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*Charles A. Murchell*

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**TRAVELER'S GUIDE**

FROM

**NEW YORK TO PHILADELPHIA,**

AND FROM

**PHILADELPHIA TO NEW YORK,**

**BY STEAM BOAT AND RAIL ROAD:**

**-CONTAINING**

Brief Notices of New York, Jersey City, Newark, Elizabethtown, Rahway, New Brunswick, Perth Amboy, South Amboy, Princeton, Trenton, Bordentown, Burlington, Bristol, Camden and Philadelphia; descriptions of all the points of interest on the steam-boat and rail-road routes between New York and Philadelphia; together with a list of the principal Hotels in the cities and towns; rates of cab-hire; and a variety of other information of importance to travelers.

**BY BENJAMIN MATTHIAS.**

PHILADELPHIA.—For Sale by James Harmstead, 38½ N. Fourth Street: and by Booksellers generally.

NEW YORK.—For sale by M. Y. Beach, office of "The Sun," corner of Fulton and Nassau street.

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## N O T E .

Excursion passengers from Philadelphia to New York bay, will find the outside trip from Amboy to New York, noticed on page 75.

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## P R E F A C E .

THE compiler begs to tender his sincere thanks to the Captains, Agents, and Conductors engaged on the steam-boat and rail-road lines referred to in this work, for their kindness in furnishing him with many of the facts here given. To several he is especially indebted for information which he found it difficult to obtain elsewhere, and to all he is under much obligation for their courteous treatment and polite answers to his numerous inquiries, as well as for their generous efforts in facilitating his general project.

The employment of suitable persons to manage a traveling route is a matter of deep concern to the traveling community, and the compiler believes that all who are in the habit of passing over the routes between New York and Philadelphia, will agree with him in opinion, that the officers engaged in their management are eminently distinguished for capability, as well as courtesy of manners, and a polite and obliging disposition. These qualities amply guarantee the comfort and gratification of the traveler.

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Entered according to an Act of Congress, in the year 1843, by BENJAMIN MATTHIAS, in the office of the Clerk of the District Court of the United States, in and for the Eastern District of Pennsylvania.

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J. VAN COURT, PRINTER, QUARRY ST., NEAR SECOND.

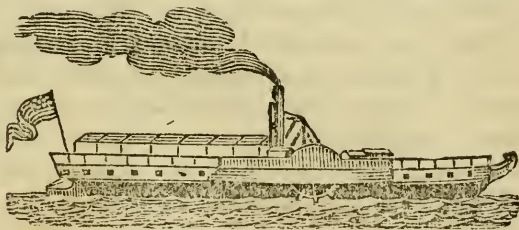
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ROUTE FROM NEW YORK TO SOUTH AMBOY,  
BY STEAM-BOAT.

☞ For route from Philadelphia to New York, see page 33.



THE boats belonging to the Company, at this end of the line, are the INDEPENDENCE, Capt. Forbes, and the SWAN, Capt. Fish. Both are excellent boats, and commanded by gentlemanly and experienced navigators. The Swan is now used, principally, as a transportation boat.

Leaving the wharf, near the BATTERY, in the commodious and elegant steamer Independence, our first business is to see that our baggage is carefully placed in the baggage cars, and the next to step to the Cap-

tain's office, and settle the fare. This over, we have leisure to observe that the boat is pursuing a south-west course across the beautiful bay, leaving behind the vast forests of masts on the North and East rivers, the hundreds of steamers and small craft plying about the waters, and the bustle and confusion of the great city of Gotham. On the left we pass GOVERNOR'S ISLAND, containing about seventy acres, upon which are Fort Columbus and Castle Williams. The former is a strong work in the shape of a star, on the south side of the island; the latter is on the north-west point of the island, built of stone, in a circular form, six hundred feet in circumference, sixty feet in height, and with three tiers of guns. On the right is GIBBET ISLAND, formerly a place where criminals were executed, and the spot upon which Gibbs was hung for piracy. Just beyond, on the same side, is BEDLOE'S ISLAND, upon which is a substantial fortification, lately much improved. This is a most beautiful place in the summer season. Below Governor's Island, on the left, is RED HOOK, and between the two places is BUTTERMILK CHANNEL, leading into the East river. The depth of water is sufficient for vessels of the largest class.

The land on our right hand is New Jersey; on our left, Long Island.

We have here, on our left, a beautiful view of "THE NARROWS," being the outlet to the sea for New York Bay, between Long Island and Staten Island. The Narrows are about eight miles from the city, and one-third of a mile in width. On the eastern, or Long Island shore, are Forts Hamilton and Lafayette, the latter of which is built on a reef of rocks, two hundred yards from the shore, where the former is situated, and has

three tiers of guns. On the Staten Island side are two fortresses, called Fort Tompkins and Fort Richmond. The United States Government has, since the last war with Great Britain, paid particular attention to these fortifications, and they are now considered amply sufficient for the defense of this important passage. A TELEGRAPH has been established on the heights of Staten Island, communicating by signals, with one in the business part of New York city, which gives early intelligence of arrivals or important events, when desired. The view of the Narrows is, at all times, exceedingly attractive.

Our boat continues in a south-west course, until we reach the LIGHT-HOUSE, on ROBBIN'S REEF, distant from New York about six miles. The reef or flat extends from the Jersey shore. The Light-house was erected about four years since. Here we incline more to the west, and very soon approach an arm of the sea called "THE KILLS," running between Bergen county, (N. J.) on the right, and Staten Island on the left.

Two and a half miles north of the bluff on Staten Island, on the left, is the QUARANTINE ground, where is usually to be seen, in warm weather, a great number of vessels lying at anchor, mostly from foreign ports, performing sanitary regulations, in order to prevent the diseases of foreign countries from infecting the commercial emporium. The quarantine ground is about five miles in circumference. Close by is the village of TOMPKINSVILLE, very pleasantly situated on the shore facing the bay. Steam-boats run, several times daily, between here and New York. On the north of the village are situated three spacious hospitals to the Lazaretto. The buildings and grounds are finely situated on rising ground, and show to great ad-

vantage from the water. The village contains a number of stores and taverns, churches for Methodists, Episcopalians and Presbyterians, and about one hundred and fifty dwellings.

Having fairly entered the "Kills," we have immediately on our left, the beautiful village of **NEW BRIGHTON**, a favorite summer residence for affluent families from New York. The grounds and buildings in this fashionable place of resort, display much taste and elegance. The Brighton Pavilion, situated near the steam-boat landing, is a large and splendid edifice, capable of accommodating a large number of visitors. A fine bathing establishment is erected near the hotel, for the convenience of the public who resort hither for health or amusement. An excellent seminary for young ladies, is established at Brighton. The steam-boat fare, between New Brighton and New York, is usually  $12\frac{1}{2}$  cents.

The point on the right, is called **CONSTABLE'S POINT**, near which an effort was made, some years since, to establish a Navy Yard, but the project signally failed. This stretch of land is called **BERGEN NECK**, being the lower part of Bergen county.\*

Passing New Brighton, we approach on the same side, the extensive building known as the "**SAILOR'S SNUG HARBOR**." This noble institution was founded

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\* Bergen county is about thirty miles long, and twenty-five broad, and forms a portion of the eastern part of the State of New Jersey. The land is generally rough, hilly and mountainous. There is a copper mine in the county, which was formerly productive, but it has been neglected for many years. This section of country was originally settled by the Dutch. The present population of Bergen county is 13,223.



by the will of Capt. Robert R. Randell, in 1801, who bequeathed a large landed estate in New York, the income of which was to be expended in supporting aged and disabled seamen. The number of inmates, at present, is between fifty and sixty, all old veterans, who in this establishment find a most comfortable retreat from the cares and toils of life. Immediately opposite, on the right, is NORTH EAST HARBOR, a safe retreat for vessels in a north-east gale.

The next village on the left, is called FACTORYVILLE. It contains nearly one hundred dwellings, besides several extensive manufactories, including a large dyeing and printing establishment. This is quite a flourishing place.\*

Half a mile beyond Factoryville is another village called PORT RICHMOND, containing a Bank, three churches, several stores, and about sixty dwellings. Several whaling vessels are owned by citizens of this place. Further on, on the same side, is a small village called JOHNSON'S DOCK, near to which is a landing called QUARRY DOCK. A large and very fine quarry of grey granite, lies about a mile and a half in

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\* Staten Island is celebrated for containing a number of beautiful sites for elegant mansions, as well as for its valuable farms, and the substantial character of its inhabitants. The island is hilly, and in some places quite rough, but the industry of its population has made the land exceedingly productive. Along the route we are now traveling, every appearance indicates comfort and happiness. The island is about eighteen miles in length, and has a medium breadth of between six and seven miles. The inhabitants are chiefly descendants of the Dutch and French, and are noted for their hospitality to strangers. The population of the whole island is about 11,000.

the rear. Oyster boats and other small craft, are built at Johnson's Dock.

Soon after passing this, we have on the left BERGEN POINT, and a fine view of NEWARK BAY, with the city of NEWARK in the distance. The bay is navigable up to the city of Newark, a distance of about ten miles. The little island at the mouth of the bay is called SHOOTER'S ISLAND, immediately opposite which, on the Staten Island side, is HOLLIN'S HOOK, a small village, built up principally by boatmen.\*

Here terminate "the Kills," and we next enter a narrow and crooked stream of water, extending from Newark bay to the bay of the Raritan river, called STATEN ISLAND SOUND. At the entrance there are extensive flats on each side of the channel, but just beyond, the depth of water is sufficient for very large vessels. This stream we follow the whole distance to Perth Amboy, where is also the termination of Staten Island. About a mile and a half from Shooter's Island, is ELIZABETHPORT, a new and thriving settlement, already containing several large and important manufactories, among which are iron works, rope walks, chair factories, &c. A rail-road extends from here to Somerville, a distance of seventeen miles. Elizabethport contains one or two churches, three or four hotels, and over one hundred dwellings. Daily intercourse with New York is maintained by steam-boats and rail-road.

Elizabethport is situated at the mouth of Elizabeth-

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\* Beyond Shooter's Island, the navigation is sometimes, at very low tides, exceedingly difficult: and the steam-boats running to Amboy are occasionally obliged to make the outer trip, that is, run outside of Staten Island. The outside trip is also taken when the navigation is obstructed by ice.



town creek, a small stream extending up to, and beyond the town of that name. It is fifteen miles from New York, or half way between New York and Amboy.

Here commences an extensive range of flats, called **SALT MEADOWS**, which extend on each side of the river for about two miles. While going through the meadows, an extensive view of the country is afforded, but the prospect is deficient in interest.\* The Sound, as well as Newark bay, is celebrated for its fine oysters, the business of procuring and selling which, affords employment to a large number of persons.

Two miles from Elizabethport we pass, on the right, a small barren island called **BUCKWHEAT ISLAND**, just beyond which is another, of larger dimensions, called **DUNGAN'S ISLAND**. This also is barren, or covered only with salt meadows. Here, on the left, is **CRAWL'S RIVER**, a small stream leading to the village of **CHELSEA**, which we pass, near the shore, about a mile further. The river forms the island. Chelsea contains a number of very neat and comfortable dwellings. Just beyond Chelsea, on the right, is the mouth of **RAHWAY RIVER**, leading up to the town of Rahway, about three miles distant. Here the prospect greatly improves—the land is higher and more

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\* Nevertheless, the whole trip from New York to Amboy, by this route, is, in the summer season, exceedingly attractive. Indeed, few routes in our country, of the same length, can surpass this, taken as a whole, for beautiful scenery, charming villages, elegant country seats, and general points of interest. The steam-boat is usually from two to two and a quarter hours in making the trip between New York and Amboy.

undulating, and the general aspect of the country is smiling and cheerful.

About two and a half miles from Chelsea, on the left, is a small creek called FRESH KILLS, leading up to RICHMOND, the capital of the county of that name, distant between two and three miles. Richmond contains the county buildings, consisting of a court-house and jail; both small, but of sufficient size for the wants of the people—the jail being often without tenants. The village contains also, two churches, three taverns, several stores, and about fifty dwellings.

On the right is TUFT'S LANDING, or BLAZING STAR, containing two or three tolerably handsome residences. Just beyond, on the left, is ROSSVILLE, a small village, with a good hotel, and several very neat and elegant private mansions. This is a place of much resort in the summer season. The town takes its name from Col. Ross, a large landed proprietor, who has erected here a beautiful Gothic mansion, much admired by travelers on this route. It is a costly and extensive affair, and is really elegant, notwithstanding its sombre appearance. The village contains about twenty-five dwellings. A mile or two further, we pass, on the right, the village of WOODBRIDGE,\* distant about two miles from the Sound, and barely visible from the boat. The town contains a post-office, a church, a tavern, three stores, and a population of about five

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\* About a mile from Woodbridge, is a celebrated mineral spring called the SPA: the waters of which are said to be valuable in the cure of liver complaints, eruptions of the skin, &c. The Spa lies between Woodbridge and Perth Amboy, and is much resorted to by invalids during the summer months. In the immediate vicinity are a number of excellent boarding houses, for the accommodation of visitors.

hundred. This is about four miles from Perth Amboy. The scenery on both sides of the Sound is very beautiful in this vicinity; the farms are well cultivated, the productions of the soil valuable, and the farm houses of a neat and substantial character.

The point on the left is called **WILLOW POINT**, nearly opposite which, on the right, is the mouth of **WOODBRIDGE CREEK**, leading to the village just named. A short distance beyond this, on the right, is a long point, called **PLOUGH SHEAR POINT**, so named from its shape. At the distance of a mile or more from this place, we reach the city of **PERTH AMBOY**, where the boat stops for way passengers.

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### **PERTH AMBOY.**

Perth Amboy is advantageously situated at the head of Raritan bay, about twenty-five miles south-west of New York, and fourteen miles from Sandy Hook. It is bounded on the east by Staten Island Sound, and on the south by the Raritan river. It is a port of entry, and is one of the largest and safest harbors in the United States, though the landed proprietors appear to be sadly deficient in enterprise. Perth Amboy is easily approached from the sea by a broad channel, having generally fourteen feet of water and upwards. This place was early noticed by the English settlers in this vicinity, and was called by the aborigines *Ambo*, the Point. It was greatly resorted to by them on account of its fishery and oyster beds; the latter of which still exist here, and are, at the present time, celebrated for the fine quality of the oysters, which are taken in great abundance, in the immediate vicinity, giving em-

ployment to a great number of persons. Perth Amboy was first settled, and laid out into lots in 1683. Its present charter is dated 1784. The city is governed by a mayor, recorder, aldermen, common councilmen, sheriff, coroner, township officers, &c., elected annually by the people. The mayor, recorder, and aldermen have power to grant licences, and to hold a court of record. To induce the settlement of merchants here, the port was declared free, and they are exempt from taxation for twenty-five years. The city at present contains about 1300 inhabitants, a dozen or more stores, several taverns, churches for Episcopalians, Methodists, Baptists, and Presbyterians, several good boarding houses, and a number of good schools. Among the latter are a young ladies' seminary, kept by Mr. and Mrs. Halsey, and an academy for young gentlemen, by Mr. S. E. Woodbridge. There is an extensive pottery in the city, in which clay from South Amboy is chiefly used; but the chief business of the inhabitants is the oyster fishery, in which a capital of \$50,000, or upwards, is employed, and which yields a handsome annual profit. From its easy access by water, and its pleasant situation in the vicinity of the ocean,—affording delightful sea-bathing, Perth Amboy may be ranked as an agreeable and healthy place of resort, during the summer months. A few years since, a large hotel, called the Brighton House, was erected for the accommodation of visitors to this place, but owing to the want of patronage, it was discontinued, and is now converted into a handsome country seat. Among the manufactories of the place is one for furnishing Dr. Andrews's patent locks for doors, chests, banks, &c., known over the whole Union. Perth Amboy is two miles from South Amboy.

Opposite Perth Amboy is **TOTTEN'S LANDING**, containing a few dwelling houses and a ship yard.

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Leaving Perth Amboy, we at once open into **RARITAN BAY**, leading to the ocean on the left. **BILLOP'S POINT** is on the extreme end of Staten Island. Here are extensive flats, celebrated for fine oyster beds, some of which are as much as three or four miles in extent. On these flats, oysters are planted, and the business is found to be exceedingly profitable, while the quality of the oyster is much improved by this process. Fairly in the bay, we have, on our right, the **RARITAN RIVER**,\* extending up the country many miles, and embracing some beautiful scenery; and on our left, the outlet to the ocean, through Lower Raritan bay. **PRINCE'S BAY LIGHT-HOUSE**, the **HIGHLANDS of NEVERSINK**, and the **LIGHT-HOUSE on SANDY HOOK**, distant seventeen miles, are visible from the boat, in clear weather, forming a most interesting and attractive prospect.

Landing at **SOUTH AMBOY**, the baggage crates are hoisted, by powerful machinery, on the rail-road; and having shown their tickets at the gate of the depot, the

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\* The Raritan river is formed by two considerable streams, called the North and South branches,—the source of the one is in Morris county, that of the other in Hunterdon county. At Raritan hills, through which the river passes, is a small cascade of fifteen or twenty feet, between two rocks. Opposite to New Brunswick, the river is so shallow, that it is fordable at low water, for horses and carriages; but a little below, it deepens so fast, that a heavily-laden vessel may ride securely, at any time of tide. Copper ore has been found in the upper part of this river.



passengers take their seats in the cars, on the rail-road leading to Bordentown, distant thirty-five miles.

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### **SOUTH AMBOY.**

South Amboy is very prettily situated at the head of the Raritan bay, and mouth of the Raritan river. It is about fourteen miles east of New Brunswick. Here is a safe harbor for vessels, and deep water at the landing. The village is situated to the left of the landing. It contains a tolerably good hotel, a Methodist church, and about forty or fifty dwellings,—principally occupied by persons attached to the rail-road. The Company own most of the property in this vicinity. There is here an extensive manufactory of stone ware, made from clay obtained in the neighborhood, which is celebrated for its excellent quality. Population 1800.

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### **Route from South Amboy to Philadelphia,**

BY RAIL-ROAD.

From South Amboy, the rail-road, for several miles, runs through a country both sandy and dreary—deep cuts of barren sand hills, and low and unprofitable pines,—and presenting, of course, few objects of interest to the traveler. The tediousness of the route, however, is somewhat relieved by the mile posts, which skirt the way on our right, and mark the distances as we rapidly pass them. The mile posts extend all the way to Bordentown.

Losing sight of the bay, we pass at once into a country covered with light woods of pine and cedar, up a grade of forty feet to the mile,—the heaviest

grade on the whole road. On the grade is a heavy, deep cut, varying from twenty to fifty feet, in a country wretchedly poor and barren. This grade extends for about two miles. Between the 3d and 5th mile posts, (from Amboy,) the cutting is also very deep. Five miles from Amboy, we pass, on the left, the TOWNSHIP POOR HOUSE, a small frame building, as poor in appearance as the land upon which it is erected. Just beyond this, we go through what is called the DEVIL'S HALF ACRE, a remarkably barren spot, of some twenty acres, across which, in windy and stormy weather, the sand rolls in mountains. At the 7th mile post we cross a small stream, leading into the Raritan river, called TENNETT'S CREEK; just beyond which is another stream called SOUTH RIVER, also running into the Raritan. Here is a village, called SOUTH RIVER, containing two taverns, two stores, and from twenty-five to thirty small dwelling houses. This is a great depot for wood, which is brought here from the adjacent country, for the use of the locomotives. The country is rather more open, and, in places, under good cultivation. Two miles further, we arrive at

### SPOTSWOOD STATION,

Where the cars stop to take in wood and water. On the left, is the village of Spotswood, a thriving place; containing two churches, a grist mill, two taverns, and from forty to fifty dwellings. In the town there are, also, several establishments for manufacturing tobacco. Spotswood creek is crossed soon after leaving the Station.

Beyond the 12th mile post we cross a small stream, or pond, said to be celebrated for good fishing. Here we have, again, pine woods and barren sands, for some

distance. Some of the banks along the road have the appearance of containing marl, but the article is not rich enough to answer the purposes of manure. At the 14th mile post is WEST'S TURN OUT, where the cars stop to take in and let out passengers, and where there is a small village, of some half a dozen houses. Beyond this, we pass through an uncultivated country, covered with light pine woods.\* Passing the 15th mile post, we have, again, a tolerably deep cut through sandy hills, emerging from which the country presents a more interesting appearance—the quality of the land grows better, and the cleared portions appear to be under good cultivation. The little village of GRAVELLY HILL, is situated near the 16th mile post. Here there is a turn-out for the trains to pass each other. About a mile or two hence, we pass the village of CRANBERG, distant a mile or two on the right. The steeple of the Presbyterian church may be seen from the rail-road. Here we again pass through pine and cedar woods, and leaving the 19th mile post, reach a country rather better cultivated. Near the 21st mile post, is

### HIGHTSTOWN STATION,

And the village of that name, where the cars stop for passengers, and to take in wood and water. Passengers for Freehold, Monmouth county, Deal, Squam, Long Branch, &c. on the sea board, are landed here, during the summer season, both from New York and Philadelphia, and take stages to their places of destina-

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\* The character of the soil along this road, though unfavorable for cultivation, is excellent for rail-road purposes, and the Company have taken every possible precaution to guard against the effects of frost and snow. The road is based on a considerable depth of powdered stone.



tion. Hightstown creek runs close by the town. The village contains churches for Methodists, Baptists, and Presbyterians, three stores, three taverns, and nearly one hundred dwellings, all frame, and none of them remarkably neat or handsome.

From Hightstown to the 24th mile post, we find nothing of interest on either side of the road. The country is poor, the land woody, and the dwelling-houses small and unprepossessing in appearance. Beyond the 24th mile post, we pass, on the right, the small village of CENTREVILLE, containing a half dozen or more houses, and a small but neatly built church. At the 25th mile post, we cross a rivulet, upon which there are two or three mills. Beyond this, for several miles, we have the same uninteresting kind of country. At the 30th mile post, the appearance of things is decidedly better—the quality of the land is much improved, and the dwelling-houses look neat and comfortable. The population here is also more dense. About a mile further, on the left, is the village of YARDLEYVILLE, or SAND HILLS, containing some twenty or twenty-five houses. Here we cross the great road leading to TRENTON, which city is distant about three miles on the right. Beyond this, we cross, on a long bridge, the CROSSWICKS CREEK, a winding little stream which passes through the grounds of Count Survelliers, and empties into the Delaware at Bordentown. The stream has here a most singular and unusual bend, and the rail-road bridge crosses it twice. Beyond this the country is still improving, and some tolerably fine orchards are seen along the road.

About two miles from Bordentown, on the right, is a range of curious and singular buildings, with a white exterior, erected some years since, by Achille Murat,

son of Joachim Murat, once king of Naples, and nephew of Napoleon. The mansion-house, stables, &c., are all under one roof.

Just beyond this, we have, on the right, a neat white fence, marking the property of Count Survelliers, which continues for some distance, on our right hand. The grounds exhibit fine woods and parks, elegant lawns and graveled walks, and display, in the whole, much industry and skill, as well as neatness and taste. A fine view of the Count's mansion is obtained from the cars.

This brings us at once to the village of BORDENTOWN,\* and passing through a deep cut, and under two bridges, the last of which is substantially arched, we arrive at the usual stopping-place for way passengers.†

Emerging from this deep cut, we pass the branch road to Trenton and New Brunswick on the right, and at once open into a charming view of the Delaware river on the right. Half a mile further brings us to

### **BORDENTOWN STATION.**

From this place passengers from New York are sometimes conveyed to Philadelphia by steam-boat, and sometimes by rail-road to Camden. We shall follow the latter, at this time, and beg to refer the steam-boat passenger, for a description of the leading points of interest on the river, to our article commencing on page 33.

The locomotive being replenished with wood and

\* For a description of Bordentown, see page 42.

† The interesting appearance of the country, for the last few miles of the road, atones, in a great measure, for the barrenness of that between Amboy and Hightstown.

water, we leave the Company's depot, and run close along the river for some distance, having, on our left, a high bank, and on our right, an extended view of river scenery, and many charming prospects on the Pennsylvania shore. The village of WHITEHILL is on our left,—see page 42. Between two and three miles further, we reach BIDDLE'S CREEK, and the village of KINGCORAS, opposite the southern part of BIDDLE'S ISLAND. See page 41. Leaving this we lose sight of the river, and have a straight road for some miles, through a tolerably well cultivated, and rather interesting country. The farmers in this vicinity entered largely into the great mulberry delusion, which prevailed so extensively a few years since, and almost every patch of ground was, at one time, covered with mulberry trees.

At BURLINGTON the cars stop about five minutes, to take in and let out passengers. For description of this place, and the principal buildings near at hand, see page 39, and page 47.

About a mile from Burlington we cross a small creek, and again have a fine view of the river. On the Pennsylvania shore is BRISTOL COLLEGE, presenting a neat and imposing appearance. See page 38. The country around here is highly agreeable, and the land of good quality and well cultivated. Some of the peach orchards are very extensive, and furnish large quantities of this fruit for the Philadelphia market. Two or three miles further on, we pass a small and rather neat village, lying between the rail-road and the river, called COOPERSTOWN. It contains a very pretty church, and a number of comfortable dwellings. Beyond this, the country is more broken; but very fine orchards continue to line the road, until we arrive at

## RANCOCAS STATION,

On the river of that name, where the cars stop for water. MOUNT HOLLY is a few miles distant, on the left. Large quantities of pine wood are annually brought down this river for a market. This is eleven miles from Camden.

From Rancocas to PENSANQUIN CREEK and village, a distance of about four miles, we have a diversified country, of the same general character as that before noticed. Melons, peaches, &c., are raised in great abundance. The houses are small, but the population is more dense; and there is a manifest improvement in the appearance of the land, as we approach the city of Camden. Some fine views of river scenery are afforded on this stretch of the road, which is nearly straight from Rancocas to Pensauquin. Beyond this, we have a view of BRIDESBURG, on the Pennsylvania shore, and, in the course of a mile or two, the steeples of PHILADELPHIA, and the upper part of the city, are seen in the distance, on the right. The country is generally level, and tolerably well improved. Passing the FISH HOUSE, on the right, belonging to the Tamany Pea Shore Company, (see page 34,) we run close along the river shore, and speedily arrive at COOPER'S CREEK. From this place a short run brings us to the suburbs of CAMDEN. Passing a beautiful site called WOODLANDS, a great place of resort in the summer season, we have the city of CAMDEN on our right, and on our left, a new and rapidly improving settlement, called SOUTH CAMDEN. The Episcopal church, a very neat building, the Methodist Episcopal church, a new and handsome edifice, the city jail, and a number of pretty and commodious brick dwelling houses, are

passed on the right. Then, entering the depot, we leave the cars, and find, close at hand, a steam-boat to take us to Walnut street wharf, PHILADELPHIA.

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### SKETCH OF CAMDEN.

The healthy and flourishing city of Camden was first settled in 1681, by William Roydon. In 1782 it was regularly laid out by Jacob Cooper, whose family came from Camden, in Gloucestershire, England. The population of Camden in 1840, was 3366; it is now estimated at about 4000, including South Camden, and the village of Kaighnton. Camden was incorporated in 1828, with extensive boundaries. The oldest house is the tavern at English's Ferry. The places of worship are an Episcopal church, which has a tower; two Friend's meeting houses, and two Methodist churches. An excellent public school, and several private seminaries are within the limits of the city. The manufacture of carriages is carried on extensively in this place. There are several saw and grist mills, a piano forte manufactory, and two printing offices—from one of which a weekly paper is issued. There is a bookbindery at South Camden, and at Kaighnton an extensive glass factory, and also a pottery and an iron foundery. Camden is famous for its Jersey sausages, which are much in demand in the Philadelphia market. This branch of business employs a large number of hands.

A number of commodious ferry boats ply constantly between Camden and Philadelphia. Camden is the great *entrepot* of Philadelphia, at the terminus of the New York rail-road. Roads diverge from here to all parts of New Jersey, and be-



sides the rail-road to Bordentown north, there is one to the village of Woodbury, south. South Camden is the part of the city increasing most rapidly at present in buildings, population, and wealth. The ground slopes up very gradually from the river, mile or more, where there are many pleasing villas, cottages, and neat and commodious dwellings; all commanding a full view of the river and city.— This vicinity is considered remarkably healthy.— South Camden was laid out and founded by Richard Feters, and was originally called Fetersville.

Camden is a great resort for Philadelphians during the summer season, for rural recreations, the country air, and the pleasure of crossing the river. &c. There are several public gardens, charming for recreation and refreshment, and the pine woods in the immediate vicinity, afford delightful grounds for the sportsman, the naturalist, and the gentleman of leisure.

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The baggage cars are also taken on board the boat, and while making the trip across the river, the passengers have an opportunity of looking for their baggage, and engaging a porter, a number of whom are allowed to be on board. The usual charge for conveying one trunk, a reasonable distance, is twenty-five cents; for five or six trunks, one dollar.

A great number of hacks and cabs will be found on the wharf. The rates of fare, as established by law, are as follows:—

#### HACKNEY COACHES.

1. For conveying one passenger from any place east of Broad street, to any other place east of Broad street, within the city limits,—25 cents.

2. For conveying one passenger from any place west of Broad street, to any other place west of Broad street, within the city limits,—25 cents.

Each additional passenger, 25 cents.

☞ Net more than FOUR PASSAGES to be charged for any one carriage.

3. For conveying one passenger from any place east of Broad street, to any place west of Broad street, or from any place west of said street, to any place east of the same, within the city limits,—50 cents.

If more than one passenger, then for each passenger, 25 cts.

4. For conveying one or more passengers in any other direction within the limits of the pavement, for each passenger per mile,—25 cents.

5. For conveying one or more passengers, when a carriage is employed by the hour,—\$1 per hour.

And at the same rate for a longer period.

**BAGGAGE.**

1. For each trunk or other baggage placed inside, at the owner's request, and which would exclude a passenger, for each passenger that might be excluded thereby,—25 cents.

2. For each trunk, &c. placed outside,—12½ cents.

Baggage placed outside not to pay more in the whole than 25 cents.

☞ PENALTY for exceeding the above charges, FIVE DOLLARS.

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**C A B S .**

1. For conveying one passenger from any place east of the centre of Broad street, to any other place east of the centre of Broad street; or from any place west of the centre of Broad street, to any other place west of the centre of Broad street, within the city limits,—25 cents.

Each additional passenger, 12½ cents.

2. For conveying one passenger from any place east of the centre of Broad street, to any other place west of the centre of Broad street; or from any place west of the centre of Broad street, to any other place east of the centre of Broad street, within the city limits,—37½ cents.

Each additional passenger, 12½ cents.

3. For the use of a Cab by the hour, within the city limits, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required; for each and every hour,—50 cents.

4. Whenever a Cab shall be detained, except as in the foregoing section, the owner or driver shall be allowed per hour,—50 cts.

And so, in proportion, for any part of an hour, exceeding fifteen minutes.

5. For conveying one or two persons, with reasonable baggage, to or from any of the steam-boats or rail-roads, (except the Trenton and New York Rail-Roads,)—50 cents.

More than two persons,—each 25 cents.

#### PENALTY.

For exceeding the above charges, or for refusing or neglecting, when unemployed, to convey any persons, or their baggage, to any place within the limits prescribed by the Ordinance, upon being applied to for that purpose, *Five Dollars*.

#### HOURS OF STARTING TO VARIOUS POINTS.

For Baltimore, at 6½ o'clock, A. M., and 4 P. M.

For New York, at 7 and 9 A. M., and 5 P. M.

For Reading, Pottsville, &c., at 10 o'clock, A. M.

For Lancaster, Harrisburg, Chambersburg, and Pittsburg, at 8 A. M., and 2 P. M. Depot, Market near Eighth st.

For West-Chester, at 8 A. M. Depot on Broad street.

For Germantown, Manayunk, Norristown, several trips daily.

For Wilmington, at several hours during the day.

For Delaware City, Smyrna, &c., daily, at 10 A. M.

For Salem, &c., by steam-boat, at 10 o'clock, A. M.

For Bethlehem, Allentown, &c., daily, at 4 A. M., from White Swan Hotel, Race street near Third.

For Tuckerton, and various other places in New Jersey, three times a week, from Market street Ferry.

For Bristol, Burlington, Bordentown and Trenton, several times daily, by rail-roads and steam-boats.

☞ As the hours of starting on the above lines, are frequently changed, the traveler should make inquiry respecting them, at the hotel at which he stops.



**BRIEF OUTLINE OF PHILADELPHIA.**

Philadelphia is situated on the narrowest part of the isthmus between the rivers Delaware and Schuylkill, and is the most regularly built city in the United States. The principal streets are one hundred feet wide, and the others not less than fifty. They are perfectly straight, and intersect each other at right angles. Many of them are beautifully shaded, all are well paved, and kept remarkably clean. Common sewers have been formed under most of the main streets, which carry the filth into the Delaware, and contribute to the comfort of the inhabitants. The houses exhibit an appearance of neatness, uniformity, and commodiousness, and most of them are ornamented with white marble steps and window sills. The principal streets are lighted with gas.

Manufactures of almost every description, are carried on to a very great extent, in Philadelphia and the immediate vicinity. As a publishing city, it is one of the greatest in the world. Its literary character has always been high, and the excellence of its daily, weekly, monthly, and quarterly periodicals, is known throughout the whole country. Its extensive book publishing establishments are excelled only by those of New York.

The literary, philosophical, and benevolent institutions of Philadelphia, are too numerous for a particular notice of each, in this brief sketch. The Philadelphia Library was founded by the illustrious Franklin, in the year 1731. It is situated on Fifth street below Chesnut, and contains over 42,000 volumes. The library of the Athenæum, is nearly opposite, where there is a most choice collection of valuable works, popular literature, and periodical publications. There are various other public libraries, the most valuable of which, are those belonging to the Academy of Natural Sciences, and that owned by the Philosophical Society. The Philadelphia Museum, founded by Peale, the most extensive collection of objects of natural history in America, occupies the upper part of a splendid new building on Ninth street below Chesnut. The Academy of Fine Arts was founded in

1805, and contains a valuable collection of paintings and statuary; among the latter are the Three Graces of Canova. The Pennsylvania University, the Jefferson Medical College, and the Pennsylvania College, embrace medical schools of a deservedly high reputation, and the number of students is immensely large. The faculty of these institutions is composed of some of the ablest medical gentlemen in the country. The Pennsylvania Hospital was founded in the year 1750. The buildings occupy an entire square, and in the front of them stands a leaden statue of William Penn. West's splendid picture of Christ healing the Sick, is kept in this institution, and is shown to strangers for a small gratuity. A branch of this establishment, for insane persons, has recently been organized on a most beautiful site a few miles from the city, west of the Schuylkill. The Asylums for Widows and Orphans are most praiseworthy institutions, as is also that for Indigent Widows. The Institution for the Deaf and Dumb, on Broad street, has been productive of much good. Wills' Hospital for the Blind, on Race street, is one of the noblest institutions of the city, and is doing much to promote the comfort and happiness of those afflicted with the loss of sight.

Among other meritorious associations, there are the Society for promoting Agriculture, the Franklin Institute, for encouraging the Mechanic Arts, the Horticultural Society, the Association for Disabled Firemen, the Preston Retreat, the Apprentices' Library, the several Dispensaries, the Musical Fund Society, the Seaman's Friend Society, the Magdalen Asylum, the Humane Society for the recovery of drowned persons, and the Union Benevolent Society, the object of which is to afford relief to the suffering poor throughout the whole city and districts.

There are about fifty public buildings in Philadelphia, and nearly one hundred churches. Of the churches three only have steeples, viz., Christ Church, on Second street, above Market, a very old edifice; St. Peters' Church, at the corner of Pine and Third street, and the Presbyterian Church on Arch street above Tenth. The two former have each a chime of bells. The First Presbyterian Church, on Washington Square, the Episcopal Churches on Eighth, Tenth, and Thir-

teenth street, and the new Methodist Church on Eighth street, are considered as furnishing, with many others, admirable specimens of architecture.

Of the public buildings, a few only can be noticed, and these, of course, will be those most likely to interest strangers. The Bank of the United States, on Chesnut street, is considered the most finished specimen of pure Grecian architecture in the Union. It is of white marble, with Doric columns in front. Nearly adjoining is the Philadelphia Bank, a very neat edifice. The Bank of Pennsylvania fronts two streets, Second and Dock, with Ionic columns, and is of white marble. The Girard Bank is a beautiful marble building with Corinthian columns, on Third street below Chesnut. The Exchange, at Dock and Walnut street, is among the most elegant, costly and extensive buildings in our city. The basement is occupied as the Post Office, and for brokers' offices, insurance companies, &c. The large hall used for "Change," is a most spacious room, with handsome columns, painted ceilings, &c. The Reading Room is adjoining. Mr. John C. Martin is the attentive and efficient superintendent, from whom the stranger is always sure of receiving the utmost courtesy. The State House, on Chesnut street, between Fifth and Sixth, is a long range of brick buildings, dear to the whole American people, on account of containing the room where the Declaration of Independence was reported and signed. Here are Court rooms, the Mayor's office, rooms for city and county officers, &c. A beautiful steeple is built upon the centre building. The Arcade is an imposing structure, leading from Chesnut to Carpenter street. It is fitted up with shops for the sale of every variety of fancy goods. The old Masonic Hall, on Chesnut street above Seventh, is in the Gothic style, and has been much admired. The building occupied as the Mint of the United States, fronts on Chesnut street near Broad, and is built entirely of white marble. The amount coined annually varies from two to three millions of dollars. The principal officer at present is Major Isaac Roach, a worthy and much esteemed citizen, formerly Mayor of the city. The mint was established in this city in 1791, and in 1829, the present building was

erected. It presents a front of one hundred and twenty-two feet, divided into a portico sixty-two feet long, and two wings each of thirty feet. The building is of the Ionic Order, taken from the celebrated Grecian temple on the river Ilissus, near Athens. It is open to visitors.

On the Ridge Road, a short distance from the city, are the splendid buildings of the Girard College. These are still unfinished, but no stranger should leave the city without paying them a visit. Two millions of dollars were appropriated by Mr. Girard, for the building and endowment of this college, and the gratuitous support and education of orphans. The main building is one hundred and ten by one hundred and sixty feet, three stories high, and sufficiently spacious for the accommodation of three hundred scholars. It is built entirely of white marble, and the fluted columns and caps are the richest things of the sort that have ever been seen in this country. The College is unquestionably a great ornament to the city, but the great delay in its completion is much to be regretted.

Philadelphia has three Theatres, and two establishments for the operations of Circus Companies, open at intervals. The Chesnut street Theatre, has a front of white marble, and presents a very chaste exterior. The Arch street Theatre also presents a very fair exterior. The front of Welch's Circus, formerly the National Theatre, on Chesnut street near Ninth, is occupied by stores.

The House of Refuge, an institution for the reformation of juvenile offenders, was founded in 1826; the building of which was effected in part by private donations. The plot of ground on which the Refuge is erected, is on the N. W. corner of Coates street and the Ridge Road. It is four hundred feet in length, and two hundred and thirty-one feet in breadth. The main edifice is ninety-two feet in length by thirty in depth, and is capable of lodging two hundred and seventy-nine persons. The annual expenses are about \$12,000. The Eastern Penitentiary, on Coates street, is a noble edifice, and well calculated to convey an idea of the external appearance of the castles of the middle ages, which contribute so eminently to embellish the scenery of Europe. It is built



in the Gothic style, and has the aspect of a fortress. It is of great extent. The wall is of granite, forty feet high, and incloses a square, six hundred and fifty feet each way. The convicts are all employed in various kinds of mechanical labour, in cells by themselves, and a portion of the proceeds of his work is paid to the convict on his liberation. The humane and rational system of discipline established, and so successfully maintained in this institution, has become a model for those of the other States, and for many in Europe. The County Prison, situated in Moyamensing, is a new and splendid building of great extent. This prison is also under the most efficient regulation.

The improvement in which Philadelphians take the most pride, is perhaps that connected with a plentiful supply of pure water from the Schuylkill river. This enterprise was commenced in 1797, when a reservoir was constructed on the Schuylkill, from which water was thrown, by a steam-engine, into a tunnel, and thence conveyed to another engine house on Broad and Market street, where it was again raised by a second engine, and distributed in pipes through the city. By this means, in Jan. 1801, water from the Schuylkill was first thrown into the city. An experience of ten years proved that a sufficient supply could not be obtained by this method, and in 1811, two larger engines were constructed, and an additional reservoir formed. Even these, however, were not satisfactory in their results, and the expense was found to be enormous. In 1819, the project of daming the Schuylkill, and erecting the works at Fairmount, was commenced, and in the course of a few years, completed. The result is most satisfactory. An unlimited amount of water is obtained, and at this time, the iron pipes through which it is conveyed to the city and districts, make, together, an extent of about one hundred and fifteen miles. The consumption in the summer months is about 4,500,000 gallons of water for twenty-four hours, and the reservoirs, which cover six acres of ground, and are one hundred and two feet above tide water, will contain a supply for ten days at that rate. The small water-rent charged to families, for the use of the Schuylkill water on

their premises, brings in a handsome revenue to the city. A new dam has recently been erected on the Schuylkill, and the grounds about Fairmount greatly improved. It is, perhaps, the most attractive place for strangers in the whole city.

Against the ravages of fire, Philadelphia is most efficiently protected. No city in the Union has a more prompt or active fire department. It is composed principally of young men, and the competition among the companies, to be first on the ground, and render the most service, is very great. There are about sixty independent Engine and Hose companies, owning splendid fire apparatus. Many of the hose carriages are models of beauty, and most of the engines are built in the most elegant and substantial manner. They will project water to the distance of about two hundred feet. The fire companies are supported partly by individual subscriptions, and partly by appropriations from the city and districts.

The Public Squares should not be forgotten. They reflect great credit on the wisdom and foresight of Penn, by whom they were designed, and are much prized by the citizens, who make them a place of great resort. In the Franklin Square, in the north part of the city, there is a beautiful fountain.

Every stranger is struck with the excellence of the Philadelphia markets, and a walk on a market day through the market-houses on High street, which extend about a mile in length, is really a matter of curiosity. The supply of articles is immense, and the air of neatness and cleanliness which prevails, can scarcely be found, to the same extent, in any other city. There are market houses of less extent in various parts of the suburbs of the city.

There are two bridges across the Schuylkill at Philadelphia, both of which are free. The Permanent bridge at Market street, is 1300 feet in length, and cost about \$275,000. The new Wire bridge, at Fairmount, just completed, is universally admired for its light and beautiful appearance. The view of the river and adjacent country from this bridge, is truly magnificent.

In the matter of Education, Philadelphia has ever been distinguished. It has a vast number of private seminaries, boarding schools, &c., of the highest character, but the praiseworthy system of Public Schools, so generally in operation, is the leading feature of its education at present. These schools are found in all parts of the city and suburbs, well filled with pupils of all classes, the rich as well as the poor, and conducted by able and efficient teachers. For education in the higher branches, an High School has been established on Juniper street near Market, which is filled with pupils from the Public Schools. This school is under the charge of experienced professors, at the head of whom, until recently, stood Professor A. D. Bache. On the High School there is an Observatory, and the most valuable astronomical apparatus to be found in the United States. For admission into the High School, no other qualification is necessary, upon the part of the child of the humblest citizen, than a certain degree of proficiency in the lower branches, and a probation in some one of the Public Schools.

Philadelphia is divided, for municipal regulations, into the City proper, and the districts of the Northern Liberties, Kensington, Spring Garden, Southwark and Moyamensing, all of which are subdivided into wards, for each one of which there is an Alderman, elected by the people. The City is governed by a Mayor and Select and Common Councils, the Northern Liberties by a Mayor and District Commissioners, and the several districts by Commissioners, all of whom are elective officers. The population of Philadelphia is, by the late census, 258,832.

Philadelphia was founded in the year 1682, by William Penn. The name Philadelphia is derived from two Greek words, the first signifying "a friend," and the second "a brother." The Indian name of the place was *Coaquenaku*, or "the grove of tall pines." The front on the river Delaware extends a distance of between four and five miles.

Sept. 5, 1774, the members of the first congress convened

in Philadelphia, where they adopted that celebrated declaration of rights which may be considered the preface to the Declaration of Independence. Within two years after, the eternal separation of the United States from England was decreed by that august body, and proclaimed to the people from the State House. The Declaration of Independence is stated to have been written by Mr. Jefferson in a room in the building on Fourth street, known as the Indian Queen Hotel. Congress continued to sit at Philadelphia until the approach of the enemy, in the fall of 1776, compelled them to retire to Baltimore. The city fell into the possession of the British forces, Sept. 26, 1777, and they occupied it until the 18th of June following. During the remainder of the war it happily escaped the ravages of the enemy. Philadelphia was the seat of the State Government until the year 1800.

### PRINCIPAL HOTELS.

Washington House,	No. 223 Chesnut st.,	kept by H. J. Hartwell.
United States Hotel,	Chesnut above 4th,	" Thos. C. Ray.
Union Hotel,	152 Chesnut street,	" J. A. Jones.
Franklin Hotel,	Chesnut near 3d,	" J. M. Sanderson & Son.
Congress Hall,	83 Chesnut street,	" J. Sturdivant.
Merchants' Hotel,	4th above High st.,	" E. N. Bridges.
Tremont House,	Chesnut below 4th,	" Mr. Herr.
Indian Queen Hotel,	4th above Chesnut,	" Jesse Righter.
Walnut st. House,	No. 2 Walnut st.,	" J. B. Bloodgood.
Baltimore House,	Dock and Front st.,	" W. S. Berrill.
Madison House,	39 North Second st.,	" G. Ferrce.
Mount Vernon House,	95 North Second st.,	" Wm. Field.
City Hotel,	Third near Arch st.,	" R. W. Dunlap.
Golden Swan,	Third above Arch st.,	" Chas. Wise.
White Swan,	203 Sassafras st.,	" John Webb.
Mansion House Hotel,	Market and 11th st.,	" John Horter.
Second st. House,	42 North Second st.,	" Joseph Hall.
Western Exchange,	High, west of Broad,	" R. Boyle.
Western Hotel,	288 Market street,	" Wm. Arbuckle.
Red Lion Hotel,	200 Market street,	" C. Brower.
Market street Ferry,	Market st. wharf,	" Israel Scattergood.
Arch street House,	Arch st. wharf,	" C. Champion.
Black Bear Inn,	Fifth st. near High,	" H. H. Horne.
Broad st. House,	Broad and Vine st.,	" R. Crozier.
Bull's Head,	253 North Third st.,	" W. Craige.
National Hotel,	Market and 9th st.,	" Jas. Quinlan,
Merchants' House,	3d above Callowhill,	" Dungan & Pike.



R O U T E  
FROM  
PHILADELPHIA TO NEW YORK.

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FROM PHILADELPHIA TO BORDENTOWN,  
BY STEAM-BOAT.

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*For sketch of route to New York by Rail-Road, see page 45.*

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The boats on the Delaware owned by the Company, are the New Philadelphia, Capt. Hinkle, and the Trenton, Capt. Kester. Both are steamers of the first class in point of size, finish and speed, and their commanders enjoy an eminent degree of popularity with our citizens, for courtesy, gallantry, and an uniform gentlemanly deportment.

Leaving the lower side of Chesnut street wharf, we have the upper part of the city and suburbs before us, in the form of a crescent, extending for two or three miles, and conveying the idea of an immensely large city. The view is beautiful and imposing. On the right is the north end of SMITH'S ISLAND, which, at low water, extends as far up as Kensington. On the Jersey shore is COOPER'S POINT, and the mouth of Cooper's creek. The Point is an old ferry establishment, whence steam-boats ply to Arch street wharf, and Maiden street wharf, Kensington. Smith's Island increases very fast towards the north. In the crescent we see a large range of stores and warehouses, lumber yards, coal-depots, factories, shipping, &c., and a number of ship yards, with vessels of all sizes on the stocks; also, at the distance of two or three squares from the

river, the new and handsome steeple erected on the German Lutheran Church on Brown street. In busy seasons the whole river front presents an aspect at once interesting and exciting.

Opposite DYOTTVILLE GLASS WORKS, which the stranger will readily recognise by the white buildings with brick chimneys, and the immense masses of coal, cinders, &c., lying near, is PETTY'S ISLAND, a fine grazing island, about two miles long, and half a mile wide. It runs nearly east and west. The wreck of the old Revolutionary ship Alliance, lies on the north side of this island. The timbers may be seen from the boat, unless the tide is very full. The wreck is, however, rapidly diminishing, as pieces are frequently taken away by citizens, to furnish materials for making canes and other matters, as mementoes of this primitive man-of-war.

Just beyond Dyottville, on the same side of the river, is the extensive depot of the Reading and Pottsville Rail-Road Company, a branch of which rail-road extends to a spacious wharf at this place. The arrangements for loading vessels are admirably contrived, and immense quantities of coal, for eastern markets, are annually taken from this wharf. Coal brought from Pottsville in the morning, may be loaded in vessels and shipped to sea on the same day. Adjacent to the depot is the village of RICHMOND, to which large quantities of lumber, on rafts, are brought from up the river, in the spring of the year. The rafts sometimes extend for miles, and hither the lumbermen of the city usually resort to make purchases. Richmond contains about fifty dwelling-houses, and one or more churches.

Nearly opposite, in a cove on the Jersey shore, is the TAMANY PEA SHORE FISH HOUSE, to which many

parties resort in the summer season, for recreation and amusement. It is a delightful place and is deservedly popular.

On the Pennsylvania shore is **FIVE MILE POINT**, or **POINT-NO-POINT**, so called, because as you approach it, the appearance of a point extending into the river is presented, but when immediately opposite, this appearance is altogether lost. At this place there is much made ground, as the tide, not many years since, flowed back more than half a mile.

Three miles above Richmond, on the same side, is the village of **BRIDESBURG**, containing a number of valuable manufacturing establishments, and about seventy dwellings, including a number of handsome country seats. The river front, in the summer season, is exceedingly beautiful. Gardens extending down to the water, neat white fences, and luxuriant trees, give to this place a most charming prospect as we pass it in the steamer. Back of Bridesburg, about half a mile from the river, is the extensive establishment known as the **U. S. ARSENAL**. It was commenced during the late war, and now consists of six large stone buildings, forming a square, besides workshops and magazines. It is one of the principal depots for small arms, nitre, flints, &c., and contains, at this time, about fifty thousand stands of small arms. This Arsenal is one of the handsomest military stations in the United States. The powder magazine is capable of containing more than half a million of pounds of powder. The keeper is the veteran Cooper, formerly a distinguished tragedian.

Frankford creek empties into the Delaware at Bridesburg. It is navigable for small craft, at high tides, up to the village of Frankford, about one mile and a half

distant, W. N. W. It contains a number of factories and mills.

On the right is EIGHT MILE POINT, which extends at low water a considerable distance into the river. Just above, on the left, is TEN MILE POINT, exhibiting a flat country, and much marshy ground. From this point, the steeple of a church, a large factory and other buildings, in the town of HOLMESBURG, distant about a mile and a half, are discernible from the boat.

About half a mile above the Ten Mile Point is the mouth of PENNYPACK CREEK, a very beautiful and romantic stream, not navigable for any distance, but upon which are a number of extensive factories and mills, At the mouth of the creek is an hotel, the sign post of which is close to the river shore.

A short distance above, on the same side of the river, is a large rough-cast house, known to all engaged on the river as the BAKE HOUSE, and so called because the place was used as a bake-house for the American army, while stationed in this vicinity, during the Revolutionary war. It is now a private dwelling. It is a pretty place, with a fine bold shore, and at one time was contemplated as the site of a town. The Bake House is distant from the city twelve miles.

Immediately opposite, on the Jersey side, is the mouth of ANCOCUS CREEK, generally called RANCOCUS, which extends back some miles, to the town of Mount Holly. It is navigable for small craft, to a place called Centreton, above which it branches off into several smaller streams, running in different directions. MOUNT HOLLY is a flourishing town, containing a Court-house, a jail, a Market-house, a Bank, several churches, some valuable mills, and over 200 dwelling-houses. A small steam-boat called the May Flower, plies be-



tween Mount Holly and Philadelphia, in the summer season, for the accommodation of market people.

Just above the Bake House, on the left, is a large brick building called the **ROBIN HOOD TAVERN**. The bank of the river is here elevated, and being surmounted with fine trees, furnishes a most agreeable prospect. Immediately beyond, on the same side, is the mouth of **POQUESTRIAN CREEK**, which is the boundary line between the counties of Philadelphia and Bucks. The stream is navigable about a mile up, and contains a number of paper mills, factories, &c. A short distance further, also on the left, is the town of **ANDALUSIA**, and the splendid residence of Nicholas Biddle, Esq., a large white building, facing the river, with a front similar to that of the United States Bank, on Chesnut street. Two handsome grottoes, used as bathing-houses, are immediately on the shore. The farm attached to this place is very extensive, and the vineyards, green-houses, &c., are probably superior to any thing of the kind in the whole State. The scenery in this immediate vicinity is exceedingly pleasing—indeed the site of Andalusia is generally considered the prettiest on the river. The country here is thickly settled, on both sides of the river, and numerous substantial farm-houses, and rich and fertile lands, give unequivocal evidence of comfort and wealth.

Not far beyond Andalusia is a place called **DUNK'S FERRY**, in old times an important point, on account of its ferry communication with the Jersey shore. A wherry boat intercourse is still maintained. The river, on the right, here makes a considerable curve, and presents a stretch of elevated country, covered with handsome trees and shrubbery. The shore is bold and handsome. On the left is the mouth of **NESHAMONY**

CREEK, navigable about four miles up, to the town of NEWPORT, where there is a dam. Upon this stream, which, with its branches, extends many miles into the interior, there are many valuable mills.

Immediately above Neshamony creek are the buildings known as the BRISTOL COLLEGE, and now occupied as a MILITARY and CLASSICAL INSTITUTE, under the direction of Capt. Partridge, of the U. S. Army. There are two blocks of main buildings, both extensive, and of imposing appearance. The handsome lawn in front is used for drilling and other military exercises. The system of instruction comprises the usual collegiate course, together with especial reference to instruction in the art of war, camp duty, the art of fortification, defense, &c. The pupils, who are called cadets, may, however, study such branches either of civil or military education, as they may prefer, or which may be considered most appropriate for their destined position in life. The college is two miles from Bristol, and its position is remarkably handsome.

Passing the college, we have before us, on turning a point, a view of the city of BURLINGTON, on the right, and the town of BRISTOL, on the left. The approach to Burlington presents an exceedingly attractive view. A beautiful green bank commences at the lower end of the town, and extends for some distance up, with a gentle slope to the water's edge. This is the general promenade for all visitors, as well as for the people of the town, who resort here, in great numbers, to enjoy the cool breeze from the river, after a hot summer's day. The large yellow building on the bank, built in some respects like an English cottage, is the princely residence of the Right Rev. Mr. Doane,



the Episcopal Bishop of New Jersey. The house has a cross on the top, and is frequently taken for a Catholic chapel. The building is very generally admired for the air of neatness and good taste which pervades the whole premises. The edifice next above, is a large boarding-school establishment, called St. Mary's Hall. It has a large number of pupils. The other buildings in the same range are private dwellings. A more desirable location, as far as regards beauty of situation and pleasing prospect, is probably not to be found on the river.

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### SKETCH OF BURLINGTON.

Burlington city, the capital of Burlington county, is under the government of a mayor, aldermen, and council. The city limits extend about a mile back from the river, and about two miles along the river. The place was settled as far back as 1677. It contains a population of 3,434. The societies of Friends, Episcopalians, Methodists, and Baptists, have spacious and neat buildings for public worship, and the tone of society is decidedly moral. There are several excellent academies and schools, a public school, a city hall, a bank, a market-house, a lyceum, a public library, incorporated in 1743, a jail, several fire companies, &c. The main streets are wide, and most of them are ornamented with trees. The city is neatly laid out, and there are many charming walks in the immediate vicinity. The facilities for reaching Philadelphia being very great, very many citizens make Burlington a summer residence, and a more delightful place it would be difficult to find. Some manufacturing business is carried on in the vicinity, but the chief source of profit to the inhabitants is found in the

products of the soil, a ready market for which is always to be found in Philadelphia. Burlington is called twenty miles from Philadelphia, by the course of the river, and eleven from Trenton, in a straight line.

#### HOTELS.

City Hotel,	kept by	Samuel Rogers.
Washington House,	“	J. A. Wetherill.
Steam-boat Hotel,	“	E. Allen.
Burlington House,	“	Mr. Matlack.

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Leaving Burlington to cross the river for Bristol, we pass, on the right, BURLINGTON ISLAND, formed by a small and unnavigable branch of the river. The island is about one mile in length, and half a mile in breadth, and contains a number of valuable farms in a high state of cultivation.

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#### SKETCH OF BRISTOL.

Bristol lies nearly opposite Burlington, the river being at this place rather over a mile in breadth. It is a handsomely built village, pleasantly situated on the river, and is also the resort of much company from Philadelphia, in the summer season. A ferry steam-boat plies from here to Burlington. Just above the steam-boat landing is a neat white edifice, with plain columns in front, which looks exceedingly well from the river, occupied as the Farmers' Bank of Bucks county. The other public buildings are a market-house, and churches for Methodists, Episcopalians, Baptists, and Friends. There are two or three excellent hotels in the borough. Bristol contains a population of 2,888. It is a great coal and lumber depot, as the Delaware Canal, which commences at Easton, terminates here. This canal has given new life to

Bristol, and its increase of population and dwellings, within the last few years, has been considerable. The view of Bristol from the Delaware is exceedingly attractive, and the picture of the borough is heightened, in no small degree, by a number of handsome private residences, extending along the river above.

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The river above Bristol curves to the left. The handsome brick dwelling on the Jersey shore, on the right, is the residence of Michael Hays, Esq. On the Pennsylvania shore, is another neat edifice, the residence of Charles Newbold, Esq. Both occupy delightful positions. About three miles from Bristol, on the right, is what is called COLD SPRING POINT, around which is the NORTH WEST REACH, where the river curves almost south-east, with a low, flat country on the left, but opening into higher ground on the right. The village of TULLYTOWN, is seen on the left. The Jersey shore presents, at this place, an interesting and attractive appearance, being covered with trees, and affording much beautiful scenery.

Five miles from Bristol and four miles below Bordentown, on the right, is the mouth of BIDDLE'S CREEK, and a long wharf, designed as the termination of the Delaware and Atlantic Rail-Road, a work intended to connect the Delaware river with the ocean, but which has never been completed, and the project of which is now entirely abandoned. The small village in this immediate vicinity, is called KINGCORA. Immediately opposite, on the left, is a white farm house, adjoining which is an old building, occupied at one time, according to tradition, as the residence of WILLIAM PENN. Above this is a ferry, connecting the opposite shores,

and the only regular communication of the kind between Bristol and Bordentown.

Above Biddle's creek, on the left, is **BIDDLE'S** or **NEWBOLD'S ISLAND**,\* at the northern termination of which the town of **WHITEHILL** is seen, occupying a conspicuous situation on an elevated bank. This place is celebrated for its furnace and iron founderies.

The river here curves to the left, and at the distance of about a mile from Whitehill, we reach the extensive and commodious wharf and depot of the Company, half a mile from the town of **BORDENTOWN**, where the cars are in waiting to convey us to New York. At the depot is a large establishment for the manufacture of locomotive engines, belonging to the Company.

Here we leave the steam-boat and take the cars for New York. The baggage cars are transferred to the rail-road without being opened.

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### **SKETCH OF BORDENTOWN.**

Bordentown is situated on a bank about seventy feet above tide water. Its position is remarkably beautiful, and the view of the river and adjacent country afforded from the river front of the town, is not to be surpassed in a distance of many miles. The town is remarkably healthy, and it is a most desirable place of resort in the summer season. It contains a population of about 2000—churches for Episcopalians, Baptists, Methodists, Friends, and African Methodists, and a place of meeting for Roman Catholics. The town is

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\* The channel of the river is on the left of Biddle's Island. The stream between the island and the Jersey shore, though wide, is sometimes fordable.

governed by three burgesses, a town clerk, high constable, &c.

The magnificent estate of the ex-king Joseph Bonaparte, commonly called Count Survilliers, lies in the upper part of the borough, fronting partly on the river and partly on Crosswicks creek. It is known by the name of Point Breeze, and its beautiful situation proves the owner to be a gentleman of the most cultivated taste. By an act of the legislature of New Jersey, passed expressly to meet this case, the Count is enabled to hold real estate, without becoming a citizen of the United States. On the estate there are a handsome mansion-house, a number of out-buildings for domestics, a handsome observatory, fronting on the river, summer houses, &c. The grounds are richly laid out, and are embellished with a number of statues. In the rooms of the mansion-house are a number of beautiful paintings, by some of the best European masters. When the Count is not at home, the whole premises are open to visitors; at other times the grounds only may be visited. The interior of the observatory, which is always accessible, exhibits strong traits of American character, in being scribbled over with names, and disfigured by carved initials. The Count enjoys an enviable reputation in the neighborhood for courtesy of manners, benevolence, and kindly feeling. The mansion-house was destroyed by fire, in the year 1820, but was speedily rebuilt. The whole estate comprises nearly 1500 acres.

Bordentown enjoys a high reputation for its excellent boarding-schools. Of these there are two for young ladies and one for young gentlemen. The latter is kept by the Rev. Mr. Lathrop, rector of the Episcopal church. The BELLEVUE FEMALE SEMINARY,



of which the Rev. William H. Gilder is principal, has been recently opened. The buildings occupy an elevated position near the town, and command one of the finest prospects to be met with in this section of the state. The grounds are extensive, and embrace retired and beautiful walks : in addition to which the students have free access to those of Count Survilliers, whose property immediately adjoins that of the Seminary. The course of study in this institution is similar to that of the best female seminaries in the country ; the government is mild and parental, and the strictest attention is paid to the religious and moral training of the pupils.

No stranger who has leisure should leave Bordentown, without paying a visit to the river bank. The sunset view is particularly beautiful. The course of the river, which is here nearly due west—the mouth of Crosswicks creek, which stream extends some fifteen or eighteen miles up the country—the termination of the Delaware and Raritan Canal, the locks of which here open into the river—the estate and buildings of Count Survilliers on the right, and Duck Island, celebrated for its game, before the town, altogether present a scene of attraction and beauty, inspiring to the mind in no ordinary degree.

#### HOTELS.

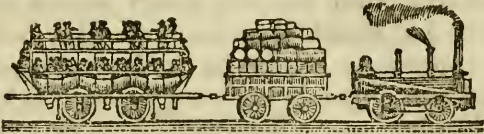
Bordentown House,	kept by	John Kester.
Anchor Inn,	“	Wm. Tiel.

A stage leaves Bordentown for Mount Holly, every day, on the arrival of the cars from Philadelphia. Horses and vehicles, for excursions to any part of the country, may always be obtained, at reasonable rates, at the livery stables in the town.



# ROUTE FROM PHILADELPHIA TO NEW YORK, BY RAIL-ROAD,

*Via Camden, Bordentown, Trenton, New Brunswick, &c.*



Passengers for New York by the Camden Rail-Road will take the steam-boat at Walnut street ferry. On the wharf will be found cars for the baggage, and porters to attend to placing it in, and procuring the tin labels, as receipts. For this service the porters expect about sixpence a trunk.

Leaving the depot at CAMDEN, the line passes through the southern part of the city, with the town of FETTERVILLE, or SOUTH CAMDEN, a new and flourishing village, on the right. A row of neat brick dwellings faces the rail-road on the left. The country is level, and generally under cultivation for market truck. Light woods diversify the prospect, and give interest to the opening scene. About a mile from Camden we cross COOPER'S CREEK, on a bridge with a draw, running parallel with a covered bridge for the common road. This creek is navigable for small craft a short distance up the country. Another mile brings us to a tolerably deep cut through land rather barren and sandy; emerging from which we pass into a level country, with a fine view of the river and the upper part of Philadelphia, on the left. The river continues in sight nearly

all the way to Bordentown. A mile or two further on, we approach almost to the water's edge, and pass a neat brick building, and an enclosed lawn, the premises of the TAMANY PEA SHORE FISHING COMPANY, to which, during the summer months, parties of ladies and gentlemen from the city resort almost daily, for amusement and healthful recreation. Beyond this the country appears to be pretty well cultivated, and a number of fine orchards are seen on both sides of the road. Further on, a beautiful view is afforded of BRIDESBURG, on the Pennsylvania shore.

About seven miles from Camden we cross the PENSANQUIN CREEK, a pretty stream, navigable, for small craft, for two or three miles up the country. Here we have a straight road for four miles, through a flat country, generally under cultivation for market vegetables, and abounding in melons, peaches, &c. On this stretch of the road, we have a distant view of the town of HOLMESBURG, on the Pennsylvania shore. The scenery along the river is remarkably beautiful, and the country is well deserving attention for its fine farms and beautiful mansions. At the distance of eleven miles from Camden, we reach the

### **RANCOCAS STATION,**

On the creek so called, where the cars stop to take in water. For some notice of the creek and the town of Mount Holly, see page 36. The depth of water at the bridge is about thirty feet.

Leaving the Station, we have before us a level country, of the same general character as that before noticed. The land is pretty well cultivated, and very fine orchards are seen extending down to the river's edge. Light woods diversify the scene. After a run

of five or six miles we approach the city of BURLINGTON, very pleasantly situated, on a most charming site, about seventeen miles from Camden. The road passes through the eastern part of the city, and facing it, before we reach the stopping-place, are the Episcopal church, a banking-house, a neat white building, and a number of very beautiful private mansions, among which is the residence of Bishop Doane. The cars stop for way passengers at Rogers' Hotel, at the junction of High and Broad street. For description of Burlington, see page 39.

Leaving the stopping-place, the road continues up Broad street, and passes several neat, well-built, and handsome dwelling-houses. The Baptist Church, a rough-cast building, is on the left, and nearly opposite, is the Methodist Episcopal Church, a neat, brick edifice, standing back from the street. The Burlington School House is on the left. The vicinity of this place affords many delightful sites for private mansions. BARRY'S or ASSISCUNK CREEK is crossed just beyond the town. It is not navigable, being dammed, just above the town, but is celebrated for fine fishing grounds. Beyond the creek, on the left, is a very elegant mansion, occupying a remarkably conspicuous and beautiful site.

From the creek we have a straight road of six miles, through the same description of country as is before noticed, to the town of KINGCORA, where we find a branch rail-road to the small village of JOBSTOWN, five or six miles distant on the right. At Kingcora we cross a stream called BIDDLE'S CREEK, at the mouth of which, on the left, is a large and well cultivated island, called BIDDLE'S ISLAND. Beyond this, the rail-road is laid close along the river's edge, on banks thrown

up for the purpose. The hills on the right frequently inundate the road with water, which sometimes occasions considerable damage. About two and a half miles from Biddle's creek, is the town of WHITEHILL, just beyond which we arrive at the

### **BORDENTOWN STATION,**

Where the cars stop for wood and water, and where a fresh locomotive is usually taken. On the high hill on the right, is the residence of Commodore Stewart, and the beautiful mansion in the occupancy of Edwin A. Stevens, Esq.

Running up from the Station half a mile, the Bordentown passengers are landed at the depot, at the foot of a stairway leading up to the town, and then the cars retrograde a short distance, and curving to the right, strike the rail-road running to Trenton and New Brunswick, upon which we shall pursue our journey. Here the passengers find themselves going backwards, as what was before the last car is now the front; but this inconvenience is speedily remedied by shifting the position of the back of their seats.

Bordentown is considerably elevated above the rail-road. For a description of the town see page 42.

A beautiful view of the river opens as soon as we are fairly started. The harbor for the Company's steam-boats is immediately on the left, above which is the entrance to the outlet lock of the Delaware and Raritan Canal. On the right is the splendid mansion of Count Survilliers. The rail-road runs nearly parallel with the canal for about twenty miles, and the mile posts here seen, mark the distances on the canal. At the 1st mile post, (1 from Bordentown and



42 to New Brunswick,) the scenery is remarkably beautiful and attractive, as far as the eye can see.

Fences and ditches, to keep off cows, &c., have been placed along this road—a very necessary precaution, as the fine grazing meadows on the right, are a place of much resort for cattle.

Between the third and fourth mile posts, the railroad overcomes a grade equal to the height of three locks, of 16 feet each, on the canal. Beyond the third lock is the village of LAMBERTON, an old settlement, but of very slow growth. Further on is the NEW JERSEY STATE PRISON, an extensive block of buildings, the new portions of which are remarkably grand and imposing. Here is another lock on the canal, and the UNION INN, a small hotel for the accommodation of canal boatmen. This brings us in sight of TRENTON, the steeple on the State House, and that of the Presbyterian Church, &c. Reaching another lock on the canal, we arrive at

### **TRENTON STATION,**

Where the cars stop for way passengers. Here is a Refreshment house, for the accommodation of hungry and thirsty travelers. At the depot, a rail-road, upon which is a horse-car, leads to Snowden's Hotel, to which Trenton passengers are conveyed without charge.

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### **SKETCH OF TRENTON.**

Trenton, the capital of the State of New Jersey, is pleasantly situated at the head of tide water navigation, on the east bank of the Delaware. The river is navigable to this place for sloops, but is not navigable, except for boats of moderate size, above the falls. At the foot of the falls is an elegant covered bridge, con-

necting Trenton with the village of Morrisville, on the Pennsylvania shore. The bridge is 36 feet wide, and 1100 feet long, which length is divided into five arches. In the bridge are 169,223 feet of cut stone. The Railroad from Philadelphia to Trenton, &c., crosses on the northern side of this structure.

Trenton is governed by a mayor and aldermen, and contains about 1400 houses, and a population, according to the last census, of 7000, including South Trenton, which is separated from the city by a small stream called Assumpinck creek. In the way of public buildings, the most conspicuous and beautiful is the State House, a large and convenient stone building, with a cupola, containing rooms for the Legislature, Court of Chancery, Supreme Court, U. S. District Court, &c. On the premises are buildings for the Secretary of State, and the Clerk of the Supreme Court. The house for the Governor of the State, a stone edifice of respectable dimensions, is situated very near the State House, on the same street. The office of the Clerk of the Court of Chancery is in a brick building immediately adjoining. The Town or City Hall, for municipal purposes, is a large and conspicuous brick building, on the corner of Second and Green street. In the basement story are offices for lawyers, and a Refectory. The large Presbyterian Church is immediately adjoining. It has very neat columns in front, and is surmounted with a steeple. A small stone in the outer vestibule states that the Church was formed in 1712, built 1726, rebuilt 1805; present edifice erected 1839. The Episcopal Church on Warren street, and the Methodist Church on Green street, are also worthy of attention. Besides these there are two meeting-houses for Friends, and churches for Roman



Catholics, Dutch Reformed, Presbyterians and African Methodists. The other public buildings of importance are the old State banking-house, now occupied as a free school; the Manufacturers' and Mechanics' Bank, and the banking-house of the Trenton Banking Company, which latter is a very neat building with a marble front.

Manufactures of various kinds are carried on in Trenton to a considerable extent. In the city and vicinity there are 6 cotton mills, 3 grist mills, 3 paper mills, 1 calico factory, 3 saw mills, 1 oil mill, 2 coach manufactories, 1 axe manufactory, 2 iron founderies, and 2 candle manufactories.

Besides one or more excellent private seminaries in Trenton, there are three Public Schools, for the education of children of all classes, under the control of Trustees appointed in general town meeting. The Trustees have discretionary power, and charge the parents of children who are able to pay, while poor children are admitted gratis, or on a charge merely nominal. The system is said to work well, and the schools are conducted by able and popular teachers. The schools are maintained by a county tax, aided by a yearly appropriation from the State.

Some of the private dwellings in and about Trenton are very beautiful, being ornamented with much taste and elegance. Near the rail-road depot is a row of cottages, rough-cast, with neat white porticoes, and an enclosed yard in front, presenting a most comfortable appearance.

The State Penitentiary is a large and imposing edifice, about a mile below Trenton. It has been built about six years, and is much admired for its noble style of architecture. The interior regulations and

government are based on those of the Eastern Penitentiary at Philadelphia.

Trenton is distinguished in the history of the Revolution for the victory gained by Gen. Washington over the British army, on the 26th of December, 1776. The American army crossed the Delaware on the night of the 25th, during a violent storm of snow and rain, and attacked the enemy on the north and west parts of the town. A detachment of the army had been ordered to cross the river and secure a position at the bridge, to prevent the escape of the British troops; but, owing to the extreme difficulty of crossing the river, this part of the plan failed, and about 500 of the enemy escaped. The British lost 20 killed, and about 1000 prisoners. The American loss was 2 killed, 2 frozen to death, and 5 wounded. This brilliant affair gave a new impetus to the American cause, and revived the almost desponding hopes of the whole American people.

About a week afterwards, viz. on the 1st of January, 1777, Assanpink creek, which runs through the town, was the scene of another of those masterly manœuvres for which Washington was so celebrated. The American army lay between the creek and the river, and on the opposite side of the creek was a vastly superior British force under Lord Cornwallis. The ice in the river having melted, Washington's situation was one of extreme peril, as the river afforded no chance of escape. In this dilemma, the American commander formed the bold design of abandoning the Delaware, and marching by a circuitous route along the left flank of the British army, into its rear at Princeton; and, after beating the troops at that place, to move rapidly

on Brunswick, where the baggage and magazines of the British army lay, under a weak guard. This plan being approved by a council of war, preparations were made for its immediate execution. The baggage was removed to Burlington, and at one o'clock in the morning the army decamped silently for Princeton. At sunrise the Americans met two regiments of British soldiers on their way to join Lord Cornwallis. A sharp action ensued, and the British were completely routed. Reaching Princeton, the British regiment stationed there took possession of the college, and made a show of resistance; but Gen. Washington having brought some pieces of artillery to play upon the building, it was soon abandoned, and the greater part of them became prisoners. In this engagement the British lost rather more than 100 killed, and near 300 prisoners. The loss of the Americans in killed was somewhat less; but in their number was included General Mercer, Cols. Haslet and Potter, Captains Neal and Fleming, and five other valuable officers. On perceiving that the American army had left Trenton in the night, Lord Cornwallis marched with the utmost expedition to the protection of Brunswick, and was close in the rear of the Americans before they could leave Princeton. Gen. Washington, not being in a condition to cope with Cornwallis, his army being exhausted with fatigue, without blankets, and many of them barefooted, found it necessary to abandon the design of proceeding to Brunswick, and retired to Morristown, in order to put his men under cover. The effect of this bold and judicious movement was most salutary, as it revived the drooping spirits of the people, and relieved New Jersey of the presence of an enemy.

## HOTELS.

Trenton House,	kept by	Mr. Snowden.
Indian Queen,	"	N. Bashford.
Rising Sun,	"	Joshua English. .
Golden Swan,	"	Mrs. Pitcher.
Golden Lamb,	"	Mrs. Heston.
Warren Hotel,	"	J. McCarrier.
City Hotel,	"	Samuel Crosby.
Mercer House,	"	Chas. W. Warner,
Washington House,	"	Charles Howell.
Farmers' Inn,	"	Mr. Green.

Stages leave Trenton daily, through New Hope, Lambertsville, and other towns to Easton, Pa.; also, for Bordentown, Mount Holly, and Princeton. Three times a week stages leave for Pennington, Flemington, and Belvidere, &c.

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Soon after leaving the depot the road runs in a straight line, for about two miles, through a fine level country, rich and well cultivated. An excellent view of Trenton is afforded in the rear. About five miles from the depot, we pass the old turnpike road from Trenton to New Brunswick.

At the 13th mile post from Bordentown, we pass a small place called CLARKSVILLE, a scattered village containing a dozen or twenty dwellings; and two miles further, we reach the stopping-place for passengers from PRINCETON. This is ten miles from Trenton. The town of Princeton lies on an eminence on the left. The College, a long building with a cupola, a beautiful Gothic church, and other public buildings, are seen from the road.

**PRINCETON.**

Princeton, one of the prettiest villages in New Jersey, is distinguished as the seat of Nassau Hall, one of the oldest and most respectable colleges in the United States, and of the Theological Seminary of the Presbyterian Church. It contains a Presbyterian Church, about 250 houses, and a population of 3037. The College was founded in 1746, at Elizabethtown; the next year it was removed to Newark, and a royal charter was granted to it in 1748, by the title of the College of New Jersey, which is its corporate title at present. It remained in Newark ten years, and in 1757, was permanently established in Princeton.

The College edifice, a handsome stone building, is 175 feet long, 50 feet wide, four stories high, and stands on an elevated and healthful spot, commanding an extensive and delightful prospect. It contains an excellent library of about 8000 volumes, and a student's library of 4000 volumes. Besides a chapel 40 feet square, there are two other buildings attached to the College, which contain philosophical apparatus, museum, recitation rooms, &c. These buildings are all of stone. The number of students ranges from 75 to 150.

The College has a Board of Trustees, consisting of twenty-three members. The Governor of the State is, ex-officio, president of this Board; one half of the members are clergymen. The system of education is full and complete, and the reputation of its faculty is very high. The institution has produced a great number of eminent scholars.

The Theological Seminary of the Presbyterian Church in the United States, was established at Princeton in 1812. The Associate Reformed Church after-



wards united with the Presbyterian, and thence their seminaries were joined. A stone edifice, capable of accommodating 100 students, is appropriated to this institution.

The Seminary has five professors, and a library of 1000 volumes. A residence of three years is required to complete the course of study. Candidates for admission are required to produce testimonials of good natural talents, of good moral and religious character, of belonging to some regular church, and of having passed through a regular course of academical studies. Tuition and the use of the library are afforded free of expense to every student, and there are charitable funds for aiding the indigent to pay expenses of board, &c.

For an account of the battle of Princeton, in 1777, in which Gen. Mercer was killed, see page 53.

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Two miles from the Princeton stopping place, the canal is carried over a deep ravine on a substantial and well-built aqueduct. Soon after this the canal diverges to the left, and is no longer visible from the rail-road. The small, but eligibly situated village of KINGSTON, is passed in this vicinity, about a mile beyond which the old common road to New Brunswick is again crossed by the rail-road. Ditches are found here on each side of the road, to draw off the water after heavy rains.

After leaving the canal we have no mile posts to divide the distances, until we reach New Brunswick. For several miles after leaving Kingston, we pass through low, marshy ground, pretty thickly covered, in places, with woods. Five miles from Kingston,

we pass a place on the right, called DEAN'S SAW MILL, where there is a large pond, celebrated as a good fishing place. On the left, is the small village of ROCKY HILL—not visible, however, from the cars. This is eight miles from New Brunswick. Beyond this the road runs in a straight line for several miles, through land generally flat and woody. Then the country becomes more thickly settled, and we soon arrive at the

### **LOWER TANK STATION,\***

A depot for wood and water for the locomotive, but used only occasionally, in case of severe storms. This station is four miles from New Brunswick. Half a mile beyond this we strike the straight turnpike road to New Brunswick, and here commences what is called the New Jersey Rail-Road and Transportation Company, extending to Jersey City. The rail-road from Bordentown to this place is a branch of the Camden and Amboy Rail-Road. At New Brunswick, there are different agents and conductors, and a fresh locomotive.

About two miles from New Brunswick the road crosses a small run on an embankment at least twenty feet high; and half a mile beyond, is another embankment, similarly elevated, and constructed at no little expense. The approach to New Brunswick is very beautiful, the scenery in the neighborhood being highly attractive, and the site of the city remarkably eligible. The steeples of several churches, and many

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\* Between Trenton and New Brunswick there is no regular stopping-place for the trains to pass each other, there being sidelings or turn-outs, at the distance of every three miles. Each train continues on until the other is in sight, and then one or the other retrogrades to the nearest turn-out.

prominent buildings are seen advantageously from the road. Just before reaching the depot, we pass, on the right, the new Court House, a large and handsome building; and on the left Rutger's College, a neat and spacious stone edifice, surmounted with a cupalo, and having a beautiful lawn in front. The city of New Brunswick is said to be remarkably healthy. The soil in the vicinity is of a reddish cast, and contains much slate. The extensive prevalence of red paint about the dwelling-houses, is a matter generally noticed by strangers.

At the depot, called the

### **NEW BRUNSWICK STATION,**

Is a very extensive and commodious building, for office purposes, refreshment house, &c. Here the cars usually stop ten minutes.

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### **NEW BRUNSWICK.**

The city of New Brunswick is situated partly in Somerset, and partly in Middlesex counties. It is 17 miles by the river above Raritan bay, 30 miles by railroad, and 40 by water S. W. of New York. The part of the city lying along the river is the most ancient, and presents a dilapidated appearance to the stranger; the city, however, contains many elegant private residences, and the public edifices do honor to the taste and liberality of the inhabitants. The venerable Rutger's (formerly Queen's) College, and the Grammar School connected with it, rank among the most respectable literary institutions in the Union. The Grammar School has from 60 to 80 pupils. A female seminary, under the direction of Miss Hoyt, enjoys a deservedly high reputation.

The Episcopal, Presbyterian, Dutch Reformed, and Baptist Churches, and the new Court House, are creditable specimens of architecture.

Of the first settlement of New Brunswick, we can gather but little information from public records. As late as the latter end of the 17th century, the site of the city was called PIGMORE'S SWAMP, and was covered with woods. The first settlers were principally from Long Island. About the year 1730, several Dutch families from Albany settled here, and, building on what was then the public post road, the name of Albany street was given to it, by common consent, which name it still retains.

The Delaware and Raritan Canal commences at New Brunswick, and running through Trenton, communicates with the Delaware at Bordentown. It is 43 miles long, 75 feet wide, and 7 feet deep. It has two tow paths, and is so constructed as to admit the passage of sloops not over 100 tons burthen.

The trade of Brunswick is quite extensive, and to manufacturers the city offers many advantages. By means of the New Jersey Rail-Road, Brunswick may be said to be brought in the immediate neighborhood of New York. The Raritan, too, is navigable as far as this city, for vessels of 80 tons burthen, and a steamboat runs daily for New York. The population of the city is about 9000. The stranger will find New Brunswick a pleasant resting place. Among several well-kept hotels, it may be sufficient to name the City Hotel, in Albany street, kept by Mr. Benj. Still; the Mansion House, in Nelson street, kept by Mr. John Degraw, and the Bull's Head Tavern, corner of Burnet and Market street, kept by Mr. Henry Smith, in



either of which the traveler will find every possible convenience and comfort.

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Leaving the depot at Brunswick, we cross the Raritan river on a beautiful and substantial bridge, from which a very fine view of the city and adjacent country is afforded. The whole length of the bridge is 1700 feet, or three-eighths of a mile. It rests on four abutments and sixteen piers, built principally of granite, from the state of Connecticut. The masonry is of the most substantial character. The height of the piers from the foundation to the top averages 35 feet. Whole cost of the bridge \$135,212. The work was constructed under the direction of Thomas Hassard, Esq., architect and builder, and L. A. Sykes, Esq., chief engineer. There are double tracks of rails across the whole length of the bridge, and underneath the railway is a passage, also double, for carriages, wagons, and other vehicles. It is believed that this is the first viaduct constructed so as to allow vehicles to pass beneath the rail-way.

Between Brunswick and Jersey City the distances are marked by mile posts, the whole distance being 31 miles. Passing through a level and well cultivated country, five miles from New Brunswick, we reach the small but thriving village of METUCHEN. It contains a meeting-house\* for the Seventh-day Baptists,

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\* A very sharp skirmish between detachments of the British and American armies took place at this meeting-house, during the progress of the British across New Jersey, in 1777. The British were commanded by Sir William Howe, and the Americans by General Sterling. The Americans lost three field pieces and a few men.



(to which is attached a very extensive burial ground,) and a number of comfortable dwellings. The Seventh-day Baptists, a very worthy and industrious people, are quite numerous in this neighborhood.

At the 22d mile post, (from Jersey City,) is the village of UNIONTOWN, containing a tavern and a dozen or twenty dwellings. Beyond this the country is open and undulating, and handsomely interspersed with woods. A number of neat and substantial farm-houses, and rich and well cultivated farms, are seen on either side of the road. At the 20th mile post we cross the Jersey City turnpike, and at the junction pass a white house, with shingled weather-boarding, the residence of Mr. Loveberry. This style of building is quite common in this section of the country.

Near the 19th mile post we arrive at the village of RAHWAY, lying on the right of the road.

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### RAHWAY.

This town includes Rahway proper, in Essex county, and Bridgton (as formerly called,) in Middlesex county, both now commonly called Rahway. The rail-road here, as in many of the other towns of this route, passes through the outskirts, and gives the passenger but an imperfect idea of the place. Rahway is five miles distant from Elizabethtown, and eighteen miles from Jersey City. Its inhabitants number from three to four thousand, and in prosperous times a large amount of business is transacted in the manufacture of carriages, clothing, hats, and shoes for the southern trade. There is here one Presbyterian Church, a fine large brick building lately erected, one Methodist, one Baptist, also two Friends' meeting-houses; one bank,

called the Farmers' and Mechanics' Bank of Rahway, with a capital stock of \$200,000. There are three public houses in the lower part of the town, of which the Mansion House at the rail-road depot is the largest and best. This building was erected in 1836-7, by a company of individuals, at a cost of from eight to ten thousand dollars. It is large and commodious, and is well kept. An omnibus is stationed at the depot on the arrival of the cars, in which passengers are conveyed to any part of the town, free of charge. There is also a fine large hotel in the upper part of the town. There are two weekly papers printed here.

The town is well provided with schools, having one large boarding-school for young ladies, of which Mrs. De Veuve is principal; also a boys' boarding-school, kept by Rev. Mr. Ely, both of which are in the upper part of the town. In the lower village there are several other schools, the chief of which is the Athenian Academy, a large two story building, having separate apartments for boys and girls, and is in a very flourishing condition, under the charge of the principals, Mr. and Mrs. Anderson. This institution was also created by a company of individuals, who compose a Board of Trustees, consisting of gentlemen, residents of the town. To the institution is attached a large library and scientific apparatus.

There are several large factories, calico and silk printing, and dye works, saw and grist mills, in the town and about the vicinity. The location is healthy and convenient, being but about one hour's ride from New York, whither a conveyance can be had, via the rail-road, several times daily. The surrounding country is rich and fertile, and there are many beautiful private residences in and about the town. Rahway is

situated on Rahway river, at the head of its navigation. A line of packets, communicating daily with New York, also furnishes another convenient mode of access and transportation. The people are industrious, enterprising, and hospitable. The original population consisted chiefly of Friends, by whom the town (that part called Bridgton more especially,) was settled, and of whom there are still many, though the population has become interspersed with people of all denominations.

There is also a German settlement near the lower part of the town, forming by their industry and mechanical knowledge, in dyeing, manufacturing glue, cotton hats, &c., &c., a valuable portion of the community.

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Leaving the stopping-place, we cross Rahway river on a substantial bridge, along side of which is a bridge for the common road, and pass through a country of the same general character as that last noticed, the soil being a red shale. Four and a half miles from the bridge, we see, on the right, the beautiful country residence of Charles King, Esq., editor of the New York American. This brings us to the village of ELIZABETHTOWN, and passing, on the right, the Presbyterian Church, with a fine steeple, we arrive at the stopping-place for way passengers.

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### **ELIZABETHTOWN.**

This town is the oldest settlement made by the English in New Jersey. It was first settled in 1664, by emigrants from Long Island; and in Sept. 1665, Gov. Philip Carteret, the brother of George Carteret,

the proprietor, arrived here from England with thirty settlers, when it yet contained only four houses. He gave to the place its present name, Elizabethtown, in honor of the wife of his brother, Lady Elizabeth Carteret. Through his exertions the town very rapidly increased with people from New England, Long Island, and from Scotland. Gov. Carteret died here in 1682. By the "concessions and agreements of the lords proprietors," a General Assembly was established in New Jersey, consisting of the governor, a council, and a house of burgesses. This assembly first met in this town, on the 26th of May, 1668; and with a few exceptions the General Assembly continued to meet here until 1682. The sessions of the Supreme Court are still held here.

On the 8th of February, 1739, the borough of Elizabeth received its charter of incorporation; making it, as we believe, the oldest borough incorporation in the state. That charter, obtained when Lewis Morris was governor, remains, in its main features, very much unaltered to the present day.

The First Presbyterian Congregation of this town, is the oldest English congregation of any kind in the state. It was formed in 1665, and the first house of worship erected by the English in the state, was built by them in 1667 or 8. It was in this church, probably, that the first General Assemblies of the state sat; and in it the Supreme Court held its sessions. It was burned on the 25th of January 1780, and the present large edifice, in which that congregation worships, is erected on the spot where it stood.

The foundation of the Episcopal Church was laid in 1706; this building was converted into a stable for the cavalry of the enemy, during the war of the Revolution,



but repaired immediately after, and occupied by a respectable congregation ever since.

In this town the College of New Jersey was founded in 1746, under the presidency of the Rev. Jonathan Dickenson. The first classes attached to that college were taught in an old building, burned in the war of the Revolution, which stood where the lecture room of the First Presbyterian Church now stands. On the death of Dickenson, in 1747, it was removed to Newark, when the Rev. Aaron Burr, the father of the celebrated Aaron Burr, was elected president. In 1757 it was removed to Princeton.

Elizabethtown at the last census contained a population of 4184. It is pleasantly situated about 14 miles from New York, and 5 from Newark. The facilities by cars and steam-boats afford twelve passages each way daily, to and from New York, which with its healthy position, and moral and intelligent inhabitants, render it a most desirable place of residence.

Many of the business men of New York have located their families here, where they enjoy the advantages of excellent schools, and pleasant society, and whence they can reach the city in an hour from the time of leaving their homes.

There are two large brick Presbyterian Churches, with good congregations, an Episcopal Church, also of brick, which has lately been enlarged and improved, (in rebuilding this church after the Revolution the workmen were compelled to mount guard at night, to preserve the walls they were erecting from the attacks of political emissaries,) a Methodist Church, and a Roman Catholic Chapel now being erected. The accommodations for boarders are such as give the great-



est satisfaction; and the town is quite a resort for strangers and travelers.

The Elizabethtown and Somerville Rail-Road, now finished from Elizabethport to Somerville, a distance of 26 miles, crosses the New Jersey Rail-Road at the Elizabethtown depot. The road to Somerville passes through a fine agricultural and manufacturing district, and already is used for transporting a large number of passengers and freight, which will be greatly increased when the road is completed to the Delaware. It will then be the most direct and important communication between the city of New York and the coal region of Pennsylvania.

There are in Elizabethtown among other important manufactories, two extensive oil floor-cloth factories, —the Elizabethtown factory, owned by Albro, Hoyt & Co., and the New Jersey oil floor-cloth factory, owned by J. B. Clark, Esq., and conducted by J. D. Edwards, Esq. The articles manufactured at these establishments, both for beauty and durability, will not suffer by comparison with any others manufactured either in this country or Europe.

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About two and a half miles from Elizabethtown, we have on our right, what are called the Salt Meadows, a very extensive track of low ground, extending down to the Passaic river, which we follow for several miles. The high ground to the right of the river is Staten Island; it is beautifully undulating, and presents many attractive views. Nine miles from Jersey City, we arrive at

### **NEWARK STATION,**

Where the Company have erected a truly splendid and

extensive depot. The approach to this place is strikingly handsome, and never fails to arrest the attention of travelers.

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### NEWARK.

The town of Newark was settled in May, 1666, by emigrants from Connecticut, at the head of whom was the celebrated Capt. Robt. Treat. The track of land which now forms Newark township, was purchased of the Indians for £130 New England currency, 12 blankets, and 12 guns. In the original articles of association, no person could become a freeman, or be allowed to vote in town meeting, unless he were a member of some church. The first minister in the town, was the Rev. Abraham Pierson, called a moderate Presbyterian, whose salary was fixed at £30 per annum. In 1736, the Rev. Aaron Burr, an eminent scholar and divine, was installed as pastor of the Presbyterian Church. His son Aaron, at one time Vice President of the United States, was born here. As far back as 1682 the place was celebrated for the good quality of its cider, the reputation of which is still very high.

Newark now contains a population of 17,290. The town was incorporated into a city in 1836. It has churches for Presbyterians, Methodists, Episcopalians, Roman Catholics, Baptists, Dutch Reformed, and Universalists, in all 25. There are several banks and insurance companies, 18 hotels, 35 dry good stores, and upwards of 100 groceries. Besides these, there are boot, shoe, and hat manufactories, leather dealers, coach manufactories, silver and brass platers, master builders, &c., forming a community of merchants and

mechanics, greater than may be found in any city of similar size in the state. The city is governed by a mayor, recorder, and aldermen.

Newark is advantageously situated on the west bank of the Passaic river,\* which empties into Newark bay. A large and increasing trade is carried on between the city and New York, and other ports; in which trade a very large number of vessels are employed. Several whale ships are owned here, by a chartered company.

The annual exports of Newark, in prosperous business seasons, have been ascertained to amount to the immense sum of from eight to ten millions of dollars. These exports consist chiefly of the manufactured goods produced in the numerous factories, such as carriages, saddlery and harness, shoes, caps and hats, cutlery, plated ware, brass and iron castings, coach lace, patent leather, cabinet ware, window blinds, chairs, trunks, jewelry, &c. The shipments are made principally to the southern ports of the United States, South America, and the West India Islands. Besides the large amount of goods manufactured for foreign markets, large quantities of various kinds are produced for New York, Philadelphia, &c. The increase in the population and business of Newark since 1830, has been very great, and until the revulsion in business, a year or two

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\* The Passaic river rises in a large swamp in Morris county, and pursues a very winding course, until it unites with the Hackensack, at the head of Newark bay. It is navigable about ten miles to Acquackanonck. The Great Falls, at the manufacturing village of Paterson, is among the greatest natural curiosities in the state. The river is about 40 yards wide, and the fall is about 70 feet perpendicular, in one entire sheet.

since, the onward progress of this place was almost unexampled.

The Morris Canal was completed in 1832, thus furnishing the city with a direct and easy communication with the Delaware at Easton, and the Lehigh coal mines at Mauch Chunk. The Morris and Essex Rail-Road, which was finished in 1838, commences at Newark, intersecting the N. J. Rail-Road, near the rail-road bridge. It runs in a circuitous westerly direction to Morristown, a distance of 22 miles, passing through the towns of Orange, Springfield, and Chatham. The means of intercourse with New York are easy and frequent (almost hourly), and the cost a mere trifle.

At the commencement of the revolutionary war the inhabitants were much divided in sentiment on political questions, and several families joined the loyalists in New York. Among these was the Rev. Mr. Brown, pastor of the Episcopal church. The town suffered much during the war from British marauding parties. On the night of the 25th January, 1780, a regiment of British troops from New York, under Col. Lumm, burned the public academy. In leaving the place, the soldiers dragged from a sick bed, and took with them, Joseph Hedden, Esq., an active whig. Mr. H. died in a few days from exposure and ill-treatment.

#### HOTELS.

United States' Hotel,	318 Broad street,	kept by Edward Stewart,
South Ward Hotel,	Broad & Hill st.	“ J. R. Donaldson,
Park House,	27 Park Place,	“ D. D. Chandler.
Mansion House,	Broad street,	“ G. W. Blake.
Farmers' & Mech. Hall,	124 Broad street	“ Jacob Youngblood.
Traveler's Tavern,	Broad near New st.,	“ W. Starr.
Cadet Hall,	Broad near Walton,	“ G. D. Small.
Market street Hotel,	Market near River,	“ G. G. Sickles.
Star Tavern,	Market & Commerce,	“ W. Moore.

At Newark, we cross, on a substantial bridge, the MORRIS CANAL\* and the Passaic river. On the left is seen the handsome and comfortable residence of Major William Wright. There are many other beautiful mansions in this neighborhood, generally the fruit of well-directed industry and enterprise.

Having a continuation of salt meadows on our right, we reach HACKENSACK RIVER, distant three and a half miles from Jersey City. The river, which empties into Newark bay, is crossed on an elegant bridge, immediately along side of a bridge for the common road. The rail-road bridge was destroyed by fire, about three years ago, and rebuilt in thirty days.

At the river, on the left, the traveler will notice a singular mound, called RATTLESNAKE HILL.†

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\*The Morris Canal commences at Easton, on the Delaware, and, after pursuing a circuitous route of 101 miles, terminates at Jersey City. In its course it has a total rise and fall of 1669 feet, which is overcome by locks and inclined planes. The summit level is 915 feet above the Atlantic ocean.

†The second vessel which arrived in the Hudson, from Holland, called the *Goede Vrouw*, anchored a little to the east of Gibbet's Island. "Here lifting up their eyes, the crew beheld," says Knickerbocker in his inimitable History of New York, "on what is at present called the Jersey shore, a small Indian village, pleasantly embowered in a grove of spreading elms, and the natives all collected on the beach, gazing in stupid admiration at the vessel. A boat was immediately despatched to enter into a treaty with them, and approaching the shore, hailed them through a trumpet, in the most friendly terms. But so horribly confounded were these poor savages, at the tremendous and uncouth sounds of the Low Dutch language, that they one and all took to their



Just beyond the river, is the Paterson rail-road; passing which we enter a rocky excavation, called the BERGEN RIDGE, through which the road winds for a considerable distance. The heavy cutting through this rocky section, was attended with enormous expense. The excavation is crossed by two bridges. On the right is the village of BERGEN, containing a handsome church, and a number of neat and comfortable dwellings. From a spring in the Bergen Ridge, a stream of water is conveyed to Jersey City, to supply the locomotives. About a mile from Jersey City, is the princely residence of Judge Sipp, built of the flint rocks found here. The grounds attached to the mansion are laid out with much taste and elegance. Just before we arrive at Jersey City, we pass through the pleasant village of HARSIMEUS, containing a number of elegant private residences, and several hundred inhabitants. The approach to Jersey City is distinguished by a number of very pretty white houses, some of which are embellished with columns in front, and many are rendered still more attractive by neatly enclosed gardens. The country is rich and well cultivated, and the pervading aspect is that of neatness and comfort.

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heels, and scampered over the Bergen hills; nor did they stop until they had buried themselves, head and ears, in the marshes on the other side, where they all miserably perished to a man—and their bones being collected and decently covered by the Tamany Society of that day, formed that singular mound called RATTLESNAKE HILL, which rises out of the centre of the salt marshes, a little to the east of the Newark Causeway.”

**JERSEY CITY.**

Jersey City is pleasantly situated on a point of land projecting into the Hudson river, originally called Powles' Hook. The river is here rather over a mile in width, and the city is connected with New York by one of the best ferries in the Union. Many circumstances tend to make this place one of great importance. The town was incorporated into a city in 1838. The municipal authority consists of a mayor and board of aldermen, elected annually by the people. Jersey City contains churches for Episcopalians, Methodists, Dutch Reformed and Roman Catholics. The population is about 3800, being an increase of 1700 since 1837.

The city is well laid out, and has wide and commodious streets, crossing each other at right angles, and forming blocks of two acres each, which are subdivided into lots, 25 by 100 feet.

Besides the rail-road upon which we have been traveling, the Paterson and Hudson Rail-Road also commences at this place, and is continued to Paterson, a distance of 17 miles. The depot for the two companies, which is immediately opposite the ferry, is spacious and elegant, and presents a very imposing appearance. It is provided with commodious sitting rooms for ladies and gentlemen, and with other conveniences. The Morris canal terminates here, as is elsewhere noticed.— From the magnitude of these public works, and the fact that Jersey City is now the starting point of the great line of southern travel from New York, the place cannot fail to increase rapidly in population, wealth and importance.

The N. J. Rail-Road Co. have here extensive

shops and machinery for manufacturing and repairing locomotives, cars, &c. There are also a large glass manufactory, and perhaps the most extensive pottery in the United States.

The noted and fashionable place of summer resort, known as the Thatched Cottage, is but a short walk from the ferry. It has been most excellently conducted, for the last ten years, by Mr. Samuel Lynch, a model of politeness, and universally popular. In the vicinity of the rail-road depot, is the American Hotel, a first-rate public house, kept by Mr. Harvey Miller. This is a large and airy establishment, and the proprietor is well known as an excellent caterer.

Among the number of elegant private residences is the costly mansion of the present mayor, D. S. Gregory, Esq. The city is greatly indebted to this enterprising gentleman for its recent rapid growth.

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At Jersey City, which is immediately opposite New York, and distant about 2000 yards, we take the steamboat connected with the ferry at the foot of Liberty street. Here the baggage cars are opened, and travelers are invited to select their baggage, and have it ready for removal. The Company have adopted that very convenient arrangement whereby the passenger receives a duplicate check corresponding with the one attached to his trunk. Those who do not design to procure a carriage on landing, will find careful porters on board the boat, who will convey the trunks to any of the hotels, at reasonable charges.

From the boat we have a fine view of the North

river front of the city, with the steeples of St. Paul's, Trinity and other churches, the City Hall, Exchange, and various other prominent public buildings. Castle Garden, the Battery, Fort William, and the Narrows, are on the right; and up the river, on the left, is a beautiful view of the heights of Hoboken, the Palisades, and various other points of especial interest. The extensive ranges of shipping at the wharves, presenting literally "a forest of masts;" the numerous sail-boats dotting the surface of the bay, the darting in and out of steamboats of all sizes, from the humble ferry-boat, to the proud North river steamer; the presence of one or more stately ships of the line, and the unceasing hum of activity on the shore, give great life and animation to this scene, which, it is probable, is not to be exceeded for beauty or interest, by any other place in the world.

Having thus conducted the traveler to the gay and active city of New York, the commercial metropolis of our country, we beg to commend him to some one of the following hotels:—

### PRINCIPAL HOTELS IN NEW YORK.

Astor House,	221 Broadway,	kept by Colman & Stetson.
American,	229 Broadway,	" H. B. Cozzens.
Franklin House,	197 Broadway,	" Hayes & Treadwell.
Howard's Hotel,	B'dway & Maiden Lane	" D. D. Howard.
City Hotel,	Broadway & Cedar st.	" Jennings & Willard,
Globe Hotel,	61 Broadway,	" F. Blancard.
Waverly House,	B'way & Exchange Place,	" Ormsbee & Carter.
Mansion House,	37 Broadway,	" W. J. Bunker.
Clinton Hotel,	Beekman street,	" P. Hodges
Carlton House,	Broadway & Leonard,	" Hodges & Benson.
Pearl street House,	88 Pearl street,	" Flint & Leonard.
U. S. Hotel,	Pearl & Fulton sts.,	" E. R. Yale.
Western Hotel,	9 Courtlandt street,	" E. Secor.
St. George's Hotel,	66 Broadway,	" C. G. Stoppani.
Delmonico's,	William & Beaver sts.	" Delmonico & Brothers.
Park Place House,	Broadway & Park Place,	" E. G. Elliott.

Washington Hotel,	Broadway & Read st.,	“	John Marriner
Lovejoy's Hotel,	Beekman st. & Park Row,	“	J. Lovejoy.
Pacific Hotel,	162 Greenwich street,	“	Jessup & Nichols.
Eastern Pearl st. H.,	309 Pearl street,	“	George Seeley.
Dutchess & Orange Co. House,	Cortlandt & Wash'n. sts.,	“	Smith Dunning.
Philadelphia Hotel,	Battery Place & Wash. st.,	“	Mrs. Petit.
Tremont Temp. H.,	Broadway & Pine,	“	_____
Shakspeare House,	11 Park Row,	“	E. Windust.
The Cornucopia,	Park Row,	“	Luscombe & Sanborn.

☞ For rates of cab fare, see page 93.

## OUTSIDE PASSAGE FROM SOUTH AMBOY TO NEW YORK.

Leaving South Amboy we pass a point called OLD FERRY, and cross over to PERTH AMBOY, to land and receive passengers. Casting loose from here, we very soon pass, on our left, what is called BILLIP'S, or WARD'S POINT, being the extreme point of Staten Island. Opposite to the point is a buoy to indicate the channel. We are here in the midst of extensive and valuable oyster beds, some notice of which will be found in our account of Perth Amboy, on page 13. Immense quantities of oysters, from this region, are annually packed up in kegs, and sent to the western country, where they find a ready market.

On the right, the New Jersey side, we have the mouth of a small stream, with the very singular name of CHEESEQUAKES CREEK, the etymology of which it would, perhaps, be difficult to ascertain. Beyond this is MIDDLETOWN CREEK leading up to MIDDLETOWN POINT, about two miles distant. The village is eligibly situated, and contains two churches, a number of good stores, and about 100 dwellings. Large quantities of pork, grain, wood and vegetables are sent from here to the city of New York. The point on the farther side of Middletown Creek is called CONASKUNK POINT.



Opposite, on Staten Island, is **BLOCK HOUSE LIGHT**, situated on a high bank, and a very conspicuous object from the boat. This is about five miles from South Amboy. Here commences **PRINCE'S BAY**, so celebrated for fine oysters. On the left is **MONEE'S POINT**, where there is a small village. A steamboat plies between here and New York daily. Beyond this, on the same side, is an inlet called **GREAT KILLS**, in the vicinity of which is an extensive tract of marsh or salt meadow. The mouth of this inlet affords an excellent harbor, and is much resorted to by small craft, in stormy weather.

The point immediately opposite this, on the Jersey shore, is called **POINT COMFORT**. Beyond this are the **HIGHLANDS** of **NEVERSINK** and **SANDY HOOK POINT**, with its light-house; all of which are plainly visible, in clear weather, from the boat. We here open into a fine expanse of water, with a beautiful prospect of the Atlantic on our right. This view is always attractive, and to those who have never before seen the ocean, it is especially so. In most cases stately ships may be seen spreading their canvass to the breeze, and this, to lands-people, is a most inspiring sight.

Thou art sounding on, thou mighty sea,  
For ever and the same!  
The ancient rocks yet ring to thee,  
Those thunders naught can tame.

'Thou liftest up thy solemn voice  
To every wind and sky,  
And all our earth's green shores rejoice  
In that one harmony.

It fills the noontide's calm profound,  
The sunset's heaven of gold;  
And the still midnight hears the sound,  
E'en as when first it roll'd.—MRS. HEMANS.

Further on, on the left, is a village called the **ELM TREE**, consisting of a few houses only. The land here rises considerably, and presents many highly attractive views. The soil is generally under excellent cultivation, and the pervading aspect is that of comfort and wealth.

Passing on we approach the mouth of the **NARROWS**, the land on our right being **LONG ISLAND — CONEX ISLAND**, on the right, with its extensive white sandy beach, is plainly visible. This is an excellent sea bathing-place, and is much resorted to in the summer season, by visitors from New York and other places. Further on, we have **FORT RICHMOND** on our left, and **FORTS LAFAYETTE** and **HAMILTON**, on the right; of these fortifications, together with the numerous beautiful villages in this immediate vicinity, the traveler will find a notice commencing on p. 4. Fairly in the **Narrows**, which are, in some places, only about three-fourths of a mile broad, the prospect is delightful, and the stranger is richly rewarded for the trouble and expense of his trip, by an inspiring sight, such as may be found in no other part of our country.

Very soon we enter New York bay, and have a fine view of the islands, the forts, the city, and its extensive shipping. The excursionist, who returns in the boat through **Staten Island Sound**, will find all the leading points of interest described in the article commencing on page 3.

**BRIEF OUTLINE OF NEW YORK.**

New York city and county embraces the whole of Manhattan Island, (so called from its Indian name,) bounded by Hudson, East, and Harlaem rivers, and Spuyten Duyvel creek. The island is about thirteen miles long, one and a half miles wide, and contains about eighteen square miles, or an area of 14,000 acres. The compactly built parts of the city are confined to the southern point, formed by the junction of East and Hudson rivers. About one-fourth of the island is densely settled. The bay of New York forms one of the most beautiful and commodious harbors in the world, being nine miles long, by four broad.

The streets in the lower part of the city are irregular, and were formerly very narrow, but within a few years past great improvements have been made, at immense expense, in widening and straightening them. The disastrous fire of Dec. 16, 1835, which destroyed property to the amount of about eighteen millions of dollars, laid waste a large district of the most valuable part of the city, which has since been entirely rebuilt with elegant and substantial fire-proof stores, with granite fronts. On the west side of the city the streets are more regular, and above Houston street, they are regularly laid out east and west, running, north of 12th street, from river to river, up to 155th street, nearly the entire extent of the island. These are intersected with wide and beautiful avenues, running north and south. Broadway, which is the principal street, is eighty feet wide, and about three miles long. It is a most fashionable promenade, and contains many splendid stores and private dwellings. There are several beautiful rides on the avenues and roads leading to Harlaem, Yorkville, Bloomingdale, and Manhattanville. There is a rail-road to Harlaem, from Centre street, through Yorkville, affording a rapid and cheap conveyance at all hours.\*

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\* On this rail-road is a tunnel well worthy of a visit. It commences at 91st street, and is eight hundred and forty-four feet in length, twenty four feet wide, and twenty-one feet high in the centre. Each end of the tunnel

Brooklyn and Hoboken are also popular places of resort. At the latter place, which is delightfully situated on the banks of the Hudson, people of every grade in society, meet on a summer's day, when the heat of the city is oppressive. Some days there are not less than ten thousand visitors on the ground. The walks extend along the bank of the river for about a mile, and are shaded with noble trees.

From Brooklyn Heights, which overlook East River, and part of the city of New York, is one of the most stirring views imaginable. The U. S. Navy Yard is on the east side of Brooklyn, on the Wallabout bay. Visitors can readily obtain admission. Brooklyn is fast increasing in population and wealth, and already contains many excellent institutions, and a number of imposing public buildings.

Other places of resort, for short excursions, are the islands in the bay, village of Williamsburgh, Flatbush, Fort Hamilton, Bath, Coney Island and Rockaway, places for sea-bathing, Staten Island, &c.

Omnibuses are constantly passing through the principal streets of New York, from one end of the city to the other. The fare is moderate.

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#### PRINCIPAL PUBLIC BUILDINGS.

Among the principal public buildings are the City Hall, the Exchange, Custom House, Hall of Justice, Astor House, University, Columbia College, the French Protestant Church, St. John's, St. Paul's, St. Thomas's and Trinity Churches, the Tabernacle, the New York Hospital, St. Patrick's Cathedral, and several other splendid church edifices newly erected in Duane and Grand streets, Broadway and Lafayette Place.

The CITY HALL, one of the most splendid buildings in the United States, occupies a conspicuous situation in the Park, which contains an area of eleven acres. The Hall is faced

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is finished with a handsome stone facing, and on the south side are commodious stairs, with an iron railing, ascending to the top of the hill. This tunnel is said to be as spacious as any other excavation of solid rock, made in modern times, not excepting the excavation of the Simplon, on the Alps. The approach to the Harlaem tunnel is remarkably interesting.

with white marble, and is two hundred and sixteen feet long, one hundred and five feet wide, and sixty-five feet high in the centre. The rear of the building is of brown free-stone. This building exhibits, in great perfection, several orders of Grecian architecture. Rising from the middle of the roof is a cupola, on which is a colossal figure of justice. The City Hall contains the Common Council Room, and a great variety of public offices. The Council Room is fitted up with great convenience and taste, and is ornamented with portraits of several distinguished public characters. The Governor's Room, in the centre of the building, has a still greater number of portraits. The foundation of this building was laid in 1803, and it was completed in 1812, at an expense of \$538,734. The HALL OF RECORD, east of the City Hall, formerly a jail, is also a neat, chaste building. In the rear, fronting on Chambers street, is a range of buildings two hundred and sixty feet long, formerly the alms-house, now called the New York Institution, and occupied for Court rooms, Grand Jury rooms, police office, watch-house, &c., The ROTUNDA, in the Park, facing Chambers street, is now used as the City Post Office.

The MERCHANT'S EXCHANGE is a magnificent structure, much larger and more elegant than the one destroyed by fire in 1835. It embraces all the ground between Wall, William, Exchange Place and Hanover streets, covering the entire block. The building is of the Grecian Ionic style of architecture, and the exterior, which is constructed of blue Quincy granite, is of the most chaste and beautiful character. The Wall street front has eighteen massive columns. The public Exchange room, is eighty feet in height, and eighty feet in diameter, having four recesses, making an extent of one hundred feet in depth and breadth. The room is surmounted by a dome, resting, in part, on eight Corinthian columns of white marble, forty-one feet high. It is lighted by a sky-light, twenty-five feet in diameter. The Exchange contains many other rooms, occupied as public and private offices. The whole building reflects great credit on the good taste and enterprise of the mercantile community.

The new CUSTOM HOUSE, at the corner of Wall and Nas-



sau street, is also a most costly and magnificent building. It is one hundred and seventy-seven feet long, and eighty-nine feet wide, and is modeled after the Parthenon at Athens. The fronts present splendid colonades, with massy columns of the Doric order, more than five feet in diameter, and thirty-two feet high, including the capitals. The building is of two stories above the basement, excepting the great business hall, a part of which is vaulted to the roof. The centre of the building is surmounted by a dome, sixty-two feet in diameter. The floors are supported on arches of stone, and the building is incombustible. The cost is estimated at over half a million of dollars.

The **ASTOR HOTEL** is a plain massive building of granite, two hundred and one feet on Broadway, occupying the whole front between Barclay and Vesey street, opposite the Park; one hundred and fifty-four feet deep, and five stories high. Very elegant stores occupy the basement front. The building, which is seventy-seven feet high, contains between three and four hundred rooms. The dining room is one hundred feet by forty feet.

The **HALL OF JUSTICE** occupies what was formerly the Corporation yard, being the block bounded by Leonard, Elm, Franklin and Centre streets. It is two hundred and fifty-three feet in length, by two hundred feet in breadth. The interior combines accommodations for the Court of Sessions, Police, House of Detention, City Watch, Sheriff, &c. The four facades, as well as the entrance hall, are executed in the Egyptian style of architecture, with Hallowell granite. The whole building presents a neat and imposing appearance. The House of Detention is a distinct and isolated building, one hundred and forty-two feet in length by forty-five feet in width. It contains one hundred and forty-eight cells, the dimensions of which are six feet nine inches wide, eleven feet high, and fifteen feet long. The floors, ceilings, and galleries are formed of slates from the North River flagging; the doors and window jambs are of iron, and the entire cells are otherwise finished on the most approved plan of security. A bridge leads across from the House of Detention to the prisoner's seat in the Hall of Justice.

The UNIVERSITY is a splendid building of white marble, in the Gothic or English collegiate style of architecture, fronting Washington Square. It is one hundred and eighty feet by one hundred. The chapel, a master-piece of pointed architecture, is somewhat similar to that of King's College, Cambridge, England. It receives light from a window twenty-four feet wide, and fifty feet high.

COLUMBIA COLLEGE is a fine stone building, established as far back as 1754, under the name of King's College, which it retained until the Revolution. The estate belonging to this college is valued at \$400,000. The libraries contain about 15,000 volumes.

The PENITENTIARY, situated on Blackwell's Island, is an immense edifice, four stories high, built of stone, wrought from the quarries by convicts.

The ALMSHOUSE, established at Bellevue, on the East River, is a spacious edifice of stone, with numerous buildings as appendages. The location is remarkably salubrious and pleasant. Attached to the establishment are several farms on Long Island, where between six and seven hundred poor children are supported and educated.

The Mercantile Library Association and the Clinton Hall Association, have a fine building on the corner of Nassau and Beekman streets. The library contains about 18,000 volumes, and is yearly increasing. The Library Association is composed of merchant's clerks, a very interesting body of young men. The Lyceum of Natural History and the Stuyvesant Institute, have chaste and elegant buildings on Broadway; the Lyceum has a library and museum. The N. Y. Society Library, founded in 1754, has above 20,000 volumes. The American Institute, incorporated in 1829, was established for the encouragement of domestic industry, in agriculture, manufactures and the arts. The Mechanics' Institute is somewhat similar in its design, and both societies hold annual exhibitions of specimens of American industry. The Apprentices' Library was established in 1820, by the General Society of Mechanics and Tradesmen, who have also an excellent school. The College of Physicians and Surgeons is an excellent institution, in a prosperous condi-

tion. The College of Pharmacy, incorporated in 1831, to prevent impositions and errors in the preparation of medicine, is also a meritorious institution. The New York Hospital, on Broadway, opposite Pearl street, was founded in 1771. It has a very large income. The Lunatic Asylum at Bloomingdale is connected with this hospital. The Institution for the Blind, is one of the most interesting associations in the city. The pupils are taught music, and to read by raised letters, which they do with remarkable facility. They are instructed also in the various branches of arithmetic, geography, grammar, &c., as well as in weaving, basket making, &c. The new building is a remarkably elegant structure. The Institution for the Deaf and Dumb, also a noble charity, is located on a plot of ten acres, about three and a half miles from the City Hall. It receives from the State an annual appropriation of \$17,500. The Academy of Fine Arts has a fine collection of paintings. The Historical Society has collected and preserved a vast number of records, appertaining to the early history of the United States, and the state of New York particularly. A beautiful building for the Astor Library, has recently been commenced on Lafayette and Astor Places—the dimensions are forty-five feet on the one, and sixty on the other. Mr. Astor, it is stated, will appropriate \$300,000 for this institution.

Among many other religious and benevolent institutions are the following:—American Bible Society, Tract Society, Home Missionary Society, Sunday School Union, Protestant Episcopal Education and Missionary Society, Roman Catholic Benevolent Society, Orphan's Asylum, Free Masons' Society, Odd Fellows' Society, Education Society of the Reformed Dutch Church, American and Foreign Bible Society, (Baptist,) Methodist Book Concern, St. Joseph's Catholic Institution for Orphans, the Dispensaries, Society for Promoting Education in Africa, Society for the Relief of the Widows and Children of Episcopal clergymen, Marine Bible Society, House of Refuge, Seamen's Friend Society, Female Assistance Society, Colonization Society, St. Nicholas's Society, St. George's Society, St. Andrew's Society, St. Patrick's Society, French Benevolent Society, German Society, &c.

Among the various denominations of christians there are also a great number of benevolent and charitable institutions, which we have not space to notice in this brief sketch.

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#### PLACES OF AMUSEMENT.

The **PARK THEATRE**, in Park Row, was erected in 1798, burned in 1820, and rebuilt in the next year. It is eighty feet front, by one hundred and sixty-five feet in depth, and will contain about two thousand four hundred persons. The very low state of theatricals in New York compelled the manager, last winter, to introduce circus performances, at a greatly reduced price of admission.

The **AMERICAN THEATRE**, Bowery, was erected and opened in 1826, within six months from the time the building was commenced. It was burnt down in 1828, rebuilt the same year, again destroyed by fire in 1836, and rebuilt in January 1837. The present edifice is a fine specimen of Doric architecture, the front being constructed after the model of the Temple of Minerva, at Athens. The interior is elegant, and fitted up in a superior style. The building is seventy-five feet in front, and one hundred and seventy-five feet in depth. The pit extends under the boxes, and is larger than that of Drury Lane Theatre, London. The capacity of the house is immense. Last winter the price of admission to the boxes was reduced to twenty-five cents.

The **NATIONAL THEATRE**, corner of Church and Leonard street, was destroyed by fire in the summer of 1842, and has not been rebuilt.

The **CHATHAM STREET THEATRE**, and the **OLYMPIC THEATRE**, are also popular places of resort. **NIBLO'S GARDEN**, corner of Broadway and Prince street, is one of the most fashionable places of resort in the city, during the summer months. It has been laid out with much taste, and the walks are bordered with shrubbery and flowers. Fire works are occasionally exhibited, and in the saloon, which is a very neat and elegant building, theatrical and musical entertainments are frequently given.

The **AMERICAN MUSEUM**, on Broadway, opposite St. Paul's



Church, was founded by John Scudder, Esq., in 1810. It contains an immense collection of curiosities, and is yearly increasing in attraction. PEALE'S MUSEUM, on Broadway, opposite the Park, was founded in 1825, and is also a most attractive place for visitors. The curiosities and paintings in this establishment are very valuable.

CASTLE GARDEN, connected with the Battery by a bridge, was erected for a fortification, but in 1823 was ceded by the United States to the corporation of New York, since which it has been leased for a place of public amusement or recreation. Within the walls over ten thousand persons may be accommodated, and concerts and fire works are occasionally given.

VAUXHALL GARDEN, near the junction of Broadway and the Bowery, was formerly a place of great resort in the summer.

The beautiful promenade called the BATTERY, originally a fortification thrown up by the Dutch, is situated on the southwest end of the island, and junction of the North and East rivers, and possesses attractions unsurpassed, perhaps, by any other similar place of resort in the world. It justly commands the admiration of every visitor. It is in full view of the bay and surrounding scenery of Long Island, Staten Island, New Jersey, and the islands in the harbor. The numerous ships, steam-boats, and small vessels that are constantly entering and departing from the port, form a scene of stirring interest, and from no one point can a better idea be formed of the magnitude of the commerce of the city. The Battery extends somewhat in the form of a crescent, covers an area of nearly eleven acres, and is laid out in grass-plats and gravel walks, shaded with trees. The exterior, fronting the harbor, is built of hewn stone, and on this side is a paved walk. On every fine day hundreds of persons stroll here to enjoy the sea breeze, and the fine view of the bay.

WASHINGTON SQUARE, formerly Potter's Field, is another public walk, adorned with beautiful shade trees. It contains an area of about ten acres. St. John's Park is not open to the public. There are several other squares in the city, but



none are open to the public, excepting the PARK, in front of the City Hall, which is a great thoroughfare for foot passengers. The iron railing around this place cost \$15,653. A beautiful fountain has lately been opened in the lower section of this enclosure. The BOWLING GREEN, at the southern termination of Broadway, is two hundred and twenty feet long, and one hundred and forty feet broad. In the middle of this area, formerly stood the statue of George III; which, in the Revolutionary war, was taken down and converted into bullets.

#### CHURCHES.\*

St. John's Chapel, Varick street, is an elegant building, with a spire two hundred and forty feet high. An elegant park belongs to this church, occupying an entire square, opposite the church. St. Patrick's Cathedral is one hundred and twenty feet long, by eighty feet wide, and is the largest church in the city. St. Paul's Church, near the Park, is a fine building, with a spire two hundred and thirty-four feet high. Trinity church is one of the oldest in the city. It was first built in 1696, burned in 1776, and rebuilt in 1778. It is again being rebuilt, and in a style far surpassing its former splendor. This church is probably the best endowed of any church in the United States. It is restricted by its charter to an actual revenue of £5000 per annum, and has been obliged to give up a vast property in the city, in order to keep within bounds.

The grave yard attached to this church contains, according to authentic records, 160,000 bodies, exclusive of those buried there during the Revolutionary war. Here is a monument to Bishop Hobart, and another to Capt. James Lawrence, who was in the fight between the U. S. ship Chesapeake, and the British ship Shannon. In St. Paul's church yard are monuments to Major Gen. Montgomery, and George Frederick Cooke, tragedian.

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\* The first place of worship in the city was built by the Dutch, in the fort, near Bowling Green. This ancient chapel was destroyed by fire, in 1741.

The church of the Ascension, in Canal street, is a chaste and classical edifice. The Presbyterian churches in Murray street, Wall street, and Duane street, are also beautiful buildings. Besides these, there are very many other places for Divine worship, which reflect great credit on the liberality and good taste of the denominations to which they belong.

There are 160 churches in the city, of which 136 have been founded within the last forty years. Of the whole number there are 38 Presbyterian, 28 Episcopalian, 25 Methodist, 23 Baptist, 16 Dutch Reformed, 7 Catholic, &c. &c.

### THE CROTON WATER.

After several unsuccessful attempts to secure a plentiful supply of pure water, the grand project of introducing water from the Croton river, has at length been completed. The accomplishment of this desirable object was celebrated, in New York city, in October last, by a most brilliant procession, more extensive and imposing than any ever before witnessed. The aqueduct commences at the Croton river, five miles from the Hudson, in Westchester county. The dam is 250 feet long, and sets the river back five miles, covering 400 acres, and holds five hundred millions of gallons. From the dam the aqueduct proceeds, sometimes tunneled through solid rock, carried over valleys by embankments, and brooks by culverts, until it reaches Harlaem river, a distance of thirty-three miles. It is built of stone, brick and cement, arched over and under—is 6 ft. 9 in. wide at bottom, 7 ft. 5 in. at top of side walls, and 8 ft. 5 in. high. It will discharge in twenty-four hours, sixty millions of gallons. Descent  $13\frac{1}{4}$  inches per mile. The aqueduct will cross the Harlaem river on a magnificent bridge, 1450 feet long; the water is now carried over in iron pipes. The Receiving Reservoir is at 86th street, thirty-eight miles from the dam; it covers 35 acres, and contains 150 millions of gallons. The water is conveyed to the Distributing Reservoir, on Murray's Hill, 40th street, in iron pipes. This Reservoir is forty-one miles from the dam, covers four acres, built of stone and cement,

43 feet in height, and resembles a spacious castle or fort. It holds twenty millions of gallons. From this Reservoir iron pipes are laid under ground through the city. Water will rise in any part, 114 feet above tide, nearly as high as the clock of the City Hall. Over 110 miles of pipes are already laid. The whole cost will be about twelve millions of dollars. This most magnificent undertaking was projected in 1832, by Col. Dewitt Clinton. It is justly the pride of the city.

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The Fire Department of New York, which is voluntary, is exceedingly efficient. The Fire Engines, Hose Carts, and Hook and Ladder Companies are in number over seventy, with a very large amount of hose, and a corps of firemen rising 1600. The Chief Engineer receives a salary of \$1000 per annum. Connected with the department is an institution for the relief of widows and orphans of deceased firemen, and to assist sick or disabled members and their families. The fund is large, and the annual disbursements amount to over seven thousand dollars. The officers are elected annually by representatives from the companies.

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The Banks and Insurance Companies in New York are very numerous. There are also several institutions for depositing the savings of the poor, upon which interest is allowed. The city contains ten extensive market houses, which furnish an abundant supply of provision. There are several excellent bath houses, and an establishment for salt water bathing, commodious and extensive, at the Battery.

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The public schools in New York are numerous and well conducted. The average number of pupils in actual attendance is probably 30,000. The annual receipts from the Commissioners of the School Fund are about \$90,000. All children have the privilege of attending these schools free of charge, not as charity or free schools, but as the common right of all. The teachers are of the highest character for

moral worth and mental qualification, and all the branches of English education are taught.\*

The periodical press of New York is extensive, and, in general, very ably conducted. The publication establishments of Harper & Brothers, Appleton & Co., and others, issue annually an immense amount of new works.

The city is governed by a Mayor and Common Council, consisting of a Board of Aldermen, and a Board of Assistant Aldermen. Each ward elects an Alderman and an Assistant. The Corporation owns a large real estate, which is constantly increasing in value.

The difference between high and low tides, at the wharves, averages about seven feet. The width of the East river, is from one-third to one-half of a mile to the opposite shore of Brooklyn. The Hudson river is one mile in width to Jersey City, and a mile and a half to Hoboken.

The usual time for moving, established by general custom, in New York, is the 1st of May. To such an extent does this custom extend, as to be a great evil, May-day being proverbial for confusion, amounting to a partial suspension of business.

Among the manufacturing establishments in the city and vicinity, are breweries, cotton factories, distilleries, glass factories, grist mills, iron works, paper mills, rope walks, saw mills, tanneries, woolen factories, &c. For supplying the city with gas there are two companies, with extensive works.†

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\* From a report made since this work was in the hands of the printer, it appears that there are now 97 schools under the supervision of the Common School Society, containing 29,217 pupils. The estimated number of pupils in the different schools of the city, not in charge of the Public School Society, is 27,000. So that of the 62,952 children in New York, of a proper age to attend school, 56,217 are actually receiving instruction.

† As a contrast to the manner in which the city is now so extensively lighted with gas, it may be mentioned that the first order for lighting the city was issued in 1697, by which the owners of houses were required to put lights in windows fronting the streets, under penalty of nine pence for each night of default. Afterwards, in the same year, it was ordered, "that every seventh house do hang out a pole with a lantern and candle; and the said seven houses do pay an equal portion of the expense."



## HISTORICAL.

The city of New York was first settled by the Dutch, in 1615, and by them called New Amsterdam. It came into the possession of the English in 1664, and was called New York, in honor of the Duke of York. The coast was first discovered by Sebastian Cabot, who was employed by Henry VII. of England, in 1497. In 1673 New York was retaken by the Dutch, but in the year following it again fell into the hands of the English, by whom it was retained until the Revolution. The first Dutch governor was Wouter Van Twiller, in 1629, who was succeeded by William Krefst, whose successor was Petrus Stuyvesant, the last of the Dutch governors. The history of these worthies is immortalized in Knickerbocker's history of New York.

In 1683 the first colonial legislature was convened in New York. In 1765, a congress of deputies from the colonial assemblies met in the same place to consult about grievances. In 1770, the liberty pole which had been set up by the citizens was cut down by soldiers. A new one was speedily erected, bound with iron. About the same time the assembly gave great offence by voting \$5000 for the supply of the king's troops. Against this measure a strong address was published, signed "A Son of Liberty," which the assembly pronounced a malicious libel, and the author, Captain McDougall, was arrested, and detained in prison several months. In December, 1773, seventeen chests of tea, brought from a ship lying at Sandy Hook, were seized by citizens and thrown into the bay. In 1775, the assembly voted an address to the king, and formally disowned all ideas of independence. This measure induced the popular party, called the Sons of Liberty, to call a meeting, which eventuated in an appeal to force, in which the tories were put to flight by the patriots, armed with hoop-poles.

Soon after this a part of General Lee's force entered the city, at which the inhabitants were greatly alarmed, as the British naval commandant had declared that he would fire



the city, if any continental troops entered it. To this Lee replied "that if the men-of-war should set one house on fire in consequence of his coming, he would chain an hundred tories together by the neck, and make the house their funeral pile."

The British subsequently took forcible possession of the city, and retained it until Nov. 25, 1783, when they finally evacuated it. This day has ever since been celebrated by a military procession. The 4th of December following, Washington took leave of the officers of the army at Francis's Hotel. In 1789, the first congress under the new constitution, sat at New York, and Washington was sworn in as President of the United States, by Chancellor Livingston. From this period, the city, which, at the time of its surrender by the British, was estimated to contain little more than 20,000 people, has continued to advance in wealth and population, with a pace as steady as it has been rapid. According to the census of 1840, the present population is 312,234.

New York is doubtless destined to continue, as it now is, the commercial metropolis of the United States. From its central position, its proximity to the sea, and favored with a harbor that can be entered at all seasons, and an extensive inland trade by means of its rivers, canals and rail-roads, its great facilities for commerce are unrivaled in this country, and perhaps in the world.

In the year 1810, the valuation of real and personal estate was \$25,486,370. In 1836, it was \$309,500,000. It is now much greater. In 1656, the city contained but 120 houses.

New York is the second commercial city in the world, as the amount of shipping owned here is equal to more than half that of London. The revenue collected at the Custom house is equal to about one-half the whole revenue of the Union from foreign commerce. Packets are starting almost daily for some one of the principal ports in foreign parts.

DISTANCES FROM THE CITY HALL,

*To Different Points in the City, &c.*

From the City Hall,		From the City Hall,	
To the Battery, south end...	1 mile.	To the Dry Dock.....	2 miles.
“ “ north end ...	$\frac{3}{4}$ “	To Corlear's Hook.....	1 $\frac{1}{4}$ “
To the foot of Cortland street.	$\frac{1}{2}$ “	To Catharine st. Ferry.....	$\frac{3}{4}$ “
“ “ Barclay “	$\frac{3}{8}$ “	To Fulton st. Ferry.....	$\frac{1}{2}$ “
“ “ Chambers “	$\frac{1}{2}$ “	To U. S. Navy Yard.....	1 $\frac{3}{4}$ “
“ “ Canal “	1 “	To Brooklyn, foot of Fulton	
To the Old State Prison Dock.	1 $\frac{1}{2}$ “	street.....	1 “
To Fort Gansevoort.....	2 “	To Williamsburgh.....	2 “
To the House of Refuge.....	2 $\frac{1}{4}$ “	To Jersey City.....	1 $\frac{1}{2}$ “
To Bellevue.....	2 $\frac{1}{2}$ “	To Hoboken.....	2 “

New York is distant from—

Boston.....	210 miles.	Hudson.....	115 miles.
Providence.....	180 “	Albany.....	145 “
New Haven.....	73 “	Saratoga Springs.....	182 “
Philadelphia.....	90 “	Lake George.....	210 “
Baltimore.....	190 “	Canada Line.....	329 “
Washington.....	228 “	Utica.....	239 “
Norfolk.....	329 “	Buffalo (direct route).....	357 “
Charleston.....	670 “	Montreal.....	372 “
Havanna.....	1785 “	Rochester.....	403 “
New Orleans.....	2047 “	Quebec.....	513 “

HOURS OF STARTING TO VARIOUS POINTS.

For Philadelphia, at 6 o'clock, A. M., by steam-boat Independence to Amboy, from Pier No. 1, North River. Also, at 9 o'clock, A. M., and 4 $\frac{3}{4}$  P. M., from foot of Liberty street to Jersey City, and thence by New Jersey Rail-road. Daily.

For Albany, at 7 o'clock, A. M., by steamers, foot of Barclay street, N. R. Also, at 5 and 7 o'clock, P. M., by steamers, foot of Cortland street, N. R. Daily.

For Boston, at 5 o'clock, P. M., via Stonington and Providence; also, by Norwich and Worcester, at same hour, from Pier No. 1, N. R.—Daily, Sundays excepted.

For New Haven, Hartford, &c., at 6 o'clock, A. M., and 4 o'clock, P. M., by steamers, foot of Beekman street, E. R., daily, Sundays excepted.

For Bridgeport, at 6 o'clock, A. M., by steamers, at Catharine market, E. R.

For Yonkers, Sing Sing, Peekskill, &c., by steamers, at 7 o'clock, A. M., from Warren street, N. R.

For Caldwell's, West Point, Newburg, &c., at 4 o'clock, P. M., from Warren street, N. R.

For Paterson, N. J., by rail-road, as per arrangement—foot of Cortland street, N. R.

For Newark, N. J., by rail-road, foot of Cortland st., N. R., several times daily.

For Hoboken, N. J., by steamers, every five minutes, from foot of Barclay street.

For Staten Island, every hour, from Whitehall slip.

For New Brighton, Elizabethport, &c. &c., at 10½ A. M., and at 1, 3½ and 5 P. M., by steamers, from Pier No. 1, N. R.

For Brooklyn, by the ferries at Walnut, Catharine, Fulton, and Whitehall streets, every few minutes.

#### RATES OF FARE FOR

#### *Hackney Coaches, Carriages or Cabs.*

1. For conveying a passenger any distance not exceeding one mile, 37½ cents; and for every additional passenger, 25 cents.

2. For conveying a passenger any distance exceeding a mile, and within two miles, 50 cents; and for every additional passenger, 25 cents.

3. For conveying a passenger to the new Alms House, and returning, 75 cents; and for every additional passenger, 37½ cents.

4. For conveying one passenger to Fortieth street, and remaining half an hour and returning, \$1; and for every additional passenger, 25 cents.

5. For conveying one passenger to Sixty-first street, and remaining three quarters of an hour, and returning, \$1 50; and for every additional passenger, 37½ cents.

6. For conveying one passenger to the Croton Reservoir, Eighty-sixth street, and remaining an hour, and returning, \$2; and for every additional passenger 50 cents.

7. For conveying one or more passengers to Harlaem, and returning, with the privilege of remaining three hours, \$4.

8. For conveying one or more passengers to Kingsbridge, and returning, with the privilege of keeping the carriage or cab all day, \$5.

9. For the use of a Hackney Coach, Carriage or Cab, by the day, with one or more passengers, \$5.

10. For the use of a Hackney Coach, Carriage or Cab, by the hour, with one or more passengers, with the privilege of going from place to place, and of stopping as often as may be required, as follows, viz:—for the first hour, \$1; for the second hour, 75 cents; and for every succeeding hour, 50 cts.

11. In all cases where the hiring of a Hackney Coach, Carriage or Cab, is not at the time thereof specified to be by the day or hour, it shall be deemed to be by the mile.

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

13. Whenever a Hackney Coach, Carriage or Cab, shall be detained, excepting as aforesaid, the owner or driver shall be allowed after the rate of 75 cents for an hour; 37½ cents for each and every subsequent hour, and so on in proportion for any part of the first and subsequent hour which the same may be so detained.

1. In case of disagreement as to distance or price, the same shall be determined by the Mayor, or Superintendent of Hackney Coaches, Carriages and Cabs.

2. The owner of any Hackney Coach, Carriage or Cab, shall not demand or receive any pay for the conveyance of any passenger, unless the number of the Carriage, and the rates and prices of fare shall be fixed and placed in a manner hereinafter directed by section second of title fourth of this law, at the time such passenger may be conveyed in such Carriage or Cab.

3. The owner or driver of any Hackney Coach, Carriage or Cab, shall not be entitled to recover or receive any pay from any person from whom he shall have demanded any greater price or rates than he may be authorized to receive as aforesaid.

4. Upon the trial of any cause commenced for the recovery of any of the aforesaid prices or rates, it shall be incumbent upon the plaintiff or plaintiffs in such action, to prove that the number and prices or rates, were placed and fixed in pursuance of the provisions of this law, at the time the services were rendered, for which the suit may be brought.

5. Every driver or owner of a Hackney Coach, Carriage or Cab, shall carry, transport, and convey in and upon his Coach, Carriage or Cab, in addition to the person or persons therein, one trunk, valise, saddle bag, carpet bag, portmanteau, box, bundle, basket, or other articles used in traveling, if he be requested so to do, without charge or compensation therefor; but for every trunk or other such article as above named more than one, he shall be entitled to demand and receive the sum of 6 cents, if conveyed within the distance of one mile, and if more than one mile, the sum of 12½ cents.

6. No owner or driver of any Hackney Coach, Carriage or Cab, in the city of New York, shall ask, demand, or receive any larger sum than he or they may be entitled to receive as aforesaid, under the penalty of \$10 for every such offence, to be sued for and recovered from the owner or owners, or drivers of any such Hackney Coach, Carriage or Cab, severally and respectively.

ISAAC H. BROWN, *Superintendent*, 83 Mott st.

*Office hours from 10 to 12, A. M.*

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The following additional particulars, of especial interest to travelers, have also been politely furnished us by Mr. Superintendent Brown, to whose kindness the compiler is much indebted, for the above regulations.

The following rates of fare can be legally demanded, and no more, for conveying passengers to any of the places specified below, viz.—

From Philadelphia steam-boat landing, Pier No. 2, North River, to any of the Albany or New Haven boats, or any of



the Hotels in Broadway, (with a trunk for each passenger,) for one passenger  $37\frac{1}{2}$  cents, two passengers  $62\frac{1}{2}$  cents, three passengers  $87\frac{1}{2}$  cents, four passengers \$1  $12\frac{1}{2}$ , five passengers \$1  $37\frac{1}{2}$ .

Passengers from Philadelphia, via Camden and Amboy, who are going to Boston, will find the Boston boats at the adjoining wharf below.

Passengers from Philadelphia, via New Jersey Rail-Road, which lands them at foot of Liberty street, will find the evening boat for Albany, at the next wharf above. From foot of Liberty street, to any of the Hotels in Broadway, the rate of fare is the same as above.

From any of the Hotels in Broadway above Maiden Lane, to the People's Theatre, Bowery, the rates of fare are same as above.

From the Philadelphia or Albany steam-boat landings, to the Bridgeport steam-boat, which leaves foot of Catharine street, daily, the legal rates (with a trunk for each passenger,) are as follows: one passenger 50 cents; two passengers 75 cents; three passengers \$1; four passengers \$1 25; five passengers \$1 50.

Passengers landing at New York, in any of the boats, who desire to procure a carriage or cab, should never employ any of the persons found crowding about the gangway, as these are in general a lawless set of fellows, not hack drivers themselves, but the agents of others. The better way is to step ashore, and engage a driver who is with his carriage and horses.

No owner or driver of any coach or cab can refuse to convey any passenger, on his tendering him the regular fare, as stated above, under the penalty of \$10.

Complaints for a violation of any of the above regulations should be made at the Mayor's office, No. 5 City Hall. Persons complaining are never detained over half an hour.

The number on a hackney coach is on the rocker, under the door, and on the lamps. On a cab, it will be found on, or immediately over the door, and also on the lamps.



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