
 Faxon F. E. & Co. 63 N. Market
 Field S. R. 3 Maverick sq. E. B.
 Fisk A. J. 222 Commercial
 Foss John, 67 Hanover
 Goldthwait D. E. 186 Hanover
 Goldthwait J. L. & Co. 168 Hanover
 Goodwin & Vankurin, 561 Wash.
 Graves Isaac, 300 Broadway
 Harris Joseph, 61 Wash.
 Hathaway F. E. 25 North
 Hayden Charles, 657 Wash.
 Higgins Josiah, 306 Hanover
 Hobart J. 345 Washington
 Hodgkins J. E. & Co. 20 Essex
 Holton Lemuel, 79 Court
 Holton Samuel S. 49 Court
 Hook Aaron, 242 Hanover
 Hussey Geo. W. 127 Cambridge
 Hyde D. A. 302 Hanover
 Hyde Henry, 330 Hanover
 Jeffers J. 67 Fleet
 Jessor F. J. 504 Washington
 Kemp & Nichols, 142 Hanover
 Kimball & Wright, 136 Wash.
 Knott J. & Son, 218 Washington
 Lamkin & Greene, 6 Coillidge build.
 Larrabee John, 167 Broadway
 Learnard Wm. H. 10 Marshall
 Low J. H. 362 Hanover
 Maloney J. F. 319 Federal
 Maloney P. E. & Co. Sumner, Hawley
 Newcomb Norton, 168 Hanover
 Newcomb T. C. & C. F. 166 Hanover
 Newell J. A. 28 Essex
 Pearson W. H. & Co. 311 Wash.
 Pevear Warren E. 1013 Wash.
 Piskham H. C. 89 Broadway
 Pollard G. S. & Co. 530 Wash.
 Pray John F. & Son, 107 Wash.
 Rice I. M. 10 School
 Richards & Lincoln, 44 Merchants
 Richardson Jackson, 15 Maverick sq
 Rogers John H. 1 Tremont
 Ruell & Graham, 65 Washington
 Sinnott Wm. 268 North
 Southworth Chas. 217 Hanover
 Stephenson C. 74 Water
 Stratton & Somerby, 61 Leveret
 Strong J. 757 Washington
 Sullivan Chas. W. 24 Central sq.
 Swallow D. W. 167 Court
 Tuckahery John H. 25 Merrimac
 Taylor John, 123 Broadway
 Temple C. E. & Co. 100 Hanover
 Thayer E. H. 50 Cambridge
 Thayer L. M. 47 Hanover
 Thayer S. W. 93 Court
 Tibcomb D. A. 339 Washington
 Topham J. Broadway, c. Dorch'way
 Turner Chas. A. 61 Hanover
 Turner Geo. E. 61 Merrimac
 Tuttle H. H. 251 Washington
 Tuttle C. C. 139 Court
 Walton Solon, 123 Court
 Waters Abram, 4 Maverick sq.
 Weeks A. 62 Sumner, E. B.
 White Chas. G. 835 Washington
 Whitredge Alfred A. 28 Federal
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 Wiswell D. W. 33 Merchants row
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Barker C. & G. 24 Beverly
Barnes E. & C. 2 Market
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Bates N. N. 230 Congress
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Bennett W. W. & F. Border, near
foot Lexington, East Boston
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Bodwell C. H. 474 Kingston
Boles Warren, Sudbury, c. Adams
Bonney & Harris, foot N. Grove
Bourn & Leavitt, 75 Charles
Howers A. 92 Portland
Bowker Chas. W. 144 Tyler
Bowker E. 2 Market
Bowker Freeman, 77 Pinckney
Bowker Geo. W. 368 Broad
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Brown J. E. & N. & Co., Piedmont
Bunten R. 11 Travers
Burnham & Mesquite, 603 Portland
Burr Theophilus & Son, 17 Blossom
Caldwell D., Bremen, n. E. Sumner
Carpenter William, 54 Church
Chamberlin David, 403 Broad
Chandler C. Y. 378 Harrison ave.
Chase Chauncey, 64 Harrison ave.
Chase S. Y., Decatur, n. Meridian
Clark B. 63 Hawley
Coffin Freshury, 761 Washington
Coffin & Perkins, 25 Hawley
Collins Wm. & P., Cambridge, cor.
N. Grove
Colter John, 2 Market
Conant Fred P. 27 W. Dedham
Cook & Small, Border, ft. Lexington
Cooper Edward I., 90 Federal
Copeland S. 71 Hawley
Copeland T. 369 Harrison av.
Corthell H. 963 Portland
Cotton Lewis, 32 Albany (& 23 State
Cummings & Carisle, r. 291 Broad
Cunningham O. H., Bolton, n. Dor.
Cushing & Roby, 50 Charlestown
Damon Calvin, 82 Tyler
Damon Henry, 439 Tremont
Dannell J. S. 8 Bridge
Dane F. C., Sumner, c. Havre
Davenport John, 2 Oliver
Davies Daniel, 10 Lime
Dearborn & Drake, 69 Hawley
Dixon H. 28 Hawley
Dodge F. C., Sumner, ft. New
Dow Daniel, 84 Portland
Drayton & Mitchell, 25 Bradford
Dunbar Luther W. 73 Charles
Dunning John F. 439 Tremont
Duppe Chas. 32 Lancaster

Dupe Lewis, 310 Harrison ave.
Easterbrook Isaac, foot Mt. Vernon
Elder Geo. G., Curve, cor. Albany
Emerson Jonathan W., pl.
Emery Wm. D., 22 W. Dedham
Evans H. L. 120 Tyler
Favor John, Beach, cor. Cove
Ferguson Thos. 36 Merrimac
Fitch Jonas, 387 Federal
Fitzgerald S. 714 Washington
Flanders B. H. 78 Albany
Flanders John L. Sumner at whf.
Fogerty J. 247 Federal
Freeman Albert, 8 Sudbury sq.
French & Blackburn, Creek sq.
Frost J. O. & J. M. 73 Haverhill
Frost Wm. B. 23 Battery march
Fuller Hiram, 8 Harvard pl.
Fuller L. L. 57 Causeway
Garlics Renben, 31 Portland
George S. B. 8 Harvard place
Gerrish George W., 23 State
Gifford M. S. 87 Causeway [Castle
Gillespie John W., Tremont, c. W.
Goodrich Wm. H. 25 Hawley
Grant D. A. S. Bennet
Greenleaf J. W. 142 Tyler
Grover Samuel, 81 Portland
Hall B. Y. 414 Tremont
Hall Wm. F., E. Sumner, c. Bre-
mea, E. B.
Hanson A. 84 Hudson
Hargrave Geo., Chelsea, cor. Ben.
Harron Silas, 672 Washington
Harriman N. G. 49 Battery march
Hart Nathl. O. 432 Tremont
Hartwell F., Bumstead court
Haskell D. 4 India whf.
Haskell T. F. r. 76 Joy
Hazel Geo. r. 65 Sudbury
Hathaway A. r. Pinckney [man
Hathaway N., Middlesex, c. Chap-
hawkes Benj. 326 Harrison av.
Hayes & Gould, 46 Devonshire
Hayford W., Albion, n. Gardiner
Heath Dana, 159 Charlestown
Hendrick J. W. & Co. 17 E. Dover
Hill E. A., Decatur, c. Chelsea
Hill Nathaniel, 128 Charlestown
Hitecock & Stubbs, 3 Sudbury
Hohart Peter jr. 63 Hawley
Hoffes Sam'l, 57 Meridian, E. B.
Holbrook W. B., Second, n. E.
Holmes C. D. 33 Cross & 4 Salt lane
Holmes Joseph T., 106 Comm'l
Holmes & Goodwin, 2 Creek sq.
Houston J. C. 8 Merrimac
Houston & Pierce, B. c. First
Howard & Keith, 138 Tyler
Huff Owen, 45 E. Orange c. Albany
Hunt Benj., r. 863 Washington
Huston Horatio N., Fourth, n. F.
Huston Wm. R. 23 State
Jackson E. S. 37 Charlestown
James Wm., 37 Richmond
Jepson Samuel, 67 So. Margin
Johnson C. 76 Cove and 23 State
Jones N. r. 40 Joy
Josselyn John H. jr., Tremont, op.
Chapman, and 23 State
Kelsey A. H., Causeway, c. Med'f
Kendall S. 120 Charlestown
Kendrick J. W. 20 E. Dover
Keyes Thomas, 44 Broadway
King A. 309 Harrison ave.
Kingsbury Elijah, 421 Tremont
Knawellon E. A. 20 Andover
Ladd G. A. 377 Washington
Lakin L. B. 25 Bradford
Laming & Drisko, 316 Harr. ave.
Lang Stephen, 92 Richmond
Lewis Asa, 392 Tremont

Lincoln Geo. L. 18 Hawley
Litchfield Ira, 218 Friend
Lothrop Ansel, Curve, c. Hudson
Lorimer Slade, 23 State
Lyford Epaphrus K. 59 S. Margin
Lyford Thos. & Co. 7 Barrett
Lynch John, Beverly, c. Travers
Mair Alex. 36 Portland
Mair Peter, Webster st.
Mair Thomas, Webster av.
Marble James S. 434 Tremont
Marden J. L. 27 Hawley
Marshall Sam'l, 87 Hudson
Marshall Wm. 11 Bedford
Marshall & Lang, 458 Harr. ave.
Mathews Wm., Tremont, n. Dover
McAleer Patrick, 5 Province
McDonald Jas. 416 Harrison ave.
McGonigle C., r. 29 Union
McKay John, 22 Charlestown
McKenzie Alex. 608 Wash.
Merrill S. W. 32 Tyler
Milliken R. 18 E. Dover
Mitchell & Blakey, 36 Merrimac
Moore Alden, 31 Cambridge
Moore John, Newbern pl.
Moore J. P. 4 Water
Morgan Enos, Cottage, E. B.
Morton J. D. 185 Congress
Morrison & Shaw, Alden c. Sudd'ry
Morton E. 427 Tremont
Morton J. rear 359 Washington
Morton & Chesley, 470 Tremont
Monlton D. 142 Endicott
Munroe Henry V. r. Chapman pl.
Murphy John, 453 Tremont
Murray Wilson, W. Castle c. Village
Neal Samuel, opp. 10 Lime
Norris M. 14 Essex place
Nowell Geo. c. C. 64 Church
Nowell O. S. 16 W. Castle
Oliver John jr. 318 Harr. ave.
Orne G. W. 104 Friend
Park I. B. 71 Hawley
Parnell & Jones, Mav. whf., E. B.
Pate F. 54 Albany
Patten George, r. 133 Pleasant
Paul J. F. 23 State
Paul L. H. 56 Pitts
Payson Edwin, 603 Tremont
Peach A. N. 318 Harrison ave.
Peach Wm. S. 56 Pitts
Peach & Gifford, 434 Tremont
Percy Calvin, 8 River
Perkins Benj. T. 163 Endicott
Perkins S. S. 309 Harr. ave. and 23
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Perkins & King, 309 Harrison ave.
Perry C. A. 54 Devonshire
Peterson & Goodwin, 77 Joy [R. R.
Pickering Leonard, E. Sumner, n.
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ginal, E. B.
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Pike E. W., Causeway, c. Portland
Pike Geo. C. 83 Portland
Pike John K., Foundry, c. Fourth
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Simmons Seth, foot of Lime
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Smith Martin, 37 Meridian, E. B.
Smith & Jacobs, 34 Harr. av.
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Standish Francis, 131 Albany
Standish Moses, 424 Tremont
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Stetson Charles P. 34 W. Cedar
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Tumbe & Flynn, 173 Broadway
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Turner Joshua, 129 Tyler
Vaughan Sam'l, 316 Harrison ave.
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Wardman T., Fulton, c. Richm'd
Webber & Clifford, 131 Congress
Wells O. S. 63 Merrimac
Wheeler G. B., Wheeler's court
Whitcomb Benj. D. 318 Wash.
White Abijah F. 123 Tyler, n. Oak
Whittier L. S., Trumbull, n. Trem.
Wilbur N. S., Albion, n. Gardiner
Wilcutt John, 144 Blackstone
Wilder Lewis, 71 Fayette
Willcutt Levi, Clark, c. North
Willoughby W. W. 61 S. Margin
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Mackie R. 399 Wash. [Charles
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Morton James C. 84 Utica
Nye Wm. H. 528 Washington
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Rance J. 98 Court

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Merriam Otis W. 121 Fulton
Munroe J. W. 141 Fulton
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Sawyer, Thompson & Perley, 159
Fulton
Shattuck W. G. 149 Fulton
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Waldsworth Geo. P. 198 Commerce
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Hall Thomas B. 21 Lancaster
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Hoofman Edward, Liverpool, n.
Central sq. E. B.
Huckins Rufus, Albany, n. Harv'd
Lincola & Duclou, 267 Tremont
McCaskell J., Eutaw, c. Marion
Mitchell Joshua jr. 11 Elliot
Penn Thomas, 264 Friend (ton
Russ, Eastland & Co. 295 Northamp-
Sargent & Ham, 61 Sudbury
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Starbuck R. M. 259 Causeway
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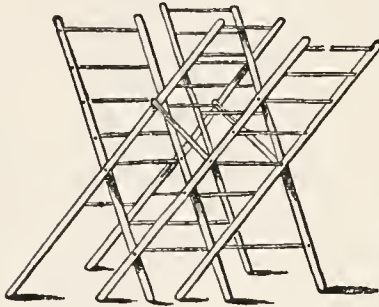
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 Hymeman Charles, 592 Washington
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 Jackman & Merrill, 80 Dock sq.
 Jacobs N. 17 North sq.
 Johnson T. M. 134 Broad
 Johnson J. C. & Co. 65 Congress
 Jones L. B. 110 Union
 Kelley John T. & Co. 31 North and
 121 Washington (Milk)
 Knowles, Leland & Hodgdon, 45
 Lane Geo. H. 32 Dock square
 Lombard C. Jr. & Co. 44 Clinton
 Long J. H. 236 Commercial
 Lovejoy Chas. J. 1 North
 Lovejoy W. R. & Co. 74 Franklin
 Macaular & Williams, 132 Wash.
 Mansfield S. A. 223 Washington
 Marshall G. S. 3 N. Market
 Matheson M. 11 Fleet
 May John, 351 Federal

Mayo Noah jr. 250 Hanover
 Macquarrie Wm. 380 North
 Merrill & Co. 63 Congress
 Miller Charles, 26 North
 Miller E. F. jr. 16 West
 Monney & Bean, 41 North
 Moore J. M. 16 North
 Morse L. 292 Commercial
 Morse Leopold, 18 Milk
 Moulton J. K. 216 Commercial
 Mudgett, Dalton & Co. 71 Congress
 Murray Patrick, 50 North
 Murray Wm. & Co. 46 North
 Nelson B. 706 Wash. and 2 North
 Owen & Stafford, 262 North
 Palmer & Dickleson, 91 Devoshire
 Phillips J. 62 North
 Proctor N. B. jr. & A. E. 206 Com'l
 Raphael A. 306 Federal
 Read J. W. 20 Winter
 Reinstei S. 83 Union
 Rhodes & Ripley, 8 Federal
 Rice Sam'l C. 50 Clinton
 Richards George H. 25 Dock sq.
 Rogers C. H. 73 North
 Rogers F. H. & Co. 2 Tremont row
 Ross J. 42 Washington
 Sayer Brothers & Co. Summer, c.
 Broad (North)
 Simmons, Piper & Co. Oak Hall, 34
 Somerfield M. 88 South
 Somerfield Simon, 51 Friend (shire
 Talbot, Newell & Co., New Devon
 Toppan F. L. & Co., 105 Union
 Vanlerjaie Isaac, 27 Salem
 Walker J. 302 Hanover
 Ward, Brooks & Co. 7 Elm (North
 Warshauer E. 35 Merch. row & 26

Waters & Co. 62 Elm
 Webster S. B. 376 Hanover
 Wentworth Isaac, 104 Broadway
 Whiting, Galloupe, Bliss & Co. 14
 Federal
 Whitten, Hopkins & Co. 32 Milk
 Williams F. H. & Co. 22 Milk
 Wilcox Myron, 347 Hanover
 Wyman L. A. 233 Washington
 Young A. R. & Co. 118 Broad
 Young D. 556 Washington
SECOND-HAND CLOTHING.
 Brown G. W. 192 Tremont
 Carbery J. 209 Congress
 Coburn J. P. 24 Brattle
 Copeland S. 88 Blackstone
 Corbett J. 102 Essex
 De Young B. 4 Elliot
 Donovan Timothy, 156 Harr. ave.
 Ehrlich A. 108 Essex
 Hart Benj., 8 Portland (women's)
 Hodgson M. 97 Dorchester ave.
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 Levi Lewis & Co., 25 Salem
 Lewis S. H. 40 Brattle
 Munderou & Co. 32 Brattle
 Pitts Coffin, 20 Brattle
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 Smith T. 76 Richmond
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Fuller S. P. 13 Doane
Gavett Joseph, 4 Court
Harris Robert L. 4 Court
Hawkes C. W. 39 Mass. block
Henck J. B. 41 State

Lincoln Ezra, 4 Court
Noble John, 5 Maverick square
Nott G. H. 2 Change avenue
Nott Samuel, 2 Change avenue
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Poole H. W. 42 Niles Block
Sanborn Dan'l A. 22 Congress

Shedd & Edson, 42 Court
Slade Jas., Probate build. Court sq.
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Tufis Alfred, 4 Cornhill ct.
Whittiaton G. N. 3 State
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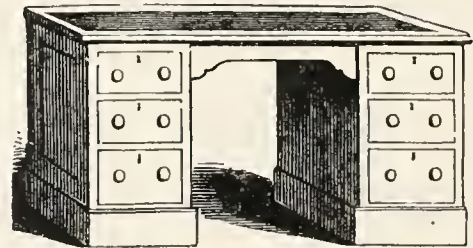
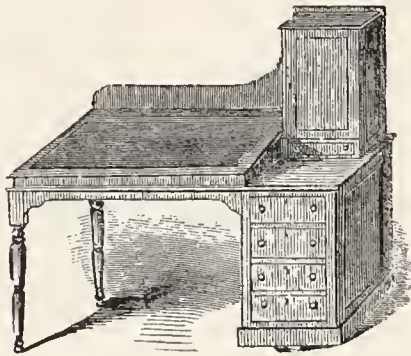
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Donovan E. Mrs 14 Oxford
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 Audenried Lewis & Co. 86 State
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 Benner E. 1 Commercial wharf
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 Blanchard H. & Co. 170 Comm'l
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 Boynton N. & Co. 134 Comm'l
 Boynton W. H. 27 Lewis whf.
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 Bradlee & Sears, 131 State
 Brady T. H. 7 Doane
 Broad & Currier, 7 Eastern av.

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 Burnham & Scott, 105 Devonshire
 Burrill Chas. & Co. 163 State
 Bursley Ira, 55 India wharf
 Butmao F. C. 51 India
 Chandler, Tolman & Co. 100 Pearl
 Chapin E. & Co. 58 Federal
 Chenery & Co. 196 State
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 Cobb & French, 130 Commercial
 Cobb J. J. 139 Commercial
 Cobb Sam'l C. 47 Central wharf
 Coffin A. B. 13 Broad
 Coffin N. W. 22 Central
 Conant E. S. 21 Commercial
 Copeland B. F. 3 Central wharf
 Cotton & Haley, 70 State
 Courty A. & Co. 122 Com'l
 Crichton Geo. H. 111 Commercial
 Crowell, Bro. & Co. 35 Comm'l whf.
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 Cushing S. B. 67 Kilby
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 Dana, Dana & Co. 12 S. Market
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 Davis T. B. 15 Doane ((celler)
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 Denmore A. M. 34 Central
 Deshon James, 3 Central wharf
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 Drury Gils, Gray's wharf
 Dunbar Albert, 114 State
 Dunbar E. M. 204 State
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 Dyer E. C. 63 Kilby
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 Edmonds J. F. 5 Commerce
 Edmonds J. Wiley, 31 Kilby

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 Ellis F. D. & Co. 66 Kilby
 Ellis, Cobb & Candler, 122 Central
 Emerson H. 12 North Market
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 Fall Parker & Son, 12 Phoenix bldg.
 Farlow John S. 4 Central wharf
 Farwell A. G. & Co. 3 Central whf.
 Fessenden C. B. 37 State
 Fisher & Co. 23 Central wharf
 Fiske E. 150 State
 Fiske Josiah, 164 State
 Fiske W. G. 6 Chatham Row
 Flint, Feahody & Co. 134 State
 Fozz Francis A. & Co. 130 Central
 Follott, Chandler & Learard, 5
 Commerce
 Foster & Waterman, 43 Commerce'l
 Foster Robt. & Co. 37 State
 Fowler John A. & S. A. 11 Foster's whf.
 Fowler Edmund B. 15 India whf.
 Frazar A. A. & Co. 130 State
 French James, 80 Washington
 Frost & Phipps, 67 Milk
 Frothingham George H. 56 Broad
 Gardner George, 9 Batterymarch
 Gardner O. W. 54 Milk
 Glover Joseph B. & Co. 132 Milk
 Glover T. O. 138 Commercial
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 Gooderham Wm. & Co. 16 City whf.
 Gove C. 98 Blackstone
 Gray H. D. 5 Central wharf
 Gray & Morse, 44 Central whf.
 Greeley Joseph, 185 State
 Greeley & Soo, 7 Doane
 Greenleaf Jas. E. 65 Commercial
 Greer George, 22 Congress
 Habich E. & Co. 65 Commercial
 Hale Theodore P. 101 Devonshire
 Hall Henry A. 137 Federal
 Hall Samuel W. 18 Chatham
 Hall A. B. & Son, Phoenix build.
 Hall & Myrick, 71 Commercial
 Hanson John A. 2 Bath
 Hardy Alpheus & Co. 181 State
 Harrington & Lawrence, 4 Broad
 Harrington J. 4 Broad
 Harris C. L., Central, c. India
 Harris T. B. 22 N. Market

Hart S. Rowland, 81 Washington
 Haskins William, 43 Commercial
 Hawes J. P. & Co. 22 Central whf.
 Hawes & Ballard, 300 Commercial
 Hayward M. 5 Commerce
 Heathfield T. D. 130 Commercial
 Herrick M. A. 53 Kilby
 Hichhorn Wm. C. 67 City Exch.
 Hicks & Hathaway, 3 Commerce
 Hill G. H. & A. 8 Central
 Hill H. A. & Co., 69 Commercial
 Hiltou & Gore, 167 Congress
 Hirsch Francis A. 27 Central
 Hobbs John S. & Co. 14 Comm'l
 Hodgman & Pierce, 130 Com'l
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 Hooper John, 25 Doane
 Howard Benjamin, 21 State
 Howe Wm. J. 10 Lewis wharf
 Hoxie T. W. & Co. 43 Long wharf
 Hunt & Fuller, 174 State
 Hunt W. H. & Co. 24 N. Market
 Hutchings & March, 65 Milk
 Ives Edward & Co. 137 State
 Jeffries E. P. & Co. 34 India
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 Jones Thos. J. 218 Broad - [whf.
 Kemble, Giddings & Co. 21 Com'l
 Kibbe E. 42 Congress
 Kendall H. A. 58 Fulton
 Kettell, Collins & Co. 7 Doane
 Kidder Frederick, 3 Central whf.
 Kimball J. S. & Co. 26 Central
 King E. 42 Congress
 King E. P. 59 Water
 Kinsman Wm. H. 3 India
 Kittredge & Parker, 14 Central whf.
 Knapp Thomas, Packard's whf.
 Knight Joel & Co. 155 State
 Krug & Goddard, 122 Commercial
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 Ladd & Hall, 4 Chatham
 Lang & Delano, 527 Commercial
 Larkin, Stackpole & Co. 61 Com'l whf.
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 Lee James & Co. 10 India
 Leeds & Tobey, 23 Broad
 Lewis A. S. & W. G. 53 Com'l whf.

Lewis Daniel & Co. 99 State
 Lewis Richard, 25 Doane
 Lincoln Henry & Co. 43 Commercial
 Lincoln J. M. 140 Commercial
 Lincoln J. B. 61 Commercial
 Linder & Meyer, 17 India wharf
 Locke, Besson & Cabot, 167 Cong.
 Locke J. H. 90 Fulton
 Lombard & Co. 13 Lewis wharf
 Lord George C. & Co. Commer'l
 Loring & French, 105 State
 Loud & Co. 4 Central wharf
 Lynch Camille & Co. 50 India whf.
 Macropodari A. S. 49 India whf.
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 Mayo J. K. 48 India
 McCleunen J. H. 129 State
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 Rice & Davis, 4 Central wharf
 Rice & Thaxter, 214 State
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 Richardson Wm. II. 23 India
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 Rodocanachi J. M. & Co. 27 Cen-
 tral wharf
 Rogers George B. & Co. 24 India
 Rogers Gorham, 61 Kilby
 Rollin, Thorne & Co. 92 State
 Safford Geo. E. 23 Congress
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 Sears Richard W. 61 Commercial
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 Shaw John W. & Co. 2 Broad
 Shaws Chas. & Co. 119 Comm'l
 Siders Henry, 110 Commercial
 Siloway J. & Co. 168 State
 Slack & Co. 98 Commercial
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 Smith & Shaw, 5 Chatham
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 Stone Sawyer S. & Co. 81 Milk
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 Tilton S. & Co. 40 Central wharf
 Tomlinson E. J. 13 Clinton
 Tinkham S. & Co. 13 Doane
 Townsend & Co. 4 India
 Train Samuel F. 13 Central wharf

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 Tremlett & Odlorne, 146 Broad
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 Weld Wm. F. & Co. 42 Central w/f
 Weld & Mitton, 35 Central whf.
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 Wenzell Henry, 230 State
 Westcott J. H. 210 Hanover
 Weston Wm. B. 39 State
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 Whittemore Geo. & Co. 215 State
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 Williams H. B. & Co. 34 Central
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 Adams Geo. Z. 19 Court
 Adams Geo. W. 14 Tremont
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 Allen C. E. 27 Court
 Allen F. H. 17 Niles block
 Allen Macon B. 31 Exchange
 Almon A. B. 47 Court
 Amory Thos. C. jr. 15 Temple pl.
 Andrew John A. 4 Court
 Andrews John L. 46 Court
 Angell Geo. T. 46 Washington
 Arnold Howard P. 42 Court
 Aspinwall Wm. 34 School
 Atwood Charles, 30 Court
 Austin Albert S. 11 Court
 Austin & Willard, 30 Court
 Avery Edward, 52 Wash.
 Ayer Philips, 19 Court
 Bacon Chas. H. 27 Court
 Baker C. H. 27 Court
 Baker & Sullivan, 27 Court
 Baldwin Henry, 27 State
 Ball Joshua D. 40 State
 Bancroft George, Joy's bdg. room 12
 Banfield E. C. 46 Court
 Banfield & Chase, 46 Court
 Baugs Edward, 39 Court
 Barker James M. 10 Court
 Bartlett Emabury C. 30 Wash.
 Bartlett Sidney, 16 Court
 Bartlett Sidney jr. 16 Court
 Bassett Elisha, U. S. Court House
 Batcheider Sam'l jr. 61 State
 Bates S. W. 46 Washington
 Beard W. 41 State
 Bello Santiago C. 16 Summer

Bemis George, 5 Court
 Bennett Josiah K. 20 Court
 Berry N. C. 20 Court
 Betton Geo. E. 27 Court
 Biglow E. M. 10 Court
 Bishop Joel P. 27 Tremont Temple
 Bishop R. R. 42 Court
 Blagden George, 68 Cornhill
 Blake Chas. F. 30 Court
 Blake Edward, 39 Court
 Blake Henry, 49 Court
 Boardman A. W. 35 Court
 Rolles John A. 10 Court
 Boutwell Geo. S. 5 Tremont
 Bowditch Nathaniel I. 52 City Ex.
 Bowditch W. F. 8 R. V. Exchange
 Bradley J. H. 19 Court
 Brewster Aug. O. 22 Tremont row
 Brigham Wm. 35 Court
 Brooks & Ball, 40 State
 Brooks Benj. F. 40 State
 Brooks Francis, 40 Court
 Brooks Francis A. 76 State
 Brown Jeremiah, 20 Court
 Brown Wm. L. 17 Joy's building
 Browne Albert G. 19 Court
 Browne Causen, 35 Court
 Browne Edward L. 16 Court
 Browne Geo. M. 17 Phenix bdg.
 Browne John W. 19 Court
 Bryant John D. 23 State
 Buck Edward, 11 Court
 Burbank Robt. J. 46 Court
 Burgess Edward P. 19 State
 Burke Albert G. 22 Niles block
 Burlingame Anson, 34 City Exch.
 Burr Samuel C., City Hall
 Burrage William W. 33 School
 Hurt Wm. L. 46 Washington
 Butler Franklin J. 33 School
 Butler John H. 27 Court
 Carpenter & White, 27 Court
 Carpenter James E. 27 Court
 Chadwick W. 29 State
 Chamberlain Geo. A. W. 18 Scol-
 lay's building
 Chamberlain Mellen, 33 Court
 Chandler Chas. F. 4 Court
 Chandler Peleg W. 4 Court
 Chandler Theophilus P. 4 Court
 Chase James M. 46 Court
 Cheever Tracy P. 11 Court
 Child L. M. 33 School
 Choate Chas. F. 1 Devonshire
 Choate Fred. W. 27 Court
 Choate Rufus, 16 Old State House
 Churchill Asaph, 26 Old State Ho.
 Churchill Joseph McKean, 46 Wash.
 Clark Albe C. 10 Court
 Clark Joseph E. 11 Court
 Clarke S. G. 19 Niles block

Clarke Thos. W. 27 Niles block
 Cobb M. G. 18 Old State House
 Colman Robert, 46 Court
 Coffin A. B. 33 School
 Conley F. T. 9 Scollay's Building
 Converse Joshua P. 19 Court
 Cooke Benjamin F. 0 Tremont
 Cooke Josiah P. 9 State
 Cooley G. W., 33 School
 Coolidge David H. 4 Court
 Coolidge Homer H. 11 Court
 Coolidge J. R. 66 State
 Copeland Geo. W. 28 State
 Cottrell A. 46 Court
 Craig L. S. jr. 1 Traveller bld.
 Crap David E. 23 Court
 Crocker S. L. jr. 33 Court
 Crocker Uriel H. 19 Court
 Crowley John C. 6 Niles block
 Currier B. H. 19 Kilby
 Curtis B. R. 34 School
 Curtis Charles, 39 Court
 Curtis Charles P. jr. 16 Court
 Curtis George T. 34 School
 Curtis H. Pelham, 16 Court
 Cushing Caleb, 12 Niles block
 Bushnag A. S. 34 Schoo
 Cutler Joseph, 47 Court
 Cutter I. J. 46 Washington
 Dame Abraham A. 10 Mass. block
 Dame Chas. C. 46 Washington
 Dame Theodore S. 9 State
 Dana Chas. F. 46 Court
 Dana Edward A. 19 Court
 Dana E. T. 43 Chestnut
 Dana Jas. 24 Old State House
 Dana Richard H. jr. 42 Court
 Davis Aug. B. 9 State
 Davis Jerome, 52 Niles block
 Davis Mark, 16 Joy's building
 Davis W. N. 68 Cornhill
 Dean Benj. 42 Court
 Deane Wm. 28 City Hall
 Demond Charles, 4 Court
 Denay Henry G. 41 Court
 Derby E. Hasket, 46 Court
 Derby G. S. 46 Court
 Dexter Arthur, 68 Cornhill
 Dexter Wm. S. 40 State
 Dickinson F. W. 12 Joy's build.
 Dodge John C. 52 Wash.
 Dorr Wm. B. 135 Dorchester ave.
 Dow Nathau F. 30 Court
 Draper John W. 9 State
 Draper Moses, 9 State
 Dudley Dean, 91 Washington
 Dudley Elbridge G. 20 Court
 Dunbar C. F. 46 Congress
 Duncle Mark F. 81 Wash.
 Durant Henry F. 22 Old State H.
 Dwight Wilder, 29 Court

Dyer M. jr. 20 Court
 Egan James, 19 Old State House
 Ellis Charles M. 21 Old State House
 Ellis James M. 42 Court
 Ely A. B. 1 Traveller building
 Emerson J. W. 29 Court
 Emery James W. 39 State
 Emory Geo. W. 20 State
 English J. L. 68 Cornhill
 Fernald H. B. 46 Wash.
 Field Justin, 9 State
 Fiske Augustus H. 5 Court
 Fiske Edward, 5 Court
 Fiske John M. 46 Court
 Flooders Geo. M. 8 State
 Fletcher Richard, 46 Wash.
 Crocker S. L. jr. 33 Court
 French Asa, 5 Tremont
 French Henry E. 81 Washington
 Fuller Richard F. 103 Court
 Gardiner Wm. II. 68 Cornhill
 Gary Charles, 39 Court
 Gerrish George A. 46 Court
 Gibbs Amory T. 33 School
 Gilchrist D. S. 10 Railroad Ex.
 Giles Alfred E. 20 Old State House
 Giles Joel, 5 Tremont
 Higson Horace, 9 State
 Goldsberry John, 8 Railroad Exch.
 Goodrich C. B. 30 Court
 Goodrich J. B. 14 Tremont
 Gordon G. H. 20 Court
 Gordon Rob't, 135 Dorchester ave.
 Gordon Solomon J. 81 Wash.
 Gray R. G. 47 Court
 Gray Horace jr. 39 Court
 Gray John C. 30 Court
 Gray Levi, 35 Court
 Gray William, 30 Court
 Green N. St. J. 20 State
 Greene H. W. 41 State
 Greenough D. S. 40 State
 Gregg Wm. P. 30 City Hall
 Griffin J. Q. A. 35 Court
 Griggs George, 5 Court
 Guild Geo. D. 4 Court
 Guild Samuel E. 4 Court
 Halle Wm. H. 17 Niles block
 Hale Geo. S. 4 Court
 Hall Franklin, 52 Wash.
 Hall Thomas B. 30 Court
 Hallett B. F. 11 Niles block
 Hallett H. L. 11 Niles block
 Hancock Charles L. 10 Court
 Harding W. P. 46 Court
 Harlow Thomas S. 27 State
 Hastings George R. 46 Washington
 Hayden Edward D. 30 Court
 Hayes Francis B. 1 Devonshire
 Hayes H. W. 35 Court
 Hazelton H. L. 81 Washington

Head Edw. F. 30 Court
 Head, John P. 46 Court
 Heard F. 34 School
 Herrick H. G. 23 Court
 Herrick Wm. A. 22 Niles block
 Hersey Henry E. 46 Washington
 Hill Clement H. 30 Court
 Hill Hamilton A. 35 Court
 Hillard George S. 33 School
 Hilliard Wm. 33 School
 Hinds Calvin P. 48 Court
 Hobbs C. C. 23 Niles block
 Hobbs C. H. 23 Niles block
 Hobbs Geo. M. 52 Washington
 Hobbs Wm. jr. 8 State
 Hodges Edward F. 42 Court
 Holmes J. S. 42 Court
 Homer George F. 4 Court
 Hubbard G. G. 39 State
 Hubbard Wm. J. 30 Court
 Hudson C. H. 11 Scollay's building
 Humphrey James. 28 State
 Huntington C. P. 31 Washington
 Huntington G. W. 34 Wash.
 Hurd Chas. H. 42 Court
 Hurd Francis W. 20 Court
 Hutchins Henry C. 20 Court
 Hutchins Horace G. 5 Court sq.
 Hutchinson H. D. 20 Court
 Ingersoll H. 47 Court
 Jackson A. 47 Court
 Jackson John G. 47 Court
 James John W. 10 Court
 Jenison Samuel Jr. 27 State
 Jewell Harry. 20 Court
 Johnson Chas. G. 27 Court
 Johnson D. U. 19 Court
 Johnson Henry A. 46 Court
 Johnson Moses. 17 Joy's building
 Jones L. A. 46 Wash.
 Joy A. K. P. 14 Joy's building
 Judd C. P. 24 Niles block
 Judson W. H. 96 Tremont
 Keith J. M. 42 Court
 Kettelle Jacob G. 9 State
 Kimball D. P. 33 Court
 Kimball J. R. 20 Court
 King B. Flint, 1 base. Phoenix bld.
 King John G. 27 State
 Kingsbury Aaron. 27 Court
 Kingsbury George. 46 Court
 Knapp Wm. 7 Court House
 Lamson A. W. 10 Court
 Lathrop John. 39 Court
 Leland W. S. 27 Court
 Lincoln C. S. 46 Wash.
 Linscott Daniel C. 10 Court
 Littlefield W. jr. 28 State
 Locke John. 5 Tremont
 Lombard B. jr. & Co. 46 Wash.
 Loring Caleb W. 39 Court
 Loring Edward G. 16 Court
 Loring Francis C. 39 Court
 Loring John A. 39 Court
 Lothrop T. K. 42 Court
 Lowell John. 4 Court
 Lunt George. 4 Court
 Lynde A. V. 10 Scollay's building
 Mackie A. 34 School
 Maine S. C. 27 Court
 Mansfield J. B. 39 Court
 Mason David H. 39 Court
 Mason Lyman. 20 Court
 May John Wilder. 11 Court
 Maynadier James E. 35 Court
 McCartney W. H. 20 Court
 McCleary Samuel F. City Hall
 McLellan Geo. W. 52 Wash.
 Merrill A. B. 10 Court
 Merrill J. C. 39 Court
 Merwin Elias. 16 Court
 Meyer Joseph. 28 State
 Miller E. F. 23 Court
 Minot William. 39 Court
 Minot Wm. jr. 39 Court
 Morey George. 20 Old State House
 Morrill George. 27 Court
 Morris Robert. 42 Court
 Morse I. S. 35 Court
 Morse Nathan. 35 Court
 Moulton B. C. 20 State
 Moulton D. S. 41 State
 Muzzey David P. 34 School
 Muzzey Henry W. 34 School
 Nickerson Joseph. 9 State
 Noble John. 35 Court
 Nutter C. C. 23 Court
 Nutter T. F. 23 Court
 Olney R. H. 23 Court
 Osgood L. P. 5 Court
 Otis Edmund B. 1 Devonshire
 Paine Chas. Jackson. 42 Court
 Paine H. W. 30 Court
 Paine John T. 22 Court
 Paley Francis W. 33 School
 Park J. C. 14 Tremont
 Parker Aurelius D. 20 Court
 Parker Edward G. 24 Niles block
 Parker Francis Edward. 42 Court
 Parker Joel. 45 Washington
 Parker H. G. 46 Wash.
 Parker H. M. 46 Wash.
 Parker S. D. 16 Court
 Parker Wm. over Boylston Market
 Parks N. Austin. 10 Court
 Parmenter Wm. E. 19 Court
 Peabody G. G. 30 Court

Pearson Eliphalet. 24 G. State House
 Peirce H. N. 35 Court
 Pelton F. W. 5 Niles block
 Perkins H. N. 21 Niles block
 Perrin Wm. H. 8 Traveller build.
 Perry B. E. 20 Court
 Phillips E. K. 27 Niles block
 Phillips Geo. Jr. 5 Cornhill
 Phillips Stephen H. 30 Court
 Pickering James F. 10 Court
 Pierce Edward L. 26 Old State Ho.
 Pinkerton J. M. 38 State
 Plimpton S. F. 5 Court
 Pond B. Old S. H. & Nav. sq. E. B.
 Pope Thomas B. 16 Court
 Porter George D. 35 Court
 Porter Josiah. 47 Court
 Powers Charles Edward. 33 School
 Pratt Edward E. 42 Court
 Preston Geo. H. 81 Washington
 Prince F. O. 30 Court
 Prince J. Hardy. 34 School
 Proctor Thos. Parker. 4 Court
 Putnam Geo. Jr. 5 Court
 Putnam John Thelms. 10 Court
 Quincy Josiah jr. 27 State
 Quincy P. R. 3 State
 Quincy S. M. 4 Court
 Rand Edw. S. 30 Court
 Rand Edw. S. jr. 30 Court
 Randall J. M. 17 State
 Ranney A. A. 35 Court
 Rice Geo. Edward. 16 Court
 Richardson Ivory. 65 Cornhill
 Richardson N. 27 Court
 Richardson T. F. 15 Court
 Richardson Wm. A. 21 Washington
 Richardson Wm. A. 80 Wash.
 Richardson Wm. A. 5 Tremont
 Robie Harris. 37 Court
 Robb James B. 31 Wash.
 Robinson Nelson. 55 Sudbury
 Rogers J. G. 7 Court House
 Rogers Wm. 4 Court
 Rollins J. W. 1 Devonshire
 Rose S. J. 52 Niles block
 Russ Augustus. 14 Tremont
 Russell Benj. F. 11 Scollay's build.
 Russell C. T. & T. H. 27 State
 Russell Wm. G. 35 Court
 Sanger Geo. P. 29 State
 Sargent Horace B. 30 Court
 Sargent Luctus M. 2 Amory Hall
 Sawyer F. W. 20 Court
 Sawyer J. A. 42 Court
 Scudder Henry A. 17 State
 Searle Geo. W. 35 Court
 Sears Philip H. 42 Court
 Sennott Geo. 39 Court
 Sewall Samuel E. 46 Washington
 Seymour F. Z. 27 State
 Shattuck Geo. G. 4 Court
 Shaw Lemuel jr. 27 State
 Shaw Smt'l S. 24 Old State House
 Sheppard John H. 33 School
 Shimmmin Chas. F. 292 State
 Shipley H. 9 State
 Shroy Frank H. 10 Court
 Simmons Chas. F. 10 R. R. Exc.
 Simmons David A. 20 Court
 Simpson Wm. H. 42 Court
 Smalley George W. 46 Wash.
 Smith Chauncey. 46 Washington
 Smith Daniel E. 46 Court
 Smith Geo. M. 1 Traveller build.
 Smith H. Farnam. 46 Court
 Smith M. W. 14 Joy's building
 Smith Wm. H. L. 1 Devonshire
 Smith Wm. 22 Old State House
 Smyth Wm. E. P. 28 Niles block
 Snow Samuel. 39 Court
 Sohler Edward D. 9 Tremont
 Sohler Wm. D. 40 State
 Sohler & Dexter. 40 State
 Sohler & Welch. 9 Tremont
 Somerby Gustavus A. 42 Court
 Soren Geo. W. 4 Court
 Spaulding John Jr. 20 Court
 Spofford & Tuttle. 14 Joy's build.
 Squire James C. 1 Niles block
 Stearns Wm. S. 35 Court
 Stevens J. M. 36 Washington
 Stevens Oliver. 19 Court
 Stone J. C. 40 State
 Storey Charles W. 11 Court
 Storrow James J. 16 Court
 Story Isaac. 1 Phoenix bldg. (b'm't)
 Sullivan Geo. S. 27 Court
 Suter H. W. 27 Court
 Swift E. T. 10 Court
 Thayer David. 16 Court
 Thayer James B. 30 Court
 Thomas B. F. 14 State
 Thomas C. G. 20 Court
 Thomas Seth J. 46 Court
 Thomson James D. 27 Court
 Thorndike S. L. 42 Court
 Thornton J. Wiggate. 20 Court
 Tighe John. 32 Elot
 Tilton Warren. 46 Court
 Tobey Seth. 7 Court House
 Todd & Pond. 56 Washington
 Tolman Thomas. 10 Court
 Toomey Thos. 14 Tremont
 Treavor B. S. 12 Tremont
 Tuttle C. W. Joy's building
 Tyler J. Kendall. Scollay's build'g

Underwood A. B. 20 State
 Van Duzee Ira D. 11 Court
 Wakefield J. H. 10 Court
 Wakefield Thomas L. 10 Court
 Walker Henry. Tudor's building
 Walker H. W. 18 Scollay's build.
 Ward Samuel D. 10 Court
 Ware D. E. 1 Joy's building
 Ware Henry. 34 School
 Warner Hermann J. 19 Court
 Werren G. Washington. 42 Court
 Warren Wm. W. 19 Court
 Ware D. E. 1 Joy's building
 Waterhouse Isiah. 23 Court
 Watts F. O. 30 Court
 Way J. M. 14 Traveller build.
 Webster Sidney. 13 Niles block
 Welch Charles A. 9 Tremont
 Wellington Ambrose. 8 Joy's build.
 Wellington Hiram. 19 Court
 Wells Samuel. 28 State
 Wells S. Jr. 28 State
 Wheeler A. S. 20 Court
 Wheeler T. M. 3 Joy's building
 White Geo. 5 Tremont
 White Guilford. 27 Court
 White Luther L. 39 Court
 White Thos. L. 46 Washington
 Whiting Wm. 30 Court
 Whitman Wm. D. 42 Court
 Willard Paul. 22 Tremont row
 Willard Joseph. 3 Court House
 Willard Sidney. 30 Court
 Willey Tolman. 20 Court
 Williams J. Gust. 1 Court House
 Williamson W. C. 46 Court
 Willis Horatio M. 26 Niles block
 Woodbury Wm. H. 20 Court
 Woodman Charles C. 27 Niles bl'k.
 Woodman Horro. 25 R. R. Exch.
 Woodside Franklin. 46 Wash.
 Wright Edwin. 81 Washington
 Wyman Isaac C. 29 Court
 Yenton Geo. C. 81 Washington

Cigar & Snuff Stores.

[See Tobacco.]

Behringer Wm. H. 13 Devonshire
 Billman John. 243 Hanover
 Bray Thomas C. 13 Central whf.
 Brewer Clark & Sons. 14 S. Market
 Brown & Whitney. 33 Broad
 Bullock & Bennett. 9 Change av.
 Carruth C. H. & Co. 63 Hanover
 Carruth D. J. 51 Blackstone
 Carruth Geo. T. 87 Hanover
 Chapman. Lamar & Ratt. 31 India
 Corman L. 552 Washington
 Dubuc J. P. F. 294 State
 Dunlap G. Mrs. 6 Province
 Eaton & Pettee. 35 Exchange
 Eichberg & Eller. 163 Milk
 Fuller Chas. C. 34 Central
 Galeano Antoine. 53 Friend
 Gillett G. 125 Hanover
 Gould Robert & Co. 41 Broad
 Haecke Brothers. 27 Boylston
 Jager Thomas. 309 Washington
 Jerauld J. W. 77 Hanover
 Kean George. 180 Washington
 Kingsbury William S. 79 Broad
 Krause F. & Co. 516 Washington
 Legg W. A. 43 Broad
 Levy B. 177 Hanover
 Mayo Seth. 23 Doane
 Mohr & Roch. 37 Cambridge
 Mower J. W. 34 Union
 Page J. H. 48 Portland
 Richardson L. G. 15 Lindell
 Bidlon & Blaisdell. 7 Union
 Samuel Isaac. 504 1/2 Washington
 Sedgley S. 15 Broad
 Sevey A. 2 City Exchange
 Sickie John. 225 Tremont
 Slade Henry jr. 63 Broad
 Slade La Roy S. 24 Broad
 Sussman Brothers. 14 Change av.
 Sweetser Brothers. 36 So. Market
 Thompson Samuel. 133 Broadway
 Traiser Henry. 125 Court
 Waitt C. 17 Broad
 Wiggin R. P. 43 Broad
 Wilder & Estabrook. 7 Commercial
 Wilson Benjamin F. 2 Broad
 Youne Hermann. 727 Washington

Coffee Factories.

Davis Noah. 63 Charlestown
 Dyer E. E. & Co. 13 Water & 43 E.
 Orange
 Emerson E. & Co. 19 Harvard pl.
 Glines J. F. & N. Hay. sq. c. Hav.
 Hayward & Co. 75 Charlestown
 Hill. Dwinell & Co. 16 Beverly
 Richardson J. P. 17 School

Contractors for Build'g.

[See Carpenters and Builders.]

Blaisdell & Emerson. 25 Doane
 Cross Daniel. 23 State
 Goss & Munson. 22 Congress sq.
 Jackson M. M. 22 Congress sq.
 Richmond Edward. 8 Water
 Stone P. A. 15 Crescent place

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 Boman & Darrow. 136 Milk [Broad
 *Brown Henry. Sneyer whf. & 254
 Bucklin S. S. 23 Water
 *Carlton J. K. Lewis & Co. Carlton's
 Cate Samuel. 182 Comm'l
 Clapp & Goddard. 102 Richmond
 Daniels Wm. 78 Harrison av.
 Dunbar James H. 54 Water
 Farquharson Alex., Bolton, n. E
 Harold J. 68 Water
 Hill & Wright. 43 Summer
 Hinckley F. 160 Commercial
 Houseman G. 382 Commercial
 Jackson A. W. 236 Comm'l
 Kally Geo. F. 23 West Castle
 Kelley Levi. 21 Battery-march & 34
 Hawley
 Kennedy Thos. C. & Co. H6 Com'l
 Linscott W. & Son. 42 1/2 Water and
 3 Arch
 Luzzader & Close. 187 1/2 Broad
 Mills J. L. & Son. Bartlett's wharf
 Mills J. L. jr. Bartlett's wharf
 Nasom. Lewis whf.
 Ober John P. head Union whf.
 Patterson J. 191 Third
 Perkins Ezra. Fifth, n. C
 Pitman J. H. & Co. 25 Ferry
 Porter C. H. 1 Chatham
 Sanger Z. 21 Custom House st.
 Sawyer H. A. 1 Eastern ave.
 Sawyer J. P. & Co. 601 Com'l
 Yonnew Alex. jr. 296 State
 Yerge T. H. 100 Commercial
 Warren D. & Son. 42 Comm'l
 Wells J. L. Marginal, c. Orleans
 Wiggin Thomas B. 39 Doane
 Winn David. 5 T wharf
 Worthley & Anderson. 354 Com'l

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Andrews Wm. 65 Fourth
 Correll Wm. M. 130 Washington
 Fogg J. S. H. 325 Broadway
 Herrick Jacob. 137 Fourth
 Moore E. B. 253 Hanover
 Parbser S. F. 2 Lewis, E. B.
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 Sanborn E. W. 14 Niles block
 Smith Charles. 9 Court sq.
 Stedman Chas. 11. 6 Montgom'g pl.
 Thaxter D. McB. 370 Broadway
 Thayer David. 49 Beach
 Underwood Wm. E. 743 Wash.
 York Jasper H. 187 Broadway

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Banker & Carpenter. 107 State

Conveyancer.

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Cotton Agency.

Putnam J. Pickering. 24 City Ex.

Cotton Duck.

Fearing, Thacher & Co. 25 Com'l

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 Nourse B. F. 23 City Exchange

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 Bryant Charles L. 282 Friend
 Carl F. 2 Barrett
 Chance & Broderick. 121 Haverhill
 Clapp Henry E. 65 Elm
 Clark E. 17 Ferry
 Downing T. 13 Ferry
 Farwell H. B. 48 Fulton
 Guild Chester & Sons. 16 Blackst'
 Harding Thos. 1 High, c. Congress
 Higgins H. M. 21 Ferry
 Martin D. U. 124 Pearl
 Mercer & Quinn. 282 Friend
 Mexal Andre. 125 Haverhill
 Payne & Borer. 39 Charlestown
 Rouse J. W. 39 Blackstone
 Ross & Daniels. 121 Haverhill
 Snow S. 25 Ferry
 Waldmyer H. 124 Cross
 Waldmyer P. 124 Cross
 Walker G. A. & Co. 7 Fulton
 Wall James. 29 Ferry
 Wm. Eaton & Co. 3 Blackstone
 Whittum G. 36 Fulton

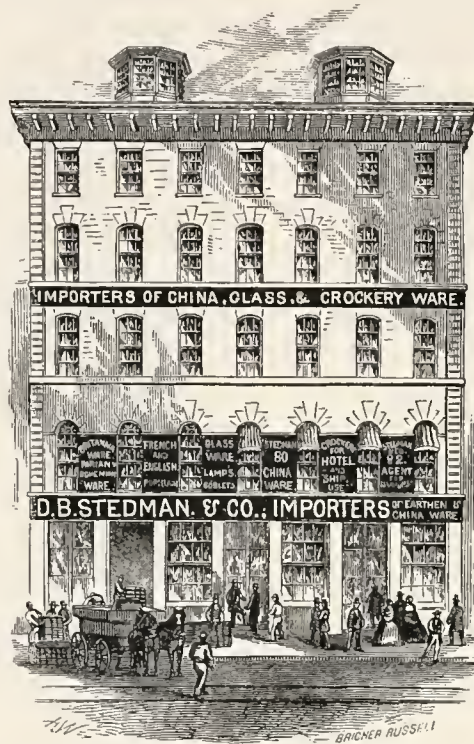
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 Clarke, Adams & Clarke, 156 Cong.

Collamore J. jr. & Co. 190 Wash.
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 Ellis George, 13 Exchange
 French, Wells & Co. 151 Milk
 Hall John, 7 Doane
 Harney John, 704 Washington
 Hastings Jos. S. & Son, 160 Congress
 Homer, Caswell & Co. 52 Union

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 Chamberlin C. F. & Co., Cam-
 bridge, c. Charles
 Colby Lewis, 8 Scollay's build.
 Curtis F. 250 Federal
 Hoxie T. W. & Co. 43 Long wharf
 Piper Solomon & Co. 250 Federal
 Wingate Wm. A., Lehigh, c. Fed'l
 Young C. & Co. 70 State

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 Kely G. L. & J. B. 170 Wash.

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 Wentworth J. 305 Washington

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 Bradlee C. L. 96 Court
 Murphy J. & R. 3 Harvard pl.
 Ruff C. A. 9 Court avenue
 Smith Brothers, 19 Hawley

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James Wm. 37 Richmond

Chiropodists.

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 Kenison N. & F. 157 Wash.
 Merrifield C. 210 Wash.
 Perkins F. B. 3 Winter

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Damrell & Moore, 16 Devonshire
 Storrs Amariah, 54 Cornhill

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Dolls.

Gibson I. W. 16 Elliot

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Cement, Clay, and Stone.

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 Foran C. H. 31 Exchange
 Hall James, 10 Dock sq.
 Hunt Walter M. 13 Water
 King J. H. 102 Commercial
 Merriam Jos. H. 18 Brattle sq.
 Metcalf M. J. 454 Salem
 Mitchell F. N. & H. 5 Tremont
 Smith W. H. 89 Washington
 White & Henshaw, 135 Congress

Dock Dredging Machines.

Woolley Charles, 92 Commercial

Dental Depots.

Codman & Shurtleff, 13 Tremont
 Jones & White, 16 Tremont row
 Ruff C. A. 9 Court avenue

Draughtmen.

Billings Hammat, 13 Tremont row
 Hall H. P. 5 Tremont
 Minot Samuel L. 42 Court
 Spaulding & Carr, 363 Federal (me-
 chanical)
 Stratton W. D. 220 1/2 Washington

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Barnard J. M. & Co., Adams et.
 Bowman S. 1 Commercial
 Briggs & Richardson, 174 State
 Cunningham, Sortwell & Co. 61
 Clinton
 Felton John, rear 88 Prince
 Felton L. & Sons, 160 State & 5th st.
 French W. E. & Co., Essex a. South
 Fuller Henry A. 16 Adams
 Heard J. T. Ivers & 1 Chatham row
 Howland Henry, 6 Custom House
 st. & Indiana
 Jenney B., First, near D.
 Lawrence D. W. & Co. 353 Comm'l
 Tracey John & Co. 69 Clinton
 Trott Brother & Co. 21 India whf.
 Trull Ezra, 31 N. Market
 Trull John & Co., Adams, c. Ivers

Dyers.

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 Barretts & Richardson, 140 Wash.
 Dodge B. W. 115 Court
 Harding H. R. 97 Court
 Lewando A. 150 Wash.
 Macomber I. 145 Court
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 Sibley S. 1 Tremont row

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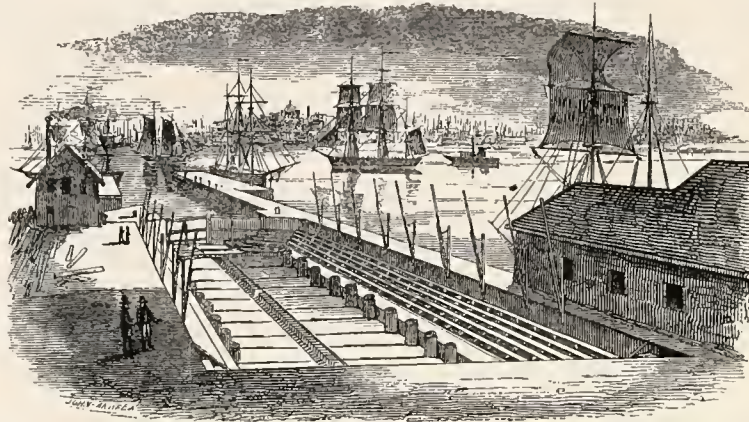
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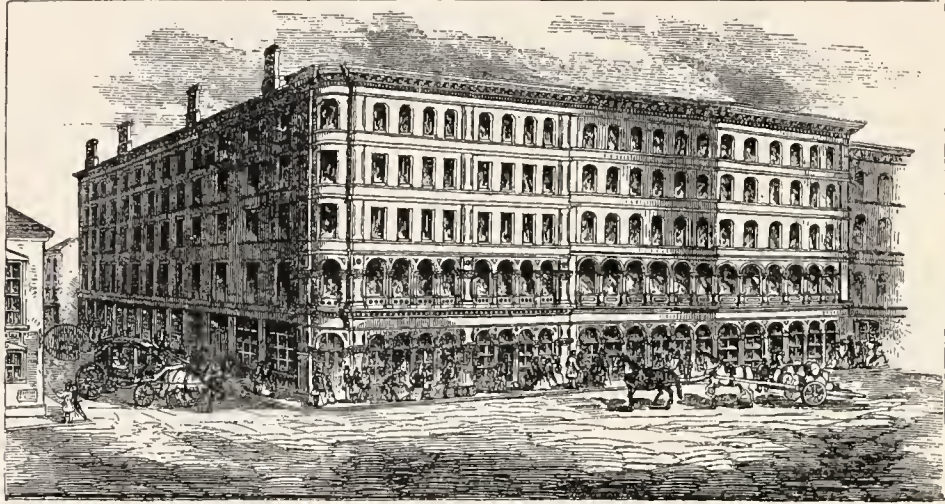
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H O L M E S ' S T H E R A P E U T I C C H A I R,

Patented, Sept. 21, 1844; Improved, June 16, 1857; and Renewed, 1858.

Over Boston & Maine Railroad Depot,

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21 to 27 Brattle St., near Court St., Boston,

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FURNITURE AND UPHOLSTERY GOODS,

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In the most elegant styles and of the best materials, in Rosewood, Black Walnut, and Mahogany.

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In every variety, style, and price.

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Of the best materials, Hair, Palm Leaf, Husk, and Cotton.

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Kiln dried, and warranted to be of the best quality.

UPHOLSTERY AND DRAPERY WORK,

IN ALL ITS BRANCHES, BY THE BEST WORKMEN.

Particular attention paid to packing furniture for transportation.



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A large assortment of ROSEWOOD, OAK, WALNUT, and PAINTED SUITS of

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The above articles, with many others, are manufactured by us in a variety of styles, adapted to the New England, Western, and Southern States.

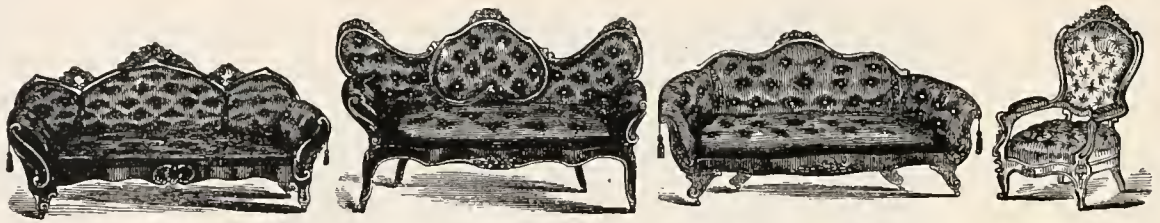
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ROCKING, EASY, AND PARLOR CHAIR

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N. B. — Purchasers will do well to give our establishment a call before buying, as we keep a good assortment of genteel furniture on hand, which we will sell CHEAP.

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MANUFACTURERS OF

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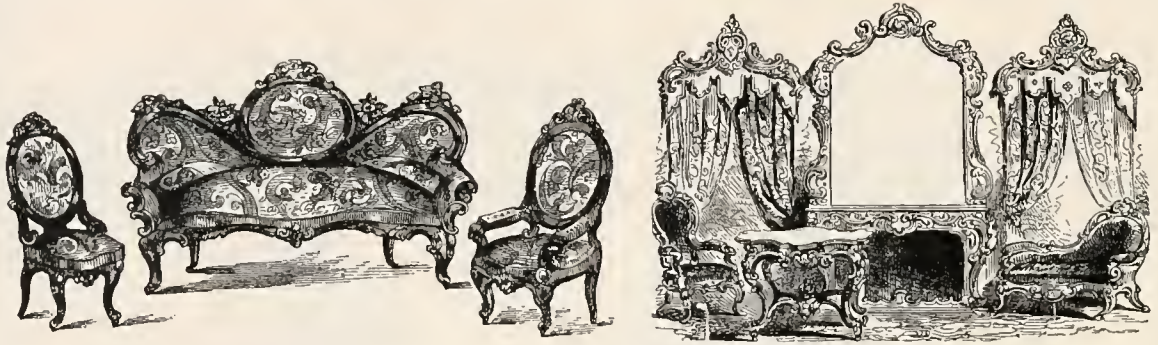
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OPPOSITE MAINE DEPOT, HAYMARKET SQUARE,

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Having added to his extensive manufactory steam power, with superior machinery,
he is prepared to fill all orders with promptness and dispatch, at his

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NEW STYLES FURNITURE, 1860.

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Have the NEW STYLES ready for the trade, comprising *the Largest Stock of First-Class Furniture* in Boston, consisting of Centre, Card, and Extension Tables, in Mahogany and Walnut; also solid Mahogany, Walnut, and Chestnut Chamber Sets, and all kinds of first-class Furniture, — a very desirable assortment, suited for home and distant markets, to all of which the attention of the trade is respectfully invited.

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Barrett C. H. 339 Hanover
Beal & Hooper, 3 Holmes block
Beaman & Aiken, 85 Hanover
Bean James A. 44 Washington
Beardley Spencer, 301 Hanover
Blake, Ware & Co., 59 Brattle
Blake & Davenport, 12 Cornhill
Blanchard J. W. 145 Federal
Boyce C. B. & Co. 579 Washington
Brabrook E. H. 4 Union
Brooks W. P. B. 114 Blackstone
Buckley & Bancroft, Beach, c. Lin.
Chamberlin Theodore, 166 Harr. av.
Colby M. 553 Wash.
Croome Geo. 178 Washington

Daniels John E. & Co. 111 Comm'l
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Dinmore James, 308 Hanover
Dodge T. 52 Sudbury
Eliens A. 324 Washington
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R. R. Depot
Fosgate Mendall P. 77 Salem
Foster Chas. H. 50 Endicott
Gahery, Gendrot & Co. 524 Wash.
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Hadley T. R. & Co. 85 Cambridge
Haley, Morse & Boyden, Beach, c.
Albany
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Holmes F. M. & Co. 188 Hanover
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Hopkins Chas. 39 Cornhill
Hull G. H. 52 Fricod

Hussey T. 4 Lewis, E. B.
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Kendall George S. 10 Charlestown
Kimball C. M. 681 Washington
Kingsno J. A., Portland, c. Travers
Lawrence, Wilde & Co. 42 Cornhill
Lewis Wm. L. & Co. 70 Cambridge
Manning A. G. 1 Holmes block
McGarry Chas. 43 Charlestown
Merriam O. W. 121 Fulton
Merrifield Moses, 209 Federal
Metcalf N. 89 Union
Munroe J. W. 164 Commercial
Neagle P. E. 113 Merrimac (second hand)
Noble J. H. 229 Hanover
Packard P. F. 56 Union
Parry & Varnum, 21 Salem
Paul & Co. 354 Washington [row
Pearson & Danforth, 13 Tremont

Pettingill Aaron, 51 Broadway
Phelps W. B. 19 Brattle
Prentice Robert, 57 Cambridge
Prime Oliver, 2 Friend
Quigley James, 486 Washington
Robinson & Field, 29 Canal
Ruggles E. H. R. 12 Canal
Scott Robert, 649 Washington
Shearer & Paine, 42 Canal
Smallwood E. A. 82 Lincoln
Soaden Geo. R. 567 Washington
Stevens G. W. 601 Wash.
Thayer B. & Co. 314 Hanover
Treadwell Samuel, 23 Meridian
Walker & Horton, 79 Haverhill
Webb & McKenney, 71 Union
Whitmore G. D. 544 Washington
Whitten I. 190 Friend
Wiug & Morss, 29 Brattle

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Articles for Presents; for the use of Travellers; of Utility, Taste, and Ornament, — constantly for sale at the lowest prices.

 New PARIS GOODS, of the latest and most fashionable description, received by every arrival.

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32 and 36 Federal, and 107, 111, and 113 Congress Sts.,

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NEW FANCY GOODS AND TOYS

RECEIVED FROM EUROPE EVERY WEEK.


Purchasers will always find NEW AND DESIRABLE GOODS, of our own importation, and many Goods consigned, which will be sold at bargains.


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AT REDUCED PRICES.

SANDERSON, the senior and only surviving partner of the former firm of Sanderson & Lanergan,

Pyrotechnists to the City of Boston, 1850, 1852, 1854, 1855, 1856, 1858,
And for all the large Cities and most of the Towns in the New England States and Canadas, for the past several years.

 Did not supply the City in 1857, when the fatal accident occurred on Boston Common.

 Dealers in Fireworks, Committees for Cities or Towns, and Private Individuals wishing Superior Safety-Matched Portable Fireworks of any description, for their own use or public display, or for sale — from 1000 Torpedoes, at 35 cents, to a display of \$50,000 — will find it for their advantage to call and examine a stock of Fireworks not equalled in quantity or variety by the combined establishments of New England, and far superior in quality to all others, as the test of ten years has proved.

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Importers of

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MUSICAL INSTRUMENTS,

Fans, China Ware, Pocket and Table Cutlery, Best Italian and German Violin and Guitar Strings, Porte-Monnaies, Leather and Twine Bags, Combs, Cloth and Hair and Teeth Brushes, Soaps, Perfumery, Toys of every description, &c.

The largest and best-selected stock of the kind in the country, which they offer to the trade at the lowest possible prices.

AGENTS FOR RODOLPHE'S (OF PARIS) CELEBRATED

PARLOR AND CHAPEL ORGAN HARMONIUMS,

Suitable for CHURCHES, HALLS, &c, at about one-half the price of an American Instrument.

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LYMAN'S ARCTUSINE, OR GENUINE BEAR'S GREASE.

ROTHE'S NEW AND IMPROVED HAIR-DYE.

GOODRICH'S PATENT SYRUP PITCHER.

A large assortment of Fancy Goods, comprising Tooth-Brushes, Hair-Brushes, Cloth-Brushes, Nail-Brushes, Shaving-Brushes, Combs, Pocket Cutlery, Scissors, Fans, Porte-Monnaies, Purses, Shopping-Bags, Mirrors, Lint, Syringes, Chamois-Skins, Tweezers, Tooth-Picks, Pungents, Pink Saucers, Lily White, Rouge, Corkscrews, Court-Plaster, Soaps, Hair-Oil, Pomades, Cologne, Perfumeries, &c., &c.

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Abbott Walter, 84 Hanover
Abbott Wm. E. & Co. 262 Wash.
Bailey Daniel S. 2 Essex
Barber Caroline N. 48 Warren
• Bates A. H. & Co. 265 Wash.
• Bellamy Wm. 21 Central
Blunt Harvey, 359 Hanover
Bogle Wm. 202 Washington
Brown Rosilla Mrs. 227 Hanover
Brown Wm. L. 233 Washington
• Burnham & Scott, 105 Devonshire
• Burr Bros. & Co. 76 Franklin
Butman G. F. 1021 Washington
• Chapman G. H. jr. & Co. 45 Fed'ral
Clapp Wm. 307 Washington
Cobb O. 27 Green
Creech Samuel W. 323 Washington
Dodge J. S. 157 Commercial
• Dunham C. H. & Co. 67 Milk
Ellis, Adams & Co. 74 Hanover
Ferdinand Frank, 1070 Wash.
Foster M. 67 Fourth
Gaskin H. A., Poplar, c. Spring
Gibson Geo. H. 415 Washington
Goodrich D. O. 392 Washington
Greene R. Mrs. 26 Myrtle
Hamilton & Co. 839 Washington
Hartow A. M. 71 Cambridge
Hesley P. 1 Albany
• Henshaw, Faulkner & Cushing,
143 Washington
Herman & Co. 105 Washington
• Heyer Brothers, 75 Federal
Hiscock Sophia, 71 Cambridge
Hodges J. G. 291 Washington
• Holden, Cutter & Co. 52 Federal
Holman J. F. 645 & 1025 Wash.
Hopkins J. 65 Meridian
Horn M. F. 111 Charles
Huot J. G., N. E. cor. F. H. M.
Ingraham A. M. & H. E., Dorne, c.
Temple
• Ives D. P. & Co. 83 Milk
Jones J. G. 838 Washington
Jones & Hodgkins, 14 Friend

• Jordan A. S. 191 Washington
• Kelley & Levin, 5 Kilby
Kennard E. L. 943 Wash.
Kesner R. 321 Hanover
Kimball Geo. F. 309 Hanover
Kauterbach H. C. 118 Congress
• Lewis M. A. & Co. 30 Washington
Lindsey G. W. 897 Washington
Linscott S. 30 Green
Lombard Henry S. 52 Clinton
• Lotts Jacob F. 97 Hanover
Lowe David H. jr. 29 Leveret
Mansfield John. 233 Hanover
McCoy J. 95 1/2 Hanover
Mead Chas. 140 Dorchester ave.
Milliken J. J. 308 Washington
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Nichols C. C. 54 Federal
• Norcross J. W. & Co. 143 Wash.
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Peakes F. B. 59 Portland
Follock A. F. 342 Wash.
Robinson Daniel, 94 Court (E.B.
Safford S. A. Mrs. 9 Maverick sq.
Salom M. 333 Wash ngton
Sears F. A. 535 Washington
Sellers B. F. 127 Hanover
Smith A. 38 South
Smith F. W. 175 Cambridge
Spinnney E. B. 102 Broadway
Starkweather J. B. 633 Washington
Sweeney M. C. 78 Pleasant
Tobman Geo. S. 132 Washington
Tutts J. 29 Shawmut ave.
Westworth J. 305 Washington
West R. 39 Meridian
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Bant & Bush, Court, c. Wash.
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Norton Jacob, 4 Franklin ave.
Pazolt T. C. 363 Washington
Riser R., Boylston, c. Wash.
Riedel R. 14 Friend
Stons J. & Co. 37 Court
Streck Joseph, 49 Union
Wilko & Burnam, 18 Summer
Wils & Zoebisch, 181 Washington

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Hillett James H. 16 Dock sq.
Haskell A. L. 28 Union
Holman John & Co. 63 Union (field
Institution for the Blind, 29 Bro u-
Manning, Glover & Co. 49 N. Mark

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Coe & Co. 19 Broad
Davenport Geo. 14 Chatham
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Gorman M. 92 Beverly
Kilner Wm., Foundry
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Huageman & Co. 59 Cornhill

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Stevens & Co. 94 Blackstone

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Bradford Martin L. & Co. 142 Wash.

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Bryant & Reed, 15 School
Childson Gartner, 93 Blackstone
Dunklee B. W. & Co. 113 Blackstone
Hawkes Ezra jr., 4 Province
Herman Leopold, 836 Washington
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Harper & Lovett, 512 Washington

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A new and very valuable article for making Bread, Cakes, &c., &c.

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 Bartlett Levi & Co. 145 State
 Batchelder, Mann & Co. 124 State
 Birchard, Torrey & Co. 183 State
 Blanchard & Bro. 45 Commercial
 Bliss James, Russia wharf
 Brickett, Denison & Co. 4 Com'l
 Briggs, Guild & Co. 1 Commerce
 Brooks H. C. & Co. 40 Commercial wharf
 Butler, Nowell & Co. 169 Blackstone
 Callender Henry & Co. 1 Comm'l
 Claflin, Saville & Co. 8 S. Market
 Cluff R. 138 Blackstone
 Coanot J. F. 50 Chatham
 Coanot & Plumer, 78 Broad
 Cooley D. 38 Central wharf
 Cushing & Clapp, 68 Commercial
 Dana, Farrar & Hyde, 83 Broad
 Darling Geo. & Co. 19 Elm
 Davis C. S. & Co. 17 Water
 Davis & Howe, 204 Commercial
 Demond & Robinson, 232 State
 Dewey Edward, 5 Commercial
 Dole & Bridge, 9 Comm'l whf.
 Dorr, Proctor & Co. 2 Commerce
 Draper, Eaton & Draper, 21 South Market
 Durell H. 40 North
 Eastman, Fellows & Weeks, 89 Br'd
 Ellis E. & Co. 160 State
 Emmons, Danforth & Scudder, 23 Faxon Brothers & Co. 11 Com'l
 Gay Timothy & Co. 22 India
 Goodnow D. & Co. 91 Commercial
 Goodnow G. & Co. 23 S. Market
 Hall Martin L. & Co. 34 F. Hall sq.
 Haskell L. P. Prentice's wharf
 Hitchcock, Winslow & Myrick, 159 State
 Howe & Leeds, 210 State
 Hurd G. F. & B. 5 S. Market
 Jackson & Norris, 111 State
 Jones, Pratt & Cristy, 216 State
 Kaiback John G. Jr. 90 Water
 Knight John, 114 Blackstone
 Manung, Slogwood & Co. 135 State
 McIntyre P. 196 Commercial
 Merlem S. & W. & Co. 39 S. Market
 Nash Israel & Co. 87 Broad

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 Peirce Silas & Co. 89 Commercial
 Peirce & Dana, 42 Broad
 Prescott & Delong, 228 Broad
 Peters, Chase & Co. 50 Br'd, c. Milk
 Rand, Ellis & Co. 35 Broad
 Rice F. & F. & Co. 11 Broad
 Rice George, 59 Lowell
 Richards & Crockett, 235 State
 Roberts & Webster, 98 Blackstone
 Roberts J. W. & A. 148 Blackstone
 Robinson, Holbrook & Co. 173 Blackstone
 Robinson E. L. & Co. 34 Chatham
 Rogers A. C. 14 Commercial wharf
 Ryder & Hardy, 63 Commercial
 Sawtell & Hartshorn, 33 S. Market
 Sears & Co. 180 State
 Shepleigh & Co. 20 India
 Sleeper, Dickinson & Co. 165 Milk
 Stearns William & Co. 9 Chatham
 Stedman Wm. M. & Co. 91 Broad
 Stratton & Ayers, 50 Central
 Wassey & Blanchard, 290 Comm'l
 Symmes, Eaton & Co. 5 T whf.
 Talbot G. B. & Co. 33 Kilby
 Torrey Geo. W. 25 South Market
 Waldron B. F. 186 Commercial
 Wason, Peirce & Co. 7 Chatham
 Waters Wm. D. & Co. 87 Comm'l
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 Whittin John P. 24 Broad
 Wiggin, Morse & Co. 101 State
 Winslow, Harris & Co. 217 State

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 Aiken J. B., Washington Market
 Atkins Howard W. 183 Friend and 102 Prince
 Baker R. R. 394 Hanover
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 Barnes Wm. H., Causeway, c. Wall
 Barry Patrick, 78 Dorchester ave.
 Bartlett Cyrus, 142 Hudson
 Bassett & Otis, 763 Tremont (mont)
 Batchelder J. T. & A. H. 186 Tre-
 Baxter Elijah B. 74 Beach
 Beale H. M. & Co. 139 Lincoln
 Bickford W. D. 148 Broad
 Bicknell N. B. & Co. 44 New
 Bird Charles A. 161 Salem

Birby Elbridge S. 5 Central sq.
 Blackstaff T. D., D. o. Second
 Bliss James, 810 Broad
 Bonney H. T. & Co. 374 Wash.
 Bopp John P. 91 E. Sumner, E. B.
 Bowers J. L., Kneeland, c. Tyler
 Bowman O. P. 181 Cambridge
 Bradbury L. R. & Co. 43 Lowell
 Bradfield T. 94 South
 Brickley Timothy, 235 Federal
 Bright H. 50 Lexington
 Brock L. M. 25 Hudson
 Brooks & Co. 204 Harrison ave.
 Brooks James N. & Co. 40 Church
 Brooks L. S. 81 Meridian
 Brown Deouis, 102 Warren
 Brown George A. 187 Salem
 Brown G. M. 161 Shawmut avenue
 Brown John A., Maverick, c. Lou-
 doo, East Boston
 Brown T. W. Jr. 402 Hanover
 Bryden W. R., Currie, c. Tyler
 Bryson J. 46 Maverick square
 Buckley J. N. 5 Second
 Burke Phipp, 496 Commercial
 Bus & Merrill, Grove, c. Revere
 Bursae Augustus, 79 Elliot
 Capeo S. C. 217 Broadway
 Carr Henry H. 10 Church
 Carr John, 30 Andover
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 Caswell Thomas, 68 Prince
 Chaffee Geo. A. 24 Pinckney
 Chaffee Wm. R. 7 West Concord
 Chandler Benjamin, 151 North
 Chapman Wm. 36 Richmond
 Chester J. H. 26 Dover
 Churchill Jas. C. 84 Charlestown
 Clapp Wm. 110 Pleasant
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 Clifford J. 80 Warren
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 Cobb W. 115 1/2 Fourth
 Cobleigh George, 164 Salem
 Colby Henry C. 82 Lowell
 Coleman W. W. 105 Leveret
 Collins Patrick, 29 Fleet
 Colman Edw., Kings'to, c. Bedfo'd
 Conant John R. 73 Leveret
 Coolidge L. A., Beach, c. Kings'to
 Corbet J. 180 Essex
 Cottle J. 38 Congress
 Cronan Patrick, 83 Elliot
 Cummings Amos, 20 Sumner
 Cutter L. R. 53 Leveret

Dailey Michael, 6 E. Sumner, E. B.
 Dalrymple G. E. 103 North
 Danforth B. F., Western avenue
 Darling Moses Jr. 84 Oak
 Deary William, 92 Brighton
 DeLuce & Holby, 141 Broadway
 DeLoce Thomas, Fourth, cor. D
 Dempsey P. J. 30 Nashua
 DeWolf E. A. 46 Revere
 Dimond Geo. 82 Harrison avenue
 Doo Wm. G., Federal, c. High
 Doherty B. 84 Endicott
 Doherty C. 824 North
 Doherty Edward, 159 Everett, E. B.
 Doherty P., Endicott, c. Thacher
 Doherty Thos., N. Margia, c. En-
 dicott
 Dolan Margaret E. 238 North
 Donovan James, 202 Harrison ave.
 Donovan M. H. 72 Eliot
 Downing M. T. 126 Federal
 Drummond T. 80 W. Cedar
 Dudley Jas. B. 144 Shawmut av.
 Duggan Henry, 109 Warren
 Duobar B. F. 246 Broadway
 Dutton Beoy, 825 Wash.
 Earl Edwin, 16 Williams Market
 Eaton Eben, 18 Pleasant
 Edmonds Samuel, 79 Trenton
 Edwards P. & Co. 8 Bromfield
 Egan William, 124 Chelsea, E. H.
 Elkins C. H., Southac, c. Garden
 Erskine B. 128 Meridian
 Eustace Samuel, 140 Pleasant
 Eustace Wm., Church, c. S. Cedar
 Fales Warren H. 272 Shawmut av.
 Falvey Chas., Goddard, c. E
 Fay Chas. H., Chestnut, c. Charles
 Fay Levi, 39 Shawmut avenue
 Fernald John C. 458 Washington
 Field John, Second, c. D
 Finnegan John, 1 Sullivan place
 Fisk Prescott, 10 West
 Fitzgerald M., Lewis, c. Marginal
 Flagg Alonzo, 292 Tremont
 Flagg & Forbes, 150 Cambridge
 Flynn David, 53 Prince
 Firan J., Kneeland, c. Cove
 Folleneshee E. F. 1087 Washington
 Ford Jeremiah, 158 Federal
 Fortune Thomas, 69 Havre, E. B.
 French Geo. L. 1167 Washington
 French John A. 46 Long wt.
 Frexel Adam, 682 Washington
 Furlong Chas. 33 Southac
 Gage Milton & Co. 81 Hanover

Gibbens S. H. 296 Wash.
 Giessen & Loeber, 401 Washington
 Gilbert J. jr. & Co. 106 and 705
 Tremont
 Gilbert & Knight, Pleasant, cor.
 Tremont
 Gilfeather Daniel, Fourth, c. A
 Gillingham Albert, 151 Pleasant
 Gilman Geo. W. 175 North
 Goff T. Harr. ave. cor. S. May
 Goodrich E. B. 626 Washington
 Goodwin Edward, 106 Charles
 Gourley John, 33 Prince
 Gove Milo, Myrtle, c. W. Centre
 Grant Geo. A., Salem, c. N. Bennet
 Grant R. 648 Washington
 Granville O. H. 233 Broad
 Greenwood Thos. T., Broad'y, n. I
 Hagerly Timothy F. 17 Suffolk
 Hahn Jacob & Co. 38 Sumner
 Hall R. H., Federal, cor. Sumner
 Hallaren J., 461 Commercial
 Halliday Wm., Marion, cor. Mon-
 mouth, E. B.
 Haasy P. 192 Fourth
 Hanson S. A. & Co. 40 School
 Harahan Thomas, 160 Harrison av.
 Harding Lemon P. 138 Dorches. av.
 Harding Wm. B. 161 Dorch. av.
 Harkins James, 55 Endicott
 Harrington W. S. 44 Sumner
 Haskell L. P. 324 Broad
 Hatch & Co. 5 Tremont row
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 Hayward J. jr. 659 Washington
 Hesley James, 407 Com'l [Bow'd
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 Hillman Geo. 383 Commercial
 Hodgden G. C., Marion, c. Lexington
 Hodgkins S. B. 390 Chelsea
 Holland D. 345 Federal
 Holmes Henry T. 472 Com'l
 Holmes Wm. A. 34 Church
 Horigan John, 390 Commercial
 Horton L. G. 118 Essex
 Houghton R. 60 Cottage
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 Howard S. & Son, Berne, c. Temple
 Howard W. S., Maverick
 Howes & Curney, 1133 Wash.
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 Hunter Henry M. 69 Albany
 Hurley F., Oswego, c. Albany
 Hutchinson A. H. 357 Broad
 Hyland Wm. F. 339 Federal
 Jacobs Geo. C. 184 Friend
 Jacobs Pinous, 15 Church
 Jannet A. M. 156 Everett, E. B.
 Jarvis Charles, 21 Leveret
 Jennings E. E. 35 South
 Johnson Caleb S. 92 Merrimac
 Johnson E. S. 1159 Washington
 Johnson Hiram, 1053 Wash.
 Johnson R., Chapman, c. Middlesex
 Johnson Thomas, Broadway, c. I
 Jones H. 48 Kneeland
 Joselyn, Peeler & Simmons,
 Broadway, near D
 Judkins John T. 137 Cambridge
 Keene P., Maverick, c. Liverpool
 Keanev Rufus J. 191 Cambridge
 Kenny J. 463 Commercial
 Kenoy T. M. 314 Federal
 Kingsbury Geo. E. 54 Church
 Knight Geo. & Co. Blossom, c. Vine
 Knight T. T., E. Sumner, c. Cotge
 Knowles Z., W. Cedar, c. Southac
 Knowlton A., Irving, op. Southac

Leavitt H. N., N. Russell, c. Eaton
 Leavitt Thos. 111 Dorchester av.
 Leighton John, Webster, c. Cottage
 Leonard C. 500 Commercial
 Littlefield & Drake, 8 Central sq.
 Love Geo. W. 391 Haec. c. Bartlett
 Lukke & Korner, 217 Washington
 Lyford James, 60 Pleasant
 Lynch William, 97 Charter
 Madden Grace, 45 Ossida
 Mahan Benj., F. 50 Long whf.
 Mahor T. 44 South
 Mann Eben, Joy, cor. Myrtle
 McAllaster S. 93 Prince
 McDonald M. 84 Elliot
 McElroy John, 11 Merrimac
 McGue W., Fifth, c. A
 McKenna B. 60 Cross
 McKenna Peter, 45 Second
 McLane, 48 Pleasant
 McLaughlin J. 46 Salem
 McMahan Francis, Maverick, cor.
 Liverpool, E. B.
 McMahon James, 155 Federal
 McMannis P. 450 Commercial
 McNally Jas. 72 Elliot, c. Warren
 McNally R. H., Cottage, c. E. Sum'r
 McQuilan P. 242 Friend
 Mehan Thos. 209 Congress
 Menage Wm. B. 77 Chambers
 Mendum W. B. 138 Dorchester av.
 Meredith H. 49 Elm
 Meriam Jonas & Co. 85 Leveret, &
 Green, cor. Chambers
 Merigan M. 126 Albany
 Metzler J. M., Meridian, c. Lex'n
 Miller John, 189 Hanover
 Montague Gilbert, 32 Pleasant
 Moore Robert, 81 Endicott
 Moore & Jerould, 102 Salem
 Moorehouse Isaac, 625 Wash.
 Morrissey Edw. 273 Broad
 Moore Joseph W. 32 Pleasant
 Morehead J. 237 Second
 Morse & Balcomb, Long wharf
 Morton Thos. 16 Pleasant
 Moulton Calvin, 115 Leveret
 Mulloney J. 122 Chelsea [Kina
 Munroe Isaac, Dorchester, c. Jen-
 Murphoy Edward F. 198 Endicott
 Murphy James, 114 Havre, E. B.
 Murphy James, 96 Essex
 Murphy John, 62 E. Sumner, E. B.
 Murphy J. & L. 386 Wash.
 Murphy L., Brighton, c. Poplar
 Murphy P. 4 Fifth
 Nachman Jacob, 93 Pleasant
 Nightingale J. F., W. Canton, cor.
 Shawmut avenue
 Nolan John J. 105 Pleasant
 Noyes E. & E. 338 Federal
 Nute Jos., Eutaw, c. Brooks, E. B.
 Nye Nath'l F., Tremont, c. Dover
 Oakes Conrad, C. 89 W. Canton
 O'Brien Edward, 92 Elliot
 O'Connor J. 31 First
 O'Connor P. 261 Federal
 O'Connor Timothy, 82 Elliot
 O'Leary Patrick, 76 Dorchester av.
 O'Neil Patrick, 71 Church
 Palmer J. P. & D. R. 19 School
 Parker S. T. & C., Causeway, cor.
 Lancaster
 Partridge W. J. 325 Hanover
 Peck J. & Co. 58 Long whf. and 100
 Cambridge
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 Pendergast Francis, 144 Dorch. av.
 Perry Isniel, 23 Dover place

Phinney Geo. P. 4 Winthrop blk.,
 Pierce S. S., Tremont, c. Court
 Plummer D. 142 Shawmut av.
 Plummer George H. 111 Maverick sq.
 Priest Jonas H., Walnut, c. Chest't
 Putnam David, 80 Sumner
 Putnam E. B., Lowell, c. Causew'y
 Putnam & Co. 6 Maverick sq., E. B.
 Quick A. P. 87 Salem
 Reed A., Meridian, c. Paris
 Reed Henry, 102 Federal
 Reed Henry R., E. corner Athens
 Reed James H. 102 Carver
 Reilly Allen, 21 Merrimac
 Renwick F. & Co. 161 Hanover
 Ronch P., 85 Beach
 Ronch J. 96 Beach
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 Rogers John, 590 Commercial
 Rogers John A. N. 63 Endicott
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 Rosenfeld Charles, 33 Pleasant
 Russell E. 126 Lincoln
 Russell H. 49 Charter
 Russell S. S., Broadway, c. B
 Russell Wm. H., 353 Federal
 Ryan John A., Pitts, c. Margin
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 Sanderson L. & Son, 75 Pleasant
 Sawyer Albert P., Chelsea, corner
 Porter, East Boston
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 Scollard Garrett, 20 East Orange
 Seaverns & Br. 4 Boylston
 Seaverns Thos. W. & Co. 741 Wash.
 Seavey G. S., Poplar, c. Spring
 Segley S. 81 Portland
 Shattuck Samuel, 79 Prince
 Shee Thomas, 42 Maverick, E. B.
 Sheridan Bernard, Goddard, n. E
 Sheridan P. 63 South
 Sherry T., C. c. Fifth
 Sinnott Pierce, 25 Genesee
 Skelley Thomas, 23 Portland
 Small P. W. 50 Mt. Vernon
 Small Samuel, 73 Saratoga, E. B.
 Smith M. & S. H. 169 Shawmut av.
 Smith J. D. & H. 90 Merrimac
 Spear Benj. A. 216 Hanover
 Sprague Wm. A., Fourth, c. D
 Sproun R. 158 Cambridge
 Stearns & Eston, 410 Commercial
 Stearns Elijah, 116 Salem, c. Prince
 Steen John, 123 Christestown
 Stevenson D. D. 12 Trenton
 Stewart C., Nashua, c. Minot
 Stinson Samuel, 2 New, E. B.
 Sullivan Patrick, 43 Minot
 Taylor A. C., Fourth, cor. F
 Taylor T. C. 22 Tremont
 Thomas G. C. 29 Essex, c. Harr. av.
 Thomas & Merriam, 488 Wash.
 Thompson J. L., Grove, c. Southac
 Thompson N. & Co. Fifth, cor. F
 Tilden N. H. 344 Broadway
 Tiltston John, 233 Second
 Toombs B. F. 84 Fourth
 Tower Isaac, 192 Harrison av.
 Towne John, 45 Leveret
 Traffon I. S. 67 Hudson, c. Harv'd
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Wadsworth & Anderson, 100 Black-
 stone
 Wait H., Fifth, c. E
 Wait John E. 74 Salem
 Waite & Newell, 105 Merrimac
 Walker James, 98 Fourth
 Wallis M. L. 845 Wash.
 Wash P., Second, c. A
 Watts Caleb B., Fourth, c. C
 Weeks Stephen, 254 Tremont
 Welbrock John F. & Co. 771 Wash.
 Welch Elbridge G. 231 Charter
 White & Kilburn, 126 Leveret
 White Amos T., Dorch. cor. Third
 White Geo. 546 Washington
 Whitmore A. jr. 349 Hanover
 Wilder & Sleeper, 146 Charles, 40
 W. Cedar
 Wiley Emery, Dorch. av. n. Dexter
 Willoughby Ralph, Dover, corner
 Harrison avenue
 Wilson Robert, 291 Federal
 Wright Benjamin, 63 Merrimac
 Wright James, 22 Prince
 Wrin M. 243 Federal
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 Norton J. Henry, 74 Sudbury
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 Locke F. B. 177 Washington
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 Merriam, Sawyer & Co. 136 Wash.
 Reeves Wm. C. 370 Wash.
 Sibley Stephae & Co. 155 Wash.

Simmons G. W., Piper & Co. 34
 North
 *Simons, Whitten & Co. 93 Devon-
 Stevenson W. W. 411 Wash.
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 *Tufts Quincy, 105 Washington
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 Wetherell C. H. 781 Washington

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 Holt Jeremiah B. 6 Hanover
 Holmes J. & Co. 17 Tremont row
 Howe James, 429 Washington
 Lombard & Brown, 63 Federal

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 Morey Edwin & Co. 21 Tremont
 row
 Morse J. C. 99 Devonshire
 Moss Franklin, 96 Hanover
 Ondkerk L. 86 Milk
 Peckham & Gwinn, 699 Wash.
 Perry J. M. & Co. 73 Water
 Tilden & Co. 213 Washington
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 Tufts Q. 105 Washington
 Wright & Furber, 12 Summer
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 Chadborn John, 20 Hawley
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 Davis & Green, 368 Harrison av.
 Deacy T. 423 Federal
 Devoy John, Fulton court
 Gerry J. W. 203 Friend
 Goodwin S. 37 Haverhill
 Gorman J. & Son, Creek sq.
 Grey & Henry, 207 Causeway
 Haskell J. H. 66 Dorchester ave.

Jequith & Bus, 16 E. Dover
 McClosky Deolis A. 107 Sumner
 McNulty Patrick, Plymouth
 Nann Hugh, 11 Plymouth
 Ray Robert, 179 Second
 Riley John, Harvard, n. Utica
 Riley Patrick, A. n. Fifth
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Carter Samuel & Co. 72 Kilby
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Coverly, Knapp & Co. 39 Pearl
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Gray G. H. & Danforth, 113 Furch.
Holl R. 73 Water

Haven Albert S. 503 Wash.
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Jackson Wm. & Co. 73 Water
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Clash J. F. 162 North

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Corrao John, 138 Court
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Donahoe Miss J. 18 1/2 Winter
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Easton David, 62 Sudbury
Edwards J. S. 347 Hanover
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Fletcher F. 16 U. S. Hotel
Fletcher G. W. 89 Merrimac
Freeman John E. 40 Elm
Gale Alfred N. 122 Washington
Geller E. 638 Washington
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Glynn Wm. 27 Devonshire
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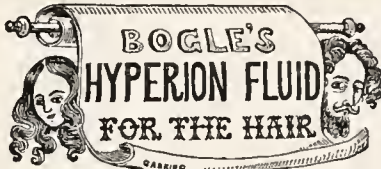
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Higgins Thomas, 49 North
Hilsebusch Frederick, 733 Wash.

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Kuhn John, 543 Washington
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Moore & Smith, 43 Pearl
Murtagh P. 639 Washington

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Sawin & Wych, 288 Washington
Shute Wm. & Son, 175 Wash.
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 Tirrell Minot, 68 Fulton
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 Greco Joseph W. 41 Long wf.
 Jones Thomas J., Packard's whf.
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 Mansfield C. H. 222 State [near
 Mayo U. R., Carleton's wf. 17 Sum-
 Nickerson T. W. 7 Commerce
 Ober John P. 323 Commercial
 Pruden I. R. 190 State

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 Hayes C. 25 School
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 Wilder W. W. 36 School
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American,	54 State st.	J. I. Bowditch.	A. C. Dorr.
Boston,	62 State st.	P. W. Freenia n.	Henry Washburn.
Bostonland Mut.	2 Mer's. Ex.	Isaac C. Bates.	Geo. B. Ager.
Boston M'rs M. F.	14 Devonshire	Wm. Amory.	E. F. Mankoo.
Boston Mut. Fire,	Mer. Exch.	Lorenzo Buige.	Michael Leary.
Boylston Fire & M.	45 State st.	J. W. Belch.	Honace W. Barry.
China Mutual,	62 State st.	Francis Bacon.	Geo. L. Deblois.
City Fire,	19 Kilby st.	S. P. Heywood.	A. W. Benton.
Eagle Fire,	70 State st.	Benny Earl.	Henry I. Morgan.
Elit Fire,	61 State st.	Geo. A. Curtis.	Wm. M. Lathrop.
Equitable S.,	Merch. Ex.	John Clark.	J. T. beo. Clark.
Firemen's,	75 State st.	Thos. C. Amory.	S. G. Rogers.
Franklin,	44 State st.	Wm. M. Byrnes.	E. B. Whitney.
Home Mutual Fire,	17 Kilby st.	R. W. Holman.	H. F. Whittier.
Manufacturers,	59 State st.	C. W. Cartwright.	Samuel Gould.
Mass. Hospital Life,	50 State st.	N. Appleton.	Moses L. Hale.
Mass. Mutual Fire,	89 State st.	Charles Wells.	Wm. Tufts.
Mechanics Mut. F.,	28 State st.	Solomon Hovey.	Osborn B. Hall.
Mercantile Marine,	68 State st.	Nathl. Meriam.	Wm. B. Coffin.
Merchants,	83 State st.	Thos. C. Smith.	Jas. C. Eraman.
National,	66 State st.	Faml. W. Swett.	A. H. Bean.
Neptune,	64 State st.	Caleb Curtis.	Geo. F. Osborne.
New Eng. Mut. Life,	39 State st.	Willard Phillips.	B. F. Stevens.
New Eng. Mut. Mar.	49 State st.	Jos. H. Adama.	Berj. Lyon.
N.E. R.R. Mut. Fire,	11 R. R. Ex.	W. Higginson.	L. M. Spelman.
North Am. Fire,	10 O. State H.	Albert Bowker.	Charles L. Pitta.
Pescott Fire & M.,	20 Congress,	G. F. Thayer.	Franklin Greene.
Sba wmut Mut. Fire	80 Wash. st.	A. Richardson.	John Vose, jr.
Sh. & L. D'Fr. & M.	2 Kilby st.	John C. Abbott.	C. M. Sumson.
State Mutual Fire,	27 State st.	Joseph F. Hovey.	Felham Hooney, jr.
Suffolk Fire,	24 Kilby st.	James Lunt.	Edw. Foster.
Traders Mut. Fire,	17 State st.	G. W. Norris.	Albert I. Sawyer.
Union Mutual Fire,	29 State st.	Enoch Hobart.	Geo. G. Field.
Union Mutual Life,	62 State st.	E. R. Pratt.	W. H. Hollister.
United States,	74 State st.	R. B. Williams.	Joshua H. Davis.
Warren,	79 State st.	F. Holmes.	C. E. W. Dimmock.
Washington,	72 State st.	Isaac Sweetser.	Benj. Sw etsar.

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Bird H. 17 State
Bradley Jos. basement Old State H.
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Brewster Oliver, 4 State
Brideman J. B. 17 Kilby
Brown Henry A. & Co. 39 State
Brown John N. 1 Phoenix building
Bumstead J. 20 Congress
Burge L. 49 Merchants Exchange
Clapp J. P. 6 Merchants row
Cleaves N. Porter, 3 Central whf.
Coffin G. W. 4 Merchants Ex.
Compton F. J. 13 Doane
Deann M. M. 76 State
DeBacon Chas. 17 Kilby
Dewey F. F. 49 Merchants Ex.
Dobson & Jordan, 46 State
Eddy P. E. 68 State
Edwards Henry, 14 Kilby
Everett J. Mason, 10 The's build.
Folger G. H. 8 Merchants Ex.
Ford Nathaniel, 23 State
Foss L. J. 13 Exchange
Gordon Geo. W. 13 Exchange
Hamlin H. 27 State
Harding Wm. B. 161 Dorch. ave.
Haviland & Co. 55 State
Higginson Stephen, 1 Kilby
Higginson Waldo, 11 R. R. Ex.
Hobart A. W. 29 State
Holden T. F. & O. H. 22 Congress
Holman R. W. & Co. 17 Kilby
Hutchings W. V. 28 State
Hyde H. H. 4 Montgomery place
Kent James D. 6 Congress
Kimball Samuel, 17 State
Maynard S. B. 17 State

Mentzer C. L. 17 State
Merrill Arthur, 27 State
Norris D. H. 17 State
Norris G. W. 17 State
Perkins Benj. 39 State
Perry Augustus, 49 State
Pinkham A. B. 12 Congress sq.
Plummer F. 40 State
Porter W. 12 Congress square
Prince James H. 27 State
Ray Edwin, 20 State
Reed & Hastings, 9 Old State House
Richardson A. 80 Washington
Robley R. C. 17 State
Rowe Richard, 17 State
Sampson William H. 46 State
Sawyer A. I. 17 State
Stone J. F. 13 Exchange
Tbatcher Peter, 46 State
Thompson G. M. 6 Congress
Tyler John S. 28 State
Vicent W. H. 28 State
Ward J. H. 68 State
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Westgate Joseph E. 17 Kilby
Whitney & Stephens, 2 Congress
Wood C. A. 1 Phoenix building
Woodward Daniel, 68 State

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Pearson F. W. & Co. 70 State
Reed & Bartlett, 92 State
Russell, Conant & Co. 92 State

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Blodgett, Richardson & White, 70
Bradlee J. 138 Friend
Bray E. W. 13 Fulton
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agents, 120 Milk (cast steel)
Cammell Chas. & Co. 152 Congress
Coffin W. E. & Co. 105 State
Deanis S. J. 88 Water
Dyer M. 28 Eastern avenue
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ner, agts. 24 Fulton (steel & files)
Ellis, Newell & Co. 35 India
Fuller & Dana, 54 Fulton
Oay, Manson & Co., Fulton, c. Cross
Gould Jacob S. & Co. 13 Fulton
Hinckley Daniel & Co. 31 Central
Hoosier Zelotes & Co. 33 Battery-
march
Jackson C. jr. 5 Liberty sq.
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Kellogg C. D. & Co. 150 Congress
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Naylor & Co. 80 State
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Phillips & Moseley, 233 Broad
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Richardson Wm. F. 22 Broad
Sanderson Bros. & Co. John B.
Taft, ag't, 18 Battery'm'ch (steel)
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Whiting, Austin & Co. 25 Union
Williams G. W. A. 182 State
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Washington [court
Emerson & Wellington, 4 Cornhill
Ford James M. & Son, 32 Court
Hews A. H. 185 Washington
Jones & Blake, 55 Court
Kelley J. & Co. 13 Erville sq.
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Drown Thos. S. 151 Wash. [et
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Harrod & Mudge, 220 Washington
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Hinde Frederick, 251 Wash.
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Farron William, 91 Cross
Fines & Lodge, 140 Fulton
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Hamblin Wm. A. 344 Broad
Haskins & Montague, 168 Broad

Howe & Freshy, 307 Broad [State
Kent E. T. & Co. 112 Haverhill & 23
Knight Hiram, 54 Pitts
Littlejohn C. 310 Commercial
Locke Samuel B. 265 Causeway
Mahony J. 449 Commercial
McBride John, 217 Endicott
McCarrick P. 129 Cross
McDavitt D. 414 Commercial
McGonigle H. 1 People's Ferry av.
McKenna A. & Co. 285 Com'l
McLaughlin W. 219 Endicott
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Mullen John, 360 Broad
Nickerson W. A. & J. 275 Federal
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O'Brien John, 245 Federal
O'Harris J. 158 Broad
Peirce Ira, 23 Foster's wharf
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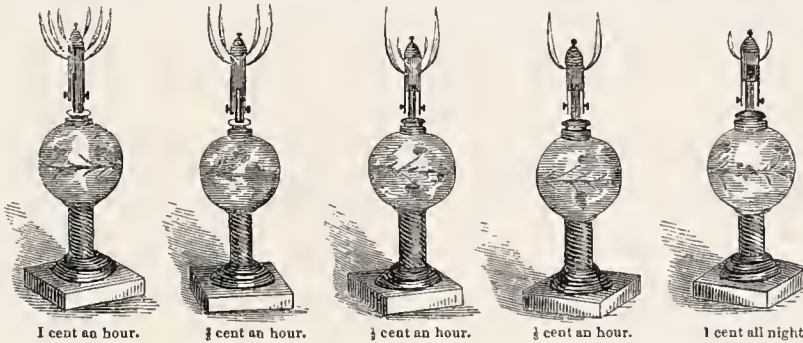
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 Brooks & Mecuen, 107 Milk
 Carroll & Thayer, 81 Elm
 Child Jos. jr. 3 Blackstone (dialing)
 Child Wm. C. 68 Pearl
 Choate & Cummings, 93 Pearl
 Cobb E. 55 Elm
 Cobb I. B. 7 Fulton
 Davis J. Alba, 250 Congress
 Day Joseph & Co. 100 Milk
 Dow J. N. & A. B. Sheild, 5 Sh. & L.
 Durant & Winslow, 9 Fulton
 Dyar Smith, 85 Kilby
 Edson & Turner, 137 Pearl
 Fowle W. F. & J. F. 107 1/2 Milk
 Gill & Sanderson, 96 Milk
 Gove, Cutler & Co. 77 Kilby
 Guild, White & Co. 39 Elm
 Hall, Merrick & Cox, 55 Elm
 Hartshorne & Co. 74 Pearl
 Hewes John, 43 North Market
 Higbee Charles, 96 Milk
 Hopkins G. J. Congress, c. High
 Johnson D. & Co. 98 Milk
 Liacolin R. W. & Co. 23 Shoe & L.
 Littlefield J. & Co. 253 Congress
 Manning Uriah & Son, 14 Blackstone
 Marsh E. W. & Co. 69 Purchase
 Marsh, Spear & Co. 250 Congress
 Mercer & Quirin, 66 High
 Miller T. F. 18 Blackstones
 Moseley & Lewis, 21 Portland
 Neufville & Brackett, 45 Shoe & L.
 Newhall F. S. & Sons, 17 Portland

Nichols C. W. P. 105 Pearl
 Nickerson M. C. 54 North
 Noble & Brooks, 110 Milk
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 Pollard S. O. & Co. 4 Blackstone
 Pratt & Brooks, 96 Milk
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 Sawyer W. 3 Blackstone
 Sewall & Chase, 64 High
 Shaw, Taylor & Co. 85 Kilby
 Sloane J. 6 Barrett
 Stevens C. C. 36 Fulton
 Stimpson J. C. 68 Pearl
 Sumner J. 105 Pearl
 Thorndike S. W. 124 Cross
 Tidd & Blake, 94 Pearl
 Tidd & Bloomer, 12 Pearl
 Tirrell William, 86 Pearl
 Underhill O. H. 11 Pearl
 Viell John, 15 Shoe and Leather
 Wallerstein & Kunst, 105 Pearl
 Westcott Stephen & Soa, 44 Fulton
 White A. L. 11 Blackstone

Ladies' Dress Caps.

Bradley C. 3 Winter

Land Warrants.

Blake P. 18 Doane
 Gilley J. E. M. & Old State House
 Woodman Horatio, 25 R. R. Exch.

Lanterns. (Street.)

Washburn J. W. 28 and 66 Union

Lapidarys.

McCarthy Joseph, 41 Causeway
 Reynolds S. jr. 121 Court

Lime and Sand.

Brighton T. J. & Co. 252 Federal
 Chamberlin C. P. & Co., Cam-
 bridge, cor. Charles
 Dodge P. S. 394 Federal (house
 sand)
 Dodge P. S. jr., Vinal's wf. (house
 Hall A. A. 60 Church
 Hersey Cornelius, 129 Commercial
 Hoxis T. W. & Co. 43 Long wharf
 McCrillis & Morse, Northampton,
 c. Harrison avenue
 Piper Solomon & Co. 230 Federal
 Wingate Wm. A., Lehigh, c. Fed'l
 Wood Wm. 51 Charles
 Young & Co. 70 State & 445 Com'l

Linens, Flannels, &c.

Beebe J. M. & Co. 60 Franklin
 Jacobs Benj. 230 Wash. (importer
 of linen goods and housekeeping
 articles)

Last Makers.

Armstrong John, 4 Clinton
 Ellison Charles E. 44 Albany
 Gilson Henry Y. 30 Fulton
 Hitchings J. 117 North
 Newcouth S. 91 Cleesea, E. B.
 Stevens Collins, 117 North

Laundry.

Bowen H. M., N'thamp'tn, n. Wash.

Law Blanks.

Darling C. K. 15 Exchange

Lard Manufacturers.

Crafts J. W. & Co., F, c. Sixth

Liquors, Wines, &c.

STATE LIQUOR AGENCY, EDWARD F. PORTER, Commissioner, 22 Custom House Street, Boston.

SUB-AGENTS.—Geo. Whittier, 21 Custom House Street; Geo. P. Clapp, 3 Cambridge Street; Matthias Rich, Jr., Washington, corner Waltham Street; Geo. H. Plummer, Maverick Square, East Boston.

CHEENERY & CO.

FOREIGN COMMISSION MERCHANTS,

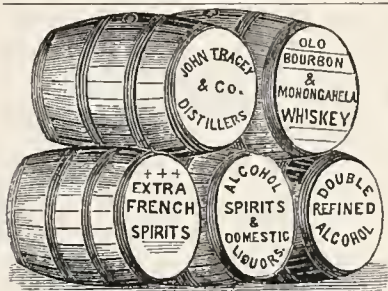
AND IMPORTERS OF

Brandy, Gin, Wines, St. Croix Produce, &c.

NO. 196 STATE AND 18 COMMON STREETS, BOSTON.

Sole agents for the sale of the celebrated "Salmon Weesp" and "Anchor" brands of GIN, "St. George" and "Hope" RUM, and "Chenery's Napoleon" and "Bouzy" brands of CHAMPAGNE.

C. & Co. have direct correspondence with the first Brandy Houses in Cognac and La Rochelle, and, having also an agent in London, are enabled to obtain the most choice qualities of OLD LONDON DOCK BRANDIES, JAMAICA SPIRIT, MALT WHISKEY, WINES, &c.



JOHN TRACEY & CO. ALCOHOL AND RECTIFYING DISTILLERS,

MANUFACTURERS OF

Extra French Pure Spirits; Domestic Liquors; Bourbon, Rye, and Monongahela Whiskeys.

DEODERIZED ALCOHOL, highest proof, constantly on hand.

Particular attention paid to export orders.

20 and 22 State Street, Albany.
109 Water Street, New York.
60 and 71 Clinton Street, Boston.

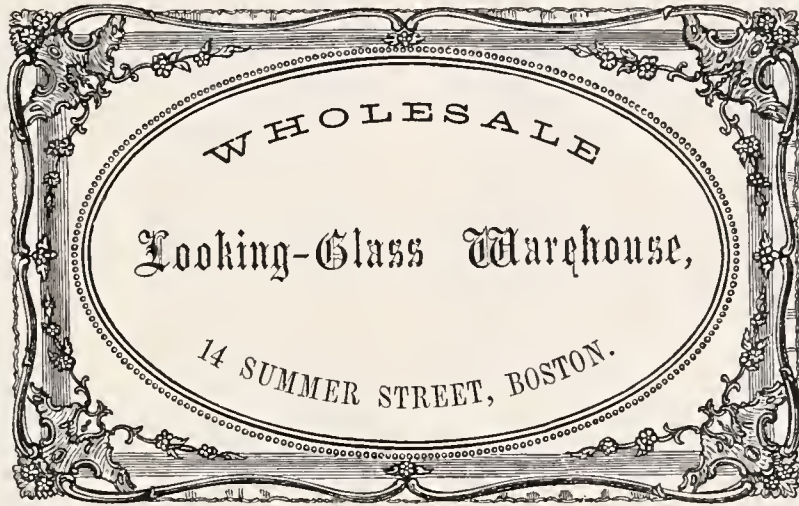
Andrews Chas. W. 99 Union
Andrews & Robinson, 25 Congress
Akins H. & Co. 37 South Market
Bailey A. J. 68 Water
Bannon John, 63 Causeway
Banchors John F. 5 Chatham row
Barrett C. B. 31 North Market
Blanchard, Gilson & Co. 162 State
Bliss H. C. H. 19 Congress
Boardman E. A. 2 P. O. avenue
Boyd & Co. 57 Chatham
Bolles Joseph, 281 Causeway
Brown Elizabeth, Dorchester ave.
corner Fourth
Brown J. 106 Lincoln
Brown & Alexander, 314 Comm'l
Bundy & Stedman, 41 Broad
Burbank J. & Co. 18 Broad
Burbank L. E. 30 Blackstone
Burnham H. 115 Merrimac
Campbell Geo. L. 1 South Market
Campbell John, 375 Hanover
Carr U. W. 123 Haverhill
Carruth D. J. 51 Blackstone
Carter, Myers & Co. 62 Portland
Caswell J. S. 30 Brattle
Chamberlin J. H. Causey, c. Canal
Chamberlin J. 114 Cambridge
Chase Ass. C. 115 Haverhill
Chenery & Co. 198 State
Clark L. C. & Co. 554 Washington
Clark Lewis, 130 Leveret
Clear R. 130 Kneeland
Clifford S. W. 18 Sudbury, 160
Broad, 67 & 64 Commercial
Cook & Carthel, 29 Devonshire
Cobleigh B. F. 9 Corn court
Collins James, 84 South
Comes W. & Co. 11 N. Market
Cranbie M. & R. S. 26 Elm
Cross Amos W. 192 Commercial
Cummings Gilbert, 162 Comm'l
Curtis Charles S. 17 Charlestown
Daly J. K. East, c. Cove
Daly T. H. 134 Cambridge
Darling Aaron T. 237 & 234 Federal

Davis H. W. & Co. 107 Haverhill
Davis John, 54 Long wharf
Dearhore J. S. 236 Commercial
Deland & Snow, 34 Elm
Denton Wm. 24 Broad
Derby Oliver C. 9 Congress sq.
Doherty M. 72 Endicott
Dooner P. W. & P. 119 Haverhill
Dowse & Lawrence, 17 N. Market
Dudley J. H. & Co. 149 Milk
Duoher T. J. & Co. 70 Broad
Durkin P. 308 Federal
Ennis James, 74 Eliot
Felbel Julius, 153 Blackstone
Fern O. L. 12 North Market
Flagg D. F. 165 Blackstone
Fleining B. 38 Charlestown
Fletcher J. 19 Fulton
Folsom J. M. 89 Causeway
Foster & Smith, 21 Federal
Gasset Lotan, 95 Union
Gasset Chas. R. 157 Blackstone
Gilbert G. L. & Co. 112 Kneeland
Gillingham Albert, 151 Pleasant
Gleason Joel, 45 Congress
Griggs Chas. 24 Brattle square
Guppy J. H. 99 Lincoln
Hall H. & Co. 7 Lindall
Hamilton J. W. 91 Endicott
Ha kins John, 154 Charlestown
Harkins Philip, 61 Endicott
Hartson L. 20 Kilby
Hartwell Geo. & Co. 62 Congress
Haseleine C. W. 292 Commercial
Hayes E. & Co. 14 Fan'l Hall sq.
Holmes O. M. 118 Kneeland
Hughes & Dolan, 77 Haverhill
Hyde John, 37 Ferry
Ingles D. & T. 51 Tremont
Jenkins J. H. 20 Broad
Johnson Wm. 250 Commercial
Jones C. G. 355 Commercial
Jonca W. H. 371 Commercial
Jordan Caleb, 90 Kneeland
Jordan S. S. 4 India wharf
Kenney & White, 44 Long wharf

Kent John, 23 Haverhill
Kinsman J. A. 33 State
Lang A. 392 Commercial
Langley I. W. 270 Friend
Leaman C. M. 49 Charlestown
Livermore E. 30 Sudbury
Mackindire J. 61 Blackstone
Manning Jas., Harvard, c. Albany
Marsh W. H. & Co. 235 Comm'l
Marten & Davis, 166 State and 912
Washington
Martin James & Co. 194 Cross
McCarthy Maurice, 170 Blackstone
McCarthy J. & D. 163; Blackstone
McDonald D. 124 Charlestown
McGrady J. H. 144 Broad
McLean T. E. 2 Franklin avenue
Mehan John & Co. 3 India wharf
Messenger R. E. 140 Lincoln
Morrisey Thos. F. H. Lewis, E. B.
Morse Ira, 47 India
Myers Edward & Co. 23 Portland
Nagle G. 117 Haverhill
Needham W. W. 157 Blackstone
Norton P. & Co. 155 Blackstone
O'Donnell Phillip, 37 Merrimac
O'Dowd Francis, 81 Union
Omond Robert, 91 Broad
Paige E. & Co. 41 North Market
Peakas F. B., Portland, c. Sudbury
Pearce S. S. & Co. 34 Federal
Peck L. 24 City Market
Pecker Seth E. 20 Elm
Pelier J. O. 61 Fitts
Perkins & Stedman, 14 Court sq.
Perkins Enos, 94 West Canton
Pitman Curtis, 14 and 127 Federal
Pollard J. H. 163 Commercial
Porter L. W. & Co. 116 Blackstone
Porter L. W. 27 N. Market
Quinn James, 382 Federal
Randall J. N. & Co. 38 Broad
Reed Wm. B. & Co. 134 Lincoln
Renton & Co. 8 Custom House st.
Richards Isaiah D. & Sons, 57 State
Ring H. D. 45 Charlestown

Robinson T. W. & Bro. 9 Landall
Sampson S. 233 Broad
Sanders Joseph, 168 Broad
Sanderson Charles, 65 Merrimac
Sargent Chas. 287 Causeway
Sawin G. H. 2 Faneuil Hall sq.
Scanlio J. V. 4 Lewis
Scanlon Chas. 208 Congress
Scott Michael, 449 Federal
Seaver F. R. 924 Kneeland
Shea T. & Bro. 50 Merrimac
Sherburne Joseph A. 318 Wash.
Shields Peter, 124 Cross
Smith Geo. 234 Commercial
Smith John H. 8 Lindall
Smith Ralph & Co. 20 Exchange
Smith T. 122 Lincoln
Smith T. L. 31 Clinton
Snow Isaac, 8 Merchants row
Snow T. & Son, 38 F. H. Sq.
Stearns Wm. 378 Broad
Stearns Ziba, 84 Kneeland
Sterce & Bro. 153 Blackstone
Stinson Chas. 33 Congress
Thayer & Miller, 14 North Market
Thomas Richard, 388 Comm'l
Thompson & Warner, 13 India
Todd Joshua G. 172 Broad
Towle & Seavy, 21 Congress
Tucker Lyman, 25 Exchange
Wallace Wm. W. 68 Haverhill
Waters Wm. A. & Co. 25 Haverhill
Waugh John jr. 191 Blackstone
Wellington & Weld, 9 N. Market
Wells Charles F. 60 Broad
Wells Joseph, 60 Broad
Westworth A. R. 1169 Wash.
White John, 122 Kneeland
White William F. 45 Brattle
Williams J. D. & M. 185 State
Williams T. P. 185 Blackstone
Wilson S. E. 19 Fulton
Winchenbach H. J. 182 Broad
Wirth, Kimmell & Co. 213 Tremont
Wright Otis, 46 N. Market
Young W. 137 Cambridge

Looking-Glasses and Picture-Frames.



SOWLE & JENKS,

MANUFACTURERS OF

LOOKING-GLASSES,

PICTURE-FRAMES, AND MOULDINGS,

AND IMPORTERS AND DEALERS IN

French and German Looking-Glass Plates,

AND

PICTURE-GLASS,

NO. 14 SUMMER STREET, BOSTON.

Frame Makers and Gilders.

Andrew J. R. 31 Beach
Arms Thomas A. 270 Washington
Barnes H. 123 Washington
Batchelder & Hyde, 28 Bromfield
Beal & Hooper, Haymarket sq.
Cabot Jos. F. & Bro. 87 Sudbury
Childs Alfred A. & Co. 19 Tremont
Conant Albert & Co. 12 Marshall
Downing & Collins, 93 Court
Godfrey Edw. 2 Lincoln
Godfrey F. 12 Franklin
Hermann G. 415 Washington
Lohrer Oscar, 415 Washington
Meyer C. E. 139 Friend
Muller Frederick, 2 Bedford
Peirce John P. 326 Hanover
Rogers Samuel, 18 Court
Ross & Hatchman, 480 Washington
Sowie & Jenks, 14 Summer

Stromberg F. C. 210 Hanover
Tupper J. C. 19 Hawley
Williams & Everett, 234 Wash.
Wright Adam, 19 Harvard place

Locksmiths, &c.

Bacon Steuben T. 32 School
Booth G. C. 103 Court
Coffin G. S. 10 Friend
Colburn Edw. 54 Devonshire
Colman Henry, 9 Water
Crane A. H. 502 Wash.
Foye N. W. 899 Washington
Francis A. J. 7 Chapman place
Gannon James S. foot Pinckney
Hall Wm. & Co. 27 Dock sq.
Hill A. N. 67 Hawley
Hobart R. 23 Pleasant
James Geo. E. 45 May, sq. E. B.
Jones Henry, 28 Exchange

Lyon Matthew, 23 Sumner
Mayo Asaph, 62 Cong.
Mellen W. J. 11 Water
Patch Sidney, 84 Merrimac
Pensimao E. M. 153 Wash.
Pool Geo. F. 49 Causeway
Rose J. W. 145 Fourth
Sneath Chas. H. 65 Elliot
Stevens C. H. 2 Water
Thaxter & Stevens, 81 Cornhill
Thaxter David, 4 Harrison avenue
Tompkins C. H. 10 Washington
Tuckerman G. W. 100 South
Weymouth C. L. 65 Leveret
Willent Andrew J. 526 Wash.

Lightning Rods.

Leland & Hartshorn, 91 Wash.
Orcutt W. A. 77 Cornhill

Locomotives.

Boston Locomotive Works, 380
Harrison avenue
Globe Locomotive Works, First,
corner A

Lozeage Mann.

Chase & Co. r. 48 Congress

Leeches. (Foreign).

Daley Elizabeth A. 18 Oak

**Leather Shoe Binding
Manufacturers.**

Merriam & Norton, 12 Pearl

Leather Goods.

Stevens Fred. 46 Kilby

Looking-Glass, Portrait, and Picture Frame Makers.

BATCHELDER & HYDE, 28 Bromfield Street (Gilders).

Lumber.

Campbell G. R. & Co. 470 Harr. av.
Cate N. S. & Co. 36 Kilby
Clapp John C. 29 Cornl
Clark & Leatherbee, Lehigh, oppo-
site East Orange
Clifton John & Son, Clifton's wharf
Curtis Robert, bead Albany
Currier & Sturtevant, Starbuck's w.
Cushing H. D., South, c. Lehigh
Demerit J. & Co. 13 Doane
Dupee John, Boston w.
Emery Hiram & Co. Thurston's
wharf and 17 Doane
Flint & Tufts, 6 Central
Foster R. & Co. 97 State
Goodnow J. 284 Causeway
Gutferson Wm. E., Lehigh, c. Alb.
Hall J. Sons, 6 Central
Hamm & Piper, Albany, c. Lehigh
Hersey Cornelius, 123 Commercial
Huckins P. S. 103 Sumner
Jackson S. S. 1 Devonshire
Jones H. 99 State, Jones wharf, E. B.
Kendall D. N., Bowker's wh.
Kent W. H. & Co., 31 Kilby
Lovejoy L. 182 Causeway
Moffit J. E. & Co. 292 Washington
Monks John P. & Co., First, near E.
Norcross, Smothers' wh.
Palmer D. 134 State
Perry W. S., Lehigh, n. E. Orange
Pitts Samuel, 24 Union building
Pope S. & Co. 17 Commercial whf.
Pope Wm. & Sons, 280 Harr. ave.
Porter L. & Co., Boston wharf
Porter W. 22 Cong. & Sturtevant's wf
Pratt C. H., Bartlett's whf.
Rohy L. A. 23 State
Skilling D. N. 553 Commercial
Smith Oliver, 140 Commercial
Smith S. 17 Doane
Tilton H. N. & B. R. 250 Harr. av.
Washburn C., Lewis, c. Marginal

Hard-Wood Lumber.

Bearse Owen & Co. 250 Federal
Clark Wm. H. & Co., Boston wf.
Folling George, 100 Beach
Guild Aaron, Lehigh, op. E. Orange
Holland Thomas H. 300 Harr. ave.
Kelly D. D. 73 Sumner, E. B. (ship)
Stearns A. T. 23 State
Weller John, Lehigh, n. South

Lithographers.

Bufford J. H. 313 Washington
Cole Joseph F. A. 263 Wash.
Crosby C. H. 3 Water
Daniels J. H. 134 Washington
Evans Charles A. 110 Wash.
Groszier L. 7 Montgomery pl.
Holland T. R. 12 School
Jenkins F. A. 40 Devonshire
Meisel Brothers, 27 Phoenix build.
Powers & Weller, 265 Washington
Prang & Mayer, 24 Merchants row
Sharp Wm. C. 291 Washington
Trouvelot L. 215 Washington
Vanderlop W. C. 216 Wash.

Lock Manufacturers.

Edwards & Kershaw, Gore block
Howe L. I. 140 Congress
Robinson E. 4 Washington
Robinson G. W. & Co. 48 Richm'd
Tuck J. W. 1 Phoenix building

**Blue and Twine Manu-
facturers.**

Gilbert A. & Co. 43 Commercial
Ross & Pearce, 7 Liberty square

Lithotypers.

Cowles & Co. 17 Washington

Markets.

BLACKSTONE, Blackstone, n. North
ROTLUND, Wash. cor. Boylston
FANEUIL HALL, N. & S. Market sts.
and Faneuil Hall building
FRANKLIN, 90 & 92 Blackstone
GERRISH, Portland, c. Sudbury
FRAYER, Bowdin square
ST. CHARLES, Beach, cor. Lincoln
THE SOUTH MARKET, Beach, be-
tween Lincoln & South
WASHINGTON, South Boston
WILLIAMS, Wash. corner Dover

Market Men.

Allen J. H. 20 Gerrish and 15 Wil-
liams
Barnes Z. S. 12 St. Charles
Barrows A. R. 20 New F. H.
Belding John, 5 Blackstone
Bemis George, 30 F. H.
Bemis L. 12 Blackstone
Bickford J. H. 18 New Fan. Hall
Bird H. 38 F. H.
Bird Z. B. 16 New F. H.
Blake C. W. 5 Blackstone
Bigbala George H., Washington
Brigham Hubbard, 1 Boylston
Brown Geo. D. 15 Revere
Brown L. 7 Blackstone
Burt John H. 4 St. Charles
Davis Seth F. 24 F. H.
Cassell J. 8 Williams
Chamberlin C. P. 2 St. Charles
Clarke Wm. G. 11 Blackstone and
9 Revere
Coggin James, 18 F. H.
Colburn J. 27 New F. H.
Crane J. 14 Gerrish
Crosby George, 60 F. H.
Damon G. A. 8 Blackstone
Davis & Atwood, 63 F. H.
Davis Wm. 17 Gerrish
Davis W. 16 Gerrish
Day Nelson, 23 New F. H.
Dearborn G. P. 10 St. Charles
Doyle H. N. & M. J. 14 Boylston
Drew A. E., St. Charles
Drury Charles S. 3 F. H.
Dunbar D. A. & P. E. 12 Fan. Hall
Dunnells H. P. 21 Gerrish
Dyer E. D. 7 F. H.
Dyer & Frost, 2 F. H.
Eaton W. D. 9 Boylston
Ellis George, 12 Boylston
Fletcher J. V. 68 Faneuil Hall
Fletcher Gilman, 15 Blackstone
Flint & Richards, 28 F. H.
Francis G. H. 91 Blackstone
Gardner & Hinds, 16 Blackstone
Gile Simon W. 26 New F. H.
Gilmore J. P. 19 Gerrish
Goodenough J. B. 9 Gerrish
Graves Jacob, 21 F. H.
Greene S. 64 F. H.
Hall David, 4 Boylston
Hill A. M. 13 Revere
Hill I. & Co. 3 Gerrish
Hill I. W. 4 New F. H.

Provisions.

Allen J. H. 20 Gerrish and 15 Wil-
liams
Barnes Z. S. 12 St. Charles
Barrows A. R. 20 New F. H.
Belding John, 5 Blackstone
Bemis George, 30 F. H.
Bemis L. 12 Blackstone
Bickford J. H. 18 New Fan. Hall
Bird H. 38 F. H.
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Coggin James, 18 F. H.
Colburn J. 27 New F. H.
Crane J. 14 Gerrish
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Davis W. 16 Gerrish
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Dearborn G. P. 10 St. Charles
Doyle H. N. & M. J. 14 Boylston
Drew A. E., St. Charles
Drury Charles S. 3 F. H.
Dunbar D. A. & P. E. 12 Fan. Hall
Dunnells H. P. 21 Gerrish
Dyer E. D. 7 F. H.
Dyer & Frost, 2 F. H.
Eaton W. D. 9 Boylston
Ellis George, 12 Boylston
Fletcher J. V. 68 Faneuil Hall
Fletcher Gilman, 15 Blackstone
Flint & Richards, 28 F. H.
Francis G. H. 91 Blackstone
Gardner & Hinds, 16 Blackstone
Gile Simon W. 26 New F. H.
Gilmore J. P. 19 Gerrish
Goodenough J. B. 9 Gerrish
Graves Jacob, 21 F. H.
Greene S. 64 F. H.
Hall David, 4 Boylston
Hill A. M. 13 Revere
Hill I. & Co. 3 Gerrish
Hill I. W. 4 New F. H.

Hiscock & Winslow, 9 F. H.
Holbrook J. S. 3 St. Charles
Holden, Bullard & Co. 49 F. H.
Homes W. H. 12 New F. H.
Hoopes F. F. 84 Blackstone
Horton W. 19 New F. H.
Hosford Osias R. 5 St. Charles
Jones S. 6 Boylston
Kimball R. 31 F. H.
Kimball W. 15 New F. H.
Kingsbury B. 11 Williams
Kittridge S. F. & E. L. 3 Williams
Knight W. M. 21 Revere
Krogman S. B. 8 F. H.
Lawrence Henry L. 48 F. H.
Leonard S. S. 50 F. H.
Learned & Wheeler, 19 F. H.
Legro J. V. 7 Gerrish
Locke H. 42 F. H.
Lyons T. U. 12 Frankton
Mead B. 3 Blackstone and 9 New
F. H.
Melville John, 23 New F. H.
Melvin William, 15 F. H.
Merrow J. E. 24 New F. H.
Mills B. T. 2 Boylston (basement)
Morse L. F. 4 Blackstone
Newhall F. 5 Boylston
North C. H. 29 F. H.
Oliver D. M. & Co. 28 F. H.
Payson John F. 75 F. H.
Pearson John, 58 F. H.
Perry C. D. 20 Gerrish and 15 Wil-
liams
Perce H. A. 11 Revere
Pike N. C. 7 Boylston
Pope John S. 12 Gerrish
Potter & Snow, 61 F. H.
Pratt A. & Co. 11 New F. H.
Prindle J. D. 69 F. H.
Rice E. & Co. 14 F. H.
Rice Emery, 63 F. H.
Robbins Nathan & Son, 33 F. H.
Robinson O. 17 New F. H.
Russell Geo. H. 22 New F. H.
Russell G. S. 2 Boylston
Russell J. 1 F. H.
Russell & Kimball, 54 F. H.
Sarnhorn A. A. 11 St. Charles
Sanderson J. G. 58 F. H.
Saverance J. H. 78 F. H.
Simonds G. H. 47 F. H.
Simonds M. 46 F. H.
Simonds Otis, 45 F. H.
Smailey L. W. 2 Williams
Smith, Hill, & Co. 2 Revere
Squire John P. & Co. 23 F. H.
Squire Joseph, 20 F. H.
Stackpole A. S. 31 New F. H.
Stacy E. S. 5 F. H.
Stanley F. E. 31 New F. H.
Stearns W. H. 10 F. H.
Stowers James, 22 Gerrish
Sumner J. H. & A. 37 F. H.
Sweeney J. H. & Co. 14 Revere
Talbot J. 17 Revere
Tilden N. H. 21 New F. H.
Trenk A. & A. 2 Blackstone and 0
New F. H.
Tryon & Niles, 13 New F. H.
Tucker Isaac, 10 Boylston
Vance J. S. 7 Revere
Walt Gilbert, Washington
Webber D. C. 77 F. H.
Welch Geo. A. 6 St. Charles
Weston S. 29 New F. H.
Whitmore George, 13 Blackstone
Whitmore J. B. 13 Boylston
Whittemore George W. 27 F. H.

Wilkins C. S. 11 Boylston
Williams Chas. B. 5 Gerrish
Williams M. 15 F. H.
Withington Josiah, 5 Boylston
Wood B. 18 Gerrish
Woodbridge S. H. 14 Blackstone
Worthley D. 41 F. H.

Fruit and Vegetables.

Bell, Slack & Goodnow, 16 Boylston
Bourne & Co. 13 F. H. (cellar)
Carruthers W. F. 1 Revere
Cassell J. P. 25 Williams
Chase Otis N. 23 Gerrish
Coldidge C. H. 16 F. H. M. (cellar)
Currie & Co. 194 F. H.
Davis, Wiggin & Co. 83 F. H.
Fish James W. 19 Williams
Fogg A. J. & Co. 5 Revere
Glenshaw W. 13 F. H. (cellar)
Gordon John, 1 New F. H.
Gowen Charles, 87 F. H.
Hall & Chessman, 89 F. H.
Hall & Haynes, 102 F. H. (lar)
Harrington A. J. 7 New F. H. (cell-
lar)
Hatch W. D. 8 Blackstone
Hiland, Mackintosh & Co. 97 F. H.
Hill James, 107 F. H.
Hill John, 103 F. H.
Hill, Simpson & Co. 19 F. H. (cell-
lar)
Hilth G. W. 19 Revere
Hubbard William H. 20 Revere
Kendall David, 7 New F. H.
Kidder Abner C. 1 St. Charles
Lang H. E. 13 St. Charles
Locke Isaac, 101 F. H.
Long C. C. 91 F. H.
Lyman Robert, 2 Gerrish (cellar)
Mackintosh J. S. & Co. 103 F. H.
Marston Thomas F. 23 Revere
Mansley S. B., Washington
Montgomery Chas. S. 20 Williams
Moody Wm. 92 F. H.
Morrison Chas. E. 14 F. H. (cellar)
Osborn & Patch, 9 New F. H.
Rand, Furbur & Co. 84 F. H.
Robinson L. 4 Gerrish
Sands, Crafts & Co. 88 F. H.
Simmons, Amnden & Co. 94 F. H.
Smith A. B. 19 F. H. (cellar)
Tilton Samuel, 10 F. H. (cellar)
Whitting & Reed, 15 Boylston
Whiting, Dana & Co. 98 F. H.
Winn, Kicker & Co. 93 F. H.

Butter and Cheese.

Aldrich A. & Co. 82 F. H.
Aldrich A. M. 4 F. H. (cellar)
Ballou & Hubbard, 10 New F. H.
Benton, Caverly & Co. 76 Fan. Hall
Brackett & Muesey, 8 Revere
Chapin G. T. 9 Blackstone (lar)
Chamberlin A. W. 5 New F. H. (cell-
lar)
Chamberlin H. 13 Gerrish
Chamberlin, Kimball & Doe, 79 F. H.
Church Asa, 6 Gerrish
Cook & Prescott, 16 Revere
Drew A. E. 9 St. Charles
Fisher Solon, 5 New F. H.
Fiske W. H. 8 New F. H.
Fuller Luther, 10 Gerrish
Goodale E. K. 8 New F. H.
Harmon A. 7 Williams
Harrington & Co. 13 Revere
Hastings D. S. & Co. 7 St. Charles
Hovey Wm. B. & Co. 32 F. H.
Humphrey & Emerson, 67 F. H.
Huntley K. 7 Blackstone
Keyes A. & D. W. 14 New F. H.
Kendall David, 3 New F. H. (cellar)

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 Noyes George N. 2d, 8 Washington
 and 10 Revere
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 Taplin Geo. 10 Blackstone
 Walker & Co. 3 F. H. (cellar)
 Watts & Willis, 2 F. H. (cellar)

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 treas., 39 Milk
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 urer, 5 Fremont, J. W. Paige &
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 State
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 Holland Mills, Parker, Wilder &
 Co. agents, 67 Federal
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 Wilder & Co. agents, 67 Federal
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 69 Franklin
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 A. Lawrence & Co. agts., 82 Milk

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 Lowell Machine Shop, J. T. Ste-
 venson, treas., Lowell R.R. stat'n
 Lowell Manuf. Co., I. Whitney,
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 & Co. agents, 82 Milk
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 lin
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 mer, treasurer, 33 Battery march
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 Thacher & Co., 25 Com'l
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 Co. agents, 69 Franklin

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 agent, S. T. Lamb, treas., 119 Milk
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 Tucker & Co. agents, 4 Milk
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 nix Building, E. Drake, treas., 23
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 S. P. Ruggles Power Press Manuf.
 Co., Isaac T. Reed, agent, 152
 Washington
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 Stark Mills, Wm. Amory, treas.,
 58 City Exch., J. W. Paige & Co.
 agents, 34 Franklin
 Suffolk Lead Works, Fourth, n. D.
 Joseph W. Ward, treasurer, 11
 Battery march
 Suffolk Manf. Co., Henry V. Ward,
 20 City Exchange, J. W. Paige &
 Co. agents, 34 Franklin
 Suffolk Oil Co., Baxter Bros. agts.,
 138 Pearl
 Suffolk Print Works, 282 Friend
 Suffolk Salt Co., A. P. Clark, 218
 State
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 agents, 67 Federal
 Thorndike Co., Wright & Whit-
 man, New Devonshire
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 mer, opposite Arch
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Lodge John E. 67 Commercial whf.
Lodge John E. 67 Commercial whf.
Lombard A. C. 1 Chatham row and
49 Lewis, E. B. [wharf
Lombard, Whitney & Co. 32 India
Lord H. 97 Commercial
Loring & Co. 31 India wharf
Lowell Augustus, 38 Central whf.
Lyman Joseph, 4 State
Lyon Henry, 70 State
Magoun & Son, 60 State
Manaheld A. S. & Co. 159 Milk
Manaheld Nathl. B. 20 State
Manson Eben, 73 Long wharf
Marsh Levi H. 70 State
Mayo John M. 5 India wharf
Melledge J. P. 165 Broad
Merriam Chas. 49 State
Messinger G. W. 51 India
Morse Benj. E. 34 Central wharf
Neal Thomas A. 10 Merch. Exch.
Nichols Richard C. 40 Central whf.
Nichols Thaddeus, 49 Central whf.
Nickerson & Co. 1 Commercial
Nickerson F. & Co. 11 Comml whf.
Nicolson Samuel, 8 Phoenix build.
Otis W. C. 97 State
Parkman F. M. 33 India wharf
Parrott Wm. F. & Co. 116 State
Parsons William, 50 State
Peabody Francis jr. 49 India whf.
Pearson John H. & Co. 73 Long w/f
Peck A. G. 28 Kilby
Peirce Benjamin O. 16 Kilby
Peirce Henry A. 67 Comml whf.
Perkins Wm. 49 Commercial wharf
Pierce J. W. 3 Traveller building
Pierce W. P. 3 Traveller building
Plympton C. H. P. 80 State
Plympton Henry, 80 State
Pratt E. F. 138 State
Raud I. P. 29 N. Market
Rea Wm. A. 53 Central wharf
Reed Alfred, 25 Doane
Reed Geo. F. 25 Doane
Reed S. G. 45 State
Reggio Nicholas & Co. 31 Central w/f
Revere Paul J., Battery w/f.
Rice Wm. & Co. 2 Change avenue
Rich, Thompson & Co. 49 Central wharf
Richardson Joseph, 120 Central
Rogers Richard D. 45 India wharf
Rogers W. C. 45 India wharf
Rogers W. C. & Co. 45 India wharf
Hopes W. & Co. 25 Lewis wharf
Sawyer T. T. 70 State
Scudder H. & Co. 123 Commercial
Seavy T. H. 28 South Market
Shaw Southworth, 56 State
Sheafe Wm. 221 Washington
Shelton Philo S. & Co. 44 India w/f
Simpson C. O. 119 Milk
Sleeper Jacob, Revue Bank
Spooner Daniel N. 39 Milk
Sprague Phineas & Co. 130 Central
Spring L. H. 32 Kilby
Stanwood Jacob, 19 N. Market
Stevens A. H. 36 Central
Storer E. B. 47 India wharf
Story F. H. jr. 33 Central wharf
Sturgis H. P. & Co. 80 State
Swift H. H. 210 State
Taylor Isaac, 16 Kilby
Thayer & Warren, 99 State and 413 Commercial
Thompson G. jr. & Co. 31 Lewis w/f
Thwing S. C. & Co. 82 City
Torrey Samuel, 43 City Exchange
Townsend & Co. 4 India
Treadwell Moses, 34 North Market
Tuckerman, Townsend & Co. 39 Central wharf
Tudor Frederic, 20 Court [whf
Twombly & Lamson, 26 Central
Upton Geo. B. 33 City Exchange
Upton Geo. B. jr. 33 City Exch.
Wade R. S. 85 State
Wainwright Tappan, 29 Cent'l w/f
Wales T. B. & Co. 50 Central wharf
Walker & Brother, 17 Merch. row
Way S. A. 39 State
Welles Benj. 19 Phoenix building
Weston Wm. B. 7 Rowe's wharf

Wheelwright E. 53 Fulton
White B. C. 47 Central wharf
Wiglesworth Edw. 16 India wharf
Wiglesworth Thos. 18 India wharf
Williams & Daland, 7 Central whf.
Williams D. W. 48 State
Williams G. Foster, 48 State
Wilson R. & Son, 21 Union wharf
Wilson J. I. 33 Com'l wharf
Worthington W. & Co. 29 Cent'l w/f.
Young & Emmons, 50 Central whf.

Millinery.

Ayres Isabella, 312 Washington
Beals Nancy, 284 Hanover
Bell C. 22 Essex
Benson S. A. Mrs. 24 Hanover
Bishop G. B. 230 Hanover
Boardman E. 308 Washington
Boole L. 22 Central square
Browning & Jenkins, 249 Wash.
Carroll M. A. 15 Hanover
Carroll J. G. 28 South
Carter E. P. 643 Washington
Charlton Joseph A. 170 Hanover
Chenery S. 667 Washington
Clark L. M. 121 Broad way
Clark R. 49 Pleasant
Connor E. B. 83 Cambridge
Crosby J. L. 27 Winter
Davis M. A. 318 Broadway
Davis S. A. 14 Myrtle
Deaton O. P. 19 Winter
Donaldson J. H. West, c. Wash.
Doten C. H. 789 Washington
Eberle Rachel, 351 Washington
Fisher Miss A. E. 17 Winter
Foster N. E. 10 Harrison avenue
Fuller M. A. 10 Hanover
Gallagher M. 100 Charles
Gay Thomas, 130 Hanover
Givens M. E. 1017 Washington
Goldsmith H. 421 Washington
Grack M. J. Summer
Guentei J. Mrs. 172 Hanover
Hanson Miss Annie, 7 Summer
Harding J. 108 Summer
Harrington J. H. 289 Washington
Heckle W. 25 Hanover
Hempel Augustus, 111 Tremont
Hodsdon D. B. Mrs. 123 Cambridge
Hodges J. G. Mrs. 234 Washington
Hodges L. A. 3 Winthrop block
Holls Elizabeth S. 197 Broadway
Hubbard J. W. 181 Court
Hudson J. C. 589 Washington
Johnson T. M. 683 Washington
Kaler & Blaisdell, 695 Washington
Kelley H. E. B. 19 Hanover
Kennedy Mary W. 94 Hanover
Kennon J. S. Miss, 238 Wash.
Knights F. M. 291 Broadway
Lahcy C. 119 Broadway
Langman Sarah, 50 South
Lattimer A. J. 7 Summer
Littlefield A. A. 341 Washington
Lowell H. N. 19 Hanover
Macbrien I. Mrs. 13 Hanover
Macfarland E. G. 251 Washington
Mannish Mary A. 393 Washington
Marion J. A. Mrs. 7 Green
McCabe B. T. Miss, 45 W. Canton
McCabe Mary, 1 Chapel pl., Alb'y
McGowan Ellen A. 293 Hanover
Mennis H. T. 36 E. Grange
Milburn B. 215 Hanover and 339 Washington
Milliken W. H. 238 Hanover
Niubahr Mrs. 228 Washington
Nugent Mrs. M. A. 7 Summer
Packard E. W. Mrs. 308 Hanover
Parker H. B. & S. E. 14 Myrtle
Parsons S. K. 234 Washington
Piggott M. G. Mrs. 335 Washington
Pino J. A. 107 Hanover
Putney C. A. 20 Tremont row
Remick Bros. 301 Wash.
Remick S. A. 46 Cambridge
Remick W. J. 104 Hanover
Richards Wm. C. Mrs. 14 Cent'l sq.
Roeth M. & C., Tremont House
Roandy W. H. 125 Hanover
Shedd John H. 39 Summer
Shepley Mrs. 184 Winter
Sleeper John K. C. 95 Hanover
Stone E. T. 639 Washington
Sturges William H. 8 Tremont row
Swasey S. H. 32 Cambridge
Tay Harriet E. 671 Washington
Thomas K. J. 24 Winter
Tilton Samuel, 26 Hanover and 539 Washington
Tobin Mary J. 88 Maverick, E. H.
Tomlinson L. C. Mrs. 7 Maverick sq.
Vickey James Mrs. 36 Prince
Waldock Mrs. A. 94 Hanover
Wales Geo. Mrs. 1 Bowdoin sq.
Warren R. 92 Court
Wethern Geo. M. 20 Hanover
Whaples N. 143 Winter
White Harriet O. 699 Washington
White's Bonnet Rooms, John K. C. Sleeper, proprietor, 99 Hanover
Williams C. Mrs. 23 Summer
Wood C. T. 52 Cambridge
Worsley Mrs. S. 102 Hanover

Worsley P. 100 Hanover
Worsley Nell Mrs. 29 Broadway

Millinery Goods.

Wholesale.

Allen, Babcock & Co. 35 Milk
Beckford & George, 173 Wash.
Blanchard F. H. 25 Milk
Brown, Anderson & Co. 68 Milk
Brown Geo. A. & Co. 221 Wash.
Coss J. B. & Co. 27 Milk
Frost George & Co. 31 Milk
Griffiths C. W. & Co. 16 Milk
Lewis, Brown, & Thompson, 185 Washington
Ordway Brothers, 15 Milk
Partridge A. & Co. 201 Wash.
Plimpton, Stephenson & Co. 198 Devonshire
Prescott Brothers & Co. 23 Milk
Stephenson, Royce & Co. 34 Milk
Wellington, Wood & Quincy, 106 Devonshire
Worrell & Johnson, 37 Milk

Morocco Case Manufacturers.

Bates A. H. & Co. 265 Washington
Thaxter Joshua, 17 Franklin

Morocco Leather Dealers.

Bassett Cushman, 102 Milk
Bates E. Carlton, 4 Pearl
Burbank Elisha, 77 Kilby
Fernald William R. 38 N. Market
Hall Geo. S. 6 Pearl
Hartshorne & Co. 74 Pearl
Hunt John, 72 Pearl
Lea P. 45 Hanover
Leman N. R. jr. 77 Kilby
Lille & Smith, 24 Exchange
Packer George, 10 Backstone
Pevear & Co. 69 Kilby
Post, Donaldson & Co. 119 Pearl
Sewall & Withington, 12 Pearl
Southern Jos. jr. & Co. 4 Blackstone
Sweetser Sam'l & Co. 5 Fulton
Wait Ashbel, 2 N. E. block

Mourning Goods.

Chase J. S. & Co. 254 Washington
Wyman Mrs. L. A. 283 Wash.

Medicines.

Abbott & Ames, 214 Hanover
Burr M. S. & Co. 25 Tremont
Clark N. L. & Co. 78 Sudbury
Dane W. C. & Co. 31 Exchange
Davis W. C. 31 Exchange
Fowler S. W. & Co. 18 Tremont
Goodwin G. C. & Co. 11 Marshall
Hall Alfred G. 10 Central court
King Octavius, 654 Washington
Langley Dr. 11 Marshall
Rich S. A. 42 South
Richardson S. O. 51 Hanover
Simpson T. H. 102 Court
Spear E. D. 86 Beach
Ware Daull L. 41 Cambridge

Machin Knife Grind'g.

Trull Geo. 69 Haverhill

Machinery and Tools.

Atlantic Works, Chelsea c. Marion, E. B. and 2 Commercial
Chubbuck S. E. & Son, Tremont, near Chickering & Sons' piano-forte manufactory
Dodge, Gilbert & Co. 106 State
Globe Locomotive Works, First cor. A
Gray & Woods, 69 Sudbury, & First
Kinsley Lyman, 13 Fulton
Loring Harrison, City Point, S. B.
May & Co. 1 Broad, c. State
Wilkinson A. J. & Co. 2 Wash.

Mahogany, Veneers, &c.

Caras Wm. R. 22 Canal
Cutter, Clark & Co. 7 Holmes block
Cutter H. & Co. 40 Canal and 133 Friend
Harrod N. & Co. 8 Canal
Parker & Sleeper, 11 Charlestown
Prime, Kenny & Co. 13 Charlestown
Richardson, Howard & Co. 5 Charlestown

Hat Makers.

Aspinwall S. 421 Commercial
Blanchard & Caldwell, 130 Broad
Cushing John, 41 Commercial
Fernald A. W. & B. L., People's
Ferry av. & Fernald's whs. Border
Loud N., Summer, E. B. [ner, E. B.
Paine & Gibbons, 345 Com. 1 & Sun-
White J. & P. & Co. 303 Commercial
Young George E., Condo at E. B. and 235 Commercial

Mouldings. (Wood.)

BOSTON PLANING AND MOULDING MILL, J. A. ROBERTSON, 393 Federal, corner Furnace Street.

Houston & Pierce, First, near B
Meyer C. E. 189 Friend (git)
Paul J. F. 41 Tremont
Weyer Rudolph, 137 Friend square

Machinists.

Adams Wm. & Co. 139 Fulton
Allen & Endicott, 5 Liberty sq.
Ashcroft T. & Co., Middle st., W. V.
Atlantic Works, Chelsea c. Marion,
E. B. and 2 Commercial
Bird G.M. & Co., Border, n. Central square
Cedler Joseph H. 35 West Castle
Chamberlain D. 42 Albany
Chubbuck S. E. & Son, Tremont,
near Chickering & Sons' piano-
forte manufactory
Cleeves Charles, 65 Haverhill
Cornell Wm. E. & Co., Merrimac,
c. Causeway
Cunning James, 90 Utica (Friend
Denio & Roberts, Causeway, c.
Dill Thomas B. 344 Uta
Egal, Roche & Co. 69 Haverhill
Fowle J. W. 18 Avery
Fox Geo. H. & Co. 45 Kingston
Gault John, 5 Water [cor. A
Globe Locomotive Works, First,
Haskell E. 22 Hawley
Haskell J. A. 40 Bromfield
Jones H. 98 Sudbury
Loring Harrison, City Point, S. B.
Lothrop W. 18 Harvard pl.
Miller George, 60 Albany
Myers Jeremiah & Co. 389 Federal
Osborn L., Marg'l., E. B., op. G. J. w.f.
Perkins & Simpson, Chardon, opp.
Hawkins

Rich Isaac B. rear 76 Sudbury
Robinson G. W. & Co. 48 Richm'd
Ruddick H. 197 Washington
Shattuck J. S. 13 Haverhill
Smith & Lovett, 57 Devonshire
Snow E., Lewis n. Marginal, E. B.
Stevens E. M. 13 Haverhill
Summers S. F. 69 Haverhill
Sylvester Asahel & Co. 126 Fulton
Thaxter Jacob, 43 Kingston
Thresher & Tarbett, 19 Harvard pl.
Wentworth W. H. 16 Hawley
Whipple James, 44 Albany
Williams & Orvis, 90 Utica
Woodman E. 8 Court ave.

Maps & Map Mounters.

Batchelder & Hyde, 28 Bromfield
Dutton E. P. & Co. 106 Wash.
Gowen E. L. 80 Beverly

Marine Engines.

Atlantic Works, Chelsea c. Marion,
East Boston, and 2 Commercial
Loring Harrison, City Point, S. B.

Masters in Chancery.

Codman John, 4 Court
Hubbard Wm. J. 30 Court
Lowell John, 42 Court
Nutter C. C. 1 Court

Matches.

Byam, Carlton & Co. 116 Union &
580 Commercial

Metal Roller.

Longce G. W. 9 Spring lane

Metal Spinner.

Unwin S. 5 Water

Music.

Bands.

Boston Brigade Band, 4 Howard
Boston Cornet Band, 4 Howard
Fales' Band, 291 Washington
Germania Serenade, 197 Wash.
Hermans' Band, 61 Court
Hall's Brass Band, 116 Court
Howard Cornet Band, 3 Howard
Walker's Band, 147 Court

Malt.

Cook Isaac & Co. 25 Central
Van Nostrand Wm. T. 66 Utica

Music Publishers.

Dileon Oliver & Co. 277 Wash.
Howe Elias, 33 Court
Russell & Tolman, 291 Wash.
Wade E. H. 137 Washington

Musical Instruments.

Clepp Chas. C. & Co. 69 Court
Gilmore & Russell, 61 Court
Howe Elias, 33 Court
Russell & Tolman, 291 Washington
White Brothers, 86 Tremont

Musical Instrument Makers.

Allen Manuf. Co. 18 Harvard place
Graves & Co. 68 Albany
Leukhardt John, 364 Washington
White J. H. 59 Court
Wlan Peter R. 21 Salem

Milk Dealers.

Westboro' Milk Co. 22 Boylston

Millstones. (French Burr.)

Crilly N. rear 39 Havre

Modeller.

Barbour W. 8 Congress square

Military Goods.

Bent & Bush, Court, cor. Wash.
Pollard A. W. 6 Court
Roulstone E. A. G. 7 Tremont

Nurses.

Abbott Mary A. 132 Albany
Adams Roxa, 3 South
Alca Esther, 74 Fayette
Amea Lydia, 1 Sheple
Arnold Nancy A. 77 Charter
Ayer Jane, 227 Cambridge
Babb Eben P. 7 Lathrop place
Blake D. C. 38 Beach
Borden Sarah J. 39 Summer
Brockbank Jane, 5 Norfolk place
Buswell Mary, 1 Van Ransselaer pl.
Cheeny Mary, 143 Court
Clark Abigail C. 13 Hawkins
Clerk Joanna, r. 99 Northampton
Connelly Rebecca, 2 N. Townsend place

Couers Elizabeth, 17 Bedford
Currier L. 6 Rollins pl.
Curtis Olive, 6 Garden ct. st.
Dalton A. J. Mrs. 13 Pleasant
Davis Catherine, 51 Lowell
Delano Maria, 45 West Castle
Diey Mary F. 120 Havre, E. B.
Divoll E. H. rear 58 Poplar
Domett Martha G. 6 Hollis (register)
Eaton Hannah, 19 W. Orange
Ellms Lucy, 59 Salem
Emerson Mary M. 21 Bedford
Everett Sophia, 11 Suffolk pl.
Farmer L. A. 70 E
Ford Elizabeth E. 11 Fabin
Gates Persie, 19 Pleasant
Gates R. r. 10 Blossom
Getchell Charlotte, 1 Auburn ave.
Goodnough Mary H. 886 Wash.
Gould Harriet, 46 Hudson [E. B.
Gray Amanda M. 10 Bennington,
Hall J. M. A. 36 Northampton
Hamilton Lydia, 2 Hawthorn place
Harris Sarah G. 49 Newton
Haskell Eliza, 78 Pleasant
Hatch Naomi, 6 Norfolk pl.
Hogen Elizabeth, 4 Vinal place
Horton Mary A. 89 Nashua
Houghton Lucie, 61 Fayette
Ingalls Mary, 133 Hudson [E.B.
Janieson Elizabeth, 27 Chelsea,
Johnson Betsey, 32 Curve

Johnson Elizabeth, 26 Irving
Joy L. Mrs. r. 16 S. Russell
Lander H. rear 2 Moon
Lane Hannah, rear 75 Pleasant
Lawrence Mary, 63 Prince
Lewis Avilla, 3 M. H. 3 Osborne pl.
Libbey Buldah, 1 Lamson ct. E. B.
Mahan Mary A. 2 Richmond place
Marcy Susan, 21 N. Bennet
McLeod Lilly, 649 Wash.
Merrill Amanda, 39 Meridian, E. B.
Moses Sarah, 17 Unity
Moyes Grace, 1 Brimmer pl.
Nichols Mary, 72 Fayette
Norris Sarah, 1 Minor
Parks Salome, 171 Cambridge
Pelby Adeline, 11 Norfolk place
Phillips Emma B. 13 Village
Pierce Zipha, 0 Madison place
Pike Sarah, 18 Oliver place
Pollard A. Mrs. 1 Rollins place
Richards Mary G. Mrs. 7 M. H.
Osborn pl.
Richardson Jane P. 48 Revere
Richardson R. 5 Le Grange pl.
Sanford R. E. 3 Brimmer pl.
Shattuck C. H. 8 Russell place
Stanford Mary A. 4 Medford ct.
Stetson Susan D. 30 Eliot
Stockwell E. H. 179 Everett, E. B.
Stoddard Susan P. 3 Vinal pl.
Sumner Elizabeth, 4 Newland
Varney Hannah, 69 Chambers
Wagner Margaret, 66 Bremen, E. B.
Walker Abigail, 3 Gorham pl.
Watson D. 6 S. Cedar
Weeks Elizabeth, 12 Pleasant
Wellington Elizabeth, 109 Prince
Wheeler Harriet, r. 78 Pleasant
Whiting Ellen S. 9 Bersey place
Williams Mary E. 74 Pleasant
Wilson Mary, 39 S. Cedar
Wilson Mary A. 13 Lexington
Withers E. A., h. B. Model pl. 107
Pleasant
Wood Mary A. 86 Poplar
Wood Nancy, 38 Beach
Wright Ann, 664 Washington
Wyatt Mary L. 15 Spring

Naturalization Office.

Rowan Thos. 123 Federal

Naval Stores.

Kittredge J. & Co. 65 Commercial
Simmons Thomas, 7 India
Simmons & Smith, 200 Causeway

Nets and Seines.

Gilbert A. & Co. 43 Commercial

Notaries Public.

Adams Albert W. 39 State
Adams Charles B. F. 39 State
Amea P. A. 14 State
Andrews Samuel, 1 P. O. avenue
Bigelow Prescott, 20 Congress
Blodgett Luther, Boylston Market
Chever Ira, 85 State
Clark Henry, 40 State
Coolidge Samuel F. 2 Change ave.
Cowles Wm. W. 39 State
Cutter Geo. H. 28 State
Dexter Edward A. 28 State
Dexter Thomas A. 28 State
Dodd Albert, 2 Change av.
Folger John B. 130 Commercial
Gilley J. E. M., 3 Old State House
Josselyn F. M. 31 Commercial
Keller Martin, 608 1/2 Washington
Lunt James H. 24 Kilby
McLellan Geo. Wm. 34 Cornhill ct.
Parker Matthew S. 1 P. O. avenue
Rasdale Otis Gray, 10 Exchange
Richardson H. L. 114 State
Sharp Daniel, 68 State
Simonds Edwin A. 217 Federal
Thayer Charles F. 27 State
Tyler John S. 28 State

Needle Threaders.

Carter H. L. & Co. 131 Hanover

Nails.

Bullard, Abbott & Co. 51 Kilby
Lazell, Perkins & Co. 28 Broad
Old Colony Iron Co. 36 Broad
Phillips, Rogers & Sheldon, 269
Commercial
Tremont Nail Co. 23 Broad
Weymouth Iron Co. 134 Milk and
25 Union wharf

Oysters.

Atwood E. & R., Pleasant, c. S.
Cedar
Atwood H. & R. 17 Commercial
Atwood J. & C. W. 27 Bromfield
Atwood Timothy, 19 Devonshire
Atwood Timothy, 84 Cambridge
Atwood R. & Co. 308 Tremont
Atwood S. & H. 43 Union
Atwood W. H. 22 Sudbury
Atwood & Bages, 600 Wash.
Backman H. 235 Federal
Bacon Wm. 470 Washington
Baker J. Y. & Co., N. E. c. F. H. M.
Baker S. & W. S., N. W. c. F. H. M.
Haker W. S. & Co. foot City wharf
Bancroft J. G. 191 Hanover
Barry P. H. 14 School
Barlow W. R. 41 Congress
Bennett S. 517 Washington
Brackett W. H. 277 Hanover
Chandler J. G. 29 Summer, E. B.
Curtis I. G. 4 Canal
Donne Daniel, 322 Washington
Donahoe D. 225 Federal
Fullock Wm. G. 37 Bromfield
Guppy J. H. 50 Lincoln (tery march
Hambro B. 19 Merrimac & 19 Hat-
Harding O. S. 106 Cambridge
Higgins J. S. 136 Court
Howard James H. 119 Merrimac
Hughes John, 46 Leveret
Jackson G. D., Myrtle, c. W. Centre
Johnson J. T. 13 Elm
Keen S. 36 Summer, E. B. (gress
Learned Isaac, Hawes, r. 48 Con-
Libby & Co. 2 Bowdoin square
Newcomb John jr. 3 Court ave. &
12 Lindall
Newton & Bacon, 527 Washington
Patterson J. 64 Portland
Pike Francis, 271 Hanover
Rollins W. G. 674 Washington
Russell W. H., First, c. Dor. ave.
Small & Chapman, 28 Green
Smith Charles W. 507 Washington
Titcomb Stephen H. 71 Fourth
Trainer Wm. 542 Washington
Walker Joanna, 396 Federal
Wiley Jesse H. head Liverpool w.f.
Wiley & Kean, 22 Cambridge
Woods James, 441 Hanover

Oakum.

Train W. G. 77 Commercial

Oars.

Brewer Thos. A. 126 Commercial
Fodge R. T. & Co. 176 Commercial
Fowleton J. A. & A. 9 Comm'l w.f.
Page E. W. 126 Commercial
Winsor & Whitney, 13 Comm'l w.f.

Opticians.

Dezauer Louis, 591 Washington
Hew Augustus H. 165 Wash.
Faine C. M. 347 Washington
Pruce A. 149 Washington
Thaxter & Brother, 136 Wash.
Widdfield & Co. 145 Wash.

Organ Builders.

Simmons Wm. E. D. & Co.
Charles, cor. Cambridge

Newspapers, &c.

BOSTON DAILY ADVERTISER, SEMI-WEEKLY ADVERTISER, AND WEEKLY MESSENGER.

THE BOSTON DAILY ADVERTISER,

ESTABLISHED MARCH 1, 1814, IS PUBLISHED EVERY MORNING, EXCEPT SUNDAYS.

Containing THE LATEST NEWS, FOREIGN AND DOMESTIC; TELEGRAPHIC DESPATCHES; PUBLIC DOCUMENTS OF INTEREST, IN FULL; BANK STATEMENTS; LAWS OF THE STATE, PILOT REGULATIONS, AND OFFICIAL INFORMATION, PUBLISHED BY AUTHORITY; LEGISLATIVE AND LOCAL REPORTS; LITERARY, DRAMATIC, and MUSICAL REVIEWS; CRITIQUES on the FINE ARTS; and UNRIVALLED MARINE, COMMERCIAL, FINANCIAL, and LEGAL REPORTS; with REGULAR REPORTS OF FOREIGN IMPORTS, and of the DRY GOODS and BOOT AND SHOE MARKETS.

The matter in this paper is so arranged that *the latest news* can always be presented, *in full*, without curtailing the space devoted to other departments.

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NATHAN HALE AND CHARLES HALE, EDITORS.

CHARLES HALE, PUBLISHER.

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THE BOSTON POST,

(The largest Paper printed in New England,)

THE PRESS AND POST,

AND

THE BOSTON STATESMAN AND WEEKLY POST.

DAILY POST,	\$8.
PRESS AND POST, semi-weekly (Monday and Thursday),	4.
STATESMAN AND WEEKLY POST (Friday),	2.

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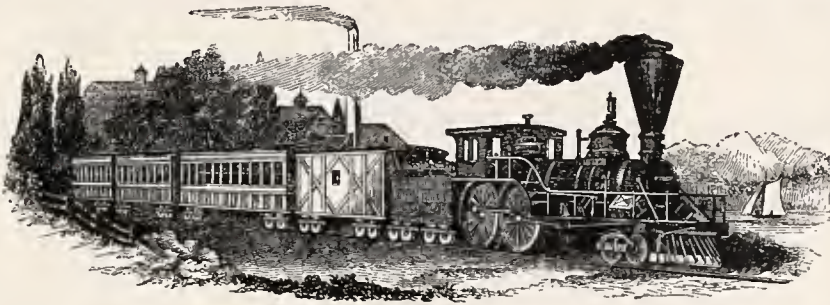
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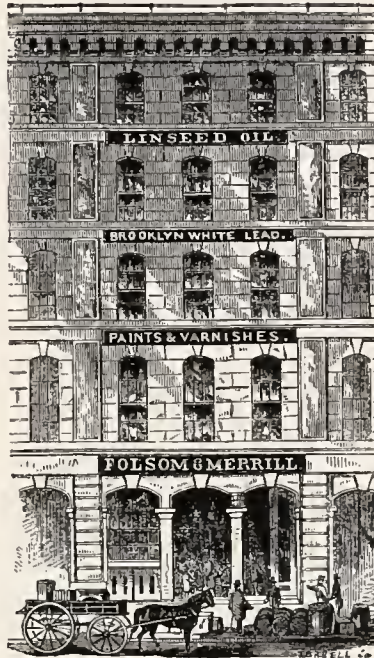
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Burgess Charles S. 2 Arch
Bussell H. 32 Meridian
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Cass C. C. 80 Central
Cassell E. D. 10 Howard
Cassell G. 12 Green
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Clarke Wm. 126 Lincoln
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Cotton John Jr. 5 Harrison av.
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Hastings Samuel, 30 Hawley
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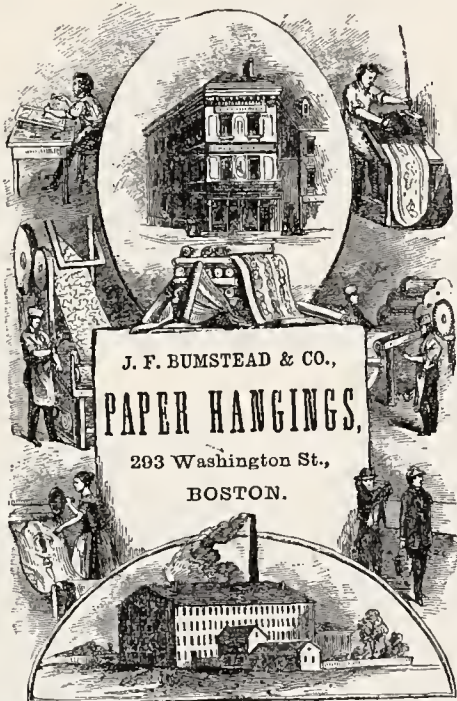
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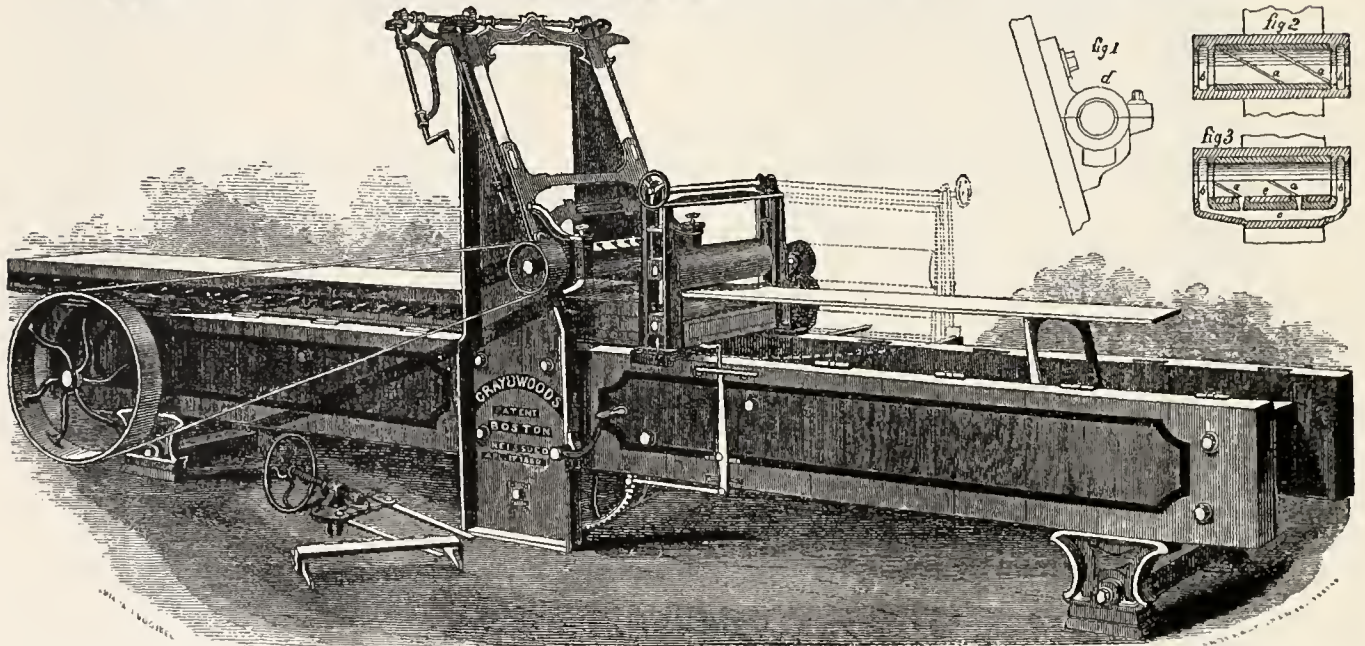
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69 SUDBURY STREET, BOSTON, MASS.

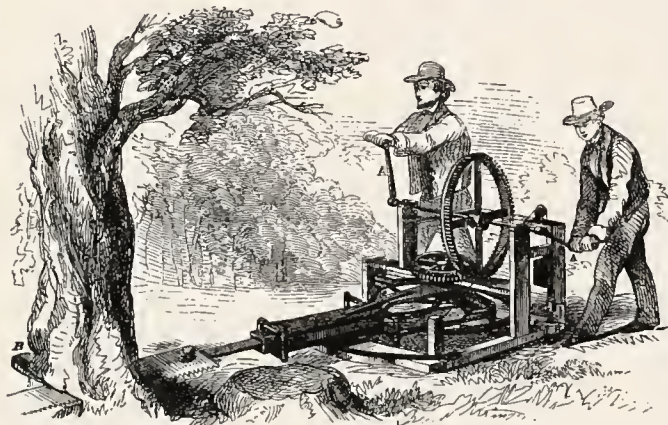
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A MACHINE FOR FELLING TREES,

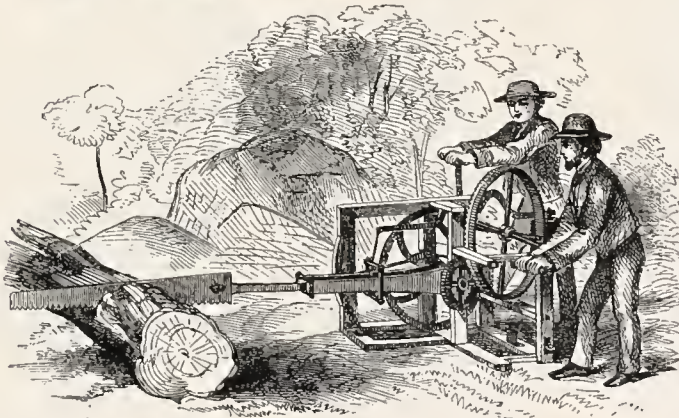
Cross-Cutting and Buck-Sawing.

PATENTED, AUGUST, 1859, BY

COL. JAMES HAMILTON,
OF THE CITY OF NEW YORK.



No. 1.



No. 2.

The attention of the Public, especially Lumber-Men, Ship-Builders, and Farmers, is called to this Machine, of which the accompanying cuts are representations, in its different positions.

No. 1. For Felling Trees. It is well known, that, in chopping down trees with the axe from two to three feet, according to the size of the tree, of the most valuable part of the lumber is lost, while by this machine the tree is felled within five inches of the ground; and, by removing the soil sufficiently to avoid dulling the saw, it can be cut as low as desired. Four men can do the work of ten men with axes, in the forests, and two men can do the work of four. It will be recollected that the butt must be squared, or cross-cut, before the log is ready for the mill; and the single operation of felling the tree with this machine leaves the log already squared. The land is left smooth, thus facilitating cultivation, and greatly increasing its value. The surface of the stump, being left flat and level, is porous and spongy, so that by the action of the elements it soon decays; but when cut by the axe, with its pores sealed up, and surface rendered smooth, the stump defies dissolution, and remains for years an unsightly and inconvenient object.

No. 2 represents this Machine in its position of Cross-Cutting. It operates with equal facility whether the log lies flat on the ground or is elevated several feet above it. The advantage gained over a common cross-cut saw, used by two men, is, that the saw works with greater rapidity, and, by having greater power, is fed faster.

The Machine has Attachments for cutting wood into short lengths. For this purpose it can be worked by one or two men; and, when not employed in the forests, it may be used to advantage in cutting of all the firewood required in a neighborhood. It is readily adapted to the several kinds of work for which it is intended, requiring less than five minutes for the necessary change of position; and practical experiment has proved its complete success and efficiency.

It will be observed, by reference to the cuts, that the power is applied by two cranks, AA, which are sufficiently elevated above the ground to be conveniently worked. The machine is furnished with two handles, by means of which it is easily carried about by two men, and performs its work with great expedition and entire safety. A wedge, of peculiar shape, accompanies each machine, which is driven into the kerf, as the saw proceeds, and thus prevents the tree from settling down or blinding the saw, and also forces the tree to fall in the desired direction.

This machine is very simple in its construction, not liable to get out of order, and moderate in cost, and is confidently commended to those interested in forest and timber lands, and to all engaged in the lumber business, as effecting a great and important saving of time, labor, and material.

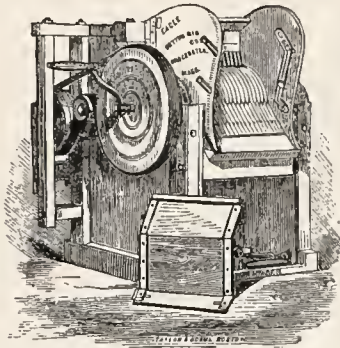
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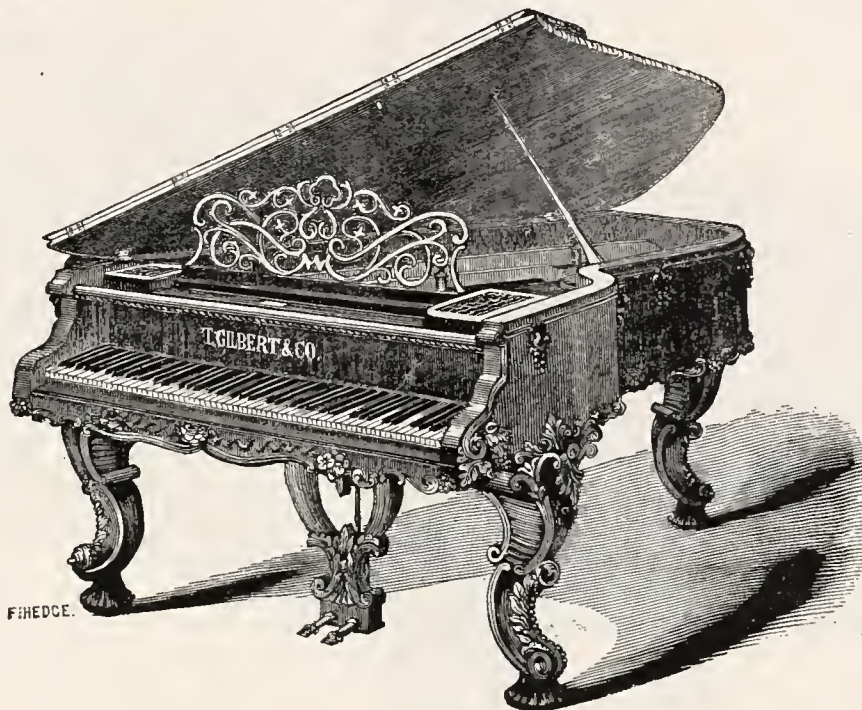
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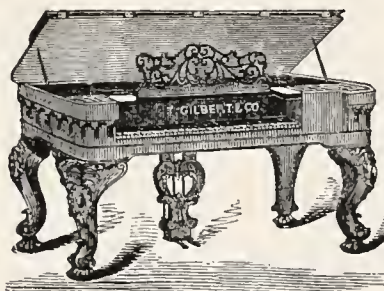
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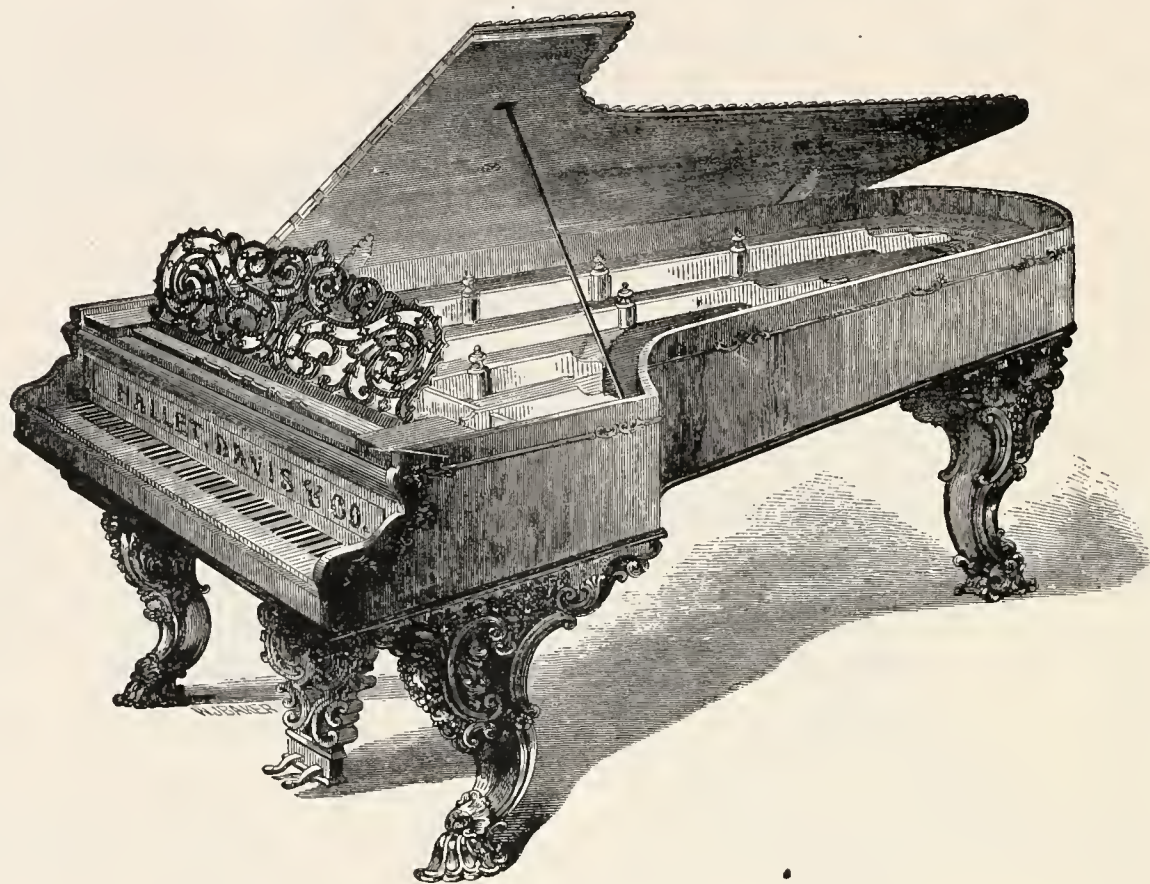
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Abbe Alanson, Boyls, c. Lowell pl.
Abbot Samuel L. 90 Mount Vernon
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Adams Horace W. 45 Cambridge
Adams Zabdiel H. 1 Fayette
Ainsworth Fred. S. 2 Bowdoin
Alexander A., Dorch. c. Broadway
Alley J. B. 35 Boylston, c. Head pl.
Ayer James, 6 Prince
Bacon John, 15 Somerset
Ball Stephen, 19 Beacon
Barnard Chas. F. 1 Montgomery pl.
Bartlett Geo. 3 Tremont pl.
Bethune Geo. A. 166 Tremont
Bishop George F. 23 Essex
Bigelow Henry J. 18 Chauncy

Bigelow Jacob, 42 Mt. Vernon
Blake E. W. 64 Shawmut ave.
Borland John N. 16 Winter
Both Carl, 83 Dover
Bowditch Henry L. 15 Winthrop pl.
Brewer Thos. M. 8 Edinboro'
Brown Buckminster, 69 Bowdoin
Brown John B. 8 Joy
Browne C. H. H. Hasteock
Bryant Henry, 94 Mt. Vernon
Buckingham C. E. 911 Wash.
Buehnell Wm. 33 Beach (home.)
Cabot Samuel jr. 11 Park sq.
Campbell Benj. 49 Meridian
Channing Walter, 45 Bowdoin
Cheever David W. 643 Tremont
Clark Henry G. 4 Pemberton sq.
Clark Luther, 37 Pickney (hom.)
Clarke Ed. H. 57 Chauncy
Cleaveland Ch's D. 136 Harrison av.
Clough John, 34 Tremont
Coale Wm. Edward, 4 Staniford
Cotman E. S. 13 Tremont
Cotman W. W. 33 Boylston
Coit Dan'l T. 28 Harrison avc.
Cooke McLaurin F. 253 Hanover
Coolidge Algernon, 13 Chauncy
Cornell W. M. 330 Wash. & 25 Ash
Crane P. M., Maverick, c. Meridian
Cummings J. A. 25 Tremont
Curtis Josiah, 12 Suffolk pl. c. Wash.
Dale Wm. J. 21 Allston
Davenport Edward J. 20 Bedford
Derby Geo. H. West
Dix John H., Boylston, c. Tremont
Dupee Horace, 633 Washington
Durkee Silas, 59 Howard
Dyer Henry, 86 Shawmut ave.
Eastman Charles, 25 Tremont
Eastman Edmund T. 59 Essex
Ellis Calvin, 31 Winter

Fahyan Geo. 191 Salem
Fales Joseph J. 21 Maverick sq.
Ferguson Hugh, 23 Broadway
Flint John, Warren, c. Washington
Fogg John S. H. 325 Broadway
Fols Daniel V. 33 Maverick sq.
Foss S. 172 Harrison avenue
Fuller Milton, 35 Essex (home.)
Garratt A. C. 7 Hamilton pl. (sq.)
Gay Geo. H. 75 Boylston & 1 Park
Gordon Charles, 1 Hasteock ave.
Gould Augustus A. 31 Boylston
Gould Jos. F. 130 Fourth
Goulet Ambrose, 113 Broadway
Gray Francis H. 61 Bowdoin
Green S. A. 19 Kneeland
Greene Charles G. 823 Washington
Greene Moses C. 15 Green
Grege Sam'l, 33 Howard (home.)
Hall Adioo B. 89 Salem
Ham Abner, 41 Shawmut avenue
Harlow Edwin A. W. 62 Essex
Harlow James F. 71 Cambridge
Harwood Dan'l, 11 Summer
Hay Gustavus, 24 Eliot
Hayden John C. 164 Tremont
Hayes A. A. 16 Boylston
Hayward Geo. Jr. 14 Hayward pl.
Head Geo. E. Jr. 181 Tremont
Heaton Geo. 2 Exeter pl.
Hill John B. 28 Temple
Hinckley John W. 29 Meridian
Hinckley Rufus L. 22 Maverick sq.
Hobbs Alvan, 376 Washington
Hodges Richard M. 43 Chauncy
Hoffendahl Charles F. 29 Somerset
Hoffendahl H. L. H. 196 Shawmut av. (home.)
Holmes Oliver W. 21 Charles
Honnans Chas. D. 12 West
Honnans John, 129 Tremont

Hooper Robert W. 107 Beacon
Hoyt George, 77 Bedford
Hubbard George, 34 Portland
Hyde Geo. S. 1171 Washington
Hyndmen James, 239 Congress
Inches H. B. 27 Winter
Jackson Charles T. 32 Somerset
Jackson James, 3 Hamilton pl.
Jackson J. B. S. 24 Chauncy
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Jeffries B. Joy, 16 Chestnut
Jeffries John, 15 Chestnut
Jones Geo. S. 17 Cambridge
Jones Jos. S. 1 Bowdoin, c. Cambr'ge
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Keep S. Hamilton, 74 Boylston
Kennedy T. J. W. 17 Pleasant
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Lane J. F. W. 10 Hollis
Lans Jonas H. 4 Montgomery pl.
Lee Henry S. 5 Central court
Leonard M. Bloomfield, 7 Meridian
Lewis Winslow, 75 Boylston
Lodge G. H. 1027 Washington
Lyman George H. 152 Tremont
Mann Jonathan, 302 Broadway
Mansfield John R. Leveret
Martin A. D. W. 198 Harrison ave.
Martin Henry J. 32 Chauncy
Mattoso Morris, 65 Summer
Melcher Sam'l H. 2 Warren
Miffin Charles, 60 Beacon
Might Stephen, 9 Tleaton
Minot Francis, 140 Charles
Moore Chas. W. 278 Hanover
Moore Edward B. 253 Hanover
Moriarty John M., Deer I. Hospital
Morland William W. 35 Hasteock
Morrill Samuel, 3 Kingsto
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 Niles John N. 32 Carver
 Odio John, Tremont, c. Elliot
 Oliver Fyche E. 4 Bowdoin
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 Otis Geo. W., School, c. Province
 Owens Thomas R. 127 Merrimac
 Page Calvin G. 69 Myrtle
 Page William H. 29 Beach
 Palmer E. D. C. 13 Portland [con
 Palmer Ezra, 1 Tremont pl. c. Bea-
 Parcher Sewall, 2 Lewis, E.B.
 Parker David M. 11 Summer
 Parks Luther Jr. 21 Union Park
 Petch Franklin F. 31 Chambers
 Phelps Abner, 27 Indiana pl.
 Phipps Charles A. 122 Harrison av.
 Phipps James M. 1 Elliot, c. Wash.
 Pinkerton T. H. 80 Cambridge
 Prescott Beal, T. 7 Green
 Putnam Charles G. 4 Temple pl.
 Read Wm. 713 Washington
 Renton George, 14 Bedford
 Renton Peter, 14 Bedford
 Reynolds Edward, 29 Winter
 Reynolds John P. 206 Tremont
 Richardson Aaron P. 17 Green
 Richardson Horace, 54 Chauncy
 Roberts David, Fourth, c. Dorch.
 Rolfe Enoch C. 803 Washington
 Rupper A., Central place
 Russell George, 14 Lynde (hom.)
 Russell Le Barn, 1 Otis pl.
 Selter Richard H. 1 Staniford
 Sanborn J. C. 215 Hanover
 Sharp J. Caldwell, 92 Mt. Vernon
 Shattuck Geo. G. 2 Staniford pl.
 Shaw Benj. S., Mass. Gen. Hospital
 Shurtleff Nath'l B. 2 Beacon
 Simpson Paul, 6 Ashburton pl.
 Sociar Alex. D. 63 Bedford
 Slade Dan'l D. 17 Temple pl.
 Smith Jerome V. C. 1 Court
 Smythe James, 34 Purchase
 Sprague Seth L. 29 Worcester
 Stacy Horace, 108 Court
 Sedman Chas. H. 6 Montgomerystpl.
 Stevens Calvin, 3 Asylum
 Stevens John, 41 Howard
 Stevens John A. 41 Howard
 Stevens Norman C. 6 W. Brookline
 Stone James W. 130 Commercial
 Storer D. Humphreys, 132 Trem't
 Strong Woodbridge, 5 Cambridge
 Talbot I. T. 31 Mt. Vernon (hom.)
 Tarbell John A. 84 Alston (hom.)
 Thaxter D. McB. 370 Broadway
 Thayer David, 40 Beach (hom.)
 Thomas Alexander, 130 Tremont
 Thomson Geo. N. 286 Washington
 Thorndike Wm. H. 31 Chelsea, E.B.
 Tjeder A. W. 337 Hanover
 Tonic Ira W. 194 Hanover
 Tower George, 1 Bennett [set
 Townsend Solomon D. 18 Somer-

Townsend Wm. E. 15 Cambridge
 Tucker Elisha G. 170 Tremont
 Tucker Joshua, 4 Hamilton pl.
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 Walker Clement A., Lon. Hos. S.B.
 Walker William J. 3 Bulfinch
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 Walsh Peter D. 35 South
 Walsh Walter M. 5 North square
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 Ware John, 131 Tremont
 Ware Robert, 131 Tremont
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 Warren J. Messon, 2 Park
 Warren John W. 49 Harrison av.
 Watson Ab. A. 54 W. Newton
 Weeks Chas. M. 36 Carver
 Weld M. W. 64 Chestnut
 West Benj. H. 12 Harr. av. (hom.)
 Weymouth Aurelius L. 171 Court
 White Jas. C., Boylston, c. Trem't
 White Robt. 165 Broad
 Whitney W. J. 167 Federal, c. High
 Willard Francis A. 192 Shaw't av.
 Williams Henry W. 33 Essex
 Williams J. L. 158 Tremont
 Wood Jacob A. 215 Wash.
 York Jasper H. 187 Broadway
 Youngman David, 630 Washington

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Angell H. C. 73 Shawmut av. (hom.)
 Astie Abel, H Sudbury
 Atkins George, 7 Elliot
 Balcom H. S. 7 Tremont row
 Barker Lem'l M., Rainsford Island
 Barrows H. G. 7 W. Orange, & City
 Hall
 Bascom F. 12 Columbia (eclectic)
 Basto Wm. F. 1110 Washington
 Birmingham Sam'l T. 63 Cambridge
 Boyce N. S., Ash, cor. Bennet
 Broadbent C. R. 91 Court
 Brown W. Symington, 15 Congress
 Bruce Silas, 19 Trem. r. (eclectic)
 Calkins C. W. 145 Pleasant
 Clark J. D. 8 Nove place
 Cogswell F. 2 Cherry
 Coyle P. 25 Essex
 Cullis C. 11 Bowdoin (hom.)
 Cushing F. T. 6 Beach
 Cutter E. G. 17 Bromfield
 Dennett G. W. 372 Broad'y (hom.)
 Dillenback H. P. 8 Cambridge
 Dillingham Nathan H. 59 Kneel'd
 Dow John, 22 Poplar
 Fea Artemis I. 29 Blossom
 Francis Frederiek J. 1 Oak
 Fitch Vinel H. 32 Carver
 Foss A. W., Commercial House
 Geist Charles F. 49 Essex (hom.)
 Germaine T. H. 76 Charter
 Girardin Louis, 5 Elliot
 Green N. 2 Tremont Temple
 Greco Reuben, 36 Bromfield

Guenther Theodore, 14 Pleasant
 Guthrie S. 176 Court
 Hall Alfred G. 10 Central court
 Hartnett Maurice K. 1 Quincy pl.
 Hayden William R. 4 Hayward pl.
 Hayes Charles, 138 Pleasant
 Hebbard W. W. 228 Washington
 Hennis S. 237 Tremont (hom.)
 Herrick Leonard J. 12 Tremont
 Hewett S. C. 39 Harrison avenue
 Hodgdon J. F. 638 Washington
 Holton J. H., Garden, cor. Myrtle
 Hughes J. B. 13 Howard
 Humphrey H. 130 Broadway
 Hutchins Isaiah, 36 Bromfield
 Jackson J. 137 Court
 Jacoby Moses, 115 Washington
 Johnson H. F. 2 Tremont Temple
 Kelley J. C. 271 Tremont
 Kessiman Charles C. 59 Essex
 Knight Edward, 229 Tremont
 Knox Thomas P. 1 W. Centre
 Krafs F. H. 63 Chauncy
 Lewis Nathan C. 41 Tremont
 Ludwig Warren, 50 Fleet, c. North
 Macfarland L. 1 Asylum (hom.)
 Main Chas. 7 Davis
 Mason J. D. 116 Court
 Mather Aug. H. 5 Decatur
 Mather Ozias H. 175 Shawmut av.
 McLane H. 65 West Castle [ct.
 McMahon J. B., Moon, c. Moon st.
 Morrill Fred. 9 Howard
 Oakes Asa H. 121 Court (electrician)
 O'Flaherty John, 5 Indiana
 Osborn T. Wm. 30 Blossom
 Peabody Nath'l C. 294 Bedford
 Pesse Giles, 9 Davis
 Perkins G. T. 142 Harrison ave.
 Pike J. G. W. 103 Camden
 Pike J. T. Gilman, 17 Tremont
 Plummer Henry, 64 Cross
 Pratt S. C. 1 Jackson place
 Proctor Alpheus, 99 Court
 Rice Wm. E. 7 Davis
 Ridgway P. R. 16 Tremont
 Rock John S. 84 Garden
 Rannels A. 12 Winter
 Sampson Z. S. 99 Court
 Sanders Orio S. 11 Bowd'n (hom.)
 Sandicky D. F. 338 Washington
 Sanford Enoch W. 770 Washington
 Sargent Ignatius, 32 Hudson
 Sheldon L. R. 1058 Washington
 Sibley Rodney, 24 Green
 Small Ebenezer, Sumner, c. Haw'y
 Smedley A. H. 83 Bedford
 Smith Edward S. 1 Park
 Smith Tim. H., Richmond, c. Salem
 Snow A. 244 Winter (eclectic)
 Spear E. D. 36 Beach
 Steele Richard, 128 Court
 Stone Ephraim, 172 Cambridge
 Sullivan A. F. 36 Bromfield
 Underland LaRoy, 28 Elliot
 Taylor Geo. H. T. W. 135 London

Turner T. F. 4 Union place
 Underwood Wm. E. 74 Wash.
 Webber C. 228 Wash. (eclectic)
 Weeks Benj. 206 Broadway
 Wellman J. 11 Oxford
 Westhehrt W. P. 22 Bedford (hom.)
 Whitman E. F. 116 Court (oculist)
 Wilcox Norman, 54 Essex
 Woodbury J. H. 2 Princeton (hom.)
 Young Charles, 8 Oxford

Botanic.

Abbott & Ames, 214 Hanover (and
 eclectic)
 Beals Emery, 50 Piedmont
 Cheever Joseph, 78 Tremont
 Clark Joseph J. 81 Friend
 Edson F. 116 Court
 Hayden Wm. R. 5 Hayward pl.
 Humphrey Henry, 130 Broadway
 Hutton H. P. 161 Cambridge
 Lete Isaac P. 654 Washington
 Macomber Perry R. 6 Lowell
 Mason John D. 116 Court
 McLaughlin J. A. 53 Lincoln
 Plummer H. 64 Cross
 Richardson S. O. 61 Hanover
 Shaw Joel, 914 Washington
 Taylor T. K. 17 Hanover

Female.

Anderson M. A. 205 Endicott
 Carman Sarah D. 16 Summer
 Caswell S. A. E. (M.D.) 34 Leveret
 Chamberlin E. B. (M.D.) 273 Trem.
 Churchill M. Mrs. 6 La Grange pl.
 (electro-pathist)
 Cooke Frances S. (M. D.) 10 Suf-
 folk place
 Davis Martha Miss, 99 Chambers
 Drury Deborah Mrs. 59 E. Chester
 Park
 Eaton Edee W. 11 Common
 Ester E. A. Mrs. 4 Ransom ct.
 Fergus F. A. Mrs. 2 Oneida
 Fletcher Sophronia (M.D.), 30 Elliot
 Freeman A. Mrs. 17 Lyman
 Girardin L. S. Elliot
 Harris Mary Ann (M.D.) 60 Temple
 Harwood Mary, 36 Bromfield
 Hodges Sarah, 39 Berlin
 Hunt H. K. Miss (M. D.), 32 Green
 Jenks Mary R. (M. D.) 35 Beach
 Leader Harriet Mrs. 18 High (burn
 Lockwood Bessie S. (M.D.) 34 Au-
 Lyon M. A. (M.D.) 131 Salem
 Parmelee Louisa, 1133 Washington
 Pike M. S. 169 Court
 Sawin Martha A. (M.D.) 60 Temple
 Swan A. H. 3 Collamer place
 Swanberg F. W. r. 171 Cambridge
 Walcott Hannah M. (M. D.) 101
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 Barstow Benjamin, 180 Broad
 Batchelder H. 373 Washington
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 Brooks O. H. 60 Court
 Brown H. H. 74 Kingston and 169 1/2
 Washington
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 Bruce I. 116 Commercial
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 Campbell J. 46 North Market
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 Chandler C. N. 5 Water

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 Constant Wm., Simpson's dock
 Cooper Samuel, 126 Haverhill
 Corbin M. 126 Court
 Douglass R. H. 74 Kingston
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Kendall S. E. 8 Congress square

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Kimball P. C. 735 Washington
Kialock John, 16 Kilby
Lane L. 5 Change avenue
Lawrence & Wilson, 125 Kneeland
Learsed I. M. & Co. 31 Congress
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Newell B. F. 9 Lewis, E. B.
Norris & Baxter, opp. 34 India

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Perkins Edward, 39 Congress
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Sanderson L. C. 720 Washington
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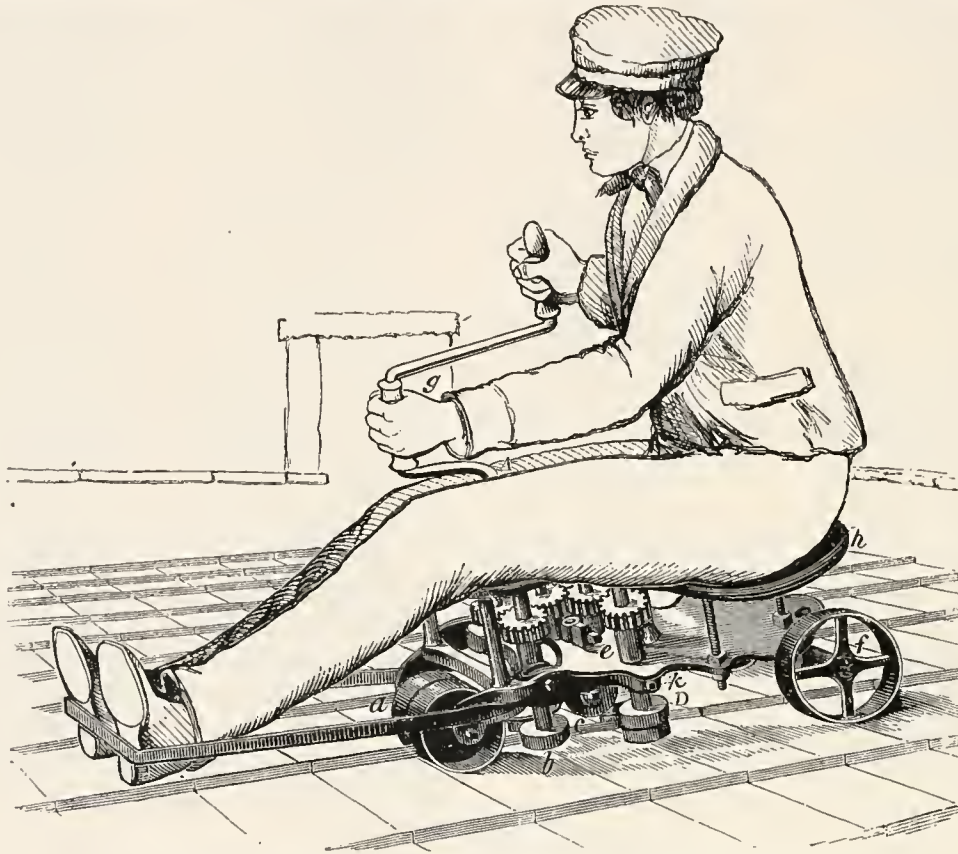
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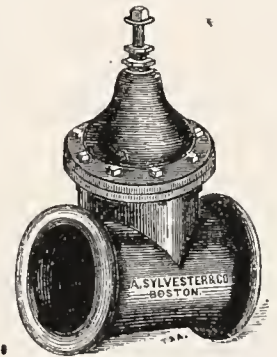
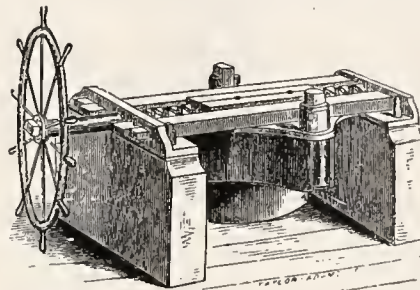
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Having had much experience in this branch of business, we are prepared to execute orders at short notice, and on most favorable terms; and refer with confidence to the following parties, who have used and are thoroughly acquainted with our work: Capt. M. C. Niles, Chief Engineer Washington Aqueduct; City of Augusta, Ga., Water Works; City of Georgetown, D. C., Water Works; City of Baltimore Water Works; City of Brooklyn Water Works; City of Boston Water Works; City of Cambridge Water Works.

Robinson G. W. & Co. 48 Richm'd

Seed Stores.

Blanchard Hez. 188 State
Bowditch A. C. 74 Tremont
Curtis & Cobb, 348 Washington
Davenport G. 18 Chatham
Greenwood & Lincoln, 7 Broad
Hovey & Co. 7 Merchants row
Nourse, Mason & Co. Quincy Hall

Skates.

Bradford M. L. & Co. 142 Wash.
Jordan A. S. 191 Washington

Saddlery.

Boyd James & Sons, 27 Merch. r.
Chase L. C. & Co. 24 Sudbury
Cross Henry, 68 Sudbury
Lathrop & Co. 66 Union
Read Joseph S. 15 Tremont row

Saddlery Hardware.

Loring W. W. & Co. 40 Kilby
Mitchell N. & Sons, 30 Kilby
Nye & Foster, 123 Milk
Sabia, Page & Co. 92 Milk
Taylor H. & Co. 74 Milk

Scales and Balances.

Fairbanks E. & T. & Co. 34 Kilby
Fairbanks & Brown, 34 Kilby
Howe L. I. 140 Congress
Jones & Preston, 15 Change avenue
Stephenson L. & Co. 72 Water
Walker P. H. & Co. 3 Fan. Hall sq

Ship Bread. [See Bakers.]

Austria T. & Co. 118 Commercial
Brewer Joseph N. 2 India wharf
Fowle J. B. & Sons, 68 Com'l & 150
Purchase

School House Furniture

Haskell W. O. 34 Canal
Ross J. L., Hawkins, c. Ivers
Shattuck Wm. G. 149 Fulton

Scales Weights & Meas.

Davis Henry A. 11 Doane
Moulton C. J. B. 25 Doane

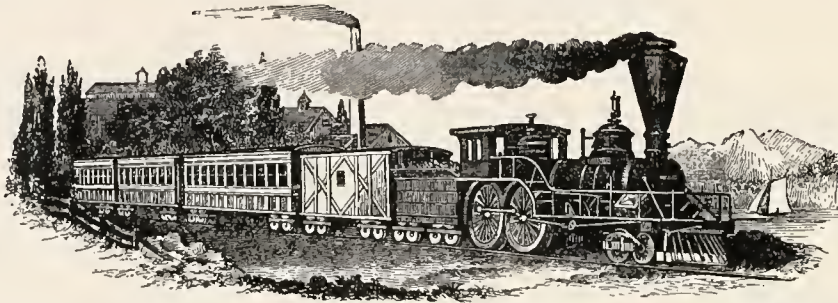
Seal Presses.

Bigelow M. B. & A. Hardy, 32
School
Sargent Geo. B. & Co. 13 Haverhill

Steam Engines.

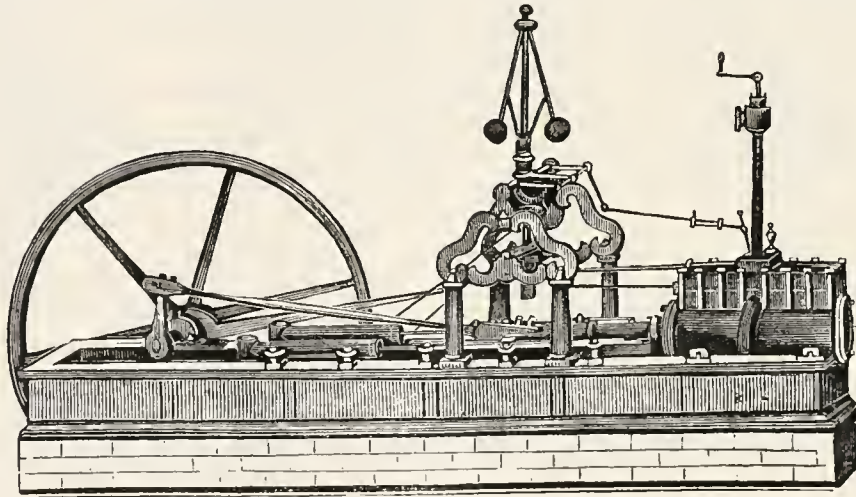
GLOBE LOCOMOTIVE WORKS.

INCORPORATED, MARCH 28, 1854.



Cor. of A and First Streets, South Boston, Mass.

SOUTHER, PICKERING AND OTHERS, PROPRIETORS.



WILL MANUFACTURE AND REPAIR TO ORDER

LOCOMOTIVE, STATIONARY, AND PORTABLE

STEAM ENGINES,

Otis's Patent Excavators and Steam Dredges, for deepening Rivers, Docks, Harbors, &c.
Sugar-Mills, Saw-Mills, and Steam Boilers of all kinds, also General
Machinery, at short notice, and in the best style of work-
manship, on favorable terms.

ALL ORDERS EXECUTED WITH DISPATCH. ORDERS FROM ALL PARTS OF THE COUNTRY SOLICITED.

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JOHN SOUTHER, Pres., or D. N. PICKERING, Treas.



S. E. CHUBBUCK & SON,
PRACTICAL MACHINISTS,
NEAR BOSTON LINE,

ROXBURY, MASS.

MANUFACTURERS OF

STEAM ENGINES AND BOILERS,



Of all sizes and patterns, which we warrant to run as economically, and be as durable, as any manufactured. SHAFTING MADE, PULLEYS AND HANGERS FURNISHED from the most approved Patterns. Also, machinery of all kinds, such as SAW, PLANING, AND GRIST MILLS. JOBBING of all kinds done in a thorough and workmanlike manner.



TANNERIES

Fitted complete with all modern Machinery, — Engines and Boilers, Bark and Pulling Mills, Elevators, Railways, Tanning-Wheels, Rolling and Splitting Machines; also, Pumps for hot and cold liquor.

BREWERIES

Furnished with Engines, Boilers, or Horse Power, Mash-Tubs, Malt-Mills, Pumps, Piping, &c., &c.

BOOT AND SHOE MANUFACTURERS.

We also build a neat and compact Gothic Engine with Boiler, which is peculiarly adapted for driving all kinds of light Machinery, such as is used in the business.

STEAM HEATING.

Particular attention will be given to the construction and putting up of Steam-Heating Apparatus, in Hotels, Factories, and Dwelling-Houses, all of which we will warrant to give perfect satisfaction. This apparatus is self-regulating, therefore it requires no practical engineer. In Dwelling-Houses it can be managed by any domestic with perfect safety. Having had a long experience in building, putting up, and arranging Machinery, we feel confident that all work entrusted to us will give entire satisfaction. Our works are on

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NEAR MESSRS. CHICKERING & SONS' PIANO-FORTE MANUFACTORY.

S. E. CHUBBUCK,
 Late of the firm of CHUBBUCK & CAMPBELL.
I. Y. CHUBBUCK.

All calls will be attended to in person, for the examination and alteration of Steam Engines and Machinery; also the arranging and putting up of Steam-Heating Apparatus.

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Adams Isaac, Foundry
Atlantic Works, Chelsea, corner
Merion, E. B. and 2 Commercial
Chubbuck S. E. & Son, Tremont
Street (near Chickering & Son's
pianoforte manufactory)
Globe Locomotive Works, First, c. A

Steam-Packing.
Boston Belting Co., Tappan, Mc-
Burney & Co. agents, 37 Summer
N. E. Belting and Hose Co., N.
Hunt & E. S. Goodwin, agents,
46 Milk

Saw Manufacturers.
Griffiths Charles & Co. 48 Congress
Henshaw & Clemson, 31 Exchange
Killcher T. J. 296 Federal
Mousley Wm. & Son, 125 Haverhill
Orne E. S. 74 Haverhill

Satinet Printers.
Schouler J. & Bros. 81 Milk
Scythes.
North Wayne Scythe Co. 33 Bos-
tery-march

Show Cases.

COUNTERS, SHOW CASES, AND DESKS.

MANUFACTORY AND WAREROOMS,

151 Washington Street and 1 Harvard Place,

BOSTON.

J. A. HUGHES & CO.

Are extensively engaged in the manufacture of COUNTERS of the various styles, for Wholesale and Retail Stores, and have on hand the largest and best stock of

SHOW CASES AND JEWELLERS' TRAYS

To be found in this city, all of which we offer at the LOWEST CASH PRICES.

J. A. HUGHES.]

Orders from all parts of the country received and promptly attended to.

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T. DODGE,

MANUFACTURER OF

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Show Cases, Counters and Desks, Jewellers' Trays and Boxes.

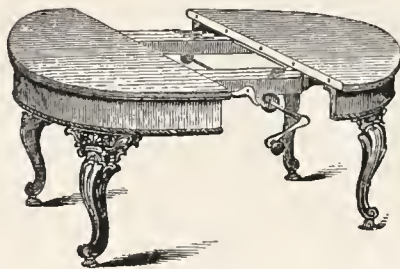
APOTHECARIES' DRAWERS MADE TO ORDER.

Sextants, Quadrants, Barometers, Thermometers, Spy Glasses, and Compass Boxes. Silver and Composition Signs. Also, Silver Mouldings, of every description and pattern that is desired. Jobbing promptly attended to. The public generally are respectfully invited to call at the Warerooms,

No. 32 Sudbury, corner of Portland Street,

Directly opposite the Gerrish Market,

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Dodge T. 32 Sudbury
Hughes J. A. & Co. 151 Washington
Patterson James & Co. 31 School

Shoe Patterns.

Silvester N. 36 Pearl
Packard C. H., Shoe & Leather Ex-
change

Spice and Drug Mills.
Hill, Dwinell & Co. 16 Beverly
Kimball, Harris, & Co. 4 Liberty
square
Newhall H. B. 22 South Market
Russell, Fessenden & Whittemore,
52 Chatham
Stickney & Poor, 8 Chatham row

Stone Cutters & Dealers.
Baldwin & Emerson, east end
Dover-street Bridge and 21 State
Davis & Carter, foot of Pinckney
Grant & Devine, Foundry, near
Dover-street bridge
Larry J. W. 198 Causeway & 88 Bor-
der, E. B.

Meany Edward F. 67 Harrison ave.
McAuley Edw., Harvard, c. Utica
Moriarty John, 37 Charlestown
Quincy Gra. Railway Co. 5 Cong.
Richards Law, 177 Harrison ave.
Runels, Clough & Co. 6 State
Warren E. 1 Medford
Wilson & Folsom, foot of Poplar

Sewing-Machines.



EVERY FAMILY SHOULD BE PROVIDED WITH ONE OF

LADD, WEBSTER & CO.'S TIGHT-STITCH SEWING-MACHINES.

COMBINING SIMPLICITY WITH STRENGTH AND RAPIDITY OF MOTION.

PRICES FROM \$50 TO \$100.

READ THE FOLLOWING TESTIMONY:

The following *unsolicited* commendation of our machine is from the pen of a lady well known in New England:—

MESSESS. LADD, WEBSTER & CO.: *Gentlemen*.—In justice to the superior excellence of the sewing-machines manufactured by you, allow me to give you a leaf from my note-book of experience in these matters. Skeptical in my belief of the practicability of constructing a machine that could sew with the neatness and durability of the hand, I yet determined to investigate the subject, and test the comparative merits of the different machines, as also the *real ability* of any of them. To do this I spent many weeks, I might almost say months, in a careful examination both of the mechanism and practical results of the various competitors for public favor and patronage. Passing over the minor ones, whose deficiencies a very superficial observer would quickly detect, my judgment at length decided between two of the most prominent machines now before the public. Lest it might seem invidious, I will not here give the name of the one which I first subjected to a thorough and impartial trial in my own house, with an efficient, practical operator to teach me, but I do most emphatically assert that your machine is, in my judgment, the *as plus ultra* of all modern inventions. In simplicity, durability, and strength, it far exceeds any other that I have seen. It is perfectly easy to manage, quick in its operation, never liable to get out of order if properly used, and gives a stitch on both sides alike, which cannot be excelled. These are but a part of the excellencies I could name as pertaining to the machines I obtained of you, and which grows more and more into favor as I subject it to new and daily trials. What an era in the toiling life of thousands who depend for subsistence upon the ceaseless stitch, etch, stitch of their aching fingers, is this noble invention! Surely, as public benefactors, you have reason to congratulate yourselves, gentlemen, that you have arrived to such a degree of perfection in the manufacture of this most indispensable article of domestic comfort and economy. Respectfully yours, MRS. H. J. MOORE, Newton, May 7, 1859. Newton Corner, Mass.

Letter from Lient. W. L. MAURT, United States Navy:—

NAVY YARD, WASHINGTON, }
Aug. 12, 1859.

Gentlemen.—The Sewing-Machine ordered from you is safely at hand, and Mrs. M. is fully satisfied with it. As an evidence of its simplicity—without directions or explanations, she commenced working on it after a very short trial, and has not experienced the least difficulty in its operation. I cheerfully give you my testimonial in its favor. I am, respectfully, your obedient servant.

(Signed.)
To MESSRS. LADD, WEBSTER & CO.

W. L. MAURT.

Extract of a letter from Rev. Isaac P. Laugworthy, Secretary American Congregational Union, to a brother clergyman:—

CHELSEA, MASS., Aug. 13, 1859.

REVEREND AND DEAR BROTHER,—Your letter respecting sewing-machines has been received. I have had one of Ladd, Webster & Co.'s in use in my family for more than seven months. I am fully satisfied that it combines simplicity with strength, capabilities for a greater variety of work on a greater variety of material, with perfect ease of working, a proper adjustment of part to part with reference to permanency to *keeping in order*, as does no other sewing-machine now before the public. I wish every minister's wife had one: her friends can do nothing for her to the same amount that will so much help and bless her and her family as to give her one.

Extract from a letter from Rev. E. M. Dodd, agent American Board of Commissioners for Foreign Missions at Smyrna:—

SMYRNA, April 16, 1859.

MESSESS. LADD, WEBSTER & CO.: *Gentlemen*.—The Sewing-Machine purchased of you by Mr. Wetherill, for Mrs. Dodd, has arrived safely, and is in operation. We are very much pleased with it. There was not the least difficulty in starting it, and it has gone on sewing steadily and to our satisfaction. We shall take pleasure in recommending your machine, and hope that they may get into use here.

(Signed.)

E. M. DODD.

SEWING-MACHINE.—We have in our family a marvellous little agent, which is a wonder of docility, industry, and promptness; which is also always ready when called upon, and which never tires. This most indispensable domestic article is one of Ladd, Webster & Co's *Tight-Stitch Sewing-Machines*. It is a never-ending source of wonder to behold the amount of finished work it will turn out,—so perfect, uniform, and strong. With this little bit of machinery a child twelve years old can accomplish more in half a day than a score of seamstresses, with their hands alone, can do in a week! We most heartily endorse the Ladd, Webster & Co. machine, after having thoroughly tested it by careful use. We are at a loss whether most to admire it for the simplicity of its construction (whereby it is next to impossible for it to get out of order), or the perfection of the work which it consummates.—*M. M. Ballou (Proprietor of Ballou's Pictorial).*

LADD, WEBSTER & CO.

No. 17 Summer Street, Boston, opposite Trinity Church.

500 BROADWAY,.....NEW YORK. | 131 BALTIMORE STREET,.....BALTIMORE.
820 CHESTNUT STREET,.....PHILADELPHIA. | 80 WEST FOURTH STREET,.....CINCINNATI.
16 ST. CHARLES STREET,.....NEW ORLEANS.

Bartlett G. S. 257 Washington
 Higlow L. A. 43 Tremont
 Bowker J. P. jr. 15 Water
 Bradford & Barber, 4 Beverly
 Campbell J. 32 Hanover
 Chamberlain A. L. 3 Cornhill
 Clark J. P. 113 Wash.
 Daggett I. M. & Co., Wilson lane
 Dickinson J. F. 175 Washington
 Dillon & Spring, 120 Fulton
 Hart S. C. 17 Franklin
 Leavitt & Co., Gore block, Green,
 and 387 Washington
 Ladd, Webster & Co., Essex, cor.
 Lincoln, salesroom 17 Summer
 Morton A. & Co. 322 Washington
 Singer I. M. & Co. 69 Hanover
 Stetson L. 3 Tremont row
 Stickey M. S. 13 Water
 The Grover & Baker Sawlog Ma-
 chine Co. 18 Summer
 Townsend, Mallard & Cowing, 45
 Pearl
 Agent, 223 Wash.
 Wheeler & Wilson, J. E. Root,
 Widley J. C. 39 Summer

**Sewing Machine Nec-
 eds.**

Inman M. & C. H., Shoe & Leath.
 Exchange (wax thread)
 Morse S. O. 17 Harvard pl
 Spring C. & A. 17 Harvard pl
 Patch C. & Co., Haymarket sq. cor.

**Sewing Machine Thread
 and Silk.**

Messinger & Brother, 19 Milk (silk)
 Ross & Pearce, 7 Liberty square
 Charlestown

Sewing Machine Work.

Bakeman Myra, over City Scales,
 Haymarket sq.
 Bollman L. 261 Wash.
 Burnham & Mead, 1 Endicott
 Chisholme Eliza, 1 Endicott
 Cushing E. C. P. H. 229 Wash.
 Ferguson J. 29 State
 Griffin Daniel, 31 Exchange
 Harris A. 20 State
 Kenney F. H. 94 Blackstone
 Moffitt J. E. & Co. 292 Washington
 Payson R. & G. 31 Exchange
 Stanley L. M. 25 Wash.
 Steward & Preble, 16 Howard
 Tracy & Haverson, 37 Exchange
 Viets E. B. Mrs., Portland, corner
 Sudbury.
 Webber Henry, 8 Monk's h.

**Sewing Silk Manufac-
 turer.**

Messinger & Brother, 19 Milk
 Norton Norman, 125 Washington
 Root C. & Co. 13 Milk
 Warner & Suydam, 81 Milk

Shipamths.

Bassett Z. 18 Eastern avenue
 Bridge T. A. 293 Broad
 Bridge W. D., Marginal, E. B.
 Godbold & Son, Battery whf. and
 Marginal, E. B.
 Gold J. C. Border, c. Lexington
 Goggins M. 65 Sumner, n. London
 Mathaway J. & Co., People's Ferry
 avenue, & Border, East Boston
 Henderson & Hunter, Sumner, n.
 New
 Howe, Avenill & Co. 50 Eastern av.
 and Tufts whf. E. B.
 Jenkins Horatio, 536 Commercial
 Laughlin David, 5 Mt. Wash. ave.
 Lemay G. H. & J. G. 226 Broad,
 and Grand Junction whf. E. B.
 Lewis J. W. 88 Richmond
 Martin Jeremiah, 176 Broad
 Mendum J. S., Border, n. East
 Nason, Cleveland & Co., 377 Com-
 mercial, and 29 Border
 Richards D. W. 501 Commercial
 Ryder E. H. rear 264 Commercial

Shoek Manufacturer.

Morse A. P. 27 Foster's whf. and 9
 India wharf

Show Cards.

Marshall J. P. C. 323 Washington
 Miller & Folsom, 118 Court

**Silk Fringe and Trim-
 ming Manufacturer.**

Hubbard & Merrill, 145 Wash.
 Root C. & Co. 13 Milk
 Walker Samuel, 45 Kington

Silk Goods, &c.

Chace D. K. 9 Morton place
 Darrah & Garratt, 65 Franklin
 Horton Wm. H. & Co. 58 Milk
 Pearce S. H. & Co. 65 Franklio

Shipwrights & Carkers.

Adams H. K., Sargent's wharf
 Badger & Bailey, r. 205 Commercial
 Bente John D. & Co. 35 Eastern av.
 Brown & Lovell, 63 Sumner, E. B.
 Burched & Leavitt, 188 Broad
 Darton Wm. 308 Commercial (wf.
 Delano B. F. & Co. head Lincoln's
 Daves William Jr. 42 Eastern av.
 Dillon James, 232 Broad
 Dillon John, 232 Broad
 Dolbear E. P. & Sons, 258 Broad
 Dolliver & Sleeper, 57 Eastern ave.
 and Snelling's Dock, E. B.
 Ellis Wm. J. Border, n. Lexington
 Foster & Leighton, Tuft's wharf
 Gove, Choate & Mason, Marginal,
 E. B.
 Holmes J. R., New, n. Sumner
 Hyland H., Marginal, n. Jeffries
 Kelly D. D., Kelly's whf., Sumner
 Kibbler & Rice, Maverick wharf
 Ladd & Piper, foot Sumner, E. B.
 Pratt J. Jr. Border, foot Lexington,
 Sampson A. & G. T., Border, E. B.,
 and 377 Commercial
 Samson & Weston, 317 Comm'l
 Simpson & Holmes, 3 India
 Snelling J. 320 Comm'l, & ft. Sumn'r
 Whidden A. G. & S. H., Weeks wf.
 Wilson & Costigan, r. 314 Comm'l

Ship Hauling Office.

800 Commercial street

Silver-Plated Goods.

Manufacturers.

Lindsay J. N. & Co. 19 Water
 Rogers Bros. Manufacturing Co.
 145 Washington
 Rogers, Smith & Co. 145 Wash.

Skirts.

Clapp William, 307 Washington
 Colman Lewis, C. Co. 75 Milk
 Coitus David, 64 Milk

Slate Dealers.

Wilbur A. & Co. 3 Tremont row.

Slates.

Brown & Hawley, r. 36 Kington
 Coyle Thomas, 75 Charles
 Donald Peter, rear 47 Kington
 Duncan Archibald, 12 Curve
 Farquhar John, 18 East
 Glass James, 141 Congress
 Harrigan J. 517 Tremont & 23 State
 Hawkins & Hawley, 68 Tyler
 Norton D. 5 Harvard
 Rickerby Daniel, 205 Cambridge
 Riley Hugh, 100 Beverly
 Tilton D. & Son, 198 Front
 Werner Richard & Son, Marg'l, E. B.

Suilmakers.

Amerige Henry, 1 Commercial wf.
 Bangs Louls, 454 Federal
 Blaney T. R. 234 Commercial
 Blesland Sam'l A. 208 Broad
 Bromade A. & B. C. 53 Long wf.
 Chandler E. 51 Commercial
 Chandler & Cousins, 37 Comm'l
 Child & Crocker, 2 North Market
 Clapp George F. 21 Commercial
 Crocker & Otis, 29 Commercial wf.
 Delano Nathaniel, 6 T wharf
 Devereux J. N. 122 Central
 Dunham J. 81 Commercial
 Everdeen & Hooton, 7 Lewis whf
 Fair John & Co. 270 Broad
 Haynes George A. 304 Comm'l
 Hutchinson W. H. 31 Commercial
 Hutchinson & Burrill, 13 Comm'l
 Johnson & Hall, 101 Commercial
 Kemp S. 35 Commercial
 Kingman Geo. & Co. 79 Clifton
 Lamprell & Marble, 357 Comm'l
 Loving Jona. & Son, 300 Commercial
 Loving & Cushing, 86 Commercial
 Lethrop John, 415 Commercial
 Martin Benjamin T. 21 Comm'l
 Martin Jas. 114 Commercial
 Mathews Geo. 63 Comm'l (wf. h.)
 McLaughlin J. L. & B. H. 14 City
 McManus J. H. 89 Commercial wf.
 Miller Robert, 192 Broad
 Norton Daniel Jr. 6 Rowe's wharf
 Palmer Benj. F. 63 Sumner, E. B.
 Pinkham Edwin, 223 Commercial
 Porter S. A. 190 Commercial
 Soule & Arriogton, 73 Commercial
 Southward & Co. 34 Commercial
 Swift & Co. 77 Commercial
 Walker Gardner, 132 Commercial
 Yale R. M. 14 Commercial

Surveyors of Work.

Granger David, 17 Old State H.
 Thomson Wm. V. 23 State

Suit Stores.

Baker & Downes, 42 Long whf.
 Baker & Goodwin, 184 State
 Bent & Blake, 45 Long wf.
 Clark Albert P. 218 State
 Nickerson Edward G. 42 Long wf.
 Oakes Edward & Co. 51 Long wf.
 Oakes James, 40 Long wf.
 Sears Paul, 228 State
 Thacher H. & Co. 9 Central

Sash Makers.

[See Doors, &c.]

Bickum J. K. 470 Tremont
 Colby Philip N. 421 Tremont
 Feeley Patrick, 428 Tremont
 Patch F. 24 Albany
 Whiting G. R. 2 Creek square
 Woods S. A. & Co., Page's Mill,
 First, n. E

Saw Mills.

Globe Locomotive Wks, First, c. A

Sawing and Planing.

Boston Planing & Moulding Mill,
 388 Federal
 Coolidge C. C. & Co. 19 Hawley
 Cummings & Hupp, Charles, cor.
 Cambridge (sweep and fret)
 Curtis & McNutt, 458 Harr. av.
 Gray J. J. 63 Albany
 Gray J. T. 44 Albany (sweep & fret)
 Heuston & Pierce, 1 First, n. B
 Hill E. A. 96 Decatur, E. B.
 Keating J. F., Merrimac, c. Causey
 Knowlton G. K. 11 Haverhill
 Knowlton W. H. & Co. r. 67 Som-
 er, E. B.
 Littlehale & Drake, 19 Beach
 Manson, Peterson & Co. 88 Border
 McNaughton D. 393 Federal
 Page C. First, n. E
 Peak & Co. 62 Albany
 Robertson John, c. 393 Federal
 Shiel Patrick, 60 Albany
 Smith Geo. L. 1 Andover
 Watson & Bisbee, Causew. c. Friend
 Wood & Chester, 21 Harvard place

Sculptors.

Ball Thomas, 16 Summer
 Brackett L. 24 Tremont row
 Stephenson Peter, 6 Hotel Pelham

Ship-Chandlers.

Bailey James, 232 Commercial
 Baker Judah, 88 Commercial
 Baker J. & Co. 79 Commercial
 Baxter & Sumner, 75 Commercial
 Blanchard Bro. & Co. 29 Commer-
 cial whf.
 Curtis Franklin, 51 India
 Dillway Wm. H. 42 Eastern ave.
 Durham & Sargent, 235 Comm'l
 Fearig & Hinckley, 179 State
 Gammas J. jr. 160 Commercial
 Howland, Hinckley & Co. 174 Com'l
 Lovell & Holbrook, 120 Comm'rl
 Merrill T. C. 150 Commercial
 Nickerson John & Co. 95 Comm'l
 Rich John, 108 Commercial
 Saww & Ryder, 71 Commercial
 Tenney & Co. 6 Central whf.
 Whiton, Binwoas & Wheelwright,
 31 Commercial

Ship Builders.

Briggs E. & H. O., foot K, S. Boston
 Curtis Paul, Border, n. White
 Gardiner C. F. & H. D., Kelley's
 wharf, Marginal, E. B.
 Hall Samuel, Border, E. B.
 Jackson R. E. 168 Border
 Laskey Wilbur, Border, n. Lex-
 ington, E. B.
 McKay Donald, Border, n. Eagle

Shipping Offices.

Berry Peleg G. & Co. 234 Comm'l
 Bowen John, 225 Commercial
 Butters & Wright, 180 Commercial
 Garrant J. F. 270 Commercial
 Fluker Josiah C. 145 Comm'l
 Fogg L. G. 252 Commercial
 Grant P. W. 210 Commercial
 Harding N. & Co. 119 Commercial
 Harris C. 172 Commercial
 Johnson Henry L. 188 Broad
 Kimball & Peeling, 234 Commercial
 Littlefield C. A. 276 Commercial
 Martin T. G. 244 Commercial
 Meas & McIntyre, 238 Comm'rl
 Rogers & Bailey, 158 Commercial
 Sawyer Wm. N. 188 Comm'l
 Smith & Adams, 184 Commercial
 Williams J. E. 172 Commercial
 Yates L. D. 248 Commercial

Ship Stores.

Billings George, 26 Comm'l wharf
 Bliss James, Russia wharf
 Eaton Chas. F. 45 Long wharf
 Eldridge Smith & Co. 12 Comm'l wf.
 Knowles & Beal, 1 Central wharf
 Lewis S. H. & Son, 18 Central whf.
 Miller & Hatch, 2 Commercial wf.
 Nickerson F. W. 12 Comm'l whf.
 Peck John & Co. 53 Long wharf
 Reed & Cobb, 5 India wharf
 Rose Henry jr. & Co. 46 India
 Ryder & Hardy, 63 Commercial
 Scates A. 45 Long wharf
 Thayer Chas. G. & Co. 221 Comm'l

Settee Manufacturer.

Hubbard J. C. 701 Washington

Silver Platers.

Boston Fancet Co., Gore block,
 Green, and 111 Haverhill
 Bourac & Miller, 413 Washington
 Brigham & Barber, 52 Albany
 Carleton A. D. 4 Washington
 Chamberlain J. F. 104 Washington
 Green & Adams, 24 Hawley
 Havens S. 176 Washington
 Hillman John J. 24 Sudbury
 Holt Justin E. 96 Union
 Lindsay J. N. & Co. 19 Water
 Lyons & Vire, 10 Washington
 Unruh J. R. 5 Bromfield

Silversmiths.

Clark M. B. 4 Harvard place
 Crosby, Hunnewell, & Morse, 240
 Washington
 Dodge T. 32 Sudbury
 Farrington & Hunnewell, 89 Wash.
 Gordon & Co. 6 Court sq.
 Haddock H. 13 Court square
 Hardig Newell & Co. 12 Court sq.
 Lafove V. 5 Water
 Pear & Beall, 7 Avery
 T. B. Whiting & Co. 145 Wash.
 Wendt J. R. 232 Washington
 West Chas. 7 Court avenue

Soap Manufacturers.

Cushing H. Lincoln, 25 Kilby
 Dewing S. 130 Lincoln
 Hill Soap Works, 10 India
 Sanger Henry, Border, E. B.
 Safford Geo. W. & Co. 82 Sudbury

**Soap and Candle Manu-
 facturers.**

Elliott I. J. & Co. 153 Milk
 Jackson E. & Co. 22 Chatham and
 W. Newton, near Tremont
 Jackson Wm. & Co. 22 Chatham
 Jones C. L. & Co. 4 S. Market
 Morrill J. jr. & Co. 3 Clatham
 Winchester E. A. & W. 16 South
 Market

Sonpstone.

Chandler N. B. 21 Hawley
 Chilson Gardner, 99 Blackstone
 Dunklee B. W. & Co. 113 Black-
 stone
 Foote George H. 5 Province
 Garland John, 4 Creek square
 Hamblet James, 118 Haverhill
 Maine Wm. H. 87 Haverhill
 Millard C. J. 64 Harrison avenue

**Sofa, Couch, and Chair
 Manufacturers.**

Beal & Hooper, 4 Holmes' block
 Carl Henry, 91 Merrimac
 Forster, Lawrence & Co. over R. &
 M. R. Depot
 Holmes F. M. & Co. 188 Hanover
 Smallwood E. A., Beach, c. Lincoln
 Wetherbee J. W. & Co. 153 Merrimac
 Willis R. B. 3 Adams

Spirit Levels.

Mulliken & Stackpole, Lancaster,
 c. Causeway

Spring Manufacturers.

Alden William E. 12 Charlestown
 Beal & Hooper, Haymarket square
 Brewster Charles W. 55 Sudbury
 Dodd G. H. 88 Medford
 Goodyear Geo. A. 12 Charlestown
 Merrill E. R. & Merrimac
 Plimpton C. G. & H. M. 92 Milk
 (carriage)
 Timmins H. G. Charlestown
 Tuttle J. D. 161 Dorchester avenue
 Wilkinson J. W. 231 Broad

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Adams S. 11 Gouch and 18 India

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Allen & Co. 74 State
Bazin & Ellsworth, 1 Cornhill
Brooks J. D. F. 263 Washington
Brown & Taggart, 25 Cornhill
Brown George B. & Co. 94 State
Chase, Nichols & Co. 43 Wash.
Crosby, Nichols, Lee, & Co. 117
Washington

Cutter, Tower & Co. 89 Devonshire
Darling C. K. 15 Exchange
Degeen & Co. 456 Washington
Eggs & Fairbanks, 136 Wash.
French & Co. 80 Wash.
Gay Aaron R. 130 State
Groom Thomas & Co. 82 State
Halgreen & Warren, 14 Exchange

Hayden & Randall, 23 Cornhill
Hill Wm. H. & Co. 32 Cornhill
Hooper, Lewis & Co. 120 State
Marsh H. F. 17 Cornhill
Mayhew & Baker, 208 Washington
McAdams J. & Co. 49 Commercial
McAdams W. 16 State
Mudge Alfred & Son, 34 School

Prince J. T. 7 Kilby
Simpkins S. G. 132 State
Tewksbury William P. 322 Wash.
Whittemore J. M. & Co. 114 Wash.
Zahn Herman F. 266 Wash.
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MESSINGER & BROTHER, 19 Milk Street.

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Craig & Co. 89 Union
Elliptic Spring Bed Co. 35 Brattle
Kendrick H. P. 9 Gore block
Osgood H. B. 5 Holmes Block
Palman John, 483 Washington
Tucker's, 9 Gore block
Wing & Moss, 29 Brattle

Sprout's Bathing Fluid.

Prescott J. H. agent, 60 Cambridge
(for rheumatism)

Stables. (Livery.)

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Benga F. A. & Co., E. Sumner, c.
Orleans
Baroard J. P. & Co. 680 Wash.
Barton Alex. 774 Wash., opp. Cherry
Batchelder & Hixon, Beach, n. Cove
office, 15 U. S. Hotel
Batcheller B. T. 48 Devonshire
Bonney David, 312 Washington
Briggs F. 19 N. Bennet
Brown & Severance, Chas. c. Chest.
Burt C. F. 185 Hanover [16 Green
Byam E. L. & Co. 5 N. Russell and
Caffe Joseph, 15 Furch'c & 125 Broad
Cook George, 230 Congress
Crockett S. 34 Bromfield
Daily U. J., Cambridge, c. Garden
Davis Richard, 31 Kingston
Dean Nathaniel, 245 Friend
Dexter Alvan, Bumstead court
Dexter A. & J. B. rear 415 Wash.
Drury E. 26 Franklin [place
Fales Geo. H. 9 & 11 Van Rensselaer
Foss A. 18 Portland
Foss & Co. 117 Court
Fullam J. F. 2 Bowdoin sq.
Garcelon Alsom, 8 Arch, & King-
ton, c. Bedford

Goodale E. 475 Hanover
Gordon Ames W. 99 Paris, E. B
Gould E. Jr. 7 Harvard
Grogg Oliver, 18 West
Hackett C., Tyler, n. Curve
Harwood John N. 1 Hamilton
Healey E. 201 & 243 Tremont
Holmes & Smith, 260 Hanover
Jeffers S. S. 2 West
Kent W. D. & E. R. 57 Elliot
Knights A. & Bro. 6 Fleet
Lang J. C. F. near Broadway
Leary Edw. Wash. c. Northampton
Lucas Benjamin, 245 Friend
Maneoa John T. 27 W. Canton
McHugh T. F. 169 Harr. ave.
McMahan William, 31 Paris
Merriman Chas. 6 Chardon
Mills Chas. H. 5 W. Dedham
Nims H. C. 6 Mason
Perham Ira, 3 Willow
Perce & Wheeler, Dorch. c. 4th
Pratt Daniel F. 12 Hawkins
Richards E. B. 140 Cambridge
Sawyers & Abbott, 23 Myrtle
Streeter N. H. 1 Bowdoin square
Tarbox J. K. & Co. 293 Friend
Thaxter T. 727 Washington
Ward George C. 40 Bromfield
Welch W. 62 South
Wrightington & Riedel, 136 Trem.

Sal.

Barnard W. Jr. & Bro. 155 Friend
Bowers J. F. 35 Friend
Boylston F. 72 Charlestown
Butler Dan'l H., Travers c. Canal
Crossman Jesse, 251 Friend
Dean & Burgess, Market, c. Canal
Hanson J. L., Friend, c. Market
Hickok & Prosser, 233 Friend
Keating J. F. & Co. 71 Causeway
Savage Geo. G. 304 Portland

Boarding.

Cutting J. F. 79 Causeway
Darley R. H., Northampton, near
Washington
Graves W. 32 Joy
Hale J., Sudbury, c. Hawkins
Laeg J. C. F. near Broadway
Nims N. E. 22 Chardon
Place M. 19 Lancaster
Sherburne G. W., Endicott, c. Still.
Winship A. B. 8 Lime
Wright A. L. 27 Green

Stair Builders.

Anasible D. 134 Charles'n
Appin B. 51 Beverly
Badger Wm. F. 432 Tremont
Byrne J. 453 Tremont
Davy A. M. 558 Harrison ave.
Edgerton Geo. 28 Beverly
Edgerton John H. 23 Beverly
Emery John, 416 Tremont
Hackett J. C. 27 Beverly
Harding & Paine, 35 Charlestown
Hawes Edw. W. W. 41 E. Orange
Hawes N. Jr. 41 E. Orange, n. Alb'ny
Hogan & Wetherbee, 431 Tremont
Hunt Benjamin, 809 Washington
Jacobs Joshua & W. C. 144 Friend
Kelley John C. 13 Albion
Leach S. 485 Tremont
Locke Harvey, 142 Tyler
Marden & Davis, Second, near D
Marshall J. 20 Charlestown
Moore Alphens, 20 Charlestown
Moulton George, 64 Albany
Porter James, 444 Tremont
Sloan & Walker, 152 Tyler
Smith Dennis, 25 Dedham [E. B.
Smith J., Bremen, n. E. Sumner,
Smith & Jacobs, 314 Harrison ave.
Tiptomb Right G., First, near B
Whetter John D. 213 Friend

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Am. Water and Alarm Gauge Co.
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Ashcroft E. H. 82 Sudbury
Whiteley E. 65 Charlestown

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Boston Belting Co., Tappan, Mc-
Burney & Co. agents, 37 Sum-
ner (patent rubber)
Norcross E. P. 28 Devonshire

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East Boston Pottery Company,
Condor, E. B.
Wells D. D. 27 Haverhill

Straw, Wool, and Palm Mats.

Rice Charles & Cook, 84 Pearl

Straw Goods.

[See also Millinery Goods.]

Allen, Babcock, & Co. 35 Milk
(manuf.)
Carpenter, Plimpton & Co. 61 Milk
Harper & Lovett, 312 Washington
(Fayal)

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Brauman, Perham & Co. 8 Charlestown
Chubbuck S. E. & Son, Tremont
Street (near Chickering & Son's
piano forte manufactory)
Fauld Geo. K. & Co. 64 Union
Pike W. G. & Bro. 23 Haverhill
Walworth J. J. & Co. 18 Devon-
shire

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Avery Alden, 237 Harrison avenue
Briggs & Bussell, foot Chestnut
Campbell Alexander, 130 Shawmut
avenue
Cleary Lawrence, 25 Boylston
Johnston Alexander, 2 Pleasant
Kelley Philip, 31 Bromfield
Kettelle Sam'l, rear 5 Milk
Langgan J., 235 Wash. (basement)
Mack John, 67 Haverhill
McCann Peter, 39 Portland
Tobey Jas. W. 472 Tremont
Tomlan S. P., Kingston, c. Bedford
Walmsley H., 209 Cambridge & 23
State

Submarine Armor.

Hale A. & Co. 23 School

Sugar Mills.

Globe Locomotive Works, First,
cor. A

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Of Oak & Skip Timber.

Brooks Chas. 14 Bremen
Brooks S., Saratoga, n. Meridian,
E. B. [square
Drew John B., Border, n. Central
Leavitt Gad, Webster House
Sparrall E. K. 36 Saratoga, E. B.

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Abbott Timothy, 21 Broadway
Bullard Francis, 206 Albany
Bullard Charles, 14 Fayette
Cross Martin H., 143 Lexington
Davis George, 7 West Brookline
Fowler Eras. J., Marginal, E. B.
Hall George, 32 Maverick
Hight Wm. T., 80 Princeton
Keith Wm. 4 Lyndeboro' place
Lefflor John, 9 Centre, E. B.
Marston Josiah, D. c. Quincy
Milliken Thomas, 8 Dix place
Page George, 230 Fourth
Prescott B. G. 122 Lexington
Wade Shadrach, 10 Seneca
Walroo Samuel, 191 Fourth
Willett Edward, 35 Porter

Of Mahogany and Cedar.

Bryant Nath'l, 31 Dover

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Wadsworth A. 74 City Exchange

Tags for Marking Goods.

Dennison E. W. 163 Washington
Holland T. R. 12 School

Tailors' Shears.

Bradford M. L. & Co. 142 Wash.
Brigham & Loker, 265 Washington

Tailors' Trimmings.

Skioner E. & Co. 26 Milk
Wheelock E. W. 87 Devonshire

Taxidermists.

Oidney P. M. 54 Court
Mason & Biewster, 16 Tremont

Telegraph Offices.

American Telegraph Co. 31 State
Cape Ann, 31 State
Cape Cod Telegraph, 31 State
N.Y. & N.E. Union, 31 State
Seituste, 31 State

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Clark A. A. Jr. 33 Haverhill
Cummings, Rich. & Co. 84 Union
Daggett Frederick K. 6 Congress
Ester S. & Son, 31 Congress
Lohart Ralph, 25 Pleasant
Horton C. 24 Union
Horton R. Jr. 73 Haverhill
McDonald Alexander, 44 School
Neat N. & Son, 30 Elm
Remick S. T. 17 Harvard place
Richmond, Pickens & Co. 36 Milk
Roberts David, 11 Richmond
Salisbury Chas. P., Friend, corner
Travers
Shelton & Cheever, 71 Cornhill
Sutton T. 4 West
Tisdale Wm. 522 Washington
Winship Wm. W. & Co. 13 Elm

Tea Dealers.

Adams A. H. 143 Milk
Adams, Fessenden & Co. 177 Court
Arshowe & Co. 21 Union
Brackets & Osborn, 59 Broad
Hammer E. C. 102 Fulton (packer)
Hens G. B., 26 Union
Higgins, Flint & Co. 141 Milk
Kimball, Harris & Co. 4 Liberty sq.
McGregor James & Co. 78 Central
Roberts & Webster, 96 Blackstone
Tute E. & Co. 16 South Market
Wheeler M. 49 Portland
Whytal Thos. G. 198 & 664 Wash.,
110 Court, Union, c. Hanover, 39
Beach, and 17 Meridian

Thread, Yarns, &c.

Adam R. B. 24 Pearl
Chase & Shorey, 108 Washington
Cobb James F. 169 Wash.
Cobb Oliver, Leveret, c. Green
Dearborn Dyson, 14 Winter -
Dix & Evans, 27 Winter
Gardner T. O. & Co. 30 Milk
Green F. A. 297 Washington
Hills Elizabeth C., 50 Beach
Morse J. C. 94 Devonshire
Richardson H. 108 Washington
Shepard E. N. 263 Washington
Ware E. G. Jr. 9 E. Dedham
Whitney N. D. & Co. 133 Wash.

Tin Toys and Tin Ware.

Lauterbach H. C. 118 Congress

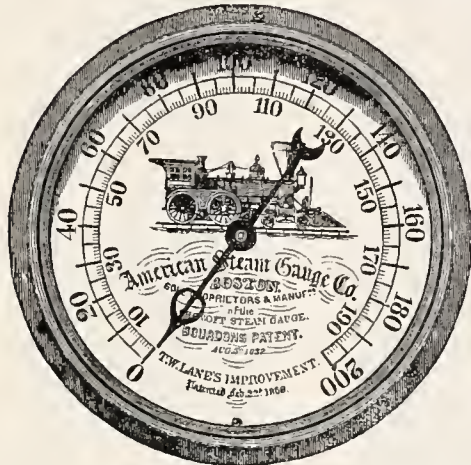
Tinsmiths & Sheet Iron Workers.

Acres George T. 265 Commercial
Baxter Wm. S. 9 City Hall av.
Brown George, 159 Hanover
Chase Moses, 53 West Castle
Chilton Gardner, 99 Blackstone
Coughlan James, 31 Merrimac
Dunklee B. W. & Co. 113 Blackstone
French & Adams, 33 Leveret
Gilbert J. L. 27 W. Dedham
Hawkes Ezra Jr. 4 Province
Hawkes S. M. 116 Court
Haynes J. G. 33 Elliot
Herman I., 338 Washington
Hunt Henry J. 20 Custom Ho. st.
Johnson J. A. 6 Bedford
Knight J. S. 12 N. Market
Mains Jos. 53 Blackstone
Mason Geo. H. 344 Washington
McConlogue E. B. 58 Salem
Nelson George, 96 Broadway
Peterson A. 253 Washington
Sandt Chas. rear 413 Washington
Snow H., E. n. Broadway
Swan Daniel, 88 Cambridge
Watson Thos. 30 Endicott
Watson Wm. 46 Richmond
Willard George E. 28 Canal
Wood C. C. 125 Haverhill
Wright Thomas, 100 Blackstone

Steam and Vacuum Gauge.

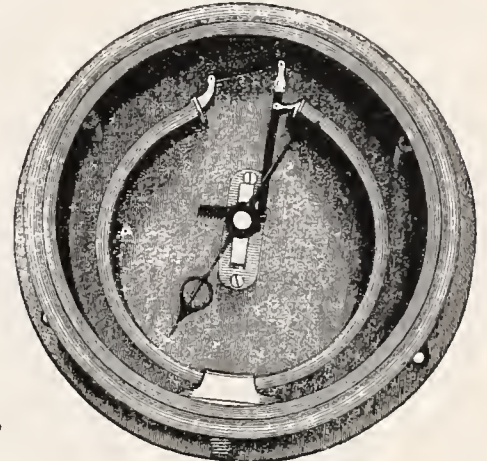
AMERICAN STEAM-GAUGE CO.

NO. 4 CHARLESTOWN STREET, BOSTON.



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E. G. ALLEN'S PATENT STEAM GAUGES,
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LANE'S IMPROVEMENT.

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Water-Gauges, Steam-Whistles, Gauge-Cocks, Oil-Cups, Spring Balances, &c.

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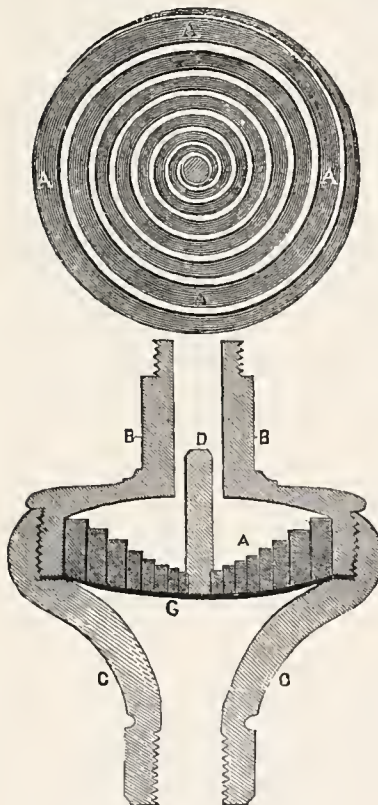
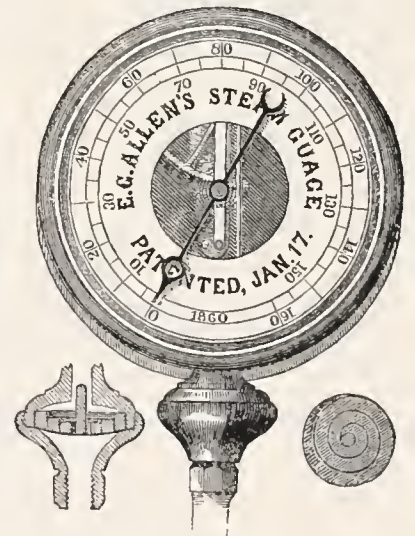
No. 1.	Brass Case, 8 1/2 in. Dial, Engraved,	\$50 00
1.	" " 8 1/2 " " Plain,	40 00
2.	" " 6 1/2 " " Lane's Imp't, Locomotive, Steamboat, or Stationary, Old Style, High or Low Pressure, or Vacuum,	25 00
2.	" " 6 1/2 " " Old Style, High or Low Pressure, or Vacuum,	25 00
3.	Iron Case, 6 1/2 " " Old Style, High or Low Pressure, or Vacuum,	22 00
4.	Brass Case, 6 " " Old Style, High or Low Pressure, or Vacuum,	20 00
4.	" " 6 " " Lane's Imp't, Locomotive,	25 00
5.	" " 6 1/2 " " Stationary,	17 00
6.	Iron Case, 5 1/2 " " Old Style, Stationary,	12 00
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H. K. MOORE, SUPT.

Allen's Patents.

No. 0.	Brass Case, 5 1/2 in. Dial, Stationary,	\$16 00
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2.	" " 6 " "	17 00
1.	Brass Case, 6 " "	20 00
2.	" " 6 1/2 " " Locomotive,	25 00
3.	Iron Case, 6 1/2 " "	20 00
3.	Brass Case, 6 1/2 " " Engraved,	50 00
4.	" " 8 1/2 " " Plain,	40 00
3.	" " 10 " " Engraved,	60 00
5.	" " 10 " " Pressure and Vacuum,	70 00
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A Vacuum and Pressure Gauge, Revolution Counter, and Chronometer Time-Piece, in one case, 20 inch ring, Brass Case, \$320. Two Vacuums and one Pressure Gauge, Revolution Counter, and Chronometer Time-Piece, in one case, 20 inch ring, Brass Case, \$350. A Clock and Counter, in one case, 10 inch Dial, Brass, \$130. A Clock, or Counter, separate, Brass Case, 10 inch Dial, \$80; 8 1/2 inch Dial, Brass Case, \$70; 7 1/2 inch Dial, Brass Case, \$65.



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B and C are the Couplings that hold the Spring.
G is the Elastic Diaphragm.
D is the Rod that connects the Spring with the movement. Lead agents.

The original Bourdon Patent for Steam Gauges was purchased by E. H. Ashcroft, and was sold by him to the AMERICAN STEAM GAUGE COMPANY, March 22, 1854. Mr. Ashcroft has not the most remote interest or connection with this Company, or with the Patent; nor is he or any other party authorized to either alter or repair our Gauges. Parties wishing the bona fide Ashcroft Gauge (so called) should order direct from us or our author-

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SEVEN PATENTS COMBINED IN ONE

COOKING-STOVE.



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SUMMER AND WINTER COOKING-STOVE

Possesses decided advantages over all other kinds now in use, and

SHOULD BE IN EVERY KITCHEN.

Six years since, the annual sale of the "Stewart Stove" did not exceed fourteen hundred. Since then it has steadily increased in favor to such an extent, that the manufacturers are now producing and selling

ONE THOUSAND PER MONTH.

It is sold on three months' trial, and warranted to give ENTIRE SATISFACTION, or all the purchase-money will be refunded, upon receipt of the stove. By introducing water-pipes into the stove, water may be heated for bathing purposes as perfectly as by any range, and at much less cost.

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Cate Earl M. & Co. 200 Federal
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Chilton Gardner, 99 Blackstone
Chapman R. 242 Broadway
Chase Moses, 69 West Castle
Clapp S. W. & Co. 81 Blackstone
Dearborn J. M. 40 Essex
Demond & Fenn, 101 Cambridge
Devire Thomas, 62 Federal
Dunklee B. W. & Co. 119 Blackstone
Gallagher Wm. & Co. 5 Broadway
Gerrish Smith, 33 Union
Grover A. C. 332 Commercial
Hanson J. L. 118 Blackstone
Hawkes Ezra jr. 4 Province
Haynes & Foss, 65 Blackstone
Hocley James, 1154 Washington
Herman L. 336 Washington
Howard Francis, 1015 Wash.
Huse J. 84 Union
Kohler J. & Co. 540 Wash.
Lazell E. B. & Co. 37 Sudbury
Lud J. I. 808 Washington
Marshall W. P. & Co. 78 Union
Middleby & Fillebrown, 107 Black-
stone
Parsons C. W. 405 Hanover
Pollock G. W. 350 Hanover
Food & Duncklee, 37 Blackstone
Fratt & Perkins, 36 Canal
Quinn Michael, 223 Edgitt
Read J. M. & Co. 11 Border, E. B.
Rice & Brother, 104 Union
Richards Wm. C. 96 Meridian
Rogers G. W. & Co. 808 Wash.
Rogers W. H. 65 Lincoln
Sargent Jos. 42 Clinton
Seavey & Co. 85 Blackstone
Small Sam'l, 211 Broadway
Soule Wm. N. 12 Lewis, E. B.
Stayer & Woodbury, r. 235 Com'l
Steward John, 23 E. Dover
Stimpson H. & F., Cong. c. Water
Tuttle & Mudge, 152 Blackstone
Uford S. N. & H. G. 73 Sudbury
Walker Geo. W. 15 Union
Ward W. 349 Federal
Wax N. S. 307 Tremont
Webb & Patterson, 117 Blackstone
Westcott Thomas A. 15 Marshall
White W. & W. K. 11 Franklin
Wild Geo. A. & Co. 213 Com'l
Williams & Morseld, 65 Union
Winchester L. T. 44 Union

Tailors and Drapers.

[See Clothing Stores.]

Adanson F. N. 79 Merrimac
Appleton Henry K. 44 Bromfield
Arlington H. E. 52 School
Babbitt F. P. 292 Washington
Babson W. E. & Co. 82 Wash.
Ball Wm. H. W. 499 Washington
Bauer Andrew, 675 & 1177 Wash.
Beau James M. & Co. 149 Court
Benz A. 792 Washington
Bragan & Donnelly, 162 Wash.
Brigham & Loker, 265 Wash.
Brown E. R. 251 Washington
Brown & Bradford, 141 Wash.
Burditt J. R. & A. T. 140 Wash.
Burke Wm. 94 Blackstone
Byss Peter, 4 Howard
Call & Tuttle, 293 Wash.
Campbell John, 33 Washington
Carey P. L. 324 Commercial
Carter N. 24 Washington
Chadwick Wm. 283 Hanover
Chaffin Henry, 250 Washington

Clark B. over Boylston Market and
37 Exchange
Clark P. H. 326 Hanover
Collier David J. 26 Washington
Collins C. A. 203 Washington
Cortell J. K. & Co. 11 Wash.
Coyle Wm. 42 Richmond
Crawford G. W. & Harvard place
Dengler C. 7 Kneeland
De Wolf Geo. & Co. 251 Washington
Donaldson Alex. 233 Wash.
Douglas Henry, 13 Water
Driscoll Cornelius, 14 Court
Dyer James, Joy's building
Earle John, 139 Washington
Eiler A. 628 Washington
Elliott C. E. 5 Joy's building
Elliott Robert, 14 Broadway
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Field Benj. F. 214 Washington
Fiene William & Co. 60 Lincoln
Fillebrown Edwd. & Co. 126 Wash.
Fioger & Cavanaugh, 3644 Wash.
Fisk & Cushing, 188 Washington
Fisk & Kramer, 824 Washington
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Freedman D. H., Merrimac, cor.
Market
Freedman Joseph, 77 Merrimac
Ghio Felix, 238 Washington
Gerey B. 1504 Fourth
Hillsdale & Page, 93 Court
Goldie Henry, 144 Dorchester av.
Grothusen G. A. 24 Temple pl.
Hanly John, Court, c. Howard
Harwood W. 60 Wash.
Harris Geo. C. & Co. 18 Wash.
Haynes John, 13 Court
Holland Thos. 94 Blackstone
Huntington L. A. 34 School
Jacobs & Deane, 21 Court
James H. B. & Co. 228 Washington
Johnson Earl W. 96 Washington
Kenard Henry, 104 Washington
Krebs Charles, 53 Pitts
Lang S. B. & Co. 23 Washington
Leighton Michael, 700 Washington
Lemont J. C. 138 Merrimac
Leonard R. F. & Co. 48 Washington
Loemans W. C. 134 Dorchester av.
Lord John, 119 Washington
Lyoo Geo. & Co. 182 Washington
Mahoney D. C. 80 Dorchester av.
Masters & Loveland, 2169 Wash.
McCarthy Daniel, 100 Portland
McIntosh Wm. 160 Washington
McKirdy R. 99 Court
McLarty Wm. 14 Sumner, E. B.
Merriam Wm. A. 107 Court
Messiger, Cahill & Co. 23 Court
Morris Wm. 3 Lewis, E. B.
Mugridge Geo. L. 160 Washington
Napoo M. Van, 166 Washington
Newman Robert, 462 Washington
Newman Samuel H. 41 Court
Nichols Geo. N. 96 Wash.
O'Connor E. jr. 482 Washington
O'Donnell F. 69 Lincoln
Page W. W. 130 Washington
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Pendergast Nicholas, 49 Maverick
square, East Boston
Pickett G. B. 93 Wash.
Pinks Isaac, 3 Sudbury square
Preble N. C. A. 37 Washington
Pushee Jas. H. 157 Court
Raddidge Geo. L. 25 School
Raymond & Cary, 182 Washington
Richie W. 54 E. Orange
Robie J. A. 7 Sumner
Ross J. 42 Washington
Sablein David A. 566 Wash.
Schroeder Henry, 1015 Wash.

Sheehan J. 251 Washington
Skinner Isaac B. 129 Washington
Skinner N. K. 257 Washington
Smith Chas. A. 1 Old State House
Smith Harrison, 19 Tremont row
Smith H. M. & Co. 1154 Wash.
Somersfield Simon, 143 Cambridge
Spier H. S. 662 Washington
Starbird A. T. 96 Washington
Starbird N. W. 65 Washington
Sterling J. H. 8 Spring lane
Torp Edward, 34 Blackstone
Templeman R. 233 Washington
Tolman James, 111 Wash.
Traill J. 257 Washington
Turner D. S. 3 State
Tyler, Hestis & Studley 144 Wash.
Tyler & Studley 24 Court
Wallis Wm. 954 Washington
Ward S. B. 251 Washington
Weir A. A. 824 Washington
West T. Y. 40 Washington
Whiston & Small, 35 Washington
Whittride E. F. 129 Wash.
Wilbur W. B. 164 Broadway
Williston F. F. 19 Tremont row
Wilson J. F. 120 Washington
Witherbee C. F. 100 Washington
Zimmerman F. 688 Wash.

Teachers, &c.

Baker A., Chapman place
Ball Lucy M. Harvard, c. Harr. av.
Bertlett P. W., Adams School
Bond Mary S. r. 30 Chambers
Brandford D. G. 492 Wash.
Brooks Wm. H. 15 Tremont row
Burrill Maria, Broadway, p. G.
Cate L. A., Shawm. av. c. S. Will'm
Chandler Thos. H., Park st. church
Chaple Horace, Chauncy Hall
Cushing Thos., Chauncy Hall
Dame C. C., Chauncy Hall
Dixwell Epes S. 20 Boylston place
Emerson Lincoln F. 6 Allston
Emery Caleb, Central pl.
Fette W. E. 3 Bowdoin ct.
Finn Mrs. H. J. 19 Winter
Fowle Geo. 3721 Wash.
Fowler Wm. B. 811 Wash.
Guderson H. G. Miss, Chapman
place (educatioe)
Hansford & Payson, 16 Semmer
Harknuch Marie L. 3 Concord
Haskins D. G. Rev. 3 Concord
Hodges F. Mrs. 13 West
Kidder Thompson, 50 School
Ladd Wm. H. Chauncy Hall
Lord Mary E. 27 Common
Lothrop L. 48 Bowdoin
Norton Dorah Miss, 31 Somerset
Palpa Francis, 3 Charles
Siedhof Carl jr. 41 Tremont
Spear & Sawyer, 96 Tremont
Sullyva T. R., Park, under church
Taylor M. E. 31 Warren
Tayer F. Marion, 37 Chestnut
Tuckerman S. S. 12 Temple place
Wilby Miss, 24 Winter
Williams F. S. 12 Somerset
Williams Henry jr. 12 Temple pl.
Worcester E., Essex, c. Chauncy
square
Barker Miss S. D. 221 Wash.
Brown C. M. 374 Washington
Desjardins G. Mad. 11 Hay ward pl.
Fales Horatio, 35 Marion
Keegan M. H. 3 Winter
Kneeland S. 47 Hanover
Parks Dana, 9 Concord
Spaulding S. H. 460 Washington
Sullivan P. 823 Washington
Walker Ruse B. 147 Court

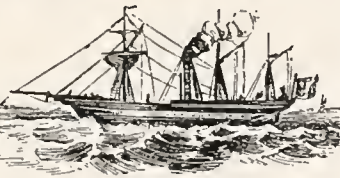
Drawing.
Bartholomew Wm. N. 221 Wash.
Day Henry, 216 Washington
Fette H. G. 274 Washington
Fencing.
Jemellier A. 188 Washington
Thouit S. foot Chestnut
Horsemanship.
Towie Newell, rear 415 Wash.
Languages.
Arnault E. 23 Lynde
Bello S. C. 16 Sumner
Casas F. B. 24 Joy's buildg
Desjardins Gravier, 11 Hayward pl.
Dillaway C. K. 11 Meson
Ladreit C. 229 Wash.
Lanza G. 285 Wash.
Pelletier James A. 42 Pleasant
Desjardins Gravier, 11 Hayward pl.
Viau E. H. 30 Leveret
Weudte J. 71 Harrison av.

Music.
Adams E. F. 94 Albany
Babcock Geo. L. 8 Temple place
Baker Beoj. F. 16 Sumner
Ball S. B. 324 School
Bancroft S. A. under Mt. Ver'n ch.
Barker Susan D. 15 West
Bond Alonzo, 33 Court
Boynon J. W. 221 Washington
Bricher Thos. 21 Tremont Temple
Bruce E., Bowdoin street church
Butler Chas. 235 Washington
Dann H. 47 Hancock
Downs E. C. 639 Washington
Dressel Otto, Hotel Pelham
Emmons E. S. Miss. 38 Vice
Freeman Sarah R. 3 Asylum
Frost E. B. 2 Hall st. court
Glynn Wm. C. 323 Washington
Hall D. C. 4 Winter place
Hart J. 104 Tyler
Helping Maria, 12 Tremont Temple
Hill Francis G. W. 15 Grange pl.
Hill S. 21 La Grange place
Holloway J. 18 Minot
Hooton James, 1 Chardon st. ct.
Howard F. H. 11 West
Johson J. C. 18 Sumner
Keller J. A. 251 Washington
Keller J. A. jr. 251 Washington
Keyzer Wm. I. Chardon st. ct.
Kielhock Adolph, 235 Tremont
Kroeman A. 14 Hudson
Laog B. J. 16 Tremont Temple
Marshall L., Tremont Temple
McDonald Alex'r, 3 Hammond
Mooney M. J. 37 Athens
Neerbeck F. W. 21 Edinboro'
Newinger L. 31 W. Cedar
Parker J. C. D. 3 Hayward place
Parkerson W. J. 28 Wioter
Parmenter L. H. 4 Brimmer
Pray W. M. 22 Joy's building
Rametti Joseph, 342 Tremont
Ramsdell Ella N. 693 Washington
Ripley D. A. Miss. 34 School
Robinson E. B. 460 Washington
Robbins Geo. W. 8 Chelsea
Thomas Hattie, 142 Harrison ave.
Turner Jos. W. 20 Acton, E. B.
Webb G. J. 118 Mt. Vernon
Wetherbee J. Q. 16 Trem. Temple
Whiting C. E. 535 Washington
Williams W. 110 Washington
Pennmanship and Book-keeping.
Corner & Co. 136 Washington
Frech C. 289 Washington
Hansford & Payson, 16 Summer
Spaulding & Lewis, 99 Court
Spaulding & Tubbs, 80 Wash.
Spear & Sawyer, 96 Tremont

Transportation.

BOSTON AND NEW YORK

BETWEEN



A line of SUPERIOR SCREW STEAMERS run DAILY between Providence and New York, in connection with the BOSTON AND PROVIDENCE RAILROAD, making decidedly the cheapest Railroad and Steamboat route for Freight between Boston and New York.

The Steamers are of great power, and built expressly for this route
Freight taken for Philadelphia and Baltimore at LOW RATES.

FOR INFORMATION APPLY TO

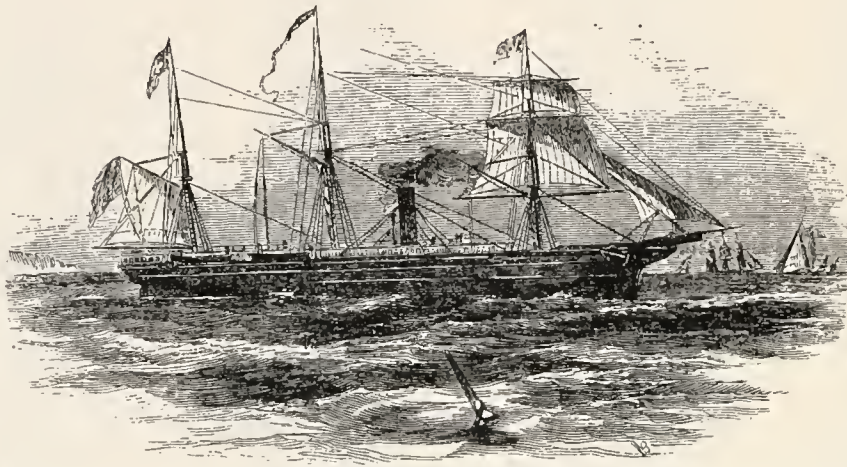
DANIEL NASON, Supt. B. & P. R. R.,

OR TO

ISAAC H. SOUTHWICK, Agent, No. 15 State St.

NEW DIRECT STEAMSHIP LINE

BETWEEN



BOSTON AND CHARLESTON, S. C.

(From End of Long Wharf, Boston.)

The BOSTON AND SOUTHERN STEAMSHIP COMPANY'S New First-Class Iron Steamships,

SOUTH CAROLINA,

1165 Tons,

CAPT. RODNEY BAXTER,

AND

MASSACHUSETTS,

1165 Tons,

CAPT. F. A. SAMPSON,

Will constitute a regular line between Boston and Charleston, on and after 15th June instant, leaving each port *every ten days, as per special advertisements.*

They will form a connecting line with the SOUTH CAROLINA RAILROAD; and goods will be forwarded to all points in the Southern and Southwestern parts of the country, by that and connecting roads, *at through rates of freight*, relatively as low as by any other steam line whatever.

These Steamships have been built in Boston, under special contract with this Company, and are commanded by gentlemen of well-known reputation and experience. They are constructed of iron, *with water-tight compartments*, in a very thorough manner, and with particular reference to strength and safety. The cabins are *eight feet high (with separate ladies' cabin)*, are very commodious in their plan and arrangements, elegantly furnished and fitted, and offer an attractive opportunity to those who desire a short sea passage of eighty or ninety hours.

The patronage of those engaged in the trade is solicited in behalf of this effort to establish a regular and reliable facility of communication, the necessity of which has so long been apparent, as an indispensable means of promoting the business interests of New England and the Southern States.

For freight or passage, apply to

PHINEAS SPRAGUE & CO.,

No. 130 Central Street (Easterly End of State Street Block).

Agents in Charleston,—Messrs. JOHN W. CALDWELL & SON.

P. S.—Insurance by this line can be effected at about *half the rates* by sailing vessels.

Boston, June 1, 1860.

PROPOSED SAILINGS

OF THE

British and North American Royal Mail Steamships,

Between Boston and Liverpool, calling at Halifax, N. S., and Cork Harbor,

AND

BETWEEN NEW YORK AND LIVERPOOL, via CORK HARBOR,

For 1860, 61, and 62.

SCOTIA (now building). PERSIA, Capt. C. H. E. Judkins. ASIA, " Edward G. Lott. EUROPA, " John Leitch. AMERICA, " Wm. F. Millar.	ARABIA, Capt. James Stone. AFRICA, " Neil Shannon. NIAGARA, " Alexander Ryrie. CANADA, " W. J. C. Lang. CAMBRIA, " — Small.
---	---

To Liverpool from Boston, 1st Cabin \$110, 2d do. \$60. To Halifax from Boston, " " 20, " 15.	To Liverpool from New York, First Cabin, . . \$130. " " " " " " Second " . . . 75.
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DAYS OF SAILING.

FROM LIVERPOOL TO BOSTON.	FROM BOSTON TO LIVERPOOL.
Saturday, July 14, 1860.	Wednesday, August 8, 1860.
Saturday, July 26, " "	Wednesday, August 22, " "
Saturday, August 11, " "	Wednesday, September 5, " "
Saturday, August 25, " "	Wednesday, September 19, " "
Saturday, September 8, " "	Wednesday, October 3, " "
Saturday, September 22, " "	Wednesday, October 17, " "
Saturday, October 6, " "	Wednesday, October 31, " "
Saturday, October 20, " "	Wednesday, November 14, " "
Saturday, October 30, " "	Wednesday, November 28, " "
Saturday, November 12, " "	Wednesday, December 12, " "
Saturday, December 1, " "	Wednesday, December 26, " "
Saturday, December 15, " "	Wednesday, January 9, 1861.
Saturday, December 29, " "	Wednesday, January 23, " "
Saturday, January 12, 1861.	Wednesday, February 6, " "
Saturday, January 26, " "	Wednesday, February 20, " "
Saturday, February 9, " "	Wednesday, March 6, " "
Saturday, February 23, " "	Wednesday, March 20, " "
Saturday, March 9, " "	Wednesday, April 3, " "
Saturday, March 23, " "	Wednesday, April 17, " "
Saturday, April 8, " "	Wednesday, May 1, " "
Saturday, April 20, " "	Wednesday, May 15, " "
Saturday, May 4, " "	Wednesday, May 29, " "
Saturday, May 18, " "	Wednesday, June 12, " "
Saturday, June 1, " "	Wednesday, June 26, " "
Saturday, June 15, " "	Wednesday, July 10, " "
Saturday, June 29, " "	Wednesday, July 24, " "
Saturday, July 13, " "	Wednesday, August 7, " "
Saturday, July 27, " "	Wednesday, August 21, " "
Saturday, August 10, " "	Wednesday, August 31, " "
Saturday, August 24, " "	Wednesday, September 14, " "
Saturday, September 7, " "	Wednesday, September 28, " "
Saturday, September 21, " "	Wednesday, October 12, " "
Saturday, October 5, " "	Wednesday, October 26, " "
Saturday, October 19, " "	Wednesday, November 9, " "
Saturday, November 2, " "	Wednesday, November 23, " "
Saturday, November 16, " "	Wednesday, December 7, " "
Saturday, November 30, " "	Wednesday, December 21, " "
Saturday, December 14, " "	Wednesday, January 4, 1862.
Saturday, December 28, " "	Wednesday, January 18, " "
Saturday, January 11, 1862.	Wednesday, February 5, " "
Saturday, January 25, " "	Wednesday, February 19, " "
Saturday, February 8, " "	Wednesday, March 5, " "
Saturday, February 22, " "	Wednesday, March 19, " "
Saturday, March 8, " "	Wednesday, April 2, " "
Saturday, March 22, " "	Wednesday, April 16, " "
Saturday, April 5, " "	Wednesday, April 30, " "
Saturday, April 19, " "	Wednesday, May 14, " "
Saturday, May 3, " "	Wednesday, May 28, " "
Saturday, May 17, " "	Wednesday, June 11, " "
Saturday, May 31, " "	Wednesday, June 25, " "
Saturday, June 14, " "	Wednesday, July 9, " "
Saturday, June 28, " "	Wednesday, July 23, " "
Saturday, July 12, " "	Wednesday, August 6, " "

DAYS OF SAILING.

FROM LIVERPOOL TO NEW YORK.	FROM NEW YORK TO LIVERPOOL.
Saturday, July 7, 1860.	Wednesday, August 1, 1860.
Saturday, July 21, " "	Wednesday, August 15, " "
Saturday, August 4, " "	Wednesday, August 29, " "
Saturday, August 18, " "	Wednesday, September 12, " "
Saturday, September 1, " "	Wednesday, September 26, " "
Saturday, September 15, " "	Wednesday, October 10, " "
Saturday, September 29, " "	Wednesday, October 24, " "
Saturday, October 13, " "	Wednesday, November 7, " "
Saturday, October 27, " "	Wednesday, November 21, " "
Saturday, November 10, " "	Wednesday, December 5, " "
Saturday, November 24, " "	Wednesday, December 19, " "
Saturday, December 8, " "	Wednesday, January 2, 1861.
Saturday, December 22, " "	Wednesday, January 16, " "
Saturday, January 5, 1861.	Wednesday, January 30, " "
Saturday, January 19, " "	Wednesday, February 13, " "
Saturday, February 2, " "	Wednesday, February 27, " "
Saturday, February 16, " "	Wednesday, March 13, " "
Saturday, March 2, " "	Wednesday, March 27, " "
Saturday, March 16, " "	Wednesday, April 10, " "
Saturday, March 30, " "	Wednesday, April 24, " "
Saturday, April 13, " "	Wednesday, May 8, " "
Saturday, April 27, " "	Wednesday, May 22, " "
Saturday, May 11, " "	Wednesday, June 5, " "
Saturday, May 25, " "	Wednesday, June 19, " "
Saturday, June 8, " "	Wednesday, July 3, " "
Saturday, June 22, " "	Wednesday, July 17, " "
Saturday, July 6, " "	Wednesday, July 31, " "
Saturday, July 20, " "	Wednesday, August 14, " "
Saturday, August 3, " "	Wednesday, August 28, " "
Saturday, August 17, " "	Wednesday, September 11, " "
Saturday, August 31, " "	Wednesday, September 25, " "
Saturday, September 14, " "	Wednesday, October 9, " "
Saturday, September 28, " "	Wednesday, October 23, " "
Saturday, October 12, " "	Wednesday, November 6, " "
Saturday, October 26, " "	Wednesday, November 20, " "
Saturday, November 9, " "	Wednesday, December 4, " "
Saturday, November 23, " "	Wednesday, December 18, " "
Saturday, December 7, " "	Wednesday, January 1, 1862.
Saturday, December 21, " "	Wednesday, January 15, " "
Saturday, January 4, 1862.	Wednesday, January 29, " "
Saturday, January 18, " "	Wednesday, February 12, " "
Saturday, February 1, " "	Wednesday, February 26, " "
Saturday, February 15, " "	Wednesday, March 12, " "
Saturday, March 1, " "	Wednesday, March 26, " "
Saturday, March 15, " "	Wednesday, April 9, " "
Saturday, March 29, " "	Wednesday, April 23, " "
Saturday, April 12, " "	Wednesday, May 7, " "
Saturday, April 26, " "	Wednesday, May 21, " "
Saturday, May 10, " "	Wednesday, June 4, " "
Saturday, May 24, " "	Wednesday, June 18, " "
Saturday, June 7, " "	Wednesday, July 2, " "
Saturday, June 21, " "	Wednesday, July 16, " "
Saturday, July 5, " "	Wednesday, July 30, " "

FOR FREIGHT OR PASSAGE APPLY TO

EDWARD CUNARD, No. 4 Bowling Green, . . . New York.	E. C. & I. G. BATES, No. 99 State Street, Boston.
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BOSTON, August 1, 1860.

PHILADELPHIA AND BOSTON STEAMSHIP LINE.



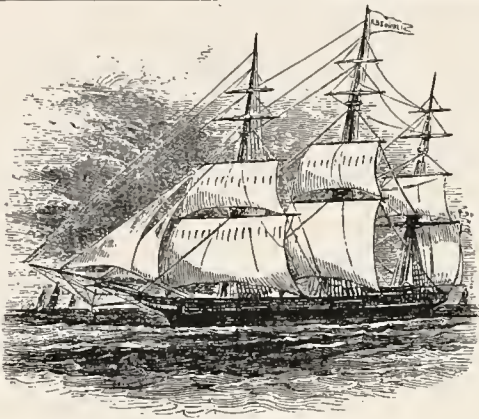
Steamship **KENSINGTON** (1050 Tons), Capt. **OBED BAKER**.

“ **PHINEAS SPRAGUE** (960 Tons), Capt. **S. H. MATTHEWS**.

“ **CAMBRIDGE** (850 Tons), Capt. **PELEG HOWES**.

Form a line, and sail **EVERY FIVE DAYS** from each port. Take Freight to and from **NORFOLK, CITY POINT, and RICHMOND**, and the **WEST**, via **PENNSYLVANIA RAILROAD**.

SPRAGUE, SOULE & CO., Agents in Boston; **HENRY WINSOR**, Agent in Philadelphia.



PAGE, RICHARDSON & CO.

AGENTS FOR

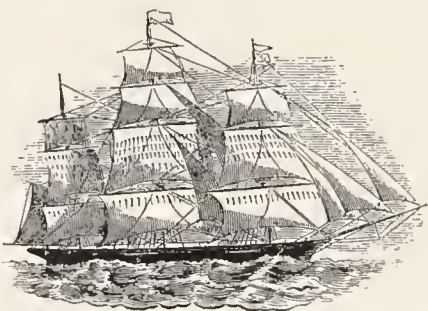
MUNTZ'S YELLOW-METAL,

114 State St., Boston.

MERCHANTS' LINE OF

LIVERPOOL PACKETS.

Bills of Exchange on Baring Bros. & Co., London, and Royal Bank, Liverpool, for sale in sums to suit.



GLIDDEN & WILLIAMS'S LINE

FROM

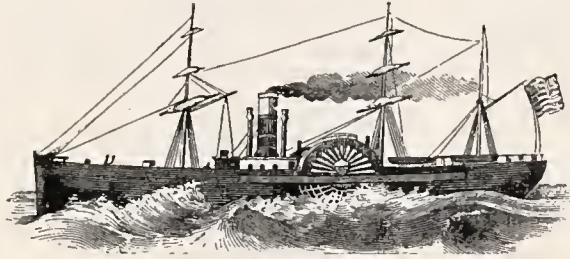
BOSTON TO SAN FRANCISCO,

Office, 114 State St., Boston.

All goods received and forwarded free of charge by **FIRST-CLASS CLIPPER SHIPS**, sailing promptly on their advertised days. The only really prompt line of Ships from the Atlantic ports.

AGENTS AT SAN FRANCISCO,

MESSRS. FLINT, PEABODY & CO.



BOSTON, NORFOLK, AND BALTIMORE STEAMSHIP LINE.

The new Iron Steamers S. R. SPAULDING and BEN DEFORD, and the Steamer WM. JENKINS, ply regularly between the ports of Boston, Norfolk, and Baltimore, having superior accommodations both for freights and passengers. Through rates given to Richmond, City Point, Petersburg, Portsmouth, and to all the principal points on Railroads from Norfolk, and their connections in North Carolina and Tennessee, and to all points South and West *via* Baltimore and Ohio, and Pennsylvania Railroads.

Passage, including Staterooms and Meals, \$12.

ERASTUS SAMPSON, Agent, Boston.

A. L. HUGGINS, Agent, Baltimore.

JOHN WILLIAMS, Agent, Norfolk.

THE SOUTH.

NEW STEAMSHIP LINE BETWEEN BOSTON AND SAVANNAH.

The First-Class Side-Wheel Steamship JOSEPH WHITNEY (1100 tons), WINSLOW LOVELAND, Commander having superior accommodations both for Freight and Passengers, will ply regularly between Boston and Savannah.

Freight forwarded over the Georgia Central and all its connecting Railroads.

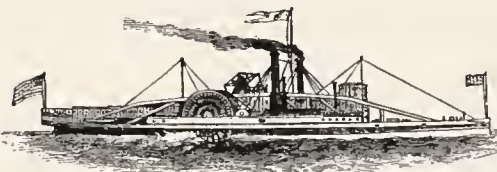
Passage, including Staterooms and Meals, \$17.50. Freights taken at fair rates.

ERASTUS SAMPSON, Agent, Boston.

CRANE & GRAYBILL, Agents, Savannah.

NORWICH STEAMBOAT LINE.

INLAND ROUTE FOR NEW YORK.



Cars leave Boston & Worcester Railroad Station, Albany St., at 5.30 P.M., daily (Sundays excepted), for Steamer

CONNECTICUT, Capt. Wm. Wilcox,
Mondays, Wednesdays, and Fridays.

C. VANDERBILT, Capt. D. B. Sturgis,
Tuesdays, Thursdays, and Saturdays.

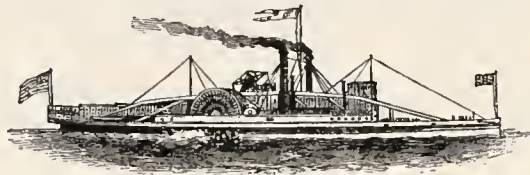
Making sure connections with Railroads South and West. Conductors accompany passengers through to New York, Tickets, Berths, and Staterooms, and THROUGH TICKETS for all the principal places SOUTH and SOUTHWEST secured at the Railroad Station, and at the office of the ADAMS EXPRESS Co., 84 Washington Street.

For Fall and Winter Arrangements, see Daily Papers and Railway Guides.

C. PRATT, AGENT.

STONINGTON LINE.
UNITED STATES MAIL LINE, INLAND ROUTE
BETWEEN
BOSTON & NEW YORK,
VIA STONINGTON.

**QUICKEST,
 SHORTEST,**



**AND MOST
 DIRECT ROUTE!**

Cars leave **BOSTON AND PROVIDENCE RAILROAD**, Boston, **DAILY** (Sundays excepted),
AT 5.30, P. M.,

Connecting at Stonington with Steamers **PLYMOUTH ROCK**, Capt. **STONE**, or **COMMONWEALTH**, Capt. **WILLIAMS**, for **NEW YORK**, landing at Pier 18, foot of Courtlandt Street,—connecting with all the Railroads South and West, and Hudson River Boats.

Leave **NEW YORK DAILY** (Sundays excepted), for Newport, Providence, Taunton, New Bedford, and arriving in **BOSTON** about 5.30 A. M., in time for trains for the East, the Canadas, and the White Mountains, and all places for pleasure as well as business travellers, and giving passengers time for breakfast in Boston.

☐ A Baggage-Master accompanies the Passengers' Baggage between Boston and New York.

W. M. EDWARDS, Agent,
 115 WEST STREET,
 NEW YORK.

JOHN O. PRESBREY, Agent,
 76 WASHINGTON ST.,
 BOSTON.

OLD COLONY & FALL RIVER RAILROAD,
AND
BAY STATE LINE STEAMERS
 TO AND FROM NEW YORK, VIA FALL RIVER AND NEWPORT.
 THE FIRST-CLASS STEAMERS,

METROPOLIS,

Capt. **W. BROWN.**



EMPIRE STATE,

Capt. **B. BRAYTON.**

Cars leave the **OLD COLONY AND FALL RIVER RAILROAD DEPOT**, corner of South and Kneeland Streets, **EVERY DAY** (Sundays excepted), at **5.30, P. M.**, connecting with the above Steamers at Fall River.

Passengers by this Route can take the 4.45, P. M., Express Train, and arrive in Fall River one hour before the Steamboat Train, giving time to secure State-Rooms, and make other preparations for the passage. This Line has a decided advantage over all others; being much less of railroad—only 53 miles, occupying only one hour and forty-five minutes, arriving at Fall River at 6.55, P. M. Passengers then immediately go on board one of the elegant and commodious Steamers, suppers being served to all who wish soon after getting on board, and arrive at Newport about 8, P. M., only three hours from Boston, giving passengers a fine view of the river and harbor of Newport. They then have a good night's rest, and arrive in New York early the following morning, refreshed and ready for the duties of the day, as much as though they had remained at their own homes. This is admitted by all as the most desirable route for comfort and ease between Boston and New York.

This Line also connects with all the Southern and Western Boats and Roads from New York, going West, South, and South-West.

THE BOATS OF THIS LINE LEAVE PIER No. 3, NORTH RIVER, NEW YORK,
AT 5 O'CLOCK, P. M.,

For **BOSTON**, **EVERY DAY**, except Sundays, stopping at Newport, and connecting with the Old Colony and Fall River Railroad at Fall River. Ample time will be given to take breakfast on board the Boat, leaving on the 8 train and arriving in Boston at 9.50; connecting with the Boston and Maine Railroad, the **Cocheoc Railroad**, at Dover, N. H., and the Steamer **Lowie** at Alton Bay, through Lake Winnipiseogee to Centre Harbor, thence by Stage to the White Mountains. It also connects with the **Grand Trunk Railroad**, at Portland, Me., Island Pond, Gorham, and the White Mountains, via Boston and Maine and Eastern Railroads, and Portland Boats, and by the Eastern Boats for the Kennebec and Penobscot rivers. Also, by Steamers **ADMIRAL** and **EASTERN CITY** for St. John, N. B., Eastport, and Calais.

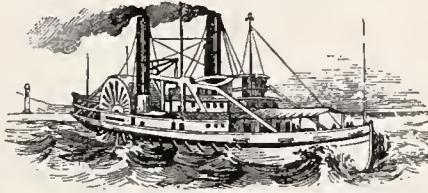
☐ Tickets, State-Rooms, and Berths secured at No. 11 State Street, and at the Depot, corner of South and Kneeland Streets, Boston.
 A Baggage-Master accompanies the passengers through.

OFFICES, No. 70 & 71 West Street, N. Y., **WM. BORDEN**, Agt.; No. 11 State St., Boston, **GEO. SHIVERICK**, Agt.

☉ For Fall and Winter Arrangements, Change of Time, &c., see Daily Papers and Railway Guides.

BOSTON, HINGHAM, AND HULL.

STEAMER



NANTASKET,

A. L. ROUELL, Captain,

Leaves Liverpool Wharf, Boston, three times a day from June 15 to September 15, and the remainder of the season once a day.

FARE, TWENTY-FIVE CENTS EACH WAY.

N. B. — This Steamer on her trips is constantly passing among the Islands, and in view of the Fortifications, in Boston Harbor; and strangers *visiting Boston* should not fail to take this delightful trip.

FOR NAHANT,

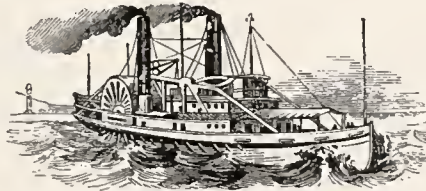
(LANDING AT LONG ISLAND,)

FROM END OF LONG WHARF.

ARRANGEMENTS FOR THE SEASON.

THE FAVORITE STAUNCH AND FAST STEAMER

NELLY



BAKER,

Capt. A. W. CALDEN,

WILL MAKE THREE TRIPS A DAY BETWEEN BOSTON AND NAHANT, AS FOLLOWS:

Leave LONG WHARF, BOSTON, at 9 1-2 A. M., 2 1-2 and 6 1-2 P. M.

Leave Nahant at 8 and 11 A. M., and 5 P. M.

FARE, TWENTY-FIVE CENTS.

SUNDAYS, — Leave Boston at 10 1-2 A. M., 2 1-2 and 6 1-2 P. M. Leave Nahant at 9 A. M., 12 M., and 5 P. M. **FARE, FIFTY CENTS EACH WAY.**

The Boat connects at Nahant with Coaches for Lynn. THROUGH TICKETS, 40 CENTS. Excursion and Picnic Parties accommodated upon liberal terms. First-class Yachts and Sail Boats can always be had of Capt. Joseph Johnson, Nahant Wharf, at moderate rates. Private Cottages, upon Nahant House Grounds, assigned for exclusive use of Excursion Parties. Refreshment Saloon, Bowling Alleys, Billiard Room, and Shooting Gallery, open at all hours.

Every Person visiting Boston should take this Delightful Excursion through the Harbor.

CHAS. SPEAR, Agent, 83 State Street.

BOSTON AND WORCESTER RAILROAD.

Depot, corner Beach, Lincoln, Kneeland, and Albany Sts. Boston.

Incorporated, June, 1831; opened for travel, July, 1834.

OFFICERS.

GINERY TWICHELL, President. [Office at Depot.]
E. B. PHILLIPS, Superintendent. [Office at Depot.]
E. S. PHILBRICK, Assistant Supt. and Engineer. [Office at Depot.]
GEO. S. HALE, Clerk and Solicitor. [Office, 4 Court Street.]
HORACE WILLIAMS, Treasurer. [Office at Depot.]
DAVID WILDER, Jr., Auditor. [Office at Depot.]

DIRECTORS.

GINERY TWICHELL.	B. F. WHITE.	ISAAC EMBRY.
DANIEL DENNY.	EMORY WASHBURN.	PETER T. HOMER.
NATHANIEL HAMMOND.	ISRAEL LOMBARD.	D. WALDO LINCOLN.

BOSTON AND WORCESTER RAILROAD.

TARIFF.—SINGLE, PACKAGE, AND SEASON TICKETS.

WORCESTER TRAINS.

BETWEEN BOSTON AND	SINGLE TICKETS.		SEASON TICKETS.	BETWEEN BOSTON AND	SINGLE TICKETS.		SEASON TICKETS.
	1st Class.	2d Class.	3 Months.		1st Class.	2d Class.	3 Months.
Brighton,.....	20	15	\$16 00	Framlingham,.....	65	60	\$30 00
Newton Corner,.....	25	20	18 00	Ashland,.....	75	70	33 00
West Newton,.....	30	25	20 00	Cordaville,.....	85	80	34 00
Grantville,.....	40	35	20 00	Southboro',.....	85	80	35 00
West Needham,.....	45	40	21 00	Westboro',.....	95	90	36 00
Natick,.....	55	50	25 00	Grafton,.....	115	110	37 00
Saxonville,.....	65	65	27 00	Millbury,.....	130	125	38 00
East Holliston,.....	75	75	33 00	Worcester,.....	135	125	38 00
Holliston,.....	80	80	33 00	Framingham Centre,.....	75	75	33 00
Metcalf's,.....	85	85	34 00	Fayville,.....	85	85	34 00
Bragg's,.....	90	90	35 00	Southboro' Centre,.....	85	85	35 00
Milford,.....	100	100	36 00	Marlboro',.....	100	100	36 00
				Northboro',.....	100	100	36 00

SPECIAL TRAINS.

Newton and Saxonville Trains.

BETWEEN BOSTON AND	Single Tickets.	Packages for \$3.00.	SEASON TICKETS.
			3 Months.
Cottage Farm,.....	12	36	\$11 00
Cambridge Crossing,.....	15	30	12 50
Brighton,.....	15	30	13 50
Newton Corner,.....	20	20	15 00
Newtonville,.....	25	13	16 50
West Newton,.....	28	16	17 50
Auburnside,.....	30	15	18 00
Riverside,.....	20	14	18 00
Lower Falls,.....	37	12	19 00

Brookline Branch Trains.

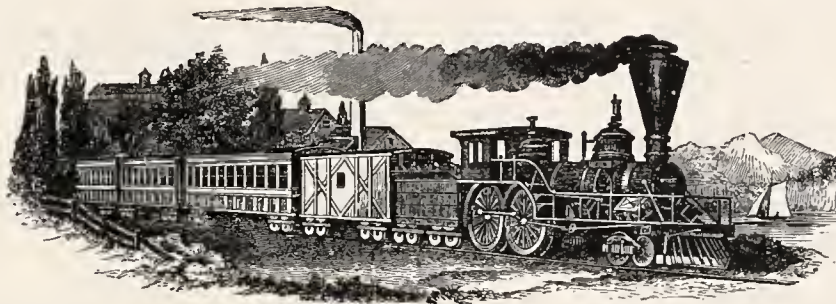
BETWEEN BOSTON AND	Single Tickets.	Packages for \$3.00.	SEASON TICKETS.
			3 Months.
Milldam,.....	10	36	\$11 00
Longwood,.....	10	36	11 00
Brookline,.....	10	36	11 00
.....
.....
.....
.....
.....
.....

Season Tickets are sold subject to the following Rules and Conditions, which form part of the Contract of Sale.

All Tickets will be made to terminate on the last day of March, June, September, and December. They must in all cases be prepaid.
 For not exceeding ONE month, 50 per cent of quarterly rates. For over one, and not exceeding TWO months, 75 per cent of quarterly rates. For over two, and less than THREE months, same as three. For over three, and less than TWELVE months, quarterly rates. For TWELVE months, 10 per cent discount from quarterly rates.
 Season Tickets are not transferable. No allowance made for absence or non-usage.
 Persons passing over the road without a Ticket are liable to a penalty; they also forfeit their claim to a Season Ticket.
 Persons under eighteen years of age, whose sole business is to acquire an education, will be furnished with a Scholar's Ticket, to be used for that object only, at 60 per cent the above quarterly rates.
 Holders of Season Tickets must present their Tickets for inspection, when so required by the Conductors, or pay the regular fare in the train, which will not be refunded.
 Season Ticket Passengers are requested to deliver EXPIRED Tickets (on application for new ones) to Ticket Clerk.
 Season Tickets are subject to the general regulations of the road, and do not entitle the holder to carry with him any thing but his own personal baggage.
 N. B. — The Corporation is not bound to advise season ticket holders of the expiration of their tickets.

E. B. PHILLIPS, SUPT.

FOR
NEW YORK AND ALBANY.
THROUGH IN EIGHT HOURS.



BY EXPRESS MAIL TRAINS,
WITHOUT CHANGE OF CARS,
VIA
WORCESTER AND SPRINGFIELD.

LEAVE BOSTON and Worcester Railroad Station, Albany Street, for New York, at 9 A. M. and 3 P. M.


FOR ALBANY, at 6 and 9 A. M., and 1.30 and 3 P. M.

NEW YORK PASSENGERS by 9 A. M. Train are due in New York at 4.45 P. M.; those by 3 P. M. Train sup at Springfield, and are due in New York at 11.10 P. M.

ALBANY PASSENGERS dine and sup at Springfield, and are due in Albany at 3.30, 4.30, 10 50 P. M.

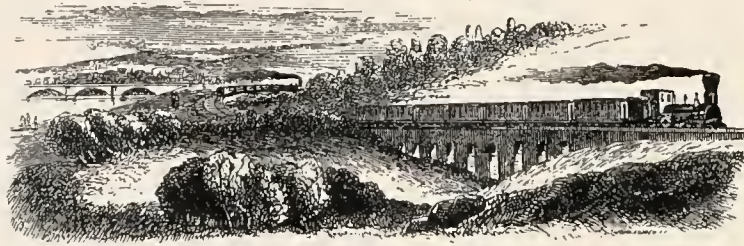
EVENING TRAINS leave Albany for Niagara Falls, Buffalo, and the West at 5 and 11.15 P. M. Also for NEW YORK, via NORWICH, by Steamers C. VANDERBILT OF CONNECTICUT, daily (Sundays excepted), at 5.30 P. M.

New York Sunday Mail Train at 6.30 P. M.

 Tickets for the West and for New York, via Springfield, obtained at the Office of Boston and Worcester and Western Railroad, No. 19 State Street; and for New York, via Norwich, at 84 Washington Street; and for *all routes* at the Ticket Office of Boston and Worcester Railroad, Albany Street, Boston.

 For Fall and Winter Arrangements, see Daily Papers and Railway Guides.

E. B. PHILLIPS,
Supt. Boston & Worcester Railroad.



NEW YORK AND ERIE RAILROAD.

GREAT BROAD GAUGE ROUTE.

The Best and Most Comfortable Route to the West. Baggage Checked Through to all Principal Places.

Through Tickets, Freight Contracts, and Reliable Information to be had at

15 STATE STREET, BOSTON.

O. W. ABBOTT,
Freight Agent.

JOHN S. DUNLAP,
New England Agent.

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD LINE.

The Surest, Quickest, and Safest Route from the East to the West, and from West to the East.

CHANGES ALL MADE IN UNION DEPOTS.

Baggage Checked to Cincinnati, Chicago, St. Louis, St. Paul, and all Principal Points in the Great West.

As a Freight Line this has no superior, with less transshipments and quicker dispatch than any other line. For Through Tickets, Freight Contracts, and reliable information, apply at the Company's office,

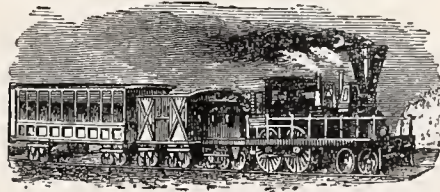
BASEMENT OLD STATE HOUSE,
Head of State Street, Boston.

GEO. O. BRASTOW,
Freight Agent.

H. W. KEYES,
Passenger Agent.

BOSTON AND PROVIDENCE RAILROAD.

Passenger
and
Freight Stations,
on Pleasant,
opposite
Eliot Street,
Boston.



Incorporated,
1830.
Opened for Travel,
1835.

OFFICERS.

CHARLES H. WARREN, President. [Office, Passenger Station.]
D. NASON, Supt. [Office, Passenger Station.] H. DALTON, Treas. [Office, Passenger Station.]
EDWARD PICKERING, Clerk. [Office, 20 Merchants' Exchange.]

DIRECTORS.

WILLIAM APPLETON. JOSEPH GRINNELL. GEO. W. HALLETT.
JOHN BARSTOW. SAMUEL T. DANA. J. HUNTINGTON WOLCOTT.

BOSTON AND PROVIDENCE RAILROAD.

PASSENGER TRAINS,

In Summer, leave Boston and Providence three times every day, stopping at way stations. In addition, the New York STEAMBOAT TRAIN leaves Boston every evening

Shore Line Express Train via Providence, Stonington, New London, and New Haven, to New York, — running time eight hours. By this route, passengers are transported through, without change of cars. See advertisement in the daily papers for further particulars.

A STEAMBOAT

Leaves New Bedford Mondays and Saturdays at 2 P. M., and on Wednesdays and Fridays at 11 A. M., for Wood's Hole, Holmes's Hole, and Edgartown.

Usual time of passage from Boston to Edgartown, 4¼ hours. Distance, 85 miles.

RATES OF FREIGHT.

From 9 to 15 cents per 100 lbs.

Stations.	Miles.	Fares.	SEASON TICKETS.	
			For 3 mos. only.	
Boston,.....				
Roxbury,.....	2	\$0 10	\$7 00	
Boylston,.....	3	10	9 00	
Jamaica Plain,.....	3½	10	9 00	
Forest Hill,.....	4	12	10 00	
Monterey,.....	6	20	12 00	
Hyde Park,.....	7	20	12 00	
Readville,.....	8	25	14 00	
Green Lodge,.....	11	35	19 00	
Canton,.....	14	45	19 00	
Sharon,.....	17	55	23 00	
Foxboro',.....	21	65	28 00	
Mansfield,.....	24	75	28 00	
West Mansfield,.....	25	80	35 00	
Attleboro',.....	31	1 00	40 00	
Dodgeville,.....	32	1 00	42 00	
Ea. Junct. & Hebron,.....	33	1 05	42 00	
Pawtucket,.....	39	1 25	47 00	
Providence,.....	43	1 35	47 00	

DEDHAM BRANCH.

Boston,.....				
Roxbury,.....	2	\$0 10	\$7 00	
Boylston St.,.....	3	10	9 00	
Jamaica Plain,.....	3½	10	9 00	
Junction,.....	4	12	10 00	
South Street,.....	5	15	12 00	
Central,.....	6	18	13 00	
Higland,.....	7	20	14 00	
West Roxbury,.....	7½	20	14 00	
Dedham,.....	9	25	16 00	

STOUGHTON BRANCH.

Roxbury,.....	2	\$0 10		
Boylston St.,.....	3	10		
Jamaica Plain,.....	3½	10		
Forest Hill,.....	4	12		
Mount Hope,.....	5	15		
Monterey,.....	6	20		
Hyde Park,.....	7	20		
Readville,.....	8	25		
Green Lodge,.....	10	35		
Canton,.....	14	45		
South Canton,.....	15	45		
Spring Dale,.....	15½	45		
Bird's,.....	17	55		
Stoughton,.....	18	55		
Easton,.....	22	65		

NEW BEDFORD AND TAUNTON BRANCH RAILROADS.

Boston to				
Mansfield,.....	24	\$0 85		
Norton,.....	28	90		
Crane's,.....	31	1 00		
Taunton,.....	36	1 00		
Myrick's,.....	41	1 20		
Howland's,.....	43	1 40		
Slab Bridge,.....	51	1 45		
New Bedford,.....	55	1 50		

SEASON TICKETS

Are issued for three months only, commencing with the first day of any month, payable wholly in advance. Passengers are requested to give them up on or before the last day of the term.

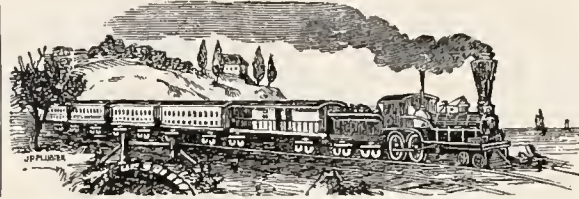
They are not transferable. No allowance will be made to owner of ticket for disuse of cars from any personal cause, or for discontinuance of trains or change in the time of running them.

Conductors have been directed to collect full fare of all who fail at any time to show their tickets on request to that effect; and fares, so collected, will not be refunded.

D. NASON, Supt.

OLD COLONY & FALL RIVER RAILROAD.

Depot,
Kneeland Street,
corner of
South Street,
Boston.



Opened
for
Travel,
November,
1845.

OFFICERS.

ALEXANDER HOLMES, President.

[Office at Passenger Station]

JOHN M. WASHBURN, Treasurer.

[Office at Passenger Station.]

JAMES H. BEAL, Clerk.

[Office, 66 State Street.]

JOSEPH S. BEAL, Auditor.

[Office at Passenger Station.]

DIRECTORS.

ALEXANDER HOLMES.

RICHARD BORDEN.

C. C. GILBERT.

FRANCIS B. CROWNINSHIELD.

PETER H. PEIRCE.

JAMES H. BEAL.

WILLIAM J. WALKER.

OLD COLONY AND FALL RIVER RAILROAD.

FROM BOSTON TO					FROM BOSTON TO						
MILES.	FARES.	SEASON TICKETS.			MILES.	FARES.	SEASON TICKETS.				
		1 Year.	6 Months.	3 Months.			1 Year.	6 Months.	3 Months.		
Savin Hill.....	3	\$0 10	\$40 00	\$24 00	\$14 00	Kingston.....	33 1/2	\$1 10	\$125 00	\$75 00	\$44 00
Harrison Square.....	4	12	45 00	27 00	16 00	Plymouth.....	37 1/2	1 20	135 00	81 00	47 00
Neponset.....	5	15	50 00	30 00	18 00	East Bridgewater.....	25	60	100 00	60 00	35 00
Granite Bridge.....	6 1/2	15	57 50	32 00	18 00	Randolph.....	15	45	72 00	42 00	25 00
Milton Lower Mills.....	7 1/2	20	60 00	33 00	19 00	East Stoughton.....	16 1/2	50	75 00	45 00	28 00
Mattapan.....	8 1/2	20	62 50	35 00	21 00	North Bridgewater.....	20 1/2	65	85 00	51 00	30 00
North Quincy.....	5 1/2	18	55 00	33 00	19 00	Campello.....	21 1/2	70	90 00	64 00	32 00
Wollaston.....	6 1/2	22	60 00	35 00	20 00	Keith's.....	25 1/2	75	95 00	68 00	34 00
Quincy.....	8	25	63 00	38 00	22 00	East and West Bridgewater.....	25	80	100 00	60 00	35 00
Braintree.....	10 1/2	30	65 00	39 00	23 00	Bridgewater.....	27	85	105 00	63 00	37 00
South Braintree.....	11 1/2	35	70 00	42 00	24 00	Triton.....	30 1/2	1 00	110 00	66 00	38 00
South Weymouth.....	15	50	77 00	46 00	27 00	Middleboro'.....	34 1/2	1 10	120 00	72 00	42 00
North Abington.....	18	60	85 00	51 00	30 00	Haskins's.....	36 1/2	1 10	125 00	75 00	44 00
Abington.....	19 1/2	65	90 00	54 00	32 00	Myrick's.....	42	1 20	125 00	75 00	44 00
South Abington.....	21	70	95 00	57 00	33 00	Assonet.....	45	1 30	130 00	78 00	45 00
North Hanson.....	23	75	100 00	60 00	35 00	Terry's.....	47 1/2	1 35	135 00	81 00	47 00
Hanson.....	24 1/2	80	105 00	63 00	37 00	Somers's.....	49 1/2	1 40	135 00	81 00	47 00
Halifax.....	28 1/2	90	110 00	66 00	38 00	Miller's.....	50 1/2	1 50	135 00	81 00	47 00
Plympton.....	30	1 00	120 00	72 00	42 00	Fall River.....	55 1/2	1 50	140 00	84 00	49 00

SEASON TICKETS via Branch and Main Line, either way, from Bridgewater and East Bridgewater, \$105 a year; \$63 six months; \$37 three months. Scholars and Children under 14 years of age, half price; between 15 and 18 years, three-quarters of the above prices.

CONNECTS at Braintree with South Shore Railroad; at Middleboro' with Cape Cod Railroad for Yarmouth, Hyannis, and Nantucket. Also with Fairhaven Branch Railroad for New Bedford and Fairhaven; at Myrick's with New Bedford and Taunton Railroad; and at Fall River with steamers "Metropolis," "Bay State," and "Empire State," for Newport and New York.

SCENERY.

It cannot be denied that the scenery on every section of this route is unsurpassed. The surface of the country for the first ten miles is beautifully variegated, presenting a continual succession of picturesque views of the country, the city, and the sea. Its hill-tops and valleys are decked with splendid dwellings and tasteful cottages, and nowhere can be found the union of town and country more complete.

RESIDENCES.

Borchester, Milton, and Quincy afford locations for some of the most delightful and healthy residences. Savin Hill, Harrison Square, and Neponset, from their proximity to the city, and their attractive scenery, have become favorite places of residence.

PLYMOUTH

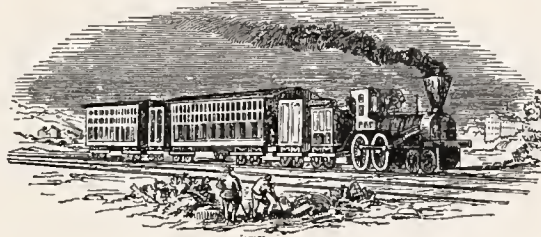
Presents great inducements for individuals seeking health or pleasure. The Samoset House furnishes excellent accommodations; then there are Plymouth Rock, Pilgrim Hall, and the graves of the Forefathers, calculated to awaken pleasant recollections. The numerous ponds in the vicinity of the village afford good fishing, and the beach and roads through the woods are delightful places for a drive.

ATTRACTIONS.

An occasional ride in the cars as far as Braintree will amply repay one for the trifling sum exacted for fare. In passing through the village of Quincy, the venerated mansion of the "Elder Adams," and afterwards the residence of the "Old Man Eloquent," can be seen.

BOSTON AND MAINE RAILROAD.

Passenger Station
in
Haymarket Square,
Boston.



Opened for Travel to
Andover, 1836;
Dover, N. H., 1841;
S. Berwick, Me., 1843.

OFFICERS.

H. B. WILBUR, Treasurer.
[Office at Passenger Station.]

FRANCIS COGSWELL, President.
[Office at Passenger Station.]

WILLIAM MERRITT, Supt.
[Office at Passenger Station.]

JAS. C. MERRILL, Clerk.
[Office, 39 Court Street.]

JOHN S. EATON, General Ticket Clerk.
[Office at Passenger Station.]

DIRECTORS.

FRANCIS COGSWELL (Andover).
JAMES H. DUNCAN (Haverhill).

PETER T. HOMER (Boston).
DANIEL M. CHRISTIE (Dover).
HENRY SALTONSTALL (Salem).

G. W. KITTREDGE (Newmarket).
ISRAEL M. SPELLMAN (Camb'ge).

BOSTON AND MAINE RAILROAD TARIFF.

	SEASON TICKETS.			SEASON TICKETS.		
	STATIONS.	MILES.	FARMS.	STATIONS.	MILES.	FARMS.
Package Tickets of fifty are sold at seven-eighths the usual fare.	Somerville,.....	2	\$0 05	Newton,.....	41	\$1 15
The Newburyport Railroad connects at North Danvers, and takes Passengers three times a day to and from Georgetown and Newburyport.	Medford,.....	5	10	East Kingston,...	45	1 25
	Malden,.....	5	12	Exeter,.....	50	1 35
	Melrose,.....	7	18	S. Newmarket,...	54	1 45
	Stoneham,.....	8	20	P. & C. Junction,...	55	1 50
	Greenwood,.....	9	25	Newmarket,.....	57	1 55
	South Reading,...	10	25	Durham,.....	62	1 65
	Reading,.....	12	30	Madbury,.....	64	1 70
	Wilmington,.....	15	45	Dover,.....	67	1 75
	Wilmington Junc.	18	54	Somersworth,...	70	1 80
	Ballardvale,.....	21	60	Great Falls,.....	74	1 90
	Andover,.....	23	65	Salmon Falls,...	74	1 90
	Lawrence,.....	26	75	S. Berwick Junc.,	74	2 00
	North Andover,...	28	80	North Berwick,...	78	2 15
	Bradford,.....	33	80	Wells,.....	83	2 35
	Haverhill,.....	33	85	Kennebunk,.....	88	2 40
	Atkinson,.....	37	1 05	Saco,.....	98	2 50
	Plaistow,.....	38	1 10	Portland,.....	111	2 50

All Quarterly Tickets terminate on the last days of February, May, August, and November.

Medford Branch Railroad.—Trains run to and from Medford, a distance of five miles, eight times a day each way. Fare 10 cents, or 12 tickets for \$1. Time, 15 minutes. Season Tickets, \$1 per quarter. This is a beautiful village, and a desirable place for summer residence.

Advantages of a Residence on this Route.—Somerville, Medford, Malden, Melrose, South Reading, and Reading, towns within the range of the special as well as the longer trains, possess many advantages for country residences, either through the warm season or the whole year, not exceeded by those of any other towns in the vicinity of Boston. The cheapness of the fare, the number of trains, both early and late, in connection with the convenient depot at Boston, render this railroad a desirable channel of intercourse between the city and country. That the advantages of these places are appreciated, is evident from the increasing demand for residences on this route, the demand for house-lots, and the steady rise in the value of the land.

Five Railroad Routes to the White Mountains, by the way of Boston & Maine Railroad.

NORTHERN ROUTES.

Route by way of Lawrence, Manchester, and Concord, N. H.; Boston, Concord, & Montreal R. R. to the "Wells;" thence by Steamboat to Centre Harbor; thence by Stages to "Crawford's," &c., or by Railroad to Plymouth and Littleton; thence by Stages to "Flume House," &c. Cars leave Boston at 7.30 A. M. for Plymouth, Littleton, "Flume House," &c. Also, at 12 M., for Centre Harbor, Plymouth, &c.

Also, via Northern, and Connecticut & Passumpsic R. R. to Wells River; then via White Mountains R. R. to Littleton; thence by Stages to Franconia, "Faybian's," &c. Cars leave Boston at 7.30 A. M., for Barton, St. Johnsbury, Franconia, Littleton, &c., direct.

EASTERN ROUTES.

Route by Haverhill, Exeter, and Dover, N. H.; thence by Cochecho Railroad to Alton Bay; thence by Steamer "Dover" to Wolfborough and Centre Harbor; thence by Stage to Conway, White Mountains, &c. direct. Cars leave Boston at 7.30 A. M., 12 M., direct, and 3 P. M. for Alton Bay.

Route by Haverhill, Exeter, and Great Falls, N. H.; thence by Great Falls & Conway R. R. to Union Village, N. H.; thence by Stages to Ossipee, Conway, &c. Cars leave Boston at 7.30 A. M. and 3 P. M., for Union Village.

Route by way of Lawrence, Exeter, and Dover, N. H., and Portland, Me.; thence by Grand Trunk Railway to Gorham, N. H., near the base of Mt. Washington. Cars leave Boston at 7.30 A. M. for Gorham, N. H., Montreal, and Quebec, direct; and at 7.30 A. M., 3 and 5 P. M. for Portland.

Tickets for all the above Routes, over the Boston & Maine Railroad, which is the only Railroad leading to all the White Mountain Routes may be had at the Boston & Maine Railroad Depot, in Haymarket Square, Boston. Also, Tickets for Stations on the above Railroads, for the Vermont Central and Ogdensburg Railroads, for Montreal, Niagara Falls, and places on Lakes Ontario, Erie, and Michigan.

WILLIAM MERRITT, Supt. B. & M. R. R.

*This Train runs on Monday, Wednesday, and Friday, to connect with Steamer "Daniel Webster" for Bangor, during the summer months.

Allen & Welch, 129 State
 Bartlett C. L. 16 Broad
 Bates E. C. & I. G. 99 State
 Brewer C. H. 83 State
 Chandler E. B. 70 Washington
 Clark Wm. B. 54 Kilby
 Evans C. E. 64 Kilby
 Faxon F. G. 64 Kilby
 Ferris John, 10 North Market
 Gallagher James, South, c. Beach
 Goodwin W., Lincoln's wharf
 Hazeltine Wm. B. 13 Foster's whf.
 Hocking John, 95 State
 Keyes Hamlin W. basement Old
 State House
 Kiddler G. G. 55 State
 Kimball O. 106 State
 Lawrence & Ryan, 4 Broad
 Lynde L. T. 127 Commercial

AGENTS.

Mayo H., opp. 6 Central wharf
 Mills James, 19 State
 Mills L. 5 State
 Phillips J. C. 6 Devonshire
 Place H. 39 State
 Potter Moses, 77 Wash.
 Presby John O. 15 State
 Randall P. K. 21 State
 Ray M. L. 2 Albany
 Richardson L. D. 6 Devonshire
 Ryan E. 2 Albany
 Sampson E., end Central wharf
 Shiverick Geo. 11 State
 Southwick I. H. 15 State
 Speth Julius, 2 Albany
 Stone Nathan, 13 Foster's whf.
 Walter J. head of Long wharf
 Weeks Wm. end Central wharf
 Wilder J. M. 86 State

RAILROADS RUNNING FROM BOSTON.

Boston and Lowell Railroad—Passenger Station, Causeway, corner
 Andover; Freight Station, foot of Lowell street, Boston. F. B.
 Crowninshield, President. Office, 5 Tremont st. Thomas G. Stev-
 enson, Cashier, Office 6 Tremont st. Geo. Stark, Manager, and John
 B. Winslow, Agents, L. and Nashua and Lowell R. R., Offices
 at station. Chosen 1st Wednesday in January.
Boston and Maine Railroad—Station in Haymarket square, Boston.
 Francis Cogswell, President, Office at the station. Horace B. Wilbur,
 Treasurer, Office at the station. Wm. Merritt, Superintendent, Office
 at the station. James C. Merrill, Clerk, Office 39 Court.
Boston and Providence Railroad—Passenger and Freight Stations, on
 Pleasant, opposite Eliot street, Boston. Chas. H. Warren, President,
 Office passenger station. Daniel Nason, Superintendent, Office pas-
 senger station. Henry Dalton, Treasurer, Office passenger station.
 Edward Pickering, Clerk, Office 29 Merchants Exchange.
Boston and Worcester Railroad—Station, corner of Lincoln and Beach
 streets, Boston. Ginery Twichell, President. E. B. Phillips, Super-
 intendent. Horace Williams, Treasurer, Office at the station. David
 Wilder, Jr., Auditor, Office at the station. E. S. Philbrick, Assistant
 Superintendent and Engineer. Chosen 1st Wednesday in February.
Eastern Railroad—Passenger Station, Causeway, opposite Friend,
 Boston. Freight station, East Boston. George M. Brown, President.
 John B. Parker, Treasurer, Office 15 Phnix Building. Jeremiah
 Prescott, Supt., Office at station.
Fitchburg Railroad—Passenger station on Causeway and Haverhill,
 and extension of Beverly street. Freight station at Charlestown.
 J. J. Swift, President. W. B. Stevens, Superintendent, Office at
 passenger station. M. D. Benson, Treasurer and Clerk, Office at
 passenger station. Chosen last Tuesday in January.
Old Colony and Fall River Railroad—Passenger station, Kneelsnd,
 corner of South street, Boston. Freight station, Cove st. Boston.
 Alexander Holmes, President. John M. Walsburn, Treasurer,
 Office at passenger station. Chosen last Thursday in January.

OTHER RAILROADS HAVING OFFICES IN BOSTON.

Buffalo, Bayou, Brazos and Colorado Railroad—John Angier, Treas.,
 84 School.
Burlington and Missouri River Railroad Co.—48 City Exchange. John
 N. Deulson, Secretary and Treasurer.
Cheshire Railroad—From South Ashburnham, through Keene, to Bel-
 lows Falls. Office 56 State st. Thomas Thacher, President. F. W.
 Everett, Treasurer. Chosen 2d Wednesday in May.
Concord Railroad, N. H.—From Nashua to Concord, N. H. Office 7
 Merchants Exchange, Boston. N. G. Upham, President. N. P.
 Lovering, Treasurer.
Connecticut and Passumpsic Rivers Railroad—From White River Junc.,
 Vt., to the Canada line. Office No. 7 Merchants Exchange, Boston.
 Henry Keyes, Newbury, Vt., President. N. P. Lovering, Treasurer.
 Chosen in July.
Grand Junction Railroad—Office 13 Exchange street, Boston. David
 Kimball, Pres. Geo. W. Gordon, Treasurer. Chosen in May.
Hambut & St. Joseph Railroad—R. S. Weston, Treas. of the Fiscal
 Agency, 45 City Exchange.
Lexington and West Cambridge Railroad—William Stevens, Treas.
 and Clerk, 56 Merchants Exchange.
Michigan Central Railroad—J. W. Brooks, President. Isaac Liver-
 more, Treasurer, 34 City Exchange. Chosen in June.
Middleborough and Taunton Railroad—J. B. Tobey, President.
 Edward Pickering, Clerk and Treasurer, 8 Merchants Exchange.
Northern Railroad—From Concord, N. H., to Lebanon, N. H. Office
 9 Railroad Exchange, Court square, Onehowe, Concord, N. H.,
 Pres. George A. Kettell, Treas. Chosen last Thursday in May.
South Shore Railroad—From North Braintree to Cohasset. Office 23d
 State street. Wm. Humphrey, President. Ollman Davis, Treasurer.
Sullivan Railroad—John M. Glidden, President. Samuel Eldridge,
 Treasurer, 7 Niles Block.
Taunton Branch Railroad—W. A. Crocker, President. Edward Pick-
 ering, Clerk and Treasurer, Office 6 Merchants Exchange.
Vermont and Canada Railroad—Lucius B. Peck, President. Office,
 58 State st.
Vermont and Massachusetts Railroad—From Fitchburg to Brattleboro'
 and Greenfield. Office 13 Exchange street. Thomas Whittemore,
 President. John Rogers, Treasurer. B. D. Locke, Clerk. Chosen
 in February.
Vermont Central Railroad—Geo. M. Dexter, President. Corporation
 and Trustees' Office 108 State. Geo. M. Dexter, agent for Trustees.
Western Railroad—Office 13 Railroad Exchange, Court square. C. W.
 Chapin, Springfield, Pres. Stephen Fairbanks, Treas. Chosen in Feb.

HORSE RAILROADS.

Cambridge.—From Bowdoin Square to Cambridgeport, Cambridge,
 East Cambridge, Fresh Pond, Mount Auburn, West Cambridge,
 Brighton, Watertown.
Metroplitan.—From 100 Tremont, cor. Bromfield Street, to Norfolk
 House, Mount Pleasant, Warren Street, Tremont Street, Oak Street,
 Roxbury; Jamaica Plain; Grove Hall, Town Hall, Dorchester;
 Brookline.
Mulden & Melrose.—From Scollay's Building to Charlestown Neck,
 Bowker Hill, Chelsea, Malden, Somerville, Winter Hill, Medford.
Dorchester.—From Broad, c. State St., to Dorchester, Milton, Wash-
 ington Village.
Broadway—From Summer Street to South Boston.

STEAMERS.

BRITISH & NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

E. C. & I. O. BATES, Agents, No. 99 STATE STREET, BOSTON.
 Appointed by the Admiralty to sail between Liverpool and New York,
 via Cork Harbor, and between Liverpool and Boston, via Cork Har-
 bor; the Boston ships only calling at Halifax to land and receive
 passengers and her Majesty's Mail.
 Araba, Capt. James Stone. Africa, Capt. N. Shannon.
 Persia, " C. H. E. Judkins. America, " W. R. Moodie.
 Asia, " Edward G. Lott. Niagara, " W. F. Millar.
 Canada, " W. J. C. Long. Europa, " John Leitch.
 Cambria, Capt. W. Douglas.

LOCAL STEAMERS.

Hingham Steamboat, Capt. A. L. Rouell, Hingham and Hull, Liver-
 pool wharf. David Chapin, Agent, Liverpool wharf.
 Eastern State, Capt. Amos Crosby, for Yarmouth and Halifax, T
 Wharf, Ladd & Hall, Agents, 4 Chatham.
 Eastern City, Capt. E. B. Winchester, and Admiral, Capt. J. H.
 McLaren, for Portland, Eastport, Calais, and St. John, N. B., from Lin-
 coln's wharf. William Goodwin, Agent, Lincoln's wharf, Boston.
 Forest City, Capt. F. A. Prince, and Lewiston, Capt. Geo. Knight, for
 Portland, Montreal, and Quebec, from end of Central wharf. Wm.
 Weeks, Agent.
 Menemon Sanford, Capt. E. H. Sanford, Bangor and Intermediate
 landings, Foster's south wharf. Wm. B. Hazeltine, Agent, 13 Foster's
 wharf.
 State of Maine, Capt. James Collins, for Bath, Richmond, Gardiner,
 and Hallowell, from Foster's North wharf. N. Stone, Agent.
 South Carolina, Capt. Baxter, and Massachusetts, Capt. Sampson,
 for Charleston, S. C., from end Long Wharf. Phineas Sprague & Co.,
 130 Central Street, Agents.
 Mystic, Capt. Godfrey, for Gloucester, from Eastern Railroad Wharf.
 Folsom & Baker, Agents.
 S. R. Spaulding, Capt. Howes; Ben De Ford, Capt. Wm. A. Hallett;
 and William Jenkin, Capt. George H. Hallett, for Norfolk and Balti-
 more, from Central Wharf. E. Sampson, Agent.
 City of New York, Capt. Nickerson, for Norfolk, Petersburg, and
 Richmond, Va., from end of Long Wharf. Phineas Sprague & Co.,
 130 Central Street, Agents.
 Kensington, Capt. Ubed Baker; Cambridge, Capt. P. Howes; and
 Phineas Sprague, Capt. S. H. Mathews, for Philadelphia, from T
 Wharf. Sprague, Soule, & Co., Agents.
 Joseph Whitney, Capt. Loveland, for Savannah, from Central
 Wharf. E. Sampson, Agent.

TOWBOATS.

Stag—Capt. James Van Wagner, Foster's whf., Wm. B. Hazeltine, agent.
 May-Queen—Dodge & Rose, Agents, Foster's wharf.
 Walpole, } Commercial wharf, Clap & Bros., 48 Commercial wf.
 Huron, }
 Wm. Spague—Thomas Winsor, 22 T wharf.
 E. B. Forbes, } Relief Steamboat Co., office 41 State.
 Neptune, }
 Fremont—Thomas Winsor, 22 T wharf.
 Wide Awake—Capt. John Davis, Central wharf.
 Rescue—Capt. Lovell, Union wharf.
 Trader—Capt. Thomas Geyer, Lewis wharf.

OMNIBUSES.

RUNNING WITHIN THE CITY. South Boston to Eastern Railroad
 Depot.
 Concord St. to foot of State St.
 Dover St. to Charlestown Bridge.
 Chelsea Ferry to Scollay's Build.
 Dover Street to Lowell and East-
 ern Depots.
 East Boston, from Eliot and 56
 Court Street.

FROM BOSTON TO
 Grove Hall, Scollay's Building.
 Somerville (Spring Hill), Scol-
 lay's Building, Court Street.

PACKETS.

DESTINATION.	STATION.	DESTINATION.	STATION.
Albany & Troy	Commercial whf.	London	Lewis wharf
Alexandria	Mercantile whf.	Lubec	T wharf
Australia	Commercial whf.	Mobile	Rowe's & Con'l
Baltimore	S. side Long wf.	Nantucket	India street
Baltimore	Balt. Packet pier	New Bedford	India street
Baltimore	End Central whf.	Newburyport	N. side Cent'l wf.
Baltimore	East. Packet pier	New Haven	India street
Bangor	N. side Cent'l wf.	New Orleans	L'g & Rowe's whf.
Bangor	Packard's wharf	New Orleans	Commercial whf.
Barnstable	Mercantile whf.	New York	India wharf
Bath	T wharf	New York	Long wharf
Belfast	City wharf	New York	Mercantile whf.
Beverly	Long wharf	New York	Commercial whf.
Brewster	Mercantile whf.	Norfolk	Rowe's wharf
Brunswick	T wharf	Nova Scotia	Mercantile whf.
Calais	T wharf	Orleans	East. Packet pier
California	Lewis wharf	Philadelphia	S. side Cent'l wf.
California	Long wharf	Philadelphia	Long whf.
Cape Cod	Mercantile whf.	Philadelphia	Mercantile whf.
Castine	Mercantile wf.	Plymouth	Long wharf
Charleston	Rowe's wharf	Portland	S. side Cent'l wf.
Charleston	Lewis wharf	Portsmouth	N. side Cent'l wf.
Charleston	Comm'l wharf	Prince Ed. Isld.	Mercantile whf.
City Point	Rowe's wharf	Provincetown	City wharf
Cohasset	Long wharf	Richmond	Rowe's wharf
Dennis	Mercantile whf.	Rockport	East. Packet pier
Dover	N. side Cent'l wf.	Saco	Constitution whf.
Duxbury	Long wharf	Sandwich	Tilston's wharf
Eastport	T wharf	Savannah	Commercial whf.
Freeport	East. Packet pier	Savannah	Rowe's wharf
Gardiner	T wharf	Scituate	Long wharf
Gloucester	T wharf	St. John's, N. B.	T wharf
Halifax	Fort Hill wharf	St. John's, N. F.	Packard's whf.
Hallowell	T wharf	Troy	Long wharf
Hartford	India street	Troy	Commercial whf.
Hingham	N. side Cent'l wf.	Truro	Commercial whf.
Kennebunk	T wharf	Wellfleet	East. Packet pier
Kingston	W. side L'g wf.	Yarmouth	Mercantile whf.
Liverpool, Eng.	Constitution wf.	Yarmouth, N. S.	Mercantile whf.
Liverpool, N. S.	Fort Hill wharf		

EXPRESSES.

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| 1 Abbott (N. Andover), 8 Court | 71a Crane & Co., 6 Congress sq. | 148 Ingell & Co., 34 Court square | 228 Rich & Weston, 34 Court sq |
| 2 Abbott (Andover), 8 Court | 72a Crowell, 34 Court square | 149 Jackson & Co., 32 Court square | 5 Congress square |
| 3 Abel & Co., 5 Congress square | 72b Curtis, 60 Blackstone | 150 Johnson, 79 State | 229 Richardson, 41 North Market |
| 4 Adams Express Co., 84 Wash. | 73 Cushman, 51 N. Market, 5 Congress sq. | 151 Johnson, 6 Court square | 230 Richardson, 5 Congress sq. |
| 5 Adams, 6 Court square | 74 Cushing, 3 Wash. | 152 Johnson, 5 Washington | 231 Robbins, 40 Elm |
| 5a Adams, 5 Congress square | 75 Cushing, 3 Washington | 153 Jones, 8 Water | 232 Rodgers, 35 South Market |
| 6 Aldrich, 5 Congress square | 76 Cushing Z., 40 South Market, 48 Liberty sq. | 154 Jones & Co., 5 Congress square | 233 Roel, 11 Clinton, 54 Brattle |
| 7 Allen, 5 Congress square | 77 Darrig & Co., 34 Court square | 155 Keen & Dodge, 48 Liberty sq. | 234 Rogers, 5 Congress square |
| 8 American European Exp. Co., 28 State | 78 Davenport & Mason, 11 State | 156 Keith & Co., 34 Elm | 235 Hollins, 5 Congress square |
| 9 Angier, 3 Merchants row, 48 Liberty square | 80 Davis, 11 State | 157 Kendall, 3 Washington | 236a Rowe, 48 Liberty square |
| 9a Atkinson, 53 N. Market | 81 Davis, 3 Wash., 6 Court sq. | 158 Kennerson, 40 Elm | 236b Royce, 6 Court sq., 39 South Market |
| 10 Austin, 5 Congress square | 81a Deane, 37 S. Market | 160a Kimball, 1 Fulton, 48 Liberty square | 237 Ruggles, 29 South Market, 48 Liberty square |
| 11 Ayer, 5 Congress square | 82 Dodge, 3 Washington | 162 Kimpton, 27 N. Market | 238 Sargent & Co., 33 Court square |
| 12 Babo, 3 Washington, 48 Liberty square | 83 Dow, 6 Court square | 163 Kinsley R. B., 11 State | 238a Sabor, 48 Liberty square |
| 13 Baker, 17 Merchants r., 41 N. Market | 83a Dow, 5 Congress sq. | 164 Kinsley & Co., 11 State | 238b Saunders, 29 South Market |
| 14 Baker & Co., 34 Court square | 84 Downing, 33 South Market | 165 Lampert & Bro's, 32 Court sq. | 239 Savage, 48 North Market |
| 15 Baker J. 5 Congress sq., 3 Wash., 6 and 32 Court sq., 41 N. Market | 85 Drake, 34 Court square | 166 Law, 5 Congress square | 240 Savell & Co., 8 Court |
| 16 Baker W. K. 5 Congress sq., 35 S. Market | 86 Drew, 47 N. Market | 167 Lavelle, 5 Congress square | 241 Savory & Co., 32 Court square |
| 17 Baldwin, 3 Washington | 87 Dudley, 19 Elm and 3 Wash. | 168 Leiland, 41 North Market | 242 Sawin, 34 Court square |
| 18 Barker G. H. 34 Court square | 90 Eastman, 3 Washington, 48 Liberty sq. | 167 Leonard, 8 Court | 243 Sawyer, 6 Court square |
| 19 Barrett & Co. Washington | 91 Eaton, 3 Wash. 46 and 27 North Market, 3 Washington | 167a Lincoln, 6 Court square | 244 Seaver, 8 Merchants row |
| 20 Batchelder, 32 Court square | 92 Eaton, 3 Washington | 167b Lincoln, 40 Elm | 245 Shackley, 41 N. Market |
| 21 Bayley, 5 Congress square | 93 Earle Ex. Co., 33 Court square | 168 Little, 8 Court | 246 Shea, 19 Merchants row |
| 22 Beal, 11 State | 94 Ederly, 5 Congress square, 27 North Market | 170 Livermore, 6 Court square | 247 Sherman, 5 Congress square |
| 23 Beal, 34 Court square | 95 Ellis, 7 Union | 171 Lord, 5 Congress square, 35 South Market | 248 Simons, 8 Court |
| 24 Beckwith, 8 Court, 34 Court sq. | 97 Emerston, 17 Merchants row | 172 Lord, 34 Court sq., 54 Brattle | 248a Smith, 27 North Market |
| 25 Bell & Bailey, 41 North Market | 99 Fay, 34 Court square | 172a Lovring, 52 Elm | 249 Smith, 41 North Market |
| 26 Benjamin & Co., 3 Washington | 101 Favor, 5 Congress square | 173 Lowe, 1 Fulton | 251 Smith, 32 Court square |
| 27 Bent, 35 So. Market | 102 Finson, 32 Court sq., 5 Congress sq. | 174 Lufkin, 6 Court square | 252 Smith, 3 Washington, 48 Liberty square |
| 28 Beros, 11 State & 17 Merch. row | 103 Fisher, 34 Court square | 175 Lyons, 13 Clinton | 253 Soble, 48 Liberty square |
| 29 Bettinson, 5 Congress square | 104 Fiske & Co., 39 Court square | 176 Lovell, 40 Elm | 254 Stone, 34 Court square |
| 30 Bicknell, 3 Washington | 105 Fitz Geo. C. 32 Court sq., 5 Congress sq. | 177 Marshall J. M., 32 Court square | 255 Stowell, 3 Washington |
| 31 Billings, 21 South Market, 5 Congress square | 106 Foulds, 6 Congress square | 178 Marshall, 8 Court | 256 Studley, 11 State |
| 32 Bowyer, 54 Brattle | 107 Fowle, 41 N. Market | 179 McIntosh, 3 Washington | 257 Tainter, 6 Court sq., 11 F.H. sq. |
| 33 Bowditch, 48 Liberty sq. | 108 Forbes, 32 Court square | 180 Matthews, 101 State | 258 Tainter, 3 Wash., 27 N. Market |
| 34 Boyden, 11 Faneuil Hall sq. | 109 Ford, 3 Washington | 181 Mellus, 35 South Market | 259 Taylor, 6 Court square |
| 35 Bradford, 6 Court square | 110 Foster, 40 Elm | 182 Merritt & Co., 5 Merchants row | 260 Thayer, 34 Court square |
| 36 Bragdon, 12 Blackstone | 111 Freeman & Co., 84 Washington | 183 Messenger, 5 Congress square, 3 Merchants row | 261 Thompson, 8 Court |
| 37 Brewer, 5 Congress sq. | 112 Furnald, 37 S. Market, 3 Wash. | 184 Miller, 16 Merchants row | 262 Thompson & Co., 6 Court |
| 38 Brigham, 55 Exchange | 113 George & Co., 32 Court square | 185 Moore, 5 Congress square | 263 Thompson, 3 Washington |
| 39 British and American Express Co., 39 Court square | 114 Gibbs & Co., 6 Court square | 187 Morrill & Co., 33 Court sq. | 264 Tilden, 34 Court square |
| 40 Brooks, 40 Elm | 115 Gill, 41 North Market | 188 Morse, 75 Cornhill, 40 S. Market | 265 Towns, 34 Court sq., 35 South Market |
| 41 Brown, 5 Congress square | 115a Gilman, 5 Congress square, 8 Court | 189 Moulton, 41 N. Market | 266 Townsend, 32 Court square |
| 42 Brown B. 5 Congress square | 116 Gould, 11 State | 190a Moulton, 40 Elm | 270 Tracy, 3 Washington |
| 43 Brown, 11 State | 116a Gould Ira, 48 Liberty square | 191 Moulton & Davis, 34 Court sq., 5 Cong. sq., 16 Merchants row | 271 Treat, 5 Congress square |
| 44 Buck, 8 Court, 3 Washington | 116b Grace, 5 Congress sq., 48 Liberty sq. | 192 Murray, 8 Court | 272 Trowbridge, 34 Court square, 5 Congress sq. |
| 45 Buell, 41 North Market | 117 Groat, 3 Washington, 32 Court square | 193 National Ex. Co., 40 Court sq. | 273 Tuck & Co., 8 Court, 5 Congress square |
| 46 Butler, 34 Court sq., 41 North Market, and 17 Union | 118 Griffin, 5 Congress square, 3 Wash. and 19 F.H. Market | 194 Newhall & Co., 41 N. Market | 274 Tufts, 6 Court |
| 46a Buttick & Barlett, 5 Congress sq., 41 N. Market | 119 Gray, 27 North Market | 195 Nile, 8 Court | 275 Wait, 34 Brattle |
| 47 Burrill, 41 North Market, and 1 South Market | 121 Gunnison & Co., 32 Court sq. | 196 Noyes, 48 Liberty square | 277 Ware & Co., 34 Court square |
| 48 Burnham, 5 Wash. and 1 Fulton | 122 Hall, 34 Court sq., 29 S. Market | 197 Orcutt, 35 South Market | 278 Webber, 54 Brattle |
| 49 Canney, 3 Washington | 123 Hancock M. W., 3 Washington | 198 Odlin & Co., 5 Congress sq., 8 Court | 280 Wells, 6 Court square, 5 Congress square |
| 49a Caoney & Co., 32 Court sq. | 124 Harsden, 7 State | 199 Parks, 41 North Market | 291 Wells, Fargo & Co., 40 Court sq. |
| 50 Carter, 34 Court square | 125 Hardwick, 34 Court sq., 40 S. Market | 200 Parker, 8 Court, 1 F. H. square | 282 Whall C. E., 5 Congress square |
| 51 Champion, 35 South Market, 10 Merchants' row, 5 Congress sq. | 126 Hardy, 8 Court sq. | 202 Parker, 34 Court square | 283 Wheeler, 6 Court square |
| 51a Chase, 6 Court sq. | 127 Harnden Express, 8 Court | 204 Parker, 34 Elm | 284 Whitmarsh, 8 Washington |
| 51b Chandler, 3 Washington | 128 Hayward & Co., 3 Washington | 206 Parks, 43 North Market | 285 White, 11 Faneuil Hall square |
| 52 Cheeny, 3 Washington | 129 Haskins, 32 Court square | 207 Paulding, 11 State | 286 White, 40 Elm |
| 53 Cheney & Co., 40 Court sq. | 130 Hatch, 40 Elm | 208 Penniman & Co., 34 Court sq. | 287 Whittemore, 3 Wash., 40 South Market |
| 54 Cheney, Fiske & Co., 40 Court sq. | 131 Hatch, Gray & Co., 34 Court sq. | 210 Persons, 6 Court square | 288 Whitten & Barrows, 40 Elm |
| 55 Cheney, Hill & Co., 40 Court sq. | 132 Henderson & Co., 6 Court sq. | 211 Perkins, 34 Elm | 289 Williams, 20 Water |
| 56 Critchett & Mender, 41 N. Mark. | 133 Herring, 5 Congress square | 212a Perkins, 6 Court square | 290 Williams, 34 Court square |
| 57 Critchett & Co., 41 N. Market | 134 Hibbard, 34 Court sq., 21 S. Market | 212 Perkins E. D., 41 No. Market | 290a Wilson, 3 Washington |
| 58 Crummett, 34 Court square | 136 Hilton, 5 Congress square | 213 Pettengill, 11 State | 291 Wilson & Wood, 35 S. Market |
| 59a Colburn, 34 Court square | 137 Hobart, 34 Court sq., 40 F. H. Market, 50 Kilby | 214 Pickett, 5 Congress square | 292 Winchester & Co., 32 Court sq., 5 Congress square |
| 60 Cole, 3 Washington | 138 Hobbs & Pratt, 34 Court sq., 4 Gerrish Block | 215 Pierce, 5 Congress sq., 41 N. Market | 293 Winn, 3 Washington |
| 61 Collamore, 33 N. Market | 139 Holden, 41 N. Market, 52 Elm | 217 Pierce F. 41 N. Market | 294 Winslow, 34 Court square |
| 62 Conant, 54 Brattle st., 47 F. H. Market, Union Railway office | 140 Holmes, 34 Court square | 218 Pierce, 6 Court square | 295 Witherell & Co., 34 Court sq. |
| 63 Conant, 5 Congress square | 145 Howe & Co., 5 Congress square | 220 Potter, 6 Court square | 296 Willcomb, 3 Washington, 5 Congress square |
| 64 Cooper, 8 Court | 146 Howe J. W., 12 Market sq., 5 Congress square | 221 Prescott, 100 Washington | 297 Woodbridge, 34 Court square, 46 North Market |
| 65 Cooper H. & Co., 52 Court | 147 Howard H. L. 5 Congress sq. | 222 Prince, 11 State | 297a Yates, 23 Dock square |
| 66 Cook, 6 Court sq. | 147a Hunt, 40 Elm | 223 Purcell & Fowle, 41 N. Market | 298 Young, 34 Court sq., 3 Wash. |
| 67a Cook, 3 Washington | | 224 Putnam, 1 Fulton | |
| 68 Converse & Co., 34 Court sq., 5 Congress sq. | | 225 Randall, 40 Elm | |
| 69 Coverly, 6 Court sq., 3 Wash. | | 227 Raymond, 40 Elm | |

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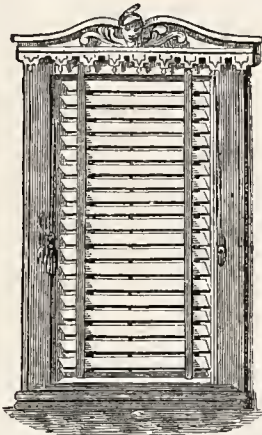
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Richards J. L. jr. 7 Brattle sq.
Riecka Henry, 2 Prov. c. School
Rogers Wm. 17 U. S. Hotel
Schubert A. 783 Washington
Shipley S. 230 Hanover
Smith H. W. 20 Washington
Stross S. 121 Court
Tarhell E. 101 Dorchester av.
Toland Joho, 107 Dorchester av.
Wasckel E. 3 Tremont Temple
Whittemore Joel, 359 Washington
Willard S. & Soo, 9 Congress
Wood N. G. 9 and 11 Hsoover

Wooden Ware, &c.

Allan George W. 458 Harrison av.
Bridgman & Peabody, 8 F. Hall sq.
Carter John F. 48 Clinton
Cummings D. & Co. 41 S. Market
Dexter R. & S. O. 21 Broad
Dickinson, Lincoln & Co. 15 F. H. sq.
Eaton, Jones & Co. 6 Holmes blk.
Howe N. & J. & Co. 30 North Market
Ladd R. Fletcher & Co. 59 Broad
Lappen O. & Co. 26 Dock sq.
Marsh S. W. 26 Broad
Murdock E. jr. 42 S. Market
Saunders Kendall P. 534 Wash.
Smith Dwight, 66 Broad
Smith E. P. & C. E. 143 Milk
Sitnpsan C. M. 721 Washington
Warner R. & Co. 36 Comm'l

Window Glass.

Cook J. M. 125 Coogress
Damon, Sherburne & Co. 87 Friend
Henshaw C. C. 154 State
Page & Robbins, 131 State
Tuttle, Gatfield & Co. 10 Mer. row

Wines, Teas, &c.

Codman Edward & Co. 47 Kilby
Foster John O. H. Tremont
Pierce S. S., Tremont, cor. Court
Williams J. D. & M. 185 State

Watches, Tools, &c.

Harwood Bros. 247 Washington
Smith H. W. 29 Washington

Weighers & Gaugers.

Bliss L. 31 India
Brewer Nathan'l & Son, 11 Cen'l wh.
Bullard Isaac, foot Hanover
Calef James A. 22 Lewis whf.
Child T. H. 34 Commercial whf.
Cleaves Nathaniel, 3 Central whf.
Connor Wm. 15 Lewis whf.
Crane H. N. 20 Lewis whf.
Crowell N. jr. 20 Commercial whf.
Daniels Chas. P. 5 Central wharf
Davis F. C. 13 Central whf.
Dillaway Samuel, 28 Central whf.
Estoo David S. 333 Commercial
Ellery A. H. Lewis wharf
Ellery Wm. H. Lewis wharf
Emerson Henry, 334 Federal
Gould Beaz. T., Grad' Junc. whf.
E. B.
Hockey Joseph, 15 Lewis wharf
Hesley B. T. 6 Lewis wharf
Johnson N. 48 India whf.
Kidder D. T. 17 Rowe's wharf
Lane Samuel, head Union whf.
Livermore S. B. 153 Commercial
Lombard Ang. 49 Lewis, E. B.
McCullum John, 4 Central whf.
Madge L. D. head India wharf
Nickerson J. G. 106 Commercial
Orday Aroo, 150 State
Orday B. H. 23 India
Pelron A. L. 6 Lewis whf.
Sivert James W. 8 Central whf.
Sweet Nathaniel, 34 Central whf.
Uraon Joseph, 340 Commercial
Viola R. O. & Bro. 12 Lewis whf.

Willow Workers.

Partheimuller F. 21 Dock square

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Nickerson's Wharves, E. Boston

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Fowle Chas. L. & Co. 282 Wash.

Watches, Jewelry, and Silver-Ware.

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Badger Geo. A. 43 Leveret
Baer N. 391 Washington
Bailey, Chapman & Co. 295 Wash.
Baker F. 10 Washington
Bigelow Bro. & Kennard, 219 Wash.
Burbank A. F. & Co. 217 Wash.

Court A. G. 371 Washington
Crosby C. A. W. 231 Washington
Crosby, Hunnewell & Morse, 240
Washington
Currier & Trott, 148 Washington
Essenden Wm. B. 151 Washington
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Gooding Josiah, 83 Washington
Gray & Libby, 159 Wash.

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Guild Henry, 2 Winter
Haddock, Lincoln & Foss, Court,
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Hopkinson G. C. & J. F. & Co. 14
Hanover
Horn Edwin B. 18 Hanover
Jenkins N. 4 Coolidge building
Kelley A. B. 767 Washington
Kibbee G. A. 22 Salem

Mudge Geo. A. 185 Washington
Myers S. & J. 16 Hanover
Palmer & Bacheliers, 91 Wash.
Shreve, Brown & Co., 226 Wash.
Smith Edwin, 11 Tremont row
Spear Henry T. 89 Wash. (Wash.)
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Jones C. E., Bartlett's wharf
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Chamberlain S., Beach, c. Cove
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Garing Chas., Suffolk, n. Castle
Greer Joseph jr. 88 Beverly
Griffin Wm. & Co. 419 Tremont
Hooker David S. 51 Sumner, E. B.
Lakin Sylvester, 353 Broad
Lally & Lenahan, 13 First
McCue Jas., Richmond, n. Fulton
Miley Thomas, Dorchester, n. First
Norris I. B. 8 Travers
Perry Bradford, 917 Wash.
Pingman Henry, E. Castle
Room W. H., Chelsea, n. Saratoga
Russell J. W. 90 Portland

Stone M. P. 87 Beverly
Stone Wm. P., Second, near B
Vanstone W. 55 Sumner, E. B.

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Coffin Geo. S. 143 Federal
Coolidge Wm. D. 34 Pearl
Denny, Rice & Co. 43 Franklin
Hallowell & Howland, 131 Federal
Hurd, Bowers & Willard, 189 State
Kendall H. R. & Son, 37 Battery-
march
Livermore & Morse, 98 Pearl
Pettibone H. A. & Co. 44 Kilby
(broker)
Proctor M. S. 34 Pearl
Snyder C. B. 23 Water (broker)
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Eldredge John F. 42 Milk
Flint J. S. 56 Court
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Homer Wm. P. 60 Federal
Horkeimer W., Norfolk place, opp.
Adams House
Kimball C. M. 631 Washington
Morden G. H. over City Scales,
Haymarket sq. (manuf.)
Marden & Hartsborn, 164 Court
Suarez M. S. 460 Washington
Wieczorek Hugo, 18 Avery

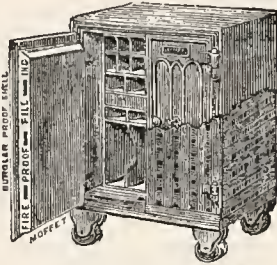
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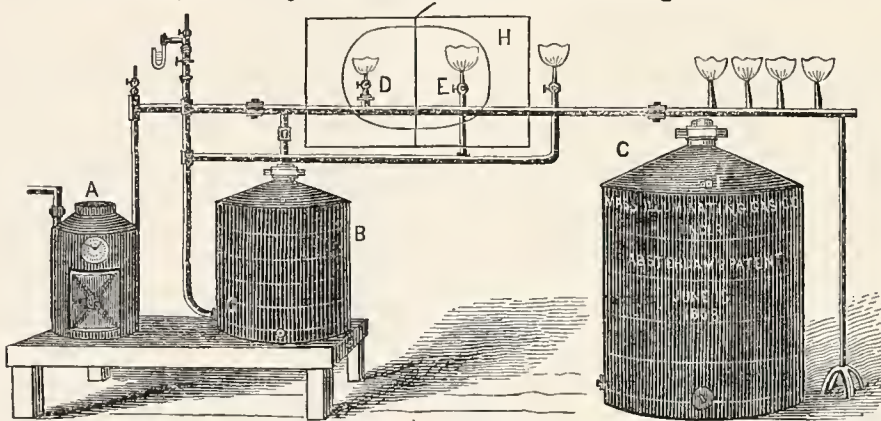
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This Company is owner of **ABSTERDAM'S PROCESS FOR ADDING CARBON TO COMMON COAL GAS**, for the State of Massachusetts, gives notice to all consumers that this improvement gives more light, brilliant, steady, without flickering, with a *saving of one half the quantity*, thus reducing the expense of gas fifty per cent. This Company place their **APPARATUS** into all establishments, and furnish the materials and labor at *their own expense, and receive as their only compensation one half the savings*. Families and others consuming from \$50 to \$200 per annum, can make special contracts for any term of time without a division of savings. The same advantages are offered to large consumers.

The plate above is a prospective elevation of the **APPARATUS**.

A, gas proof meter; B, apparatus; C, larger size apparatus; D, burner consuming three cubic feet per hour; E, a burner consuming six cubic feet per hour; F, inlet for the carbon oil twice a year; G, Inlet of gas to the apparatus (partaking of the vapors of the oil) to the burners; H is the photometer. This arrangement demonstrates that the light from a three-foot burner of carbonized gas gives much more light than a six-foot burner which consumes double the quantity of common coal gas. The introduction of this improvement of gas throughout the state will be of great advantage to consumers, and eventually benefit the present gas companies, extending as it will the number of consumers, it being an acknowledged fact, that this improvement in coal gas makes the use of coal gas more convenient and more economical than all other known modes of illumination, and must increase coal gas companies in every town.

JOHN HARTSHORN, President.

PROOF OF SAVING.—Every consumer can tell the quantity of gas he now uses per hour by his own meter. This Company, by placing their apparatus in any establishment, change the burners to consume but one-half the quantity of carbonized gas per hour, which can be tested by the same meter, and which will give more than **EQUAL LIGHT**, with one-half the quantity of gas (steady, — without flickering, — without the impurities of carbonic acid), consequently, with a **SAVING OF FIFTY PER CENT**; the gas bills giving the true amount of savings. This improvement is offered to consumers, and is placed free of expense (the Company dividing the savings with the consumer.) Many private families are now using the apparatus for the advantages it gives for light, not taking note of its economy. Without change of burners, the light is as three to one, with fifteen per cent less consumption.

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Having a Pier over seven hundred feet long, can offer great inducements in repairing Steamships, and other marine work, in the most efficient manner, and with great dispatch; and will further state, to persons desiring to examine my Works, that the Iron Steamships SOUTH CAROLINA and MASSACHUSETTS, and the machinery of U. S. sloop-of-war HARTFORD, are some of my recent construction.

Thankful for the liberal patronage heretofore bestowed, I hope by strict personal attention to insure its continuance.

OFFICE AT THE WORKS.

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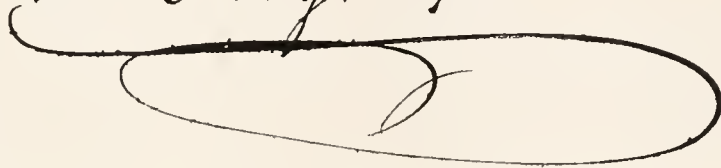
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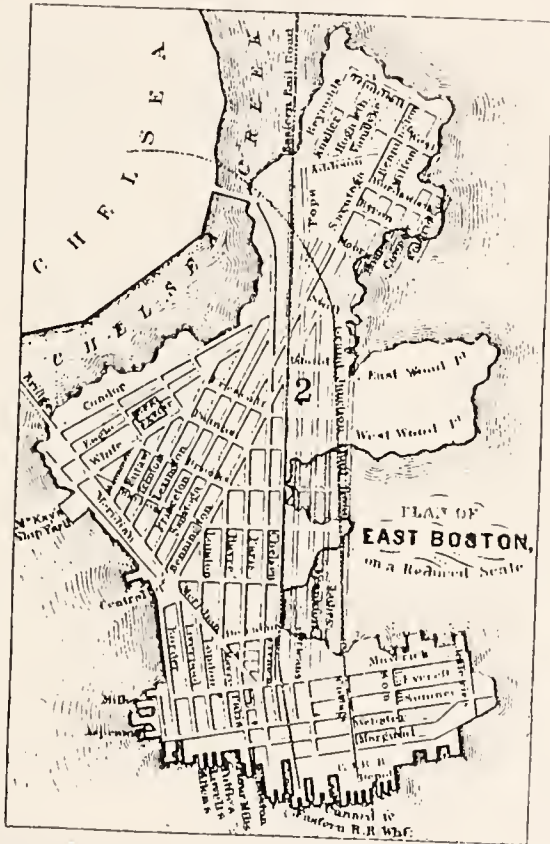
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(NEW MAP OF)
BOSTON,
 (Comprising the whole City.)
 with the new boundaries of the
WARDS.
 Designed expressly for the Boston Almanac for
 1863

- REFERENCE**
- | | |
|---|-----------------------------|
| 1 State House | 11 United States Court |
| 2 City Hall | 14 Tremont |
| 3 Custom House | 15 Howard Athenaeum |
| 4 Court House | 16 National Theatre |
| 5 Merchants Exchange | 17 Kneass Court |
| 6 Post Office | 18 Tremont House |
| 7 Faneuil Hall | 19 Rovers House |
| 8 Faneuil Hall Market | 20 United States Hotel |
| 9 Bowdoin | 21 Marlboro Hotel |
| 10 Museum | 22 Adams House |
| 11 Massachusetts Hospital | 23 American House |
| 12 Boston Theatre | 24 Winthrop House |
| 13 Music Hall | - Churches |
| 20 Parker House | Horse Rail Road |
| 27 POST OFFICE | 28 M. C. M. Assoc. Building |
| 30 Dumont & Moore's Printing & Binding Office | 29 Public Library |





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