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UNITED STATES OF AMERICA.



HUNT'S GAZETTEER

OF THE

BORDER AND SOUTHERN STATES:

CONTAINING

A FULL DESCRIPTION OF THE RAILROAD ROUTES, TURNPIKE
ROADS, CITIES, TOWNS, VILLAGES, MOUNTAINS,
VALLEYS, RIVERS, SPRINGS, &c.

AND

SHOWING DISTANCES, POPULATIONS, TOPOGRAPHICAL
SITUATIONS, &c.

A HAND BOOK

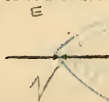
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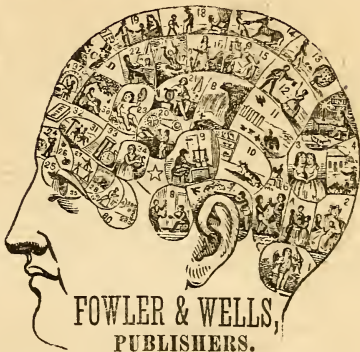
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KENNER, (New Orleans 10 miles—Jackson 173 miles,) an old locality, upon a level tract of cultivated land. The line of crib-work near this place is five miles long, and which it is ultimately intended to supply with embankment, the material for which exists abundantly further up the road.

BAYOU LA BRANCHE, (flag station,) named after the little stream at hand.

FRENNIER, (New Orleans 23 miles—Jackson, 160 miles,) a few vegetable gardens here vary the monotonous swamp scenery, and the palmetto becomes more frequent. Lake Pontchartrain is seen in the distance, and with which the road lies parallel for a few miles.

BAYOU DE SAIRE.—Flag station.

MANCHAC, (New Orleans 37 miles—Jackson 146 miles,) is a depot upon a body of water three miles long, termed the North Pass, connecting Lake Maurepas on the west with Lake Pontchartrain on the east. The draw-bridge is seldom opened—navigation being of little importance. Lake Pontchar-

train is also accessible from New Orleans through a canal, by which small vessels enter port. These lake waters affording a landing within five miles of the city, General Packenham perceived the advantage in 1812, but "Old Hickory" outwitted him by closing up these approaches.

PONTCHATOULA, (New Orleans 47 miles—Jackson 136 miles,) is situated on high pine land. Here commences a growth of pine timber which continues along the line of the road for over one hundred and twenty miles, perfuming the atmosphere, and conducing to the health for which this region is noted.

HAMMOND'S.—Flag station.

TICKFAW, (New Orleans 58 miles—Jackson 125 miles,) named after Tickfaw river, is approached upon a very long tangent. This settlement, like many others succeeding, is in the pine woods, and noted for its excellent health, and almost perfect exemption from disease.

INDEPENDENCE.—Flag station.

AMITE, (New Orleans 68 miles—Jackson 115 miles,) derives its name from the county and a river of same name, and is designed as a residence city for those who retreat from New Orleans during the sultry months. Its reputation as a healthy and pleasant location may ensure its success. It now contains one handsome and commodious hotel, five stores and a steam lumber mill. Kelly's Female Academy is within a half mile of town.

PROSPECT HILL.—Flag station.

TANGIPIHOA, (New Orleans 78 miles—Jackson 105 miles,) called after a small river dividing Tamany and Livingston parishes, and which empties into Lake Pontchartrain. The place contains three large dry goods stores, and a "New Orleans and Jackson Railroad Hotel."

ASHLAND.—Flag station.

OSYKA, (New Orleans 88 miles—Jackson 95 miles,) is situated in Pike County, Mississippi, and almost on the boundary line dividing Louisiana and the former State. Its name perpetuates that of a famous Choctaw Indian; the place contains about 300 inhabitants. A stratum of gravel is here perceptible, under a red top-soil; and also a change in the growth of timber.

CHATAWA.—Flag station.

MAGNOLIA, (New Orleans 98 miles—Jackson 85 miles,) named after the splendid evergreen peculiar to the Southern clime, a species of which grows spontaneously in the vicinity. It is in Pike County, Mississippi, and occupies perhaps the most eligible site of all the new towns along the road. The place contains one hotel, a few stores, some pleasant looking homes, and a population of 200. It is yet amid the "forest primeval," which here consists principally of oak.

QUINN'S.—Flag station.

SUMMIT (New Orleans 108 miles—Jackson 75 miles) is a point in Pike County, elevated 475 feet above tide. It is "a city set on a hill," between the rivers Bogue Chitto, on the east, and Tangipihoa on the west. It appears to be a prosperous station, and already contains two hotels, twelve stores of various kinds, and about 600 inhabitants. Conspicuous among the residences is that of General Garland.

BOGUE CHITTO (New Orleans 118 miles—Jackson 65 miles) derives its title from a neighboring stream, which flows nearly through the middle of the county. The name being translated is said to mean "Big Creek," or "Good Waters." The station is in the midst of a forest of oak, hickory, &c., and in Pike County, the shiretown of which is Holmesville.

BROOKHAVEN, (New Orleans 128 miles—Jackson 55 miles,) situated in Lawrence County, was designed as the depot-outlet for Brookhaven, an old post village, $1\frac{1}{4}$ miles distant; but (as in other similar instances) “the child has become father to the man.” This locality is said to be 485 feet above tide, and the highest point on the road. Its population is 400. Trains take meals at the Bowen House. There are over a dozen stores, and one other hotel. Beyond the surrounding pine woods cotton and corn are produced, and the place is remarkably healthy.

BAHALA (New Orleans 138 miles—Jackson 45 miles) obtains its title from Bahala creek, which enters Pearl river in Lawrence County. This station is located in Copiah County, 10 miles from Gallatin, its capital. It is about 50 miles from Bahala, westward to the Mississippi river. The place contains two stores, church, school, and “Mrs. Miller’s House,” which is somewhat inviting.

HAZLEHURST (New Orleans 148 miles—Jackson 35 miles) is a station named in compliment to George H. Hazlehurst, Esq., the efficient Chief-Engineer of the road. It is in the County of Copiah, (an Indian word, signifying “*screech owl*,”) and although not yet “out of the woods,” the tenements now building give promise of a future village.

CRYSTAL SPRINGS, (New Orleans 158 miles—Jackson 25 miles,) located on the east side of the road, is in Copiah County. One large store and a few tenements comprise the place. “The murmuring pines and the hemlocks,” through which the road traverses, (with but little variation of a different growth,) for over 100 miles, here give place to timber of various other descriptions, while the mixed soil changes to red earth and occasional quicksands.

TERREY (New Orleans 167 miles—Jackson 16 miles) is in Hinds County, Mississippi—a famous district, named in honor of Colonel Thomas Hinds.

There are but three large buildings, of a commercial character. A daily stage connects this point with Raymond, the county seat, 18 miles westward. The surrounding country ships from this depot 10,000 bales annually, and the census of 1850 exhibits the interesting fact that "Hinds" produced a greater quantity of *beans* and *peas* than any other county in the Union.

BYRAM, (New Orleans 74 miles—Jackson 9 miles,) a depot for the vicinity, is located near Pearl river, (which derives its name from the quality of the sand composing its shores, and a stream also said to be more tortuous than any other of its length in the world,) which forms the eastern boundary of Hinds County. Most of the surrounding country is under cultivation, producing cotton and corn as its staples. Above Byram is found a bed of light-colored rocks, in one of the cuts—a curiosity in this region.

JACKSON, (New Orleans 183 miles—Grand Junction, 212 miles,) named after the immortal hero, is situated in Hinds County, and is the capital of the State of Mississippi. It occupies a handsome site on the right bank of Pearl river, in a region originally inhabited by the Choctaw nation. It is considered healthy, and has a population of 4,500. The productions of the vicinity are vegetables and fruit, together with the two staples, corn and cotton, of which latter over 3,000 bales are forwarded annually.

NEW ORLEANS AND JACKSON AND MISSISSIPPI RAILROAD.

TUGALOO, (New Orleans 190 miles—Grand Junction 205 miles,) a flag station on the N. O. & J. & Miss. R. R.

CALHOUN, (New Orleans 199 miles—Grand Junction 196 miles,) a post village on the N. O. & J. & Miss. R. R.

CANTON, (New Orleans 206 miles—Grand Junction 189 miles,) a beautiful post village, capital of Madison County, Miss., on the N. O. & J. & Miss. R. R.

VAUGHAN'S, (New Orleans 220 miles—Grand Junction 175 miles,) a flag station on the N. O. & J. & Miss. R. R.

GOODMAN, (New Orleans 234 miles—Grand Junction 161 miles,) a post village on the N. O. & J. & Miss. R. R.

WEST'S, (New Orleans 250 miles—Grand Junction 145 miles,) a post village, capital of Simpson County, Miss., on the N. O. & J. & Miss. R. R.

WINONA, (New Orleans 270 miles—Grand Junction 125,) a flag station on the N. O. & J. & Miss. R. R.

GRENADA, (New Orleans 293 miles—Grand Junction 102,) a thriving post village of Tallobusha County, Miss., on the Tallobusha river, 113 miles N. E. from Jackson, on N. O. & J. Miss. R. R.

COFFEEVILLE, (New Orleans 310 miles—Grand Junction 85 miles,) a thriving post village, capital of Tallobusha County, Miss., 130 miles N. E. from Jackson; has two newspaper offices; population about 850, on the N. O. & J. & Miss. R. R.

WATER VALLEY, (New Orleans 323 miles—Grand Junction 72 miles,) a post village on the N. O. & J. & Miss. R. R.

OXFORD, (New Orleans 341 miles—Grand Junction 54,) a pleasant and thriving post village; capital of Lafayette County, Miss.; 180 miles north of Jackson, and is one of the most healthful places in the State, on the N. O. & J. & Miss. R. R.

ABBEVILLE, (New Orleans 351 miles—Grand Junction 44,) a flag station on the N. O. & J. & Miss. R. R.

HOLLY SPRINGS (25 miles from Junction—167 miles from Jackson) is the capital of Marshal County, Miss., which is reputed to be proportionately the largest cotton-producing district in the world. The town was founded in 1836, and now contains 2,500 inhabitants. Its name is derived from an interesting legend detailed by the Chickasaws: COILA, the lovely daughter of Sheka, dwelt here, with her noble father, beneath a beautiful grove, and amidst which gushed forth two limpid *springs*, surrounded by over-bending *holly*. Beautiful as the stars she worshipped, she was in turn idolized by the young warriors of her tribe, and her laughing maidenhood glided by placid as a summer dream. SIKOLA, the eagle, and COAHOMA, the red fox, were two braves who wooed the tawny maiden; but the former, proving successful in his love, wedded Coila. Jealousy filled the soul of Coahoma, and aroused his vengeance. Finally, when Sikola reposed in the arms of his lovely spouse, at the deep midnight hour, Coahoma, with a party of fiendish associates, entered the marriage wigwam, and slew Sikola,

whilst the winged arrow of another also carried untimely death to the startled Coila. Earth lost its guardian angel, and wept a fountain of tears. These fountains still flow, and the sparkle of their dancing waters perpetuate the legend of the bright-eyed Coila, and christen the spot "Holly Springs."

The town is remarkable for its beauty and healthful location—being situated upon an elevated and extended range of table lands. "Cutler's Well" is near the public square, and its waters possess great medicinal properties.

Fifteen thousand bales of cotton were sold here in 1856. There are about forty mercantile establishments, and which also supply the adjacent country trade. The citizens are known for intelligence and hospitality, and thus evidence the effect of, and enjoy the beneficial results which naturally accrue to the fostering of education.



MEMPHIS AND CHARLESTON RAILROAD.

THE CITY OF MEMPHIS—One of the brightest jewels upon the brow of the Father of Waters—Her enterprise, her intelligence, and her hospitality are imbued with the grandeur and magnificence of the scenery by which she is surrounded. May she ever flourish, a focus of beauty, wealth, and refinement; and may her future greatness, even still more than her present prosperity, verify the prediction: "*Westward the course of empire takes its way.*"—*Toast, "Railroad Jubilee."*

MEMPHIS, (Vicksburg 348 miles—Stevenson 271 miles,) the Western terminus of the Memphis and Charleston Railroad, is handsomely situated on

the Fourth Chickasaw Bluff, from which it obtains the soubriquet of the "Bluff City." It was laid out in 1819, under the joint proprietorship of Gen. Jackson, Gen. James Winchester and John Overton, Esq., who had obtained the land from the Federal Government, and in 1826 was passed the first charter of Memphis by the Legislature of Tennessee.

Its earliest history (in the year 1540) designates the site of Memphis as having been occupied by a village called Chisca, near which Ferdinand de Soto, the immortal misguided Spanish explorer encamped his followers, and subsequently crossed the Mississippi. Population, (including that of her environs,) 25,000; it is located 750 miles above New Orleans, and 420 miles below St. Louis.

McGEHEE'S, (flag station.)—Here are the splendid mansions of Messrs. McGehee and Cooper, which present a very attractive appearance. Two such fine residences are seldom found anywhere in the rural districts, and are highly indicative of their owners' taste and liberality.

BUNTYN, (Memphis 6 miles—Stevenson 265 miles,) a wood and water station; named after Geraldus Buntyn, Esq., whose residence, immediately fronting the station, will attract the observation of the traveler.

WHITE'S, (flag station,) or the abode of Eppy White, has been long known as a camping-place for travelers, and an old post-station. During the summer the vicinity is a place of general resort for parties of pleasure, camp-meetings, etc.

GERMANTOWN (Memphis 15 miles—Stevenson 256 miles) derives its name from having been settled by several German families, and was regularly laid out in 1834 by Colonel G. P. Shepherd. Present population is about 300—one-third being slave. Healthfully situated on a high ridge between Non-

connah creek and Wolf river. A plank road also connects it with Memphis.

The surrounding country produces most of the grains and fruits peculiar to the soil—cotton being the staple, and most marketable.

“Nashoba,” “White Sulphur,” and “Brunswick” Springs are delightfully located in groves of evergreens, within a distance of two miles, and are favorite resorts for residents of the neighborhood.

The town contains one cotton-gin factory and other mechanical establishments, dry goods and grocery stores, and two hotels. The inhabitants are generally moral, intelligent, and a reading people, supporting three churches, and an excellent school for boys and girls.

A half mile east of Germantown, and facing the road on the north, stands the “*Shelby Classical and Military Institute*,” under the superintendence of Colonel A. M. Rafter, assisted by an able corps of instructors. This institution—which so advantageously unites a collegiate education with military discipline—enjoys an excellent reputation.

FOREST HILL (flag station) Seminary for Young Ladies is located on the north side of the road, about three miles further east. Will in time be a handsome spot.

NEVILLE.—Flag station.

BRAY'S.—Flag station.

COLLIERVILLE (Memphis 24 miles—Stevenson 247 miles) occupies a high position on the same ridge of ground with Germantown, Wolf river being on the North, and Nonconah creek toward the South. The railroad depot is located one-fourth of a mile South of the village. The surrounding country is an undulated light or mulatto soil, rich in productions peculiar to the latitude.

The town contains about 250 inhabitants, and sustains a number of stores and produce houses, several

mechanical shops. There are also male and female high schools, and a mixed school for juveniles. The Methodist, Baptist, Campsettlers and Cumberland Presbyterian congregations comprise the religious denominations.

In the vicinity of this station are three steam and two water-power mills, successfully operating in lumber and produce.

Passengers alight here for Macon, Tennessee.—Stage tri-weekly.

WALKER'S.—Flag station.

LAFAYETTE, (Memphis 31 miles—Stevenson 240 miles,) named after the gallant and patriotic Frenchman, is situated on what is termed "second-bottom land," which is a level tract, and about one-half mile South of Wolf river. The Post-Office here is called Rossville.

The surrounding country is gently undulated; the climate considered healthy; staple productions—cotton, corn and wheat.

Marshall Female Institute is located about five miles South, contiguous to the boundary line between Tennessee and Mississippi, and occupies an inviting site. It is conducted by Rev. Joseph Douglass, with competent assistants, and sustains a very superior reputation.

Passengers leave cars here for Mt. Pleasant, Mississippi.

HAY'S CROSSING.—Flag station.

MOSCOW, (Memphis 39 miles—Stevenson 232 miles,) named after the renowned metropolis of Russia, was founded about the year 1825—nothing of interest connected therewith. It is situated between Wolf river and a Northern Fork of that stream, one fourth of a mile from their confluence. The present population numbers about 200. Contains no prominent institutions of learning.

The climate is generally healthy, and the country fertile, yielding principally cotton and grain. Very little attention given to raising stock. In the vicinity are two fine water-power grist mills, owned by Messrs. Thomas G. Anderson and J. J. McCaughan; also a number of chalybeate and sulphur springs—places of general resort—two and a half miles from town.

Moscow is the connecting point of the Branch Railroad to Somerville, 13 miles distant.

Passengers leave cars here for Early Grove, Mississippi.

WILLISTON (on branch to Somerville, 7 miles from Moscow) is a depot named after Henry Willis, Esq., whose plantation it adjoins. It is regarded the half-way point between Moscow and Somerville.

SOMERVILLE (on branch, 13 miles from Moscow, 52 from Memphis) was named after Lieutenant Somerville, an officer in the war of 1812, and who received a mortal wound at the battle of Taladega, in Alabama. The town was incorporated in 1823 as the seat of Justice of Fayette* County, in the very centre of which it is located. It is on a fine plat of land, at an elevation of 60 feet above Loosahatchie creek, near which it is situated. The population is about 1,200. The country around has an undulating surface; a good soil, producing cotton, corn, wheat, oats, &c., with fruits and vegetables in abundance. The soil is of clay and sand mixture, having an under-stratum of stiff pipe-clay.

Its industrial establishments consist of various factories and tanneries, together with several flouring mills, propelled by steam and water-power, situated in and about the town.

* *Fayette County* possesses an excellent soil, and is extensively cultivated; and which, in addition to the usual staples, produced in 1850 a greater quantity of cotton and sweet potatoes than any other in the State.

There are two academical institutions of considerable reputation—a male academy and the Young Ladies' Model School.

Somerville terminates the branch which commences at Moscow.

CROMWELL.—Flag station.

LA GRANGE (Memphis 49 miles—Stevenson 222 miles) is located in the South Western corner of Fayette County, which being named after the immortal Lafayette, (although now contracted to 'Fayette,) the town commissioners, to further compliment the friend of Washington and our country, christened their place with the name of his home in France—La Grange.

GRAND JUNCTION (Memphis 53 miles—Stevenson 219 miles) is the intersecting point with the Mississippi Central Railroad, leading south toward Holly Springs, and the Mississippi Central and Tennessee Railroad, leading north toward Bolivar and Jackson, which two roads will form important links in the magnificent chain which, at no long period, is destined to connect New Orleans and Cairo, Illinois.

The spot, in 1855, was a cotton field, upon which Progress had not yet imprinted her footsteps, save the stakes which designated the Memphis and Charleston Railroad's future location. The town plat was determined by J. Jay Williams, then Chief-Engineer, and the first building was erected in January, 1855—and which, being a house of refreshment, became a Horeb-rock unto the elevating and excavating sons of Erin—who constituted the primitive citizenship.

The surrounding country is high and very broken; healthy, and well adapted to the culture of cotton and grain. The nearest water-course is Wolf river, from which stream water is conveyed in pipes to Grand Junction. This is almost the sole depend-

ence of the town for this essential element, and the natural scarcity of it forms a most serious drawback.

Some beautiful views can be had from an eminence within half a mile, and which are rendered attractive in presenting distant surveys of the neighboring towns of La Grange, Saulsbury and Van Buren.

MISSISSIPPI CENTRAL AND TENNESSEE RAILROAD.

BOLIVAR, (18 miles from Junction,) the first important station on the Mississippi Central and Tennessee Railroad, is a handsome and thriving town of about 1,500 inhabitants, and capital of Hardeeman County; is situated upon a gentle eminence, one mile south of Hatchee river, which stream is navigable during about half the year. The town is surrounded by rich land, beautifully undulated, and contains among its inhabitants many wealthy and distinguished planters. The trade of the place is active, and increasing.

Dunlap's Chalybeate Springs are located two and a half miles from Bolivar. They are greatly resorted to during the summer, and the waters regarded as possessing fine curative qualities.

JACKSON, (50 miles from Junction,) named after the immortal hero of New Orleans, was laid out in August, 1822, by State Commissioners, for the express purpose of establishing the capital of Madison County. Its location is on the south fork of

Forked Deer river, a stream navigable to this point only by the smallest grade of steamboats, in favorable stages of water. The surrounding country is of a level character, rich and fertile, producing the staples in abundance, and fruits and vegetables in unusual variety. The geological character of the soil is distinguished as of the "orange sand group."

Mason's Wells, 10 miles eastward, is a place of retreat during the summer. The town contains several steam saw-mills, a foundry, and the usual necessary mercantile and mechanical establishments.—Population about 3,000. The Western Division of the State Agricultural Society owns property here, upon which it holds its annual fairs. The Federal and Superior, besides the inferior courts, are convened here—the court-house occupying the centre of the public square.

The educational institutions comprise West Tennessee College, the Memphis Conference Female Institute, besides two Seminaries, (male and female,) all of which enjoy a liberal patronage. Two newspapers are published here.

Jackson is the Northern terminus of the Mississippi Central and Tennessee Railroad, and connects here with the Mobile and Ohio, leading toward Cairo, and now operated (by the M. C. & T. R. R.) to McCony's Mill, 10 miles North of Jackson.

Since the completion of the railroad, the business of Jackson has greatly increased, and bright hopes are entertained for its future advancement and prosperity.

Through Route continued:

SAULSBURY (Memphis 58 miles—Stevenson 213 miles) was established in 1854, by the citizens of Berlin, a little village in the southern environs; but, as the majestic oak absorbs the little acorn from which it grew, so has Saulsbury tapped the life-

blood of Berlin, and leaves it almost without "a local habitation and a name." The place derives its name from Major Sauls, former proprietor of the land.

The country adjacent is somewhat broken and fertile, producing cotton, corn and wheat, together with tobacco, rice, oats, rye and potatoes. The landscape bears no distinguishable feature, except a cone-shaped mountain, which looms up into the blue heavens, in Tippah County, Miss., five miles distant. The section of country lying between Junction and Saulsbury has been ascertained to be the highest between Memphis and Tuscumbia.

Fox's Chalybeate Springs, four miles from Saulsbury, toward the north, affords a delightful pleasure resort. The recently established "Woodland Female Institute," located on the railroad three-fourths of a mile west of the town, is a desirable educational institution for students of both sexes.

Population about 300, industrious and intelligent citizens, whose business engagements are of a mercantile character. It is situated on the head waters of Spring Creek, near the southern boundary of Hardeman County, Tenn., about 27 miles south of Bolivar.

Passengers alight for Ripley, Miss.

MIDDLETON, (Memphis 69 miles—Stevenson 202 miles) named in compliment to John Middleton, Esq., a member of the original Engineer Corps. The spot was laid out as a depot in August, 1855.

The locality was originally occupied by the Cherokee Indians, but they have left no monumental relics here to perpetuate their history.

The place contains about 150 of a population, and is situated on a pleasant ridge, which slopes each way two miles, to Muddy and Porter's Creeks. It is surrounded by "the forest primeval," through which meanders small streams, affording water for stock, of which considerable is raised. The country is healthy and productive. The top-soil, being thin, is

greatly enriched by an under-stratum of marl, the good effect being further increased when it is spread upon the surface. The region abounds also in chalybeate springs, but they are without importance.

There is one good female school. The prospects for future improvement are deemed rather inauspicious.

POCAHONTAS, (Memphis 74 miles—Stevenson 197 miles,) deriving its name from the immortal Indian princess, is a thriving village, located on a beautiful tract of table land, on the south bank of Big Hatchee River, one mile below its confluence with the Tuscumbia.

The spot was selected in 1825, by some land speculators, who were favorably impressed with the locality as a point of navigation, but whose hopes were frustrated by their discovering its extreme remoteness from market, great delay in improvement of navigation facilities, and other causes—which induced an utter abandonment of the scheme, and disposal of the land. Its buried prospects were resurrected by the location of Memphis and Charleston depot upon the ancient site, in 1854, and since which date it has steadily progressed.

Evidences of an aboriginal occupation exist in the various mounds, one of which is contiguous to the village hotel. The country about is fertile, producing the staples, fruits and melons, and unsurpassed for sweet potatoes and turnips. Considerable stock is also raised here, particularly sheep.

The extensive bottom-lands on Hatchee and Tuscumbia rivers, and Big Muddy and other creeks, abound in the finest timber. The soil is an alluvial dark loam, more yellow at higher points, and containing free-stone water. The densely timbered hill lands and bottoms, including an area of 30 miles, designate Pocahontas as a most available centre for lumbering, and it possesses already four steam and four water-power mills in successful operation. Upon

these extraordinary lumber resources, the highest hopes have been reasonably anchored.

Adjacent to the Hatchee, on Captain Davis' plantation, is a fine, bold chalybeate spring, much resorted to, and for the waters of which are claimed great curative virtues. The surrounding woods affords ample game to amuse and repay a visit of the Nimrods whose time can be thus appropriated.

A tri-weekly line of coaches connects with Ripley, Pontotoc, Aberdeen and Columbus, Mississippi—present terminus of the Mobile and Ohio Railroad.

BIG HILL, (Memphis, 79 miles—Stevenson, 192 miles,) flag station. It is a principal outlet for lumber, there being numerous saw-mills in the vicinity. The excavation through which the road passes is 85 feet in depth, and involved the removal of 220,000 cubic yards of material. It is one of the most extensive cuts in the South; was completed in June, 1856, by Messrs. Kennedy and Gray, the well-known railroad contractors. Its sides being composed of layers of sandstone, will prevent apprehension from slides.

CHAWALLA (Memphis, 84 miles—Stevenson, 187) is situated in McNary County, Tenn., within $1\frac{1}{2}$ miles of the Mississippi State line. The name is a Chickasaw word, meaning "gray water." The former proprietorship of the land was vested in the Chickasaw nation; and as the governmental boundaries were only established after the comparatively recent cession and relinquishment of the lands by the Indians, it has scarcely doffed its primitive glory.—Numerous traces of its former inhabitants are manifest in the presence of quantities of spear and arrow-heads, earthen-ware, and rude implements of stone, found everywhere.

Chawalla lies in Indian Creek Valley, $1\frac{1}{2}$ miles north of the confluence of Hatchee and Tusculumbia rivers, and is immediately surrounded by well farmed land producing a good yield. Cattle and hogs are

raised in great abundance for home consumption and exportation.

An immense bed of marl underlies this entire region at a depth of from 10 to 15 feet, and occasionally reaching to the surface. No future mining will ever exhaust these immense soil-invigorating resources.

Three steam saw-mills, supplying 100,000 feet of lumber per week, comprise the chief-business of the station.

Between Chawalla and Corinth, and immediately on the line which divides the States of Tennessee and Mississippi, is found the first deposit of marl.—An examination of this peculiar substance gives sufficient evidence of its being a deposit of the sea in ages gone by. Shells, oysters, clams, (petrified,) fossil remains of fish, and other marine creations, have been exhumed from it. Its recuperating effects upon worn-out soil, and its fertilizing qualities have been amply tested, and its worth has become so undoubted that it is contemplated to organize companies for the purpose of mining, and giving to the agricultural world a manuring ingredient, equal in virtue and less expensive than guano.

This valuable material subsequently occurs in the excavations to the eastward, as far as Burns.

CORINTH (Memphis, 93 miles—Stevenson, 178 miles) is the point where the Mobile and Ohio Railroad will cross the Memphis and Charleston, nearly at right angles, and by which connections will be formed with Mobile bay on the south, 328 miles, and the Ohio River on the north. It is situated in Tishamingo* County, Miss., about four miles south of

*TISHAMINGO, whose honored name the county bears, was a magnanimous Indian Chief of the Chickasaw nation. He lived to a green old age, and died, according to some accounts, upon his own hunting grounds, and is buried in the vicinity of Corinth, while others aver that he emigrated to Arkansas, and died in a stranger land.

the Tennessee State line. The first house was erected in the winter of 1855, and in a period of eighteen months the population increased to over 1,500.

The surrounding country comprises both hill and bottom lands—good for general agriculture. Tuscumbio creek, a principal tributary to Hatchee River, runs within three miles of town, amid an extensive bottom of superior timber. These forests also abound in wild game, while the waters teem with myriads of the finny tribe. Seven miles eastward commences a wilderness of pine trees. Quite a number of steam saw-mills are already in operation, and doing a profitable business.

There are two fine chalybeate springs contiguous to the place, which it is contemplated to fit out as summer resorts. The celebrated Harden County Red and White Sulphur Springs are located twelve miles to the northeast, in a high and romantic region. Extensive marl beds abound throughout the entire vicinity. There is in successful operation a large establishment for the manufacture of furniture, planing and general wood working.

Beautifully located upon an eminence, southwest of the depot, is Corona Female College, an individual enterprise in the cause of education, and of a meritorious character.

The place is named after ancient and classic Corinth. It enjoys a flattering prospect for the future, and from its being an embryo railroad center, it is, no doubt, destined to become a large and flourishing inland town.

A survey has been made for a railroad branch to connect Corinth with Hamburg, a point on the Tennessee river, 16 miles, and 4 miles from Pittsburgh Landing, where the great battle was fought, April 7, 1862, where General Beauregard was defeated, and retreated to Corinth, and on the 29th of May he was driven out by Generals Halleck and Buell; and in July, General Rosecrans defeated the rebel Generals, Van Dorn and Price, at this place.

NINETY-FIVE MILE SIDING. — Flag station.

GLENDALE, (Memphis, 101 miles—Stevenson, 170 miles,) a station named in honor of Robert Glenn, Esq., is situated in a very rough and mountainous district. The valleys are rich and fertile, but the hills are sandy and unproductive. Lumbering is the chief business.

BURNS (Memphis, 107 miles—Stevenson, 164 miles) derives its name from Jerry Burns, who settled upon the land in 1853, near the present depot. It is situated in Tishamingo County, Miss., 9 miles from Jacinto, the shiretown. From this point it is 12 miles to Eastport, on the Tennessee River, and 15 to the Hardin County Springs, for which latter place of resort, Burns is the principal outlet, a daily coach traversing the route.

Burns is located in Yellow Creek Valley, and surrounded by fertile lands and hills of fine timber. A very lucrative business attaches to the steam saw-mills in operation—the lumber being sent abroad by railroad. Much good land remains in a state of nature, unreclaimed and uncultivated. The arable land is better adapted to grain culture than to cotton.

The village contains about 350 inhabitants, eight business houses, two churches and one school. Excellent roads diverge into all sections of the country about, and this means of easy transit is relied upon as an important dependence for the town's future.

The entire country was originally possessed by the Chickasaw Indians, who treated with government, and vacated it in 1836-'7. Subsequently much stock was raised by pioneer whites, who found it quite profitable. This vicinity is also notorious as the rendezvous of Jack Derrick, a most infamous land pirate, who, with his organized band of robbers, committed depredations in Alabama, Mississippi, Tennessee and Arkansas.

I-U-KA (Memphis, 115 miles—Stevenson, 156 miles) perpetuates the name of a distinguished, brave and magnanimous son of the forest, who formerly dwelt on the premises. His cabin, which stood about 200 yards from the depot, was universally known as a resting place for the traveler through that once benighted region, and a resort for all who loved friendship and good cheer. Weary and worn by his day's journey, the pioneer was wont to rest with safety beneath I-u-ka's roof; and the venerable chief was equally beloved and honored by whites and Indians. Like the immortal Logan, his name is classed with the brave and generous of his race. He died on the spot, about the year 1835-'6.

I-u-ka was laid out as a town plot in April, 1857, and at present numbers 400 population. It is surrounded by a generally poor country, the uplands heavily timbered. The health of the locality is evidenced in the fact, that by the census of 1850, Tishomingo County is shown to be, according to its population, the healthiest county in the United States!—Cotton, corn, &c., are the agricultural products—soil rather sandy.

Hardin County Springs are also accessible from I-u-ka, and it is the railway outlet for Eastport, a point of navigation on Tennessee river, eight miles distant. A chalybeate spring, contiguous to the depot, is asserted to be the best and strongest in Mississippi. It is also noted for four mineral springs, which were found to cure the worst cases of chronic diarrhoea in the army.

A number of saw-mills are operating in the vicinity. The survey of the projected New Orleans, Jackson and Great Northern Railroad, crosses the M. and C. Railroad in Bear Creek bottom, four miles eastward. There are ten stores of various kinds, some mechanical establishments, and a weekly newspaper.

I-u-ka must necessarily become the depot for a large scope of country southward, of which it is the only outlet. The place offers many inducements

in a business way, and its future prospects are considered unusually fair.

ROSEBUD.—A flag station. There are some steam saw-mills in the vicinity, which send to market a considerable amount of excellent lumber.

The STATE LINE dividing Mississippi and Alabama runs between I-u-ka and Dickson—represented by Big Bear Creek.

DICKSON (Memphis, 127 miles—Stevenson, 144 miles) is a depot located on the property of William Dickson, Esq., a director, and one of the most steadfast friends of the railroad. His palatial mansion occupies a fine position on an eminence on the south side of the road.

This region, which is very beautiful and productive, was originally the home of Levy Colbert, principal chief of the Chickasaw nation, who settled here about the year 1800. From the base of a limestone bluff, 60 feet high, upon which his wigman was erected, still gushes forth the noted "Ruzzard Roost Spring," a well remembered resting spot and campground for travelers on the old Natchez Trace—once the only trackway between Nashville and New-Orleans—and this place was considered the most beautiful and desirable on the route.

From the earliest date known, this section of country has been denominated "Buzzard Roost"—an improper translation of the Indian word *She-ka-noosa*, or, "Buzzard Sleep"—but the origin of the appellation is unknown to tradition or history.

CHEROKEE (Memphis, 129 miles—Stevenson, 142 miles) derives its name from Cherokee Branch, upon the banks of which the Cherokee nation halted, *en route* westward, in 1835-'6; the entire vicinity is noted for its fine spring water and choice hunting grounds.

This depot is situated about five miles from Tennes-

see river, at Newport or Chatham's Ferry; $5\frac{1}{2}$ miles from Georgetown or Colbert's old Ferry, the crossing point of the Natches train-road, cut out and traveled by General Jackson on his way to New Orleans. It is upon a ridge midway between Big Bear and Cane Creeks. Country generally healthy, and producing the staples of the latitude.

BARTON (Memphis, 133 miles—Stevenson, 138 miles) was commenced in October, 1856, and named after the proprietor of the land, A. C. Barton, being comprised in the old Chickasaw purchase. It is adjacent to Tennessee river, and situated in a beautiful valley from four to six miles wide. Climate healthy and soil productive in cotton, corn and grain. This section of country is regarded as among the most attractive in North Alabama. The landscape is heightened by a mountain range, $2\frac{1}{2}$ miles south, rounded on the north by the Tennessee river.

PRIDE'S.—Flag station.

TUSCUMBIA (Memphis, 145 miles—Stevenson, 126 miles) immortalizes the name and fame of a most distinguished chief of the Chickasaw Indians, who formerly presided over this section. In 1818-19 the national government offered the lands for sale, and laid out the town. The population is about 1,600.

It is situated in the healthful and beautiful valley of the Tennessee, one and a half miles south of the river. Here may be found one of the most celebrated of the Indian springs, called *Ococopasa*, which signifies "Cold Water." The stream issues from beneath a high limestone bluff, and spreads into a channel 50 feet wide, but shallow. It dashes forth in its liquid light at a rate estimated to be 17,000 cubic feet per minute. The water is of excellent quality, limpid and sparkling, and retains the temperature of 60° the whole year round.

The soil of the encircling valley is rich and lasting

for agricultural purposes, cotton being the great staple, (the yield is 100,000 bales per annum,) while nearly all the cereal grains are generally raised in abundance for home consumption.

The peculiar feature in the landscape is a magnificent range of mountains which border on the south, from the cloud-kissing brows of which (at an elevation of 400 to 500 feet) is unfolded to Nature's admiring worshippers the silver bosom of the meandering river, and the living green of one of the loveliest valleys in the South.

The Franklin, Ligon and Bailey Springs—places of considerable resort—are within 15 miles of Tuscumbia, and whose waters maintain high reputation for recuperative virtues. The vicinity also contains the "Cypress," "Lauderdale," and other extensive cotton factories, besides flouring and other mills.—Two good male and one female school comprise the educational institutions of the place.

A branch of the Memphis and Charleston Railroad extends two miles to Tuscumbia Landing, on the Tennessee river. Another branch of five miles length is also in progress to Florence. The contemplated Nashville and New Orleans road will also intersect at this point.

Tuscumbia is pre-eminently the pioneer town in the inauguration of southern railways, west of the Allegheny mountains. As early as 1830 did its enterprising citizens originate the old Tuscumbia, Courtland and Decatur Railroad, 45 miles long—to avoid the Muscle Shoals*—the completion of which was celebrated in 1834. Eight years subsequent, this primeval effort was amalgamated with the great

*The celebrated *Muscle Shoals* are an extensive series of rapids in that part of the Tennessee river which lies in the extreme northern part of the State. The descent of the water here is 100 feet in the course of 20 miles. The neighborhood is a famous resort of wild ducks and geese, which come in great flocks in search of the shell-fish from which the rapids derive their name. The waters also contain immense quantities of excellent fish;

enterprises which have now consummated the original idea of effecting an iron way from the Father of Waters to Old Ocean.

The Magnetic Telegraph Company has an office here.

Stages leave Tuscumbia regularly for Florence and Bailey's Springs.

HOBGOOD'S.—Flag station.

LEIGHTON, (Memphis, 155 miles—Stevenson, 116 miles,) situated in the north-western part of Laurens County, Alabama, is named after Wm. Leigh, the original proprietor. When originated, in 1820, it bid fair to become a locality of some importance, but upon the death of the enterprising Leigh it relapsed to inactivity. Population rather meagre in number.

The surrounding country is beautiful, high enough to be well drained, and comprises the Tennessee valley—the river being five miles distant from the station. Two public roads also intersect each other here. Cotton is raised abundantly as the great staple, together with grain and stock. From the distant mountain-tops a view of ten miles expanse is unfolded to the spectator, and which, in summer time, possesses an enchanting magnificence. The adjacent mountains contain inexhaustible quantities of rich iron ore and coal, although comparatively little attention is given to mining. In the same section exists a body of asphaltum, large quantities of which are continually exported.

In the bosom of the mountains are numerous mineral springs, at which many of the valley planters

and thus is provided a most unusual opportunity for the sportsmen and anglers in the surrounding country. Boats cannot pass this part of Tennessee river except at times of very high water, and from which necessity originated the idea of constructing the old railroad from Tuscumbia to Decatur. A canal was also once built around the shoals, but it has been abandoned, and is falling into decay.

have summer residences, and as the immediate vicinity affords fine hunting, the resort hither in the summer months is very general. No mills or manufactories nearer than those at Tusculmbia.

JONESBORO', (Memphis, 164 miles—Stevenson, 107 miles,) a wood and water station.

COURTLAND (Memphis, 168 miles—Stevenson, 103 miles) is a pleasant town, containing about 400 inhabitants, situated in the centre of the beautiful Tennessee valley, in a bend of Big Nance creek, and about seven miles from the Tennessee river, and four miles to the mountains on the south; 16 miles from Moulton, the county seat, and with which place it is now connected by stage line. The country about is level, and though formerly an extensive woodland, has been improved to a cultivated area, embracing very large plantations. Cotton, corn, wheat, rye, oats, &c., are its principal products. The adjoining counties of Hancock and Walker send considerable stock to market.

The McGhee (chalybeate) Springs, nine miles southwest, and the Campbell (sulphur and iron) Springs are much frequented by the neighboring planters. Indian mounds occasionally dot the country—reminiscences of the aboriginal proprietors, who have passed away, and whose epitaphs they are.

Of the mechanical pursuits, two extensive gin factories are conspicuous, both of which are said to produce meritorious articles. The mercantile business comprises over a dozen establishments. There are three churches, two hotels, together with a flourishing Female Institute, under the auspices of the Masonic Lodge.

The railroad passes through the centre of town.—A tri-weekly line of stages runs to Tuscaloosa, whence pleasure parties frequently hie to the mountains. Northward, the lovers of field sports and fishing resort to the Muscle Shoals, and amid its swift-

running waters and bordering forests enjoy the golden opportunities which nature affords.

SHERROD'S SPRINGS (wood and water station) is a magnificent pool of water, and located in an excellent region of country.

HILLSBORO (Memphis, 176 miles—Stevenson, 95 miles) Station derives its name from Joab Hill, a contractor on the old Decatur and Tusculumbia Railroad, whose cabin ornamented this spot about the year 1834. This point is six miles south of the Tennessee river. The adjacent country is healthy, and the soil productive in cotton and grain. Business appertains chiefly to the shipping of cotton, about 3,000 bales of which are sent forward annually.

This region of country being embraced in the famous Tennessee Valley, it may not be inappropriate to subjoin the following beautifully written paragraph :

“Along the course of the river on both sides, from where it divides the mountain to the point of its deflection north, lies one of the most beautiful, rich and fertile valleys of the Southwest. From the river in either direction, north or south, the ground gradually rises, presenting one broad, flat plain, whose surface is interrupted in its evenness by an occasional prominence, more elevated than the rest, and usually covered with cedars, or other growth, which gives a picturesque variety to the otherwise monotonous landscape. This enchanting and lovely spot combines more of beauty in its locality, and of picturesque sublimity, than any other portion of Alabama. Bounded on the east by the Cumberland mountain, stretching its continuous length, in a right line, to the northeast—divided centrally, nearly, and in the shape of a crescent, by the rushing river, tumbling over the broad expansive shoals, known as the “Muscle,”—shaded by groves of the lofty oak and poplar—freshened by springs, fountains and rivulets of sparkling, gurgling water—fragrant with millions

of flowers—dotted over with villas, plantations and residences of the most tasteful and approved style of architecture, presenting all the blooming freshness and beauty of flowers, that adorn the bosom of a bride—and musical with thousands of voices of the feathered songsters, this lovely spot realizes the vision of the fabled Rasselas. For fertility of soil, sulubrity of climate, health, convenience to market, facilities of intercourse, intelligent, enlightened and moral society, the advantages of schools and colleges, and, in a word, all that contributes to the happiness and prosperity of man, the Tennessee Valley has not its parallel in an equal area of country in the United States.”—*Athens Herald*.

TRINITY, (Memphis, 182 miles—Stevenson, 189 miles,) a wood and water station, named after a church near by, which boasts the metropolitan title of “Trinity Church.”

DECATUR, (Memphis, 188 miles—Stevenson, 83 miles,) one of the oldest and most prominent towns on the route, is situated on the south bank of Tennessee river, in the northwest part of Morgan County, Alabama. Supposed to have been named in compliment to the intrepid and immortal Commodore Decatur. The first settlement was by poor pioneers from East Tennessee, about the year 1816. It is related that a severe conflict raged between these and the Indians, on the spot occupied by the town,—the aborigines being routed with considerable loss. On either bank of the river still exist high mounds, the history and design of which is untold.

Decatur contains about 900 inhabitants. The surrounding country is gently undulating—not remarkable for fertility, but producing a fair yield of cotton, grass, and the cereal grains.

The town is located on a high bank, displaying red clay, remarkably firm, and near the water's edge crops out a stratum of grey limestone, which underlies most of the town, at a depth of about thirty feet.

The river at this point is straight, running from southeast to northwest, and is 600 yards wide. Opposite this place are two large lakes, several miles in length, about 200 yards wide, and from 10 to 20 feet deep. They contain immense quantities of fish, affording fine sport to all the surrounding country. It is supposed by some that as these lakes run parallel with the river, they at one time constituted a part of its bed.

There are two watering places in this county—Valhermoso Springs, 24 miles east from Decatur, which contain white sulphur and chalybeate waters. These springs are beautifully located, and are places of considerable resort. The second is the Artesian Wells, six miles west of the town. The principal well contains pure sulphur water, remarkably cool and pleasant. It was bored for the purpose of obtaining salt, but after attaining a depth of about 350 feet, and finding nothing but sulphur water, the work was abandoned. There is another well at this place, much prized by some for the medicinal properties of the water.

There is a large brick building, once occupied and worked as a cotton factory, but the machinery has been removed for years, and the business suspended. One iron foundry now in successful operation, and in connection with it is being erected a flouring mill; one other saw and grain mill in operation, and in prosperous condition.

The fraternity of Odd Fellows has established here a very successful and well patronised Female Institute, under the charge of Mr. S. J. Mayhew.—There are also other female and male schools.

The Memphis and Charleston Railroad passes directly through the town, crossing the Tennessee river here, upon a magnificent bridge, 1,560 feet long, which has a "draw" 140 feet wide, to admit the passage of steamboats which ply between Knoxville, Tenn., and Brown's Ferry, the foot of navigation, 12 miles below this place.

The Tennessee and Alabama Central Railroad, (now building,) from Nashville to Mobile, crosses the M. & C. R. R. here. There is also in progress a road running south—the Alabama Central—to unite with the Selma road at Montevallo, thus forming a second continuous track from Nashville to the southern waters.

There is also steamboat communication up the Tennessee river to the Ohio.

The trade of this place is very good. A large scope of country is supplied here, with dry-goods, groceries, and supplies generally; and it is anticipated that the business and trade of the town will be greatly augmented upon the completion of the road to Nashville, the whole of which is now under contract, and progressing rapidly.

MOORE'S (Memphis, 193 miles—Stevenson, 78 miles) derives its name from the small village of Mooresville, situated three miles east from the depot, and contains about 300 inhabitants.

It is located in the southwest corner of Limestone County, Alabama, adjacent to the Tennessee river on the south and west, and Piney creek on the east.

The climate is considered healthful. The surrounding country is a limestone section, exceedingly fertile—the lands being owned by wealthy and intelligent planters, and productive in corn and cotton.

The White Sulphur Springs, in Morgan County, Alabama, are the only ones conspicuous or contiguous to this point.

The Alabama and Tennessee Central Railroad will run north and south, between Moore's and Decatur, giving direct connection with the heart of Middle Tennessee, (via Pulaski and Columbia to Nashville,) and one of the most productive agricultural countries on the globe. This great work (as before stated) is now rapidly progressing.

Government lands have been reserved from market, with a view to donate them to the benefit of this

road. It is confidently hoped that private enterprise, added to this gift, and other aid from the State, will soon complete this most important work. Then will be developed the immense wealth in coal, iron, lumber and water-power, of the mountains to the southward.

Passengers for Athens take the stage at Moore's.

BIBB'S LANE (flag station) leads to the residence of Porter Bibb, a gentleman widely known as a manufacturer of smoking-pipes. Like Amati, Manton, Tobias, and others of the mechanical world, whose handiwork is a synonyme for perfection, hundreds of travelers will be pleased to view the spot whence comes their "genuine Bibb."

JONES' LANE.—Flag station.

MADISON, (Memphis, 202 miles—Stevenson, 69 miles,) the first station on the old Decatur and Stevenson Railroad, was named after the county. The aboriginal history of the vicinity is similar to that of the greater portion of the whole line. Peopled by the Cherokee nation, it was purchased by Virginians and Georgians, who succeeded as occupants of the land, and many of whom still live, wealthy planters and land-holders. Two mounds or deposits of the Indian dead, exist as the only traces of the former proprietorship.

The depot is 10 miles north of Tennessee river, and surrounded by large and fruitful cotton plantations—grain being only raised for domestic consumption. The quality of the soil has been pronounced as favorable to the culture of tobacco, but the experiment remains untried.

There is not a flouring mill within a circle of ten miles—the need of which is a serious drawback to the culture of grain. Free schools and one male institution, a few miles distant, comprise the educational feature of the vicinity.

The landscape teems with beauty. A magnificent

range of mountains runs parallel with the river on its south side, and bends in its course with the meanderings of the stream. At the foot of the mountains, and in the country around, are several fine sulphur and chalybeate springs, at which the seekers of health co-mingle with the votaries of pleasure.

The business of this section of country is *sub umbra* to Huntsville.

MATTHEWS'.—Flag station.

HUNTSVILLE (Memphis, 212 miles—Stevenson, 59 miles) was laid out in 1810, and derives its name from, and immortalizes the “squatter settler,” Hunt, who was found upon its site when the land was purchased from government. It is reputed to be the most beautiful of southern inland cities, and is the capital of Madison County. Its location is $17\frac{1}{2}$ miles south of the Alabama State line, and 10 miles north of Whitesburg, (formerly Ditto's Landing,) on the Tennessee river, on a beautiful plain, at the base of the last spur of the Cumberland mountains. The city is one mile square, and contains, together with its suburban residents, 3,200.

It is laid off at right angles, and the streets and alleys graded and Macadamized, while the foot-walks are mostly ornamented with shade trees. Its principal public buildings are a court-house, located in the square, of Doric architecture, and surmounted by a beautiful dome. It is handsomely fenced in, and surrounded by shade trees.

The Northern Bank of Alabama is a tasteful and attractive structure, of the Ionic order. The various churches, developing beautiful architectural style, and a theatre, constitute the residue of the public buildings, while the private residences are ample and elegant in structure. Two chartered female schools, the “North Alabama College” and the “Huntsville Female College,” are well-patronized institutions, affording enlarged and liberal courses of instruction. Two male Academies and free schools, in addition to

the aforesaid, evidence extraordinary interest in the progress of education ; and constitute a pre-eminent feature of the city's glory.

The great natural object of attraction is an immense spring, (58°,) which bursts from beneath a high limestone bluff in the very centre of the town, and giving a stream sufficient to float a batteau of 30 tons burthen. From this great fountain head the water is forced into a reservoir 90 feet high, and from thence the town is supplied through iron pipes. Nearly all the residences, however, are furnished with ample and constant wells.

This spring was also the source and feeder, many years since, of the "Indian Creek Canal," (an enterprise then greatly in advance of the times,) which connected with Tennessee river, and has borne upon its waters thousands of cotton bales, but which has now become antiquated and useless.

The subject of manufactures has been comparatively neglected ; a foundry and a steam planing mill being the principal establishments.

The healthfulness of the place has been uninterrupted for over twenty years, being free from epidemics, and for which reason it has been chosen as the home of many retired professional men, and of wealthy planters, whose families exhibit, in their social intercourse, a high standard of morals, intelligence and refinement. The people seem to live here for comfort and enjoyment ; their dwellings are elegant mansions, and the style of architecture of the most fashionable and approved plan ; while their grounds are richly cultivated and tastefully laid off into walks and squares, planted with the most beautiful shrubbery and flowers, giving forth odor, and evidencing a refined appreciation of the lovely and beautiful, by the citizens of this garden spot of the South. No one can visit Huntsville without falling in love with it, and the winds, wafted from the far-off North, seem to linger sportingly amid the ever-

greens and flowers, as if reluctant to leave their perfume.

The country at large opens to the eye an extensive plateau, gently undulated, intersected by detached spurs of the Cumberland mountains, which look down upon the smiling valley, and are prominent in constituting numerous magnificent views. An hour's ride from the town lands the tourist at "Montesano," a point on an adjacent mountain, 900 feet high, and where can be enjoyed a refreshing breeze, cool as if from old ocean, and a drink from a curious spring of freestone water, 61° Fahrenheit—the latter affording an interesting theme for geological investigation. A yet greater curiosity is the existence, upon the very mountain top, of a natural well, known to be 205 feet in depth, but, measured by sound, indicates the extraordinary depth of 900 feet, and which is perfectly circular and regularly formed.

A cave, two and a half miles from Huntsville, interests the mineralogical student, and furnishes very fine specimens of limestone formations. Numerous fossil remains also abound.

The products of the rich country about are cotton, corn, wheat, rye, oats, millet and numerous grasses.

Flint river and its tributaries water the immediate vicinity, and afford power to numerous mills for manufacturing flour, lumber, and cotton and woolen fabrics.

The business of the place is confined principally to a local commerce. The Magnetic Telegraph Company has an office here.

The Memphis and Charleston, intersecting the northern suburb, is the only railroad here. The company has erected machine shops, and otherwise made Huntsville an important depot, in facilitating the road's operations.

THE CITY OF HUNTSVILLE: The lovely home of fair women and brave men; of elegant refinement and generous hospitality. A favored bridesmaid at

the nuptials of the Mississippi and Atlantic; may she share largely in the profitable investments of the Bride and Groom.—“*Railroad Jubilee*” Toast.

FEARN'S, (flag station,) named after the distinguished Dr. Fearn, of Huntsville.

BROWNSBORO' (Memphis, 223 miles—Stevenson, 48 miles) was selected as the home of a family named Brown, in 1809, and bade fair to prove the nucleus of a future settlement, until about 1835; from which time no additions have been made.

There is nothing of peculiar interest in the history of the spot, although Indian mounds and remains of primitive industry and defence still exist to interest the antiquarian.

Its location is upon the meandering Flint river, (noted for its abounding fish—salmon, trout, etc.,) which flows into the Tennessee about twenty miles distant. The healthy and fertile country around contains a wealthy population.

On one of the adjacent mountains, at an elevation of 1,200 feet, is a fine chalybeate spring, much frequented by invalids in summer time. “*Belle Cotton Factory*” is located on Flint river, about four miles westward, and turns out quantities of osnabergs and domestic cotton goods. A large flour mill also operates at the same place. Northeastward, three miles, is a large hemp factory; and contiguous to the depot is a good saw-mill. The neighborhood contains two flourishing schools, male and female.

Brownsboro' is the crossing point of the Winchester and Alabama Railroad, now in progress, which will connect Decherd Station, on the Nashville and Chattanooga Railroad, with the Guntersville and Selma Railroad, at Guntersville, Ala. The completion of this route will greatly advance the business of Brownsboro'.

COLE'S SPRING (flag station) is a large and beautiful basin of water, full of fish—principally

trout and pike—a grand resort for the Isaac Waltons of the neighborhood. It is in the midst of several splendid plantations—among them is Ex-Governor Clay's.

Here the road leaves Tennessee Valley, and winds amid gaps and spurs of the Cumberland mountains, which encircle beautiful coves on both sides.

SCOTT'S.—Flag station.

PAINT ROCK, (Memphis, 233 miles—Stevenson, 38 miles,) formerly known as Camden, derives its present name from its immediate location on Paint Rock River. "Paint Rock" itself is a precipitous bluff, about 100 feet high, overhanging Tennessee river, near its conjunction with the former stream, and has upon its face some hieroglyphics, which seem to have been executed by a mighty Titanic or aboriginal artist, with red paint or other coloring matter. Tradition deciphers these to be the names of some noted Indian warriors. Prior to the railroad, Paint Rock river afforded the only facility of mercantile transmission in the fertile valley through which it passes.

The region is generally healthy, and occupied by substantial farmers, enthusiastic in the progress of agriculture and education. For magnificence of scenery and productiveness of soil, Paint Rock valley is chiefly celebrated, and fails not to affect, with peculiar force, the lover of Nature.

Cotton yields abundantly, while the grains and cattle-raising command attention.

One mile distant, in a mountain glade, and elevated 800 feet, are some excellent springs; affording pleasant retreats, and easy of access. Deer and other wild game offer inducements to the Nimrods of the vicinity. Three hundred children attend the neighboring free schools.

Business appertains wholly to the country about.

WOODVILLE (Memphis, 238 miles—Stevenson,

33 miles) Depot, formerly called "Dilliard's," is three-fourths of a mile east of the village, which was founded in 1817, as the first capital of Jackson County, Alabama. The establishment of the depot is fast undermining the old town, as in other similar instances. The depot is among the mountains, two miles east of Paint Rock river—the only stream of note within a scope of ten miles.

The country is healthy, and produces the usual staples, with the addition of tobacco—attention being also given to stock raising. Stone-coal exists in considerable quantities, and also limestone, which could be made valuable if quarried.

The mountain sides abound in chalybeate and sulphur springs—but unknown as places of particular resort.

A few manufacturing mills operate in the neighborhood, for local business only.

LARKIN'S, (Memphis, 247 miles—Stevenson, 24 miles,) formerly Larkinsville, is a village containing about 200 souls, and situated in "Blue Spring Valley," amid the Cumberland mountains. It perpetuates the name of David Larkin, who was instrumental in establishing a post-office here in 1830. It has a good country trade, which maintains five dry-goods houses, two wholesale groceries, and one druggist. The surrounding country yields cotton as the staple, but the want of a good market has impeded very extensive cultivation. The planters have heretofore become wealthy, mainly by increase of slave property. Recently experiments in tobacco culture have been very successful. Grey and blue limestone and sandstone abound, and oxides and sulphurets of iron are occasionally met with.

Steam saw-mills are numerous, and in the town is a small manufactory of wool and thread.

The conspicuous natural curiosity of this section is Santo Cave, the entrance to which is elevated upon a mountain side, and runs into the depths there-

of to an unexplored distance—over several miles. Its immense arches, domes, natural excavations, &c., strike the visitor with awe, and almost forbid description. Large amounts of nitrate of potassa were once obtained from the earthy matter in this cave.

BELLEFONTE (Memphis, 259 miles—Stevenson, 12 miles) Depot is located one and a half miles from the town, which derives its name from the existence of a beautiful fountain at the base of the hill on which it stands. It was laid out in 1820, upon an Indian (Cherokee) reservation, and being made the county seat, the public buildings were built and donated by the liberal founders. Indian mounds, floored with bricks, still exist about three miles distant. The town is situated on an elevated table, being midway between the railroad and Tennessee river, and contains 300 inhabitants.

Sand Mountain extends along the opposite side of the river, and Cumberland Mountain borders on the town. The climate is deemed as healthy as that of Tennessee Valley in general, though chills are prevalent. The cove lands and river bottoms are of exceeding fertility, and yield abundantly the usual staples—cotton, grains, &c. Numbers of cattle and also grazed in this section.

On Sand Mountain, about five miles distant, is a summer resort, much frequented during the sickly seasons—not widely known, but of intrinsic merit.

The Bellefonte Masonic Female Institute, and the Bellefonte Male Academy, are both chartered institutions. The town boasts one newspaper and five dry-goods stores, embracing a capital of \$60,000.

STEVENSON (Memphis, 271 miles—Chattanooga, 38 miles, and to Nashville, 113 miles; see Nashville Railroad) perpetuates the name of its founder, Col. V. K. Stevenson, President of the Nashville and Chattanooga Railroad, who laid out this depot in 1852. Five miles distant is Coon Island, the site of Coon Town, an ancient Cherokee rendezvous.

Stevenson is located at the base of a spur of Cumberland mountains, two and a half miles from Tennessee river, and contains 300 of a population. The surrounding country is a clay soil, rather broken; climate tolerably healthy, and the principal agricultural products are cotton, some grain, horses, cattle, mules and smaller stock.

There is one steam circular saw and grist mill, four dry-goods houses, one drug-store and two hotels.

Stevenson being the intersecting point of the Memphis and Charleston and the Nashville and Chattanooga Railroads, must necessarily continue to be an important railway centre. The various influences concomitant to railway operations, and the usual expenditures of money at a place like this, must in time greatly redound to the advantage of the town.

Among the natural curiosities in the vicinity is "Nickajack Cave," at which a bloody encounter is said to have occurred between the whites and Cherokees. It has been explored for several miles, and abounds in matters interesting to visitors.

The scenery about is rendered sublime by the presence of three extensive chains of mountains.

Between Stevenson and Chattanooga the road passes along the banks of the Tennessee river, and the base of the Lookout Mountain, affording views picturesque, grand and beautiful.

BRIDGEPORT, (Stevenson, 11 miles—Chattanooga, 27 miles,) a post village of Coker County, derives its name (like most of such towns) from its peculiar location—a bridging point.

SHELL MOUND, (Stevenson, 17 miles—Chattanooga, 21 miles,) so called from the great number of shells and fossils discovered here. The views both up and down the river from this point are among the finest on the route.

WHITESIDE (Stevenson, 25 miles—Chattanooga,

ga, 13 miles) borrows its name from James A. Whitesides, Esq., a director of this road.

LOOK OUT (Stevenson, 32 miles—Chattanooga, 6 miles) obtains its name from one of the neighboring mountains, among the most noted earth giants in America, which uplifts its majestic presence to a height of 2,400 feet above the Tennessee river at its base. The ascent to the summit is by a road four miles long, cut out of its precipitous sides; and when reached, the lover of nature is amply repaid for his pilgrimage thither. Here, standing on its summit, the tourist drinks a bracing air; his eye wanders over a vast sea of forest and cultivated fields, until its vision is bounded by the mountains, fifty miles distant. The Tennessee meanders in graceful curves beneath his feet—now lost to view, and then the glimmer of its waters breaks out again in the far distance. Awful precipices and mighty rocks are all around; and looking from their dizzy heights, the rushing railway train, hastening along its appointed way, seems a child's toy, a mere plaything, amid the great realities of nature.

“From ‘the Point,’ as it is called, (charmingly writes J. P. P., of Memphis,) the tourist's rapture-smitten eyes peer forth on a wondrous picture of plain, river, city, and farms, and farm-houses, woods and hills, and lofty far-distant mountain ranges, no words can portray, no pencil paint. At one sweep of the eye, from west to east, six States, it is said, may be seen—Alabama, Tennessee, Georgia, North and South Carolina, and Virginia. Looking straight out from the pinnacled ‘Point’ towards the north, the eye is charmed, the heart filled, the soul intoxicated with a vision of loveliness and beauty as rare and glorious as that which greeted Cortez and his bold followers when from the crest of the Cordilleras their ravished gaze first fell upon the lake-dotted palace-spangled, mountain-girdled valley of Mexico. To the left you behold the Raccoon Mountain, one of

the sentinels of that wild pass where the Tennessee madly breaks through the barriers of its mountain-home; in front, the Cumberland chain, stretching grandly away towards the north; to the right, in the near distance, the Chilhowee range, sweeping around in graceful curves from south to north; while above and beyond, majestically overtopping all, rise the distant Alleghanies, robed in hues as 'deeply, darkly, beautifully blue,' as poet ever sang, or lover ever dreamed. Within these mountain ranges, and spread out at your feet like an illuminated chart, lies a vast, shield-shaped plain, diversified by wooded hills, sparkling streams—the lovely Tennessee running through it from end to end, like a curled white ribbon, garlanding its beauty—thread-like lines of railway, fair-lying farms, with speck-like cottages in their midst, and, in the centre, a gem of increasing splendor—the little city of Chattanooga.

"It was from this 'Point' that the Indians were wont to descry the distant approach of the emigrant boats of the white men, and give notice to other Indians, stationed below, to be in readiness to attack them. History tells us of many a deed of blood and rapine performed in this vicinity. Not far from hence, on the river below, was fought the famous battle of Nickajack, in the valley and near the cave of that name.

"There are many other places of interest on and near the Lookout. Among these are the 'Rock City,' with regular streets, we were told, like the veritable 'City of Rocks' (Nashville) itself; the 'Elephant Rock,' a mighty boulder, flung from afar in some brick-bat war of the Titans; the 'Bottomless Lake,' a beautiful sheet of limpid water, deeper, it is said, than plummet ever sounded; the gushing 'Leonora Spring,' and several waterfalls of surpassing beauty."

While we have sublime mountain scenery—real, sparkling, bubbling springs and branches, and all that can please the eye, as well as invigorate the

whole system, by pure fresh air, etc.; why is it that our people will rush to the overcrowded fashionable resorts, watering-places and cities of the north, every summer, by hundreds, when it would be so much more healthy, pleasant and comfortable near at home?

J. D. WALKER,*Late Major 2d Ind. Cavalry.***D. S. MCKERNAN,***Indianapolis, Ind.*

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REFERENCES:

Governor ANDREW JOHNSON, Tennessee.

Governor MORTON, Indiana.

General DUMONT,

Adjutant-General NOBLE, Indiana.

WESTERN & ATLANTIC RAILROAD.

See Index for R. H. Singleton.

CHATTANOOGA, (Memphis, 309 miles—Nashville, 151 miles—Charleston, 446 miles—Savannah, 432 miles—and Knoxville, 120 miles.) Embosomed amid fair woods and hills, and watched over by the lofty "Lookout," and also lovingly girdled by the beautiful and swift-running Tennessee river, lies Chattanooga—the old "Ross Landing" of the early Indian times, when the Cherokee was lord of the soil, and played the brigand and assassin at all the passes of his mountain domain. It is the eastern terminus of the Nashville and Chattanooga Railroad, and point of connection with the railway system of Georgia. The town was laid out in 1839, and is now said to contain a population of about 4,000.

The facilities afforded by the uninterrupted navigation of the river at all seasons, has contributed immensely to the growth of Chattanooga, and made it a conspicuous shipping point for East and Middle Tennessee. In addition to its merchandising, the place contains various industrial establishments, among which is an extensive car and locomotive factory, and two steam slaughter-houses—where as many as 125,000 hogs have been killed in one year. Two banks, two newspapers, a distillery, and three hotels.

Operations have been commenced for the manufacture of iron, based upon the deposits of stone-coal and iron ore contained in the surrounding mountain.

The region being also liberally supplied with timber and water-power, creates an active trade in lumber. Many handsome residences adorn the place, and in the environs numerous sites, eligible and beautiful, are about to be occupied.

The Chattanooga and Cleveland Railroad, intended to form a cut-off to the present route, via Dalton, will be completed this year.

Leaving Chattanooga, the traveler enters upon the most important artery in Georgia's line of internal improvements—a work completed in 1849, owned and managed by the State—and (at present) the sole connection between the railway systems of Tennessee and the South Atlantic border. Georgia has taken the lead of the Southern States in the number and extent of her railways, thereby not only connecting her commercial centres with her important interior towns, but with those of all her neighboring States.

BOICE (Chattanooga, 5 miles—Atlanta, 133 miles) is situated in Hamilton County, Tennessee. It is said, that within the first thirty miles distance on this road, the Chickamauga creek is crossed *eighteen times*. This depot is on the plantation of Kerr Boyce, Esq., a gentleman much interested in the grape culture, and who has about twenty acres of the Catawba vine growing here.

Between Boice and Chickamauga stations the new Cleveland and Chattanooga Railroad line crosses the Western and Atlantic.

CHICKAMAUGA; (Chattanooga, 10 miles—Atlanta, 128 miles,) named after Chickamauga creek, which rises in Walker County, Georgia, and flows into the Tennessee river, near Chattanooga. Population, 250. The Indian word *Chickamauga* signifies "very crooked," and as applied to the serpentine course of this creek, will be deemed very appropriate.

JOHNSON (Chattanooga, 18 miles—Atlanta, 120 miles) is the first station arrived at after crossing the Georgia line, and is named after Herschel V. Johnson, Ex-Governor of the State. It is located in the northeastern corner of Walker County—a district abounding in minerals, various known watering places, and magnificent mountain scenery.

RINGGOLD, (Chattanooga, 23 miles—Atlanta, 115 miles,) named in honor of the gallant warrior who fell in Mexico, is situated in a romantic part of Walker County, and bids fair to become one of the most flourishing towns in Cherokee Georgia. Great quantities of lead have been found near Ringgold, and also a bed of gypsum.

The houses are built mostly of brick; the depot building is of stone, and a good structure—as are the majority of the depot-houses on this road. Population, 1,200.

Two and a-half miles below Ringgold, a station has recently been established in order to afford more direct access to the celebrated “Catoosa Springs,” which are located but two miles from this point.

TUNNEL HILL (Chattanooga, 31 miles—Atlanta, 107 miles) stands in Murray County, where the mountains seem to come together, forming a very pretty amphitheatre, as though with a Titanic purpose of hemming in the railroad. The tunnel at this place is 1,477 feet long, 18 feet high, and with a clear width of 13 feet. It is cut, in a great measure, through solid rock; the lateral walls of rock being six feet thick at the base, and five feet at the top.—The approaches to the tunnel are protected on both sides by massive masonry.

A tourist writes, that, “coming out on the other side of the mountains, from thence on to Atlanta, a distance of one hundred miles, the road passes through a rather poor section of Georgia; and there is little of interest to the traveler, except here and there a pretty town, or the crossing of the river

over a high and well built bridge, which we could not but admire for beauty and simplicity, as well as durability of their structure."

Passengers for "Gordon Springs" stop off at this place.

DALTON (Chattanooga, 38 miles—Atlanta, 100—Knoxville, 110 miles, on a road that runs *via* Cleveland) obtains its present name from Tristram Dalton, an eminent New England merchant—its original name being "Cross Plains." It is the capital of Whitfield County, and was laid out in 1846. Its location is in a beautiful and fertile valley, environed by mountains, from the summits of which the eye is regaled with the grandest scenery.

The surrounding counties ship large quantities of grain and produce from this point. The Germans residing about Dalton have succeeded well in the grape culture, and manufacture a quality of wine said to be unsurpassed by the foreign brands. One individual has manufactured as much as two thousand gallons from a single crop.

The soil of the vicinity is limestone, producing wheat and corn as the staples, and reported to be the best wheat land in Georgia.

The population is over 2,000, and increasing, owing to its railroad importance. The place contains all the essentials in the way of trade and the mechanic arts, with (as a correspondent writes) "no scarcity of professional men—lawyers and doctors in abundance."

A good steam lumber and flour mill, an extensive foundry, three churches, a Presbyterian Female College, several excellent schools, newspaper, courthouse, jail, &c., are also contained in the place. The railroad depot building here is 200 feet long by 40 wide. It is handsomely ornamented, and a work creditable to the State. Cost, \$15,000.

Gordon Springs are 12 miles distant, Catoo...

Springs, 17 miles, and the celebrated Cohutta Springs, 23 miles—all places of great resort in summer.

At Dalton, the tourist to the North is offered a choice of routes—by continuous railway through Georgia, South Carolina and North Carolina to Richmond, or by the Great Southern Line, through East Tennessee and Virginia, opening a most desirable, attractive and healthy route, with unsurpassed beauty of picturesque mountain scenery, to Lynchburg, Richmond,—all of the celebrated Virginia springs, and Washington City.

TILTON, (Chattanooga, 47 miles—Atlanta, 91 miles,) a post village of Murray County, Georgia, on the Western Atlantic Railroad, nine miles from Dalton.

RESECA, (Chattanooga, 56 miles—Atlanta, 84 miles,) a station on the Western and Atlantic Railroad.

CALHOUN, (Chattanooga, 60 miles—Atlanta, 78 miles,) a thriving post village, capital of Gordon County, Georgia, on the Western and Atlantic Railroad. It is surrounded by a rich, well-cultivated country, and is an important depot for produce.—Population about 600.

ADAIRVILLE, (Chattanooga, 69 miles—Atlanta, 69 miles,) a thriving post village of Cass County, Georgia, on the Western and Atlantic Railroad. It is situated in the midst of a fine farming region, 156 miles N. W. of Milledgeville.

KINGSTON, (Chattanooga, 79 miles—Atlanta, 59 miles,) a post village of Cass County, Georgia—is situated on the Western and Atlantic Railroad, at its junction with the Rome Branch Railroad. A large quantity of lime is burnt here, and large quantities of cotton shipped here, not in 1862. Rome is 20 miles from this place; it is a flourishing city—county seat of Floyd County, on the confluence of

the Etowah and Oostenaula, which forms the Coasa river, 170 miles N. W. of Milledgeville.

It is situated on several hills which command an extensive view of mountain scenery. Steamboats run up from Mobile to Rome. About 20,000 bales of cotton are shipped here annually. Rome was chosen as the county seat in 1834, and incorporated as a city in 1847. There is two rolling-mills and two powder-mills at this place.

CASSVILLE, (Chattanooga, 86 miles—Atlanta, 52 miles,) a thriving post village; capital of Cass County, Georgia. Is situated two miles from the Western and Atlantic Railroad, and 150 miles N. W. from Milledgeville. It is surrounded by a fertile farming region, which contains rich mines of iron ore and marble quarries.

In the vicinity are several fine springs, and about 10 miles S. E. are Roland's Springs—a place of fashionable resort. Cassville contains three churches, two hotels, several schools, and a newspaper office.

CARTERSVILLE, (Chattanooga, 91 miles—Atlanta, 47 miles,) a thriving post village of Cass County, Georgia, on the Atlantic and Western Railroad, two miles from the Etowah river, and 143 miles N. W. of Milledgeville.

ALLATOONA, (Chattanooga, 98 miles—Atlanta, 40 miles,) a post village of Cass County, Georgia, on the Western and Atlantic Railroad, 130 miles N. W. of Milledgeville.

ACWORTH, (Chattanooga, 103 miles—Atlanta, 35 miles,) a post village of Cobb County, Georgia, situated on the Western and Atlantic Railroad, 12 miles N. W. of Marietta. Population, about 200.

MARIETTA, (Chattanooga, 118 miles—Atlanta, 20 miles,) a flourishing and handsome post village; capital of Cobb County, Georgia; is situated on the Western and Atlantic Railroad. The site of this

village is higher than that of any other on this road ; it is surrounded by a rich farming and mining region. It contains the American State Military Academy, four churches, and three newspaper offices.—Two and a half miles from Marietta is Kenesaw Mountain, which is 1,828 feet above the level of the sea, and affords an extensive and beautiful view.

VININGS, (Chattanooga, 130 miles—Atlanta, 8 miles,) flag station.

GEORGIA RAILROAD.

ATLANTA, (171 miles from Augusta,) a flourishing city of De Kalb County, Georgia ; is situated about seven miles S. E. of the Chattahoochee river, and on the line of railroads leading from Savannah to Chattanooga, and Nashville, Tennessee ; 101 miles N. W. of Macon ; 171 miles west of Augusta, and 291 miles from Nashville. The situation is elevated and remarkably healthful. Four of the principal railroads of the State terminate here, and renders it a place of great activity in business, and a depot for the cotton and grain of several adjoining counties.—The Georgia Railroad extends from Atlanta to Augusta ; the Macon and Western Railroad to the city of Macon ; the Atlantic and Western Railroad leads to Chattanooga, Tennessee ; and the La Grange Railroad connects Atlanta with West Point,—72 miles distant.

Atlanta was laid out in 1845, and in 1847 was incorporated as a city. It has six churches, six schools,

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two newspaper offices and a bank. Population, about 6,000.

DECATUR, (Atlanta, 6 miles—Augusta, 165 miles,) a handsome and thriving post village; capital of De Kalb County, Georgia, on the Georgia Railroad. The situation is said to be one of the most healthful, beautiful and agreeable that can be found on any of the great thoroughfares of the South. It contains two seminaries. Population, 850.

STONE MOUNTAIN, (Atlanta, 15 miles—Augusta, 156 miles,) a post village of De Kalb County, Georgia, on the Georgia Railroad. At this place is an isolated, dome-shaped granite rock, which is visited annually by several thousand persons, and is considered as one of the most magnificent natural objects in the State. The height is nearly 2,200 feet above the sea. A tower, 180 feet, high has been erected on the summit, commanding a prospect of great extent, and picturesque and beautiful.

The village contains four hotels, and about five hundred inhabitants.

From here a turnpike leads to Chattanooga, passing through Lawrenceville—15 miles to Cumming, 22 miles to High Tower, 10 miles to Spring Place, 45 miles to Cleveland, Tenn., 25 miles to Linetown, 10 miles to Dallas,—crossing the Tennessee river,—21 miles to Cheeksville, 10 miles to Jasper, and 22 miles to Chattanooga.

LITHONIA, (Atlanta, 24 miles—Augusta, 147 miles,) a village of De Kalb County, Georgia, on the Georgia Railroad. Population, about 300.

COUGER'S, (Atlanta, 30 miles—Augusta, 141 miles,) a post village of Newton County, Georgia, on the Georgia Railroad.

COVINGTON, (Atlanta, 41 miles—Augusta, 130 miles,) a post village: capital of Newton County, Georgia, on the Georgia Railroad.

SOCIAL CIRCLE, (Atlanta, 51 miles—Augusta, 120 miles,) a thriving post village of Walton County, Georgia, on the Georgia Railroad. It is a depot for the produce of the county

RUTLEDGE, (Atlanta, 60 miles—Augusta, 112 miles,) a flag station on the Georgia Railroad.

MADISON, (Atlanta 67 miles — Augusta, 104 miles,) a flourishing post village ; capital of Morgan County, Georgia, on the Georgia Railroad, 43 miles N. N. W. of Milledgeville. It has a pleasant and healthy situation, surrounded by a beautiful and fertile country. This place has long been noted for its excellent schools, and is a business place of some importance. From 25 to 30,000 bales of cotton are received here annually. The resident population is about 1,800.

There are four turnpikes leading as follows: to Athens 35 miles, N. E., to Lawrenceville, N. W., 40 miles to Barnesville, on the Macon and Western Railroad, S. E., 50 miles, and to Eaton 15 miles.

BUCK-HEAD, (Atlanta, 15 miles—Augusta, 92 miles,) a village of Morgan County, Georgia, on the Georgia Railroad.

OCONEE, (Atlanta, 80 miles—Augusta, 88 miles,) a flag station on the Georgia Railroad.

GREENSBOROUGH, (Atlanta, 87 miles—Augusta, 84 miles,) a post village ; capital of Green County, Georgia, on the Georgia Railroad, 40 miles north of Milledgeville. It contains several elegant buildings, among which is the new Court House.

UNION POINT, (Atlanta, 106 miles—Augusta, 76 miles,) a post village of Green County, Georgia, on the Georgia Railroad ; at its junction with the Athens branch, 48 miles N. E. of Milledgeville.

CRAWFORDSVILLE, (Atlanta, 95 miles — Augusta, 65 miles,) a post village ; capital of Talia-

ferra County, Georgia, on the Georgia Railroad, 45 miles N. N. E. of Milledgeville.

CUMMING, (Atlanta, 114 miles—Augusta, 57 miles,) a post village of Warren County, Georgia, on the Georgia Railroad.

CAMAK, (Atlanta, 124 miles—Augusta, 47 miles,) a village of Warren County, Georgia, on the Georgia Railroad, at the junction of the Warrenton branch.

THOMPSON, (Atlanta, 133 miles—Augusta, 38 miles,) a post village of Columbia County, Georgia, on the Georgia Railroad.

DEARING, (Atlanta, 142 miles—Augusta, 29 miles,) a flag station on the Georgia Railroad.

BERZELIA, (Atlanta, 150 miles—Augusta, 21 miles,) a post village of Columbia County, Georgia, on the Georgia Railroad.

BLAIR, (Atlanta, 160 miles—Augusta, 11 miles,) a post village of Richmond County, on the Georgia Railroad.



SOUTH CAROLINA RAILROAD.

AUGUSTA, (Atlanta, 171 miles,) a handsome city, and capital of Richmond County, Georgia, on the Savannah river, 231 miles from its mouth. There is a regular line of steamboats running to Savannah, and small steamers run 150 miles above Augusta.—

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HAMBURGH, (Augusta, 1 mile—Charleston, 136,) a thriving village on the Savannah river, opposite Augusta terminus of the South Carolina Railroad.

MARSH'S, (Augusta, 9 miles—Charleston, 128 miles,) a flag station on the South Carolina Railroad.

GRANITEVILLE, (Augusta, 11 miles—Charleston, 126 miles,) a thriving post village of South Carolina, on the South Carolina Railroad. The situation is remarkably beautiful. A creek flowing through the place furnishes excellent water power, which is used in the manufacture of cotton.

AIKEN, (Augusta, 17 miles—Charleston, 120 miles,) a flag station on the South Carolina Railroad.

JOHNSON'S, (Augusta, 22 miles—Charleston, 115 miles,) a post village on the South Carolina Railroad.

110 M. T., (Augusta, 27 miles—Charleston, 110 miles,) a flag station on the South Carolina Railroad.

WINDSOR, (Augusta, 30 miles—Charleston, 107 miles,) a post village on the South Carolina Railroad.

WHITE POND, (Augusta, 34 miles—Charleston, 103 miles,) a flag station on the South Carolina Railroad.

WILLISTON, (Augusta, 38 miles—Charleston, 99 miles,) a post village of Barnwell District, South Carolina, on the South Carolina Railroad.

NINETY-SIX, (Augusta, 41 miles—Charleston,

96 miles,) a post village of Abbeville District, on the South Carolina Railroad.

BLACKVILLE, (Augusta, 47 miles—Charleston, 90 miles,) a small post village of Barnwell District, on the South Carolina Railroad.

LEE'S, T. O., (Augusta, 51 miles—Charleston, 86 miles,) a flag station on the South Carolina Railroad.

GRAHAM'S, (Augusta, 56 miles—Charleston, 81 miles,) a small post village on the South Carolina Railroad.

LOWRY'S, (Augusta, 61 miles—Charleston, 76 miles,) a flag station on the South Carolina Railroad.

MIDWAY, (Augusta, 65 miles—Charleston, 72 miles,) a post village of Barnwell District, South Carolina, on the South Carolina Railroad.

EDISTO, (Augusta, 70 miles—Charleston, 67 miles,) a flag station on the South Carolina Railroad.

BRANCHVILLE, (Augusta, 75 miles—Charleston, 62 miles,) a post village of Orangeburgh District, S. C., on the South Carolina Railroad.

REEVES, (Augusta, 85 miles—Charleston, 52 miles,) a flag station on the South Carolina Railroad.

GEORGE'S, (Augusta, 89 miles—Charleston, 48 miles,) a flag station on the South Carolina Railroad.

FORTY-ONE, (Augusta, 96 miles—Charleston, 41 miles,) a flag station on the South Carolina Railroad.

INABINETT'S, (Augusta, 104 miles—Charleston, 33 miles,) a post village on the South Carolina Railroad.

RIDGEVILLE, (Augusta, 106 miles—Charleston, 31 miles,) a post village of Colleton District, S. C., on the South Carolina Railroad.

SUMMERVILLE, (Augusta, 115 miles—Charleston, 22 miles,) a post village on the South Carolina Railroad.

LADSON'S, (Augusta, 120 miles—Charleston, 17 miles,) a flag station on the South Carolina Railroad.

SINEATH'S, (Augusta, 124 miles—Charleston, 13 miles,) a post village on the South Carolina Railroad.

FIVE MILE, T. O., (Augusta, 132 miles—Charleston, 5 miles.)

CHARLESTON, (137 miles from Augusta,) a port of entry, and the largest city of South Carolina. Is situated on a tongue of land between Ashley and Cooper rivers, which unite immediately below the city, and forms a spacious harbor, communicating with the ocean at Sullivan's Island, seven miles below. The ground on which the city is built is elevated eight or nine feet above the level of the harbor at high tide, which rises about six feet, flowing by the city with a strong current—thus contributing to its salubrity.

A sand bar extends across the mouth of the harbor, affording, however, two entrances, of which the deepest—near Sullivan's Island—has 16 feet of water at low tide. The harbor is defended by Fort Pinckney and Fort Johnson, also by Fort Moultrie, on Sullivan's Island, and Fort Sumter, near the main channel. These two last named forts are now invested by General Gillmore, and Sumter is, to all appearance, a mass of ruins. A great secesh meeting held here November 17, 1860.

CHARLESTON AND SAVANNAH RAILROAD.

JACKSONBORO', (Charleston, 30 miles—Savannah, 74 miles,) a post village on the Charleston and Savannah Railroad.

GRAHAMSVILLE, (Charleston, 70 miles—Savannah, 34 miles,) a post village in Beaufort District, S. C., 120 miles south of Columbia, on the Charleston and Savannah Railroad.

SAVANNAH RIVER, (Charleston, 89 miles—Savannah, 15 miles,) a station on the Charleston and Savannah Railroad.

SAVANNAH, (104 miles from Charlerton, S. C.,) a flourishing city and port of entry of Georgia, and the largest commercial city of the State, and is situated on the right bank of the Savanna river, 18 miles from its mouth. It is the terminus of the Charleston and Savannah Railroad.

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MACON AND WESTERN RAILROAD.

EAST POINT, (Atlanta, 6 miles—Macon, 97 miles,) a post village of De Kalb County, Georgia.

ROUGH AND READY, (Atlanta, 11 miles—Macon, 92 miles,) a post village of Fayette County, Georgia.

JONESBORO', (Atlanta, 22 miles—Macon, 81 miles,) a thriving post village of Fayette County, Georgia. It is a depot for cotton.

LOVEJOY'S, (Atlanta, 26 miles—Macon, 74 miles,) a flag station.

FAYETTE, (Atlanta, 36 miles—Macon, 67 miles, a flag station.

GRIFFIN, (Atlanta, 43 miles—Macon, 60 miles,) a flourishing town of Pike County, Georgia. The situation is healthy, and the water good. Griffin is noted for the prevalence of its good order and temperance, for the excellence of its schools, and for the activity of its trade. Nearly 50,000 bales of cotton are received here annually.

Many of the stores and dwellings are spacious brick buildings. It contains three or four churches, and five large warehouses. Laid out in 1840. Population, 4,200.

A turnpike runs from this place in a northeasterly direction, to McDonough, 20 miles, which intersects the pike running from Covington, on the Atlanta and Charleston Railroad, to Newman, M. and A. R. R.; from McDonough to Covington, 30 miles; to Newman, 55 miles.

THORNTON'S, (Atlanta, 47 miles—Macon, 54 miles,) a flag station.

MILNER'S, (Atlanta, 54 miles—Macon, 49 miles,) a post village of Pike County, Georgia.

BARNESVILLE, (Atlanta, 61 miles—Macon, 42 miles,) a thriving post village of Pike County, Georgia. The village does an active business in cotton, and contains a church and five stores. The Thomaston branch intersects here.

GOGGIN'S, (Atlanta, 66 miles—Macon, 37 miles,) a flag station.

COLLIER'S, (Atlanta, 71 miles—Macon, 32 miles,) a thriving post village.

FORSYTH, (Atlanta, 77 miles—Macon, 26 miles,) a thriving post village; capital of Monroe County, Georgia. It has a brick Court House, three churches, two schools, a newspaper office and two hotels.

Population, 700.

SMARR'S, (Atlanta, 82 miles—Macon, 21 miles,) a flag station.

CRAWFORD'S, (Atlanta, 88 miles—Macon, 15 miles,) a post village.

A turnpike runs from Madison on the A. and C. R. R. to Monticello, a distance of 20 miles; thence 30 miles to Barnesville; thence five miles to Union Hill; thence three miles to Thomaston; thence 15 miles to Pleasant Hill; thence 10 miles to Bellevien; thence 25 miles to Ellerslie; thence 15 miles to Columbus, on the Macon and Columbus Railroad.

A turnpike runs from Macon, 15 miles, to Clinton County seat of Jones County; thence 35 miles to Eatonton; thence 20 miles to Madison. A turnpike runs from Macon, 35 miles, to Thomaston. A turnpike runs from Macon, 25 miles, to Knoxville, the county seat of Crawford County; thence 20 miles to Daviston; thence 12 miles to Tallbotton; thence 20 miles to Ellerslie.

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GEORGIA CENTRAL RAILROAD.

MACON, a flourishing city; capital of Bibb County, Georgia. Is situated on both sides of the Ocmulgee river, where it is crossed by the Central Railroad, 191 miles W. N. W. of Savannah; 100 miles S. E. of Atlanta, and 30 miles S. W. of Milledgeville. The Macon and Western Road connects with the Central Road at this place, which is also the terminus of the South Western Railroad, leading to Oglethorpe.

Macon is the third city of the State in population and importance, and is the centre of an active trade. Steamboats can ascend the river as high as this place, which is the head of navigation. The city contains a commodious Court House, a market house, seven churches, four banks, one academy, and the Georgia Female College. A bridge, about 380 feet long, connects the opposite banks of the river.—Population, about 10,000.

GRISWOLDVILLE, (Macon, 9 miles—Savannah, 182 miles,) a post village.

GORDON, (Macon, 20 miles—Savannah, 171 miles,) a thriving post village, at the junction of the Milledgeville Railroad. Large quantities of cotton are exported from this place. It has six drygoods stores, and does an extensive grocery business. Laid out in 1843.

KINGSTON, (Macon, 31 miles—Savannah, 160 miles,) a flag station.

EMMETT, (Macon, 38 miles—Savannah, 153 miles,) a post village.

OCONEE, (Macon, 45 miles—Savannah, 146 miles,) a flag station.

TENNVILLE, (Macon, 55 miles—Savannah, 136 miles,) a post village.

DAVISBORO, (Macon, 68 miles—Savannah, 123 miles,) a flag station.

SPEIRS' TURNOUT, (Macon, 79 miles—Savannah, 112 miles,) a post village.

HOLCOMB, (Macon, 91 miles—Savannah, 100 miles,) a post village.

MIDVILLE, (Macon, 87 miles—Savannah, 94 miles,) a flag station.

BIRDSVILLE, (Macon, 101 miles—Savannah, 90 miles,) a small post village.

CUSHINGVILLE, (Macon, 108 miles—Savannah, 83 miles,) a flag station.

MILLER, (Macon, 112 miles—Savannah, 79 miles,) a post village.

SCARBORO, (Macon, 120 miles—Savannah, 71 miles,) a flag station.

OGEEHEE, (Macon, 129 miles—Savannah, 63 miles,) a post village.

HALCYONDALE, (Macon, 141 miles—Savannah, 50 miles,) a flag station.

ARMENIA, (Macon, 145 miles—Savannah, 46 miles,) a post village.

EGYPT, (Macon, 151 miles—Savannah, 40 miles,) a flag station.

QUITON, (Macon, 161 miles—Savannah, 30 miles,) a post office.

EDEN, (Macon, 171 miles—Savannah, 20 miles,) a flag station.

SAVANNAH, (from Macon, 191 miles,) a flourishing city, and port of entry of Georgia; capital of Chatham County, and the largest and most commercial town of the State. Is situated on the right bank of the Savannah river, 18 miles from its mouth, 90 miles W. S. W. of Charleston, and 188 miles E. S. E. of Milledgeville.

The site of the city is a sandy plain, elevated about 40 feet above low water mark. There are 24 public squares—one at every other other corner—usually circular or oval in shape. Among the public buildings are the City Exchange, theatre, court house, jail, State arsenal, artillery armory, Lyceum, Oglethorpe Hall, St. Andrew's Hall, market-house, Chatham Academy, and the new Custom House. The latter is 110 feet long and 52 feet wide, and is built of granite.

Savannah is the centre of a very extensive system of railroads, among which may be mentioned the Central Railroad, Waynesboro and Augusta Railroad, Milledgeville and Eaton Railroad, South Western Railroad, Muscogee Railroad, &c. The commerce is flourishing.

The harbor is one of the best on the southern coast, and the river is navigable to Augusta, 230 miles from its mouth. Vessels of 14 feet draught can come up to the wharves, and those of larger size to Five Fathom Hole, three miles below the city.

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A turnpike runs from Gordonsville to Marion, 10 miles ; thence, 9 miles, to Garversville ; thence, 10 miles, to Hartford, where it reaches the Ocmulgee river, which it follows to Darien, near the coast.

A turnpike runs from Tennille three miles, to Sandersville ; thence, 20 miles, to Milledgeville.

A turnpike runs from Tennille, 15 miles, to Buckeye ; thence, nine miles, to Dublin, where it reaches the Oconee river.

A turnpike extends from Davisboro, six miles, to Louisville ; thence, eight miles, to Hudsonville ; thence, 20 miles, to Augusta. Also, a branch from Louisville, 20 miles, to St. Clair ; thence, 12 miles, to Waynesboro, where it reaches the railroad. (*See S. and A. R. R.*)

A turnpike runs from Reform, eight miles, to Springfield ; thence to Jacksonboro—a post village of Scriven County, on the Beaver Dam Creek—about 55 miles S. S. E. of Augusta. It was formerly the county seat of Scriven County.

A turnpike extends from Savannah, 30 miles, to Grahamsville ; thence, 12 miles to Pocotaligo ; thence, 13 miles, to Bluehouse ; thence, 10 miles, to Walterboro ; thence, nine miles, to Red Bank ; thence, eight miles to St. George's Station, on Charleston and Augusta Railroad. (*See Railroad.*)

Also, a branch extends from Bluehouse, 14 miles, to Jacksonville ; thence, 34 miles, to Charleston.

A turnpike extends from Savannah, 18 miles, to Old Court House ; thence, 18 miles, to Riceboro ; thence, 12 miles, to Newport ; thence, 15 miles to Darien.

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VICKSBURGH AND MONTGOMERY RAILROAD.

VICKSBURGH, (Jackson, 46 miles,) the capital of Warren County, Miss., lies on the western declivity of Walnut Hills, about 400 miles (by river) from New Orleans. It was laid out, in 1824, by Nevitt Vick, Esq., and became a city in 1836. The most noted event in the history of this place is the summary punishment of five infamous characters, who suffered death "at one fell swoop," July 5th, 1835, by the hands of an outraged public, which had endured the occurrence of crime and murder until public safety demanded their extermination. The remains of an old Spanish fort, on a hill near town, is an interesting relic of antiquity.

No place on the river presents a handsomer front than Vicksburg. Its elevated location, (about 200 feet above the river,) towering spires and beautiful residences, give it a most picturesque appearance. The population is 4,500. Its principal public buildings are the new Court House, (the former was burned in 1857,) erected of brick and iron, and finished in 1860, at a cost of \$100,000; the city and marine hospitals, Masonic Building, (post-office,) six churches of the various denominations, the Washington and Prentiss hotels, county jail, &c.

Vicksburg is now noted for the siege conducted by General Grant, which lasted some forty days, and finally terminated with a total surrender of some 40,000 prisoners, and a large amount of cannon, muskets and small arms. This is said to be the largest capture made by any army of the Old or New World.

BOVINA, (Jackson, 40 miles—Vicksburg, 6 miles,) is a small post village, situated in Warren County, Miss., and a cotton depot for the adjacent region. The surface of Warren County is generally level and low in the interior; the soil alluvial, producing cotton, corn, sweet potatoes, peas and beans in abundance.

BIG BLACK, (Jackson, 34 miles—Vicksburg, 12 miles,) river crossing. This river, one of the principal streams which traverse the State, rises in Choctaw County, flows southwesterly, through a fertile country, mostly occupied by cotton plantations, and empties into the Mississippi above Grand Gulf. Its length is about two hundred miles, one-fourth of which distance it is navigable by steamboats.

EDWARDS', (Jackson, 28 miles—Vicksburg, 18 miles,) like Bolton, is a depot upon the extensive plantation of Colonel R. O. Edwards, in Hinds County, and is an outlet for the neighborhood. Nothing but cotton is raised in this vicinity—about 10,000 bales per annum—and the necessary articles of home consumption are obtained in Vicksburg, or elsewhere.

BOLTON'S (Jackson, 19 miles—Vicksburg, 27 miles) Depot is named in honor of T. J. Bolton, Esq., on whose plantation it is located. The surrounding country has a rich, black loam soil, producing, for shipment at this depot, 10,000 bales annually, and corn sufficient for domestic consumption.

From Bolton there extends an old flat-bar branch railroad seven miles, to Raymond, the capital of Hinds' County. A project has been mooted to reconstruct and extend this road from Raymond, fourteen miles, to Terrey Station, on the New Orleans and Jackson road, and thereby form a cut-off to the route *via* Jackson. "Cooper's Well" is four miles from Raymond. A telegraph office at this station.

CLINTON, (Jackson, 10 miles—Vicksburg, 36 miles,) formerly known as "Mt. Salus," was laid out

about the year 1820, and occupies an elevated site amid the undulations of Hinds County. As indicative of its healthfulness, it is noted for having totally escaped the ravages of yellow fever, when that direful scourge visited every neighboring place, in 1853-'4-'5.

It contains 300 inhabitants, four churches, three schools of both sexes, hotel, &c. A large amount of corn is raised in this section, and about 12,000 bales of cotton annually. The celebrated watering place, "Cooper's Well," nine miles distant, is generally reached from this point, and also the "Mississippi Springs," seven miles. The "Well" water is noted for its efficacy in dyspepsia, and other ailments, and is extensively sought.

Vicksburg, via Jackson, to Montgomery.

JACKSON, (Vicksburg, 46 miles—Montgomery, 229 miles.)

HOWELL, (Vicksburg, 52 miles—Montgomery, 222 miles,) a flag station.

BRANDON, (Vicksburg, 59 miles—Montgomery, 215 miles,) a post village; capital of Rankin County, Miss. About 10,000 bales of cotton are shipped here annually. Population, 1,000.

PELAHAHATCHIE, (Vicksburg, 70 miles—Montgomery, 206 miles,) a flag station.

MORTON, (Vicksburg, 79 miles—Montgomery, 197 miles,) a post village.

FOREST, (Vicksburg, 90 miles—Montgomery, 186 miles,) a flag station.

LAKE, (Vicksburg, 100 miles—Montgomery, 176 miles,) a flag station.

NEWTON, (Vicksburg, 110 miles—Montgomery, 166 miles,) post office.

HICKORY, (Vicksburg, 118 miles—Montgomery, 158 miles,) a flag station.

CHUNKY, (Vicksburg, 123 miles—Montgomery, 153 miles,) post office.

TUNNEL HILL, (Vicksburg, 133 miles—Montgomery, 143 miles,) a flag station.

MERIDIAN, (Vicksburg, 140 miles—Montgomery, 136 miles,) Junction of the Mobile and Corinth Railroad; to Mobile 134 miles; to Corinth 194 miles.

GASTON, (Vicksburg, 160 miles—Montgomery, 116 miles,) a flag station.

LINDEN, (Vicksburg, 186 miles—Montgomery, 90 miles,) post office.

UNIONTOWN, (Vicksburg, 204 miles—Montgomery, 72 miles.)

JUNCTION, (Vicksburg, 219 miles—Montgomery, 57 miles,) a flag station.

SELMA, (Vicksburg, 235 miles—Montgomery, 41 miles,) a thriving post village of Dallas County, Alabama, on the right bank of the Alabama river. Selma is surrounded by a rich and populous district, and has an active business. It contains several churches, and a newspaper office. Population is estimated at 1,800.

VERNON, (Vicksburg, 260 miles—Montgomery, 16 miles,) a post village.

MONTGOMERY, (Vicksburg, 276 miles.)

MONTGOMERY AND WEST POINT RAILROAD.

See Index for J. M. Hopkins.

MONTGOMERY, (West Point, 88 miles,) a flourishing city; capital of Alabama, and county seat of Montgomery County. Is situated on the left bank of the Alabama river. Montgomery is the second city of the State in respect to trade and population, and is one of the most flourishing inland towns of the Southern States.

The Alabama river is one of the best in the Union for steamboat navigation. As it is never closed by ice, and very rarely affected by drought, large steamers ascend from Mobile to this place at all seasons of the year. The Coosa river is navigable, for large steamboats, to Wetumpka.

The Montgomery and West Point Railroad, of which this city is the terminus, leads to Atlanta, Ga. The cotton shipped at this place annually amounts to 75,000 bales. The city has one bank and six newspaper offices.

The public records and offices were removed from Tuscaloosa to Montgomery in November, 1847. The new State House was destroyed by fire in December, 1849; another was erected on the same site, and completed in 1851.

Jeff. Davis, the President of the so-called Southern Confederacy, took his seat in this city on the 18th of February, 1861. Subsequently, on May 22d, 1861, the capital was removed to Richmond, Virginia.

MOUNT MEIGS, (Montgomery, 11 miles—West Point, 77 miles,) post office.

CLIETT'S, (Montgomery, 18 miles—West Point, 70 miles,) a flag station.

SHORT'S, (Montgomery, 22 miles—West Point, 66 miles,) a post village.

COWLE'S, (Montgomery, 28 miles—West Point, 60 miles,) a flag station.

FRANKLIN, (Montgomery, 35 miles—West Point, 53 miles,) a post village.

CHEHAW, (Montgomery, 41 miles—West Point, 47 miles,) a post village.

MOTASULGO, (Montgomery, 48 miles—West Point, 40 miles,) a flag station.

LOCKAPOGA, (Montgomery, 55 miles—West Point, 33 miles,) a post village of Macon County, Alabama.

AUBURN, (Montgomery, 60 miles—West Point, 28 miles,) a thriving village of Macon County, Alabama. It has a healthy situation, and is a place of some importance, on account of its institutions of learning. A fire occurred here in the winter of 1851-'52, by which a number of houses were consumed. Population, 2,000.

OPELIKA, (Montgomery, 64 miles—West Point, 24 miles,) a thriving village of Russell County, Alabama. A railroad extends from this place to Columbus—a distance of 30 miles.

ROUGH AND READY, (Montgomery, 68 miles—West Point, 20 miles,) post office.

CUSSETA, (Montgomery, 77 miles—West Point, 11 miles,) a flag station.

WEST POINT, (Montgomery, 83 miles,) a thriving village of Troup County, Georgia, on both sides of the Chattahoochie river, at the junction of the La Grange Railroad, with the Montgomery and West Point Railroad, 87 miles S. W. of Atlanta, and about 40 miles above Columbus. It has an active business, and is a depot for the cotton shipped from the vicinity.

WEST POINT AND ATLANTA RAIL-ROAD.

WEST POINT, (Atlanta, 87 miles.)

LONG CANE, (West Point, 6 miles—Atlanta, 73 miles,) a flag station.

LAGRANGE, (West Point, 15 miles—Atlanta, 72 miles,) a flourishing village; capital of Troup County, Georgia. It contains four schools, which stand high in the public estimation, viz., the Lagrange High School, the Brownwood University, the Lagrange Female Seminary, and the Lagrange Female Institution.

HOGANSVILLE, (West Point, 28 miles—Atlanta, 59 miles,) post office.

GRANTVILLE, (West Point, 35 miles—Atlanta, 52 miles,) a flag station.

NEWMAN, (West Point, 47 miles—Atlanta, 40 miles,) a thriving village; capital of Croweta County,

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Georgia. It contains a brick court house, two academies, two churches, and a newspaper office.

PALMETTO, (West Point, 62 miles—Atlanta, 25 miles,) post office.

FAIRBOURN, (West Point, 69 miles—Atlanta, 18 miles,) a village on the line between Campbell and Fayette Counties.

EAST POINT, (West Point, 81 miles—Atlanta, 6 miles,) a post village of De Kalb County, Georgia. This is the junction of the Georgia Central Railroad, and the Atlanta and Lagrange Railroad.

ATLANTA, (West Point, 87 miles.)

T U R N P I K E S .

WETUMPKA, a flourishing city, and river port of Coosa County, Alabama, situated on the Coosa river, at the head of navigation, 14 miles north of Montgomery, and about 10 miles from the Alabama river. The situation is advantageous both for trade and for manufactures. The Alabama is one of the best streams in the Union for navigation. It is never closed by ice, nor is it obstructed by snags, like those of the southwest.

Wetumpka is the principal market for the cotton produced in Coosa County. The city has four or five churches, several flourishing seminaries, a newspaper office, and is the seat of the State penitentiary.

A plank road extends from this place to the Tennessee river, near Gunter's Landing, which is about 150 miles distant. Population, 4,500.

MONTSYLVANIA, a small village on a beautiful eminence, which affords a commanding view of the country for miles around.

ALEXANDRIA, a post village of Benton County, Alabama, about 130 miles N. E. of Tuscaloosa.

JACKSONVILLE, a flourishing post village; capital of Benton County, Alabama. Is situated on a beautiful eminence in Tallahatchie valley, 125 miles north by east of Montgomery. A newspaper is published here. (*See C. and A. R. R.*)

ROME, a fine city: capital of Floyd County, Ga., on the confluence of the Etowah and Oostenaula rivers, which forms the Coosa river, 170 miles northwest of Milledgeville.

A turnpike leading from Rome, a distance of 60 miles, to Chattanooga, passing through Summerville, 20 miles, N. W., and Lafayette 18 miles, N. E., and thence 22 miles north, to Chattanooga.

A turnpike runs from Mobile to Uniontown, a distance of 158 miles, where it reaches the Jackson and Montgomery Railroad. (*For distance between villages see Map.*)

This pike runs through the following villages, viz., New Wakefield, a post village of Washington County; Coffeetown, a post village of Clarke County, Alabama, on the east bank of Tombigbee river, 132 miles south by west of Tuscaloosa; Old Washington, the county seat of Washington County, is 10 miles from this place; Manafalia, a post village of Marengo County, Alabama, on the Tombigbee river; Linden, a thriving village, the capital of Marengo County, Alabama, $1\frac{1}{2}$ miles south of Chickasaw creek, 100 miles west of Montgomery. It is situated in a very

productive cotton region, contains two academies and two newspaper offices. Population, 2,500. Uniontown, a post village in Perry County, Alabama, on the Alabama and Mississippi Railroad. Population, 6,000.

A turnpike from Uniontown to Greensboro, 20 miles, N. W. to Havanna, 15 miles; N. to Carthage, 8 miles; N. E. to Tuscaloosa, 17 miles; E. by N. E. to McMaths, 32 miles; N. E. to Jonesboro, 12 miles; N. E. to Elyton, 12 miles; N. E. to Trussville, 15 miles; N. E. to Ashville, 20 miles; N. to Bennettsville, 15 miles; N. to Aurora, 12 miles; N. W. to Warrenton, 14 miles; N. to Gunter's Landing, 7 miles, on the Tennessee river.

Another turnpike runs through Van Buren 29 miles, east; Galesville, 22 miles, and 22 miles to Rome, Georgia.

A turnpike extends from Pensacola, through Greenville and Montgomery, to Rome, a distance of 300 miles, through the following places, viz., Mathansville, a small post village of Conecuh County; Greenville, a post village; capital of Butler County, Alabama; contains a court house, a newspaper office, several stores, and about 750 inhabitants.

PENSACOLA AND MONTGOMERY RAILROAD.

PENSACOLA, (Montgomery, 148 miles,) a port of entry, and capital of Escambia County, Florida. Is situated on the west shore of Pensacola Bay, about 10 miles from the Gulf of Mexico, 64 miles east of Mobile, and 180 miles west of Tallahassee. The harbor has 21 feet of water on the bar, and is one of the safest in the Gulf.

The shore, which is low and sandy, rises gently to the height of about 40 feet. The plan of the town is regular, and the streets wide. It contains several churches, a market house, custom house, and three newspaper offices. Population about 2,800.

AVEMA, (Pensacola, 4 miles—Montgomery, 144 miles,) a flag station.

OAKFIELD, (Pensacola, 6 miles—Montgomery, 142 miles,) post office.

SHEPARD, (Pensacola, 13 miles—Montgomery, 135 miles,) a flag station.

PERDIDO, (Pensacola, 15 miles—Montgomery, 133 miles,) post office.

COLLEGE HILL, (Pensacola, 17 miles—Montgomery, 131 miles,) a flag station.

COOPER'S, (Pensacola, 23 miles—Montgomery 125 miles,) post office.

MILNER'S, (Pensacola, 35 miles—Montgomery, 113 miles,) a flag station.

SPRING'S, (Pensacola, 37 miles—Montgomery, 111 miles,) post office.

STATE LINE, (Pensacola, 41 miles—Montgomery, 107 miles,) the line between Florida and Alabama.

HOLY LAND, (Pensacola, 45 miles—Montgomery, 103 miles,) a flag station.

BURNT CORN, (Pensacola, 51 miles—Montgomery, 97 miles.) This is the junction of the Mobile Road.

CASTLEBURG, (Pensacola, 56 miles—Montgomery, 92 miles,) post office.

SPARTA, (Pensacola, 61 miles—Montgomery, 87 miles,) a thriving village; capital of Conecuh County, Alabama, on a small affluent of Conecuh river, S. S. W. of Montgomery. It contains a jail, courthouse, masonic hall, three stores, and about 500 inhabitants. It became the county seat in 1822.

EVERGREEN, (Pensacola, 65 miles—Montgomery, 83 miles,) a small village, containing two churches, an academy, and three stores. Population, 300.

GRAVE HILL, (Pensacola, 70 miles—Montgomery, 78 miles,) a post village.

MUDGE'S MILL, (Pensacola, 75 miles—Montgomery, 73 miles,) a flag station.

GORLAND, (Pensacola, 80 miles—Montgomery, 68 miles,) post office.

PITTSTOWN, (Pensacola, 85 miles—Montgomery, 63 miles,) a flag station.

BOLLING, (Pensacola, 93 miles—Montgomery, 55 miles,) post office.

GREENVILLE, (Pensacola, 102 miles—Montgomery, 46 miles,) a post village; capital of Butler County, Alabama, containing a court house, a newspaper office, several stores, and nearly 700 inhabitants.

FORT DEPOSIT, (Pensacola, 117 miles—Montgomery, 30 miles, a flag station.

CALHOUN, (Pensacola, 122 miles—Montgomery, 26 miles,) post office.

GIOHAUS', (Pensacola, 124 miles—Montgomery, 24 miles,) a flag station.

LETOHATCHIE, (Pensacola, 128 miles—Montgomery, 20 miles,) a flag station.

McGEE'S, (Pensacola, 140 miles—Montgomery, 80 miles,) post office.

MONTGOMERY, (Pensacola, 148 miles.)



MOBILE AND MONTGOMERY RAILROAD.

BLAKELY, (Mobile, 12 miles—Montgomery, 150 miles,) a post village on the Mobile and Montgomery Railroad, and capital of Baldwin County, Alabama, on the Teusaw river, at its entrance into Mobile Bay.

BURNT CORN, (Mobile, 52 miles—Montgomery, 97 miles,) a post village in Monroe County.—Here this road intersects the Pensacola and Montgomery Railroad.

MOBILE AND OHIO RAILROAD.

MOBILE, (328 miles from Corinth, Miss.,) a city, port of entry, and capital of Mobile County, Alabama; is situated on the west bank of Mobile river, immediately above its entrance into the bay of the same name.

WHISTLER, (Mobile, 5 miles—Corinth, 323 miles,) a flag station on the Mobile and Ohio Railroad.

KUSHLA, (Mobile, 11 miles—Corinth, 317 miles,) a post village on the Mobile and Ohio Railroad.

MAUVILA, (Mobile, 13 miles—Corinth, 315 miles,) a village of Mobile County, Alabama, on the Mobile and Ohio Railroad.

CHUNCHULD, (Mobile, 19 miles—Corinth, 309 miles,) a flag station on the Mobile and Ohio Railroad.

BEAVER MEADOW, (Mobile, 26 miles—Corinth, 302 miles,) a post village on the Mobile and Ohio Railroad.

CITRONELLE, (Mobile, 33 miles—Corinth, 295 miles,) a post village of Mobile County, Alabama, on the Mobile and Ohio Railroad.

DEER PARK, (Mobile, 44 miles—Corinth, 284 miles,) a flag station on the Mobile and Ohio Railroad.

STATE LINE, (Mobile, 63 miles—Corinth, 265 miles,) a station on the Mobile and Ohio Railroad, on the line between Alabama and Mississippi.

BUCKATUNNA, (Mobile, 70 miles—Corinth, 258 miles,) a post village on the Mobile and Ohio Railroad.

WINCHESTER, (Mobile, 77 miles—Corinth, 251 miles,) a flag station on the Mobile and Ohio Railroad.

WAYNESBORO, (Mobile, 83 miles—Corinth, 245 miles,) a flourishing village on the Mobile and Ohio Railroad.

RED BLUFF, (Mobile, 93 miles—Corinth, 236 miles,) a flag station on the Mobile and Ohio Railroad.

SHUBUTA, (Mobile, 97 miles—Corinth, 231 miles,) a small village on the Mobile and Ohio Railroad.

DE SOTO, (Mobile, 104 miles—Corinth, 224 miles,) a flag station on the Mobile and Ohio Railroad.

QUITMAN, (Mobile, 109 miles—Corinth, 219 miles,) a flourishing village on the Mobile and Ohio Railroad.

ENTERPRISE, (Mobile, 120 miles—Corinth, 208 miles,) a flag station on the Mobile and Ohio Railroad.

OKATIBBEE, (Mobile, 129 miles—Corinth, 199 miles,) a small village on the Mobile and Ohio Railroad.

MERIDIAN, (Mobile, 134 miles—Corinth, 194 miles,) a flourishing town on the Mobile and Ohio Railroad. The railroad from Jackson to Tuscaloosa, Alabama, crosses here.

MARION, (Mobile, 140 miles—Corinth, 188 miles,) a post village; capital of Lauderdale County, Miss., 110 miles east of Jackson, on the Mobile and Ohio Railroad.

LOCKPORT, (Mobile, 147 miles—Corinth, 181 miles,) a flag station on the Mobile and Ohio Railroad.

LAUDERDALE, (Mobile, 153 miles—Corinth, 175 miles,) a station, situated in Lauderdale County, Miss. The county contains 750 square miles. This county was named after Col. Lauderdale, who fell at the battle of New Orleans. Population, 10,000.

TAMOLA, (Mobile, 158 miles—Corinth, 170 miles,) a flag station on the Mobile and Ohio Railroad.

GAINSVILLE JUNCTION, (Mobile, 163 miles—Corinth, 165 miles,) a station on the Mobile and Ohio Railroad. A branch of this road runs to Gainsville, Ala., a distance of 25 miles.

SUCARNOCHEE, (Mobile, 169 miles—Corinth, 159 miles,) a post village on the Mobile and Ohio Railroad.

SCOOBA, (Mobile, 176 miles—Corinth, 152 miles,) a flag station on the Mobile and Ohio Railroad.

SHUQULAK, (Mobile, 188 miles—Corinth, 140 miles,) a village on the Mobile and Ohio Railroad.

MACON, (Mobile, 198 miles—Corinth, 130 miles,) a flag station on the Mobile and Ohio Railroad.

BROOKSVILLE, (Mobile, 206 miles—Corinth, 122 miles,) a small village on the Mobile and Ohio Railroad.

CRAWFORD, (Mobile, 210 miles—Corinth, 118 miles,) a flag station on the Mobile and Ohio Railroad.

ARTESIA, (Mobile, 219 miles—Corinth, 109 miles,) a post village on the Mobile and Ohio Railroad. A branch of this road runs to Columbus—a distance of 14 miles.

COLUMBUS, (Mobile, 233 miles—Corinth, 118 miles,) a thriving town; capital of Lowndes County, Miss., on the left bank of the Tombigbee river, 140 miles N. E. of Jackson. A branch of the Mobile and Ohio Railroad connects this place with Mobile.

MAYHEW, (Mobile, 224 miles—Corinth, 104 miles,) a post village on the Mobile and Ohio Railroad.

WEST POINT, (Mobile, 232 miles—Corinth, 96 miles,) a flourishing post village on the Mobile and Ohio Railroad.

LOOHATAN, (Mobile, 238 miles—Corinth, 90 miles,) a flag station on the Mobile and Ohio Railroad.

PRAIRIE, (Mobile, 245 miles—Corinth, 83 miles,) a small village on the Mobile and Ohio Railroad.

EGYPT, (Mobile, 254 miles—Corinth, 74 miles,) a flag station on the Mobile and Ohio Railroad.

OKOLONA, (Mobile, 261 miles—Corinth, 67 miles,) a post village of Chickasaw County, Miss., on the Mobile and Ohio Railroad, 170 miles N. N. E. of Jackson.

COONOWAH, (Mobile, 269 miles—Corinth, 59 miles,) a post village on the Mobile and Ohio Railroad.

VERONA, (Mobile, 274 miles—Corinth, 54 miles,) a flag station on the Mobile and Ohio Railroad.

TUPELO, (Mobile, 279 miles—Corinth, 49 miles,) a post village on the Mobile and Ohio Railroad.

SALTILLO, (Mobile, 287 miles—Corinth, 41 miles,) a small village on the Mobile and Ohio Railroad.

GUN TOWN, (Mobile, 292 miles—Corinth, 36 miles,) a flourishing village on the Mobile and Ohio Railroad.

BALDWYN, (Mobile, 297 miles—Corinth, 31 miles,) a flag station on the Mobile and Ohio Railroad.

BOONEVILLE, (Mobile, 308 miles—Corinth, 20 miles,) a post village on the Mobile and Ohio Railroad.

RIENZI, (Mobile, 316 miles—Corinth, 12 miles,) a flag station on the Mobile and Ohio Railroad.

CORINTH, (328 miles from Mobile,) is a post village, and the terminus of the Mobile and Ohio Railroad. . This place was occupied by the rebels for some time, until Gen. Halleck drove them off.

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LOUISVILLE AND NASHVILLE RAILROAD.

LOUISVILLE, (To Nashville 185 miles,) a flourishing city and port of entry of Kentucky, and seat of justice of Jefferson County, is situated on the Ohio River, at the head of the Louisville Falls, at the mouth of Bear-grass Creek, 130 miles below Cincinnati and 53 miles west of Frankfort. A railroad 93 miles long connects it with Frankfort and Lexington. The situation and surrounding scenery are remarkably beautiful. Some parts of the city present delightful views of the Ohio River, which is here about one mile wide; of the rocky rapids, and the town of Portland 2 miles below. Louisville stands on a plain elevated about 70 feet above low water mark, and is regularly laid out. Eight handsome streets extend nearly two miles, parallel with the river, and are intersected by more than 30 others, at right angles. The most remarkable public buildings, are the City Hall, and Court House, the 1st Presbyterian Church, St. Pauls' Church (Episcopal), the Medical Institute, and the University of Louisville. The Medical Institute which ranks high among the public institutions of Louisville, was founded by an ordinance of the City Council, which appropriated \$50,000 for the library, buildings, &c. The Asylum for the Blind, established by the state, occupies a commodious and handsome building, erected by joint contributions of the State, and the citizens of Louisville. The Mercantile Library Association, has from 5,000 to 6,000 volumes. The Historical Society of this place,

has collected valuable documents, relative to the early history of the State. Louisville also contains a Marine Asylum founded by the State, 2 orphan asylums, about 40 churches, 2 synagogues, a prison, 4 market-houses, 5 banks, and 4 large public school-houses. Population about 60,600.

RANDOLPHS, (Louisville 7 miles—Nashville 178 miles,) water station.

BROOKS, (Louisville 13 miles—Nashville 172 miles,) flag station.

SHEPHERDSVILLE, (Louisville 19 miles—Nashville 167 miles,) a post village, capital of Bullitt County, Ky., on Salt River. It has 1 church, and an academy.

BARDSTOWN JUNCTION, (Louisville 12 miles—Nashville 163 miles,) a branch extends from this place to Bardstown, a distance of 15 miles.

BELMONT, (Louisville 25 miles—Nashville 160 miles,) a small village of Campbell County, Ky.

LEBANON JUNCTION, (Louisville 30 miles—Nashville 155 miles,) a branch extends from here to Lebanon, a handsome little town of Marion County, Ky., 60 miles south by west of Frankfort. It contains a court-house, 3 churches, 2 seminaries, 14 stores, and 1 steam saw-mill. Incorporated in 1815.

COLESBURG—(Louisville 34 miles—Nashville 151 miles,) water station.

ELIZABETHTOWN, (Louisville 42 miles—Nashville 143 miles,) a thriving post village, capital of Hardin County, Ky., is pleasantly situated on Valley Creek, and on the main road from Louisville to Nashville. It is handsomely built of brick and contains 5 churches, and 2 seminaries. Population about 2,500.

GLENDALE, (Louisville 50 miles—Nashville 235 miles,) flag station.

NOLIN, (Louisville 52 miles—Nashville 132 miles,) a post village of Hardin County, Ky., situated on

Nolin Creek, which flows southwest and enters Green River at Brownsville, in Edmunson County.

SONORA, (Louisville 55 miles—Nashville 130 miles,) post village.

UPTON, (Louisville 59 miles—Nashville 126 miles,) flag station.

BACON CREEK, (Louisville 66 miles—Nashville 119 miles,) flag station.

MUNFORDSVILLE, (Louisville 73 miles—Nashville 112 miles,) a small town situated on the right bank of Green River 100 miles southwest of Frankfort. It is the capital of Hart County, Ky. Green River is navigable for small boats to this place, during a part of the year. Near this village, a circular orifice extends, in the form of funnel, towards the centre of the earth, to an unknown depth. A garrison of 4,000 men was surrendered to rebel Bragg's forces on the 18th of September, 1862, at this place. The railroad bridge over Green River, which was built of iron, was partly destroyed. Population of Munfordsville 800.

ROWLETT'S, (Louisville 75 miles—Nashville 110 miles,) water station.

HORSE CAVE, (Louisville 80 miles—Nashville 105 miles,) a post office.

WOODLAND, (Louisville 83 miles—Nashville 102 miles,) water station.

CAVE CITY, (Louisville 84 miles—Nashville 101 miles,) a small village 8 miles from the Mammoth Cave in Kentucky. Travellers who visit the cave usually stop at this city.

GLASGOW JUNCTION, (Louisville 90 miles—Nashville 95 miles,) a branch extends from this place to Glasgow, a distance of about 20 miles.

ROCKY HILL, (Louisville 95 miles—Nashville 90 miles,) flag station.

SMITHS' GROVE, (Louisville 100 miles—Nashville 85 miles,) a post office of Warren County, Ky.

OAKLAND, (Louisville 102 miles—Nashville 83 miles,) flag station.

BRISTOW, (Louisville 109 miles—Nashville 76 miles,) post office.

BOWLING GREEN, (Louisville 114 miles—Nashville 71 miles) a flourishing village, capital of Warren County, Ky., situated on Big Barren River, an affluent of Green River, 145 miles southwest of Frankfort. It is at the head of navigation and is a place of active trade, particularly in pork and tobacco. Population 3,000.

MEMPHIS JUNCTION, (Louisville 118 miles—Nashville 67 miles,) a branch extends from this place to Memphis, a distance of 259 miles.

WOODBURN, (Louisville 125 miles—Nashville 60 miles,) flag station.

FRANKLIN, (Louisville 134 miles—Nashville 51 miles,) a thriving village, capital of Simpson County, Ky., on Drake's Creek, 159 miles southwest of Frankfort. It contains 2 churches, and about 700 inhabitants.

MITCHELLSVILLE, (Louisville 141 miles—Nashville 44 miles,) a post village of Robertson County, Tenn., on the turnpike from Nashville to Louisville, and on the north line of the State.

RICHLAND, (Louisville 144 miles—Nashville 41 miles,) flag station.

FOUNTAIN HEAD, (Louisville 146 miles—Nashville 39 miles,) water station.

SOUTH TUNNEL, (Louisville 152 miles—Nashville 33 miles,) flag station.

GALLATIN, (Louisville 159 miles—Nashville 26 miles,) a post village, capital of Summer County, Tenn., 3 miles north of the Cumberland River.

PILOT KNOB, (Louisville 164 miles—Nashville 21 miles,) post office.

SANDERSVILLE, (Louisville 166 miles—Nashville 19 miles,) a post village.

HENDERSONVILLE, (Louisville 170 miles—Nashville 15 miles,) water station.

EDGEFIELD JUNCTION, (Louisville 175 miles—Nashville 10 miles,) a branch runs from this place to Edgefield.

NASHVILLE, (Louisville 185 miles.) See index for W. Scott Glore.

NASHVILLE AND CHATTANOOGA RAILROAD.

NASHVILLE, (Stevenson 113 miles—Chattanooga 151,) named in honor of Gen. Nash, who fell at the Battle of Germantown, in 1776, is the capital of Tennessee, and the shire-town of Davidson county. It is handsomely situated on the south bank of Cumberland river, 200 miles from its confluence with the Ohio. It is east north-east from Memphis, from which it is distant, by railroad, 384 miles. It is 206 miles south-west from Lexington, Ky., and 886 miles, (via Knoxville), from Washington City. Elevation above the sea, 460 feet.

The Cumberland River—which at this place is spanned by a magnificent bridge 656 feet long, and 100 feet high—divides the surrounding county into nearly equal parts. The adjacent country is gently undulating, abounding in varied and beautiful landscape scenery, and has a very fertile limestone soil which is extensively cultivated.

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NASHVILLE, TENN.

Nashville is not only the most populous and wealthy city of Tennessee, but is highly distinguished for its enterprising spirit, literary taste and refined society. Many of the private residences are built on a scale of palatial magnitude and splendor, and the public buildings exhibit a corresponding character. Prominent among them stands the new State Capitol, the foundation of which was laid in 1845, and which occupies a commanding position on an eminence of limestone rock, 175 feet above the river. It is conceded to be one of the most splendidly designed structures in America, and has cost the State thus far, \$892,000. The material of which it is composed was quarried upon the spot, and is of such fine quality as to nearly resemble marble. Its dimensions are 135 by 240 feet, and its ultimate cost estimated at \$1,000,000. It is built wholly of stone and iron, except the comparatively small quantity of wood plank on which the copper roofing is fastened—even the inner walls and floors being of dressed stone.

A new Lunatic Asylum has been erected in the vicinity, upon an enlarged plan complete in its various departments. The State Penitentiary is located here, and is 310 feet long by 50 feet wide, containing 200 cells. It is conducted upon the Auburn, or *silent* system.

The subject of education has recently obtained that favor and patronage which the State and city authorities should have afforded long since. The zeal and spirit of educational enterprise has succeeded in establishing a number of High Schools of a character inferior to none in the South-west. Conspicuous among them is the University of Nashville, which was founded in the year 1806, and is now under the efficient control of Dr. J. Berrien Lindsley. In 1821, there was connected with the University a Medical College, which occupies a capacious building, and enjoys an excellent patronage. More than two hundred students are now prosecuting their studies, under the guidance of a corps of professors, who with a high order of ability, unite a laudable ambition to render the institution equal to any in the

Union. The young and growing Military Academy—the Nashville Female Academy—an institute of old and excellent standing, presided over by Rev. C. D. Elliott—Prof. Hess' Music Academy, the Ladies' Seminary, Bishop Miles' school, and others, are establishments of which the city may boast. Each of the six wards of the city is provided with a fine, large, substantial public school-house.

Besides the Lunatic Asylum, there is a House of Industry, for poor girls; and a Protestant Orphan Asylum, which commend themselves to public confidence.

Perhaps no city of its size has so many newspapers to read as Nashville. There are four dailies, all well conducted and well sustained. There are four banks, and eight prominent hotels and boarding-houses.

Its growth in wealth and population has never been very rapid at any time; yet it has held an even, onward progress in such physical and moral wealth as forms the basis of permanent prosperity. No city in the South is more justly celebrated for its intelligence, morality and courtesy to strangers.

Nashville contains 14 churches of the various denominations; its Sabbaths are quiet and orderly; and its pulpits filled by men of ability. A mineral cabinet, owned by the late Dr. Troost, is said to be the most extensive private collection in the Union. The city is lighted with gas, and abundantly supplied with water from Cumberland River, raised by steam machinery into a reservoir 66 feet above high water mark.

Eight excellent Macadamised roads radiate from Nashville, and much credit is due to the city for the pride evinced and the enormous cost sustained, in rendering her outlets a pattern to other localities. During high water, the river is navigable from its mouth to this city for the larger class of steamboats, and by the smaller at nearly all seasons. Many of the packets are owned here. Nashville has, within a few years, given considerable attention to manufacturing, and is the

centre of an active and increasing trade. Its population numbers about 25,000.

As a railroad centre, Nashville is a point of note. By the Nashville and Chattanooga road she is connected with the improvements of Georgia, Virginia, and the Carolinas, and hence to the northern cities; and by the Memphis and Charleston road with a nearer point of shipment to New Orleans. The Mississippi Central will soon link Nashville to the Crescent City, and the rapidly progressing Mobile and Ohio road will give immediate outlet to the Gulf. Further projects are on foot for an extension to Hickman, Ky., and to a point near Cairo, where connection will be made with the network of north-western improvements. Nashville, at no very distant period, will become a great centre of the trade and travel destined to reward her energy in consummating these proud monuments of human industry.

THE HERMITAGE, or home of General Jackson, the immortal Hero-President, is about 12 miles from Nashville, and affords a pleasant drive. Strangers visiting the city scarcely fail to make a pilgrimage to the quiet shades of this hallowed spot, the Mount Vernon of Tennessee. Here his mortal remains rest beneath a beautiful mausoleum, in the form of the Temple of Liberty, by the side of his beloved Rachel, among the pleasant trees of the Hermitage.

Nashville is growing rapidly in every interest essential to its becoming soon one of the great cities of the Union. Surrounded by extensive tracts of rich and never-failing lands, it is capable of supplying any market in the world. It is a point where cotton, tobacco, hemp, grain and stock-growers all meet to negotiate their sales. The wholesale trade comprises everything essential to the Southern market.

ANTIOCH, (Stevenson 104 miles—Nashville 9 miles,) a post village of Gibson County. The surrounding country is nearly level, soil good. Indian corn, oats, cotton and cattle are the staples. The station is named after the venerable "Antioch Meeting House," which stood contiguous to the premises.

LAVERGNE, (Stevenson 97 miles—Nashville 16 miles,) a village situated in Rutherford County. Contains a steam saw and flouring mill, and does considerable business in lumber.

SMYRNA, (Stevenson 93 miles—Nashville 20 miles,) a post village in Rutherford County, established in 1851. It is encircled by a fine extent of country, the business of which is principally transacted at Murfreesboro'.

MURFREESBORO', (Stevenson 81 miles—Nashville 32 miles,) the capital of Rutherford County, is a handsome town, situated upon a beautiful plain, and surrounded by a healthy and fertile country. From the year 1817 to 1827, Murfreesboro', was the capital of the State, when unfortunately the State House was consumed by fire, and the seat of government subsequently removed to Nashville.

Among the educational institutions are two under the patronage of the Baptist denomination—the Union University, founded in 1841, and a Female Institute, both in flourishing condition. The town also contains one bank, five churches and two newspaper offices. Population about 3,000. The Rio Steam-Flouring Mills are objects of interest and importance to the general trade.

This is the place where the celebrated battle of Stone River was fought and won by the gallant Maj.-Gen. Wm. H. Rosecrans, commencing on December 31, 1862, and ending January 3, 1863.

Federal forces, 43,400; total loss killed, 1,533; total wounded, 7,245; prisoners, 2,800.

Rebel forces, 62,520; loss, killed and wounded, 14,560; this is considered one of the most bloody battles on record considering the rawness of both officers and men. There is a good turnpike running from here to Nashville 30 miles, also a turnpike running to Chattanooga 107½ miles distant, 30 miles to Manchester, 3 miles from Murfreesboro' on this pike to the left is a very large spring; from Manchester to Herbet's Cove,

12½ miles, 5 miles from Herbet's Cove to Altamont, the county seat of Grundy Co., pop. 200; from Altamont to Tracy City 20 miles. Tracy City is the head of a railroad from Cowan Station on N. & C. R. R. 30 miles up, which is the location of the great coal mines of Tenn.; from Tracy City to Jasper 30 miles, and from Jasper to Chattanooga 3 miles.

CHRISTIANA, (Stevenson 71 miles—Nashville 42 miles,) established in 1851, obtains its name from a stream denominated Christmas Creek, because its flow, like "Christmas, comes but once a year," and at that festive period. The region is timbered with red cedar, and the products are chiefly stock and cotton.

FOSTERVILLE (Stevenson 67 miles—Nashville 46 miles) Depot, is a post village of Rutherford County. The surrounding county is agreeably diversified in surface, highly productive, liberally watered, and extensively cultivated. It has a turnpike leading to Nashville. This county is one of the most populous in the State. Stock and cotton form the staples.

BELL BUCKLE, (Stevenson 63 miles—Nashville 50 miles,) a post village of Bedford County, situated two miles east of Bell Buckle Gap, christened in 1852 by J. Edgar Thomson, Esq., the distinguished civil engineer, now President of the Pennsylvania railroad.

[**SHELBYVILLE**, (8 miles from Wartrace,) on Branch road, is the shire-town of Bedford County, Tenn., situated on Duck River. It contains a court-house, a bank, several churches, a newspaper office, and one cotton-spinning factory. The population is about 3,500. The surface of the country is undulating, the soil fertile and easily cultivated. The streams generally furnish considerable water power.

The University and the Female Academy are large and well arranged educational institutions, occupying beautiful and healthy locations. Distance to Nashville, 63 miles.]

WARTRACE, (Stevenson 58 miles—Nashville 55

miles,) named after Wartrace Creek, is situated in Bedford County, and was established in 1852. It is surrounded by a great cattle raising country, and it is said that fifty thousand head of hogs are fattened annually—mostly for the extensive pork-packing establishment at Shelbyville.

NORMANDY, (Stevenson 50 miles—Nashville 63 miles,) derives its name from its location on Norman's Creek, at its confluence with the Barren Fork of Duck River, and at the foot of the first bench of Cumberland Mountain. The depot was established in 1852.

TULLAHOMA, (Stevenson 43 miles—Nashville 70 miles,) situated in Coffee County, on the bank of Rock Creek, was laid out in 1852. The location is on the first bench of Cumberland Mountain, from which the railroad has a descending grade for five miles, to Duck River. The depot elevation is nearly that of the mouth of Cumberland Tunnel. Tullahoma is noted for the purity and excellence of its chalybeate and free stone waters. It is important as a railroad station, on account of its being the intersecting point of the McMinnville and Manchester Railroad, which extends to the former point, a distance of 35 miles. This fact, it is supposed, will always render it a place of considerable business. This place was occupied by Bragg for six months until he was driven out by Rosecrans on June 29, 1863.

MANCHESTER, (on Branch Railroad—Tullahoma 12 miles—McMinnville 23 miles,) is the capital of Coffee County, and situated at the confluence of Duck River forks. These streams afford excellent water power.

The great curiosity at this place is an old stone fort, which is described as a solid wall in the fork between the rivers, and enclosing about 47 acres of land. It presents indications of great antiquity, as the venerable trees growing upon it are computed to have withstood the storms of five centuries. Distance to Nashville, 82 miles; to Stevenson, 55 miles.

McMINNVILLE, (35 miles from Tullahoma,) is the capital of Warren County, Tenn., and terminus of the McMinnville and Manchester Railroad. Distance to Nashville, 105 miles. Its location is delightful and healthy, having the exhilarating breezes and free stone water of the Cumberland Mountains. Its aroused energy in trade, manufactures, and educational matters, indicate that it will soon rank as a very important place. The fine watering place in the mountains near by, together with the travel to and fro, and the schools will constitute an important item in the business of the railroad and town. Cumberland Female College, and Mc Minnville Male College, are reputable institutes. The celebrated "Beersheba Springs" are 18 miles from McMinnville. Distance to Stevenson, 78 miles.

ESTELLE SPRINGS, (Stevenson 36 miles—Nashville 77 miles,) obtain their name from Wm. Estelle, who formerly resided in the neighborhood. There are a number of them, which afford the varieties of sulphur, chalybeate, and free stone waters. The spot is a favorite resort of the people of Rutherford and Davidson counties. The celebrated Winchester Springs lay two miles distant, southward.

ALLISONIA, (Stevenson 35 miles—Nashville 78 miles,) is a thriving post town situated in Franklin County. Its location is on Elk river, a point at which the water power is very superior, and said to be unsurpassed by any in the State. The place was laid out in 1850. It is an important station on the railroad, and had an immense cotton factory, which cost, including machinery, about \$100,000, but which was destroyed by fire. Population 350.

DECHERD, (Stevenson 30 miles—Nashville 83 miles,) a post village of Franklin County, named after Peter Decherd, Esq., is located near Wagoner's Creek, and was laid out in 1853. It is the point of junction of the projected Winchester and Alabama Railroad. This road will cross the Memphis and Charleston Railroad, at Brownsboro', and extend to Guntersville, Ala.

WINCHESTER, 5 miles from Decherd, has recently been selected as the site for the new *University of the South*. This selection, however, is with the condition that an acceptable charter shall be granted by Tennessee, and a satisfactory arrangement, as to certain details, made with the proprietors of the lands on and near the site indicated.

It is within a short distance of the Alabama line, at which point the plateau rises about 800 feet above the plain below, and is about 15 miles wide. From its brow a magnificent prospect stretches far away in the distance. But one testimony is borne to the superior health of the plateau—it is above the intermittent level.

With such extraordinary advantages of position, in the midst of a territory of several thousand acres at its command, under the conduct of a board of management of enlarged and comprehensive views and patriotic purposes, we can not doubt it will speedily surround itself from all parts of the country with a population of high intelligence and moral worth, to which it may look for support and sympathy in the work of its administration, and to which, in turn, it will dispense the refreshing and refining influences of its intellectual and moral atmosphere.

COWAN, (Stevenson 26 miles—Nashville 87 miles,) is named after Mr. Cowan, a planter residing in the vicinity, and is located at the foot of the western slope of Cumberland Mountain. Beautiful mountain scenery delights the eye of the tourist looking toward the north, east, and south.

TANTALLION, (Stevenson 19 miles—Nashville 94 miles,) a wood and water station, is located at the foot of Cumberland Mountain grade, and from which point the ascent ranges at one hundred and six feet per mile to the centre of the tunnel. This latter point is elevated 530 feet above Tantallion. The *Cumberland Tunnel* is 2,223 feet in length, 20 feet high, and about 14 feet wide; it penetrates through solid rock, and re-

quired three years' time in its construction. It was completed in 1851 under the superintendence of Thos. C. Bates, Esq. Tunnel Junction, or intersecting point of the Sewanee Branch which leads to the celebrated Sewanee Coal Banks, extends 9 miles to the first banks, and it is contemplated to further lead it 8 miles to another bank. The latter division lies upon the top of the mountain, which is reached by a grade on the former division of 140 feet per mile. These railroad and mining operations were projected and are now conducted by a New York company.

CROW'S NEST, (Stevenson 13 miles—Nashville 100 miles,) is a wood and water station, located upon the property of V. K. Stevenson, Esq., President of the road. The vicinity is reported as being a favorite section for crows, and from which fact also Crow Creek derives its name.

ANDERSON, (Stevenson 10 miles—Nashville 103 miles,) is named in compliment to John F. Anderson, an extensive farmer and cattle raiser living on the borders of Crow Creek, in the valley of which the depot is located. The stream flows amid two spurs of the Cumberland Mountains.

NASHVILLE AND DECATUR ROAD.

See Index for W. F. Gloré.

NASHVILLE to Decatur 122 miles.

BRENTWOOD, (Nashville 10 miles—Decatur 112 miles,) post village.

FRANKLIN, (Nashville 19 miles—Decatur 103 miles,) post village, capital of Williamson Co., Tennessee, on the Harpeth river, with which it is connected by Turnpike. See Decatur. Franklin contains a bank,

cotton factory, and iron foundry, and two newspapers. Two battles were fought here between the Union and Confederate forces, in both of which the latter were defeated.

THOMPSON, (Nashville 29 miles—Decatur 93 miles.)

SPRING HILL, (Nashville 32 miles—Decatur 90 miles,) a thriving post village. It is situated in the midst of a fertile and populous district; population about 500.

CARTER'S CREEK, (Nashville 37 miles—Decatur 85 miles,) post village.

DUCK RIVER, (Nashville 42 miles—Decatur 80 miles,) a post village of Hickman Co.

COLUMBIA, (Nashville 46 miles—Decatur 76 miles,) branch to Mount Pleasant diverges. A beautiful and thriving post village, capital of Maury Co., on the left bank of Duck River. This town has considerable trade, and is distinguished by the excellence of its schools. It was the seat of Jackson College, and two female seminaries; it contains two banks and four newspaper offices. Population about 2500.

HURRICANE, (Nashville 52 miles—Decatur 70 miles,) post village.

PLEASANT GROVE, (Nashville 55 miles—Decatur 67 miles,) post village.

CAMPBELLS, (Nashville 58 miles—Decatur 64 miles,) flag station.

LYNVILLE, (Nashville 64 miles—Decatur 58 miles,) post village of Giles Co.

BUFORD, (Nashville 67 miles—Decatur 55 miles,) flag station.

REYNOLDS, (Nashville 69 miles—Decatur 53 miles,) flag station.

WALES, (Nashville 74 miles—Decatur 48 miles,) flag station.

PULASKI, (Nashville 79 miles—Decatur 43 miles,) a thriving post village, capital of Giles County, situated on a branch of Elk River, it is a place of active business, contains a steam cotton factory, a bank and newspaper office. Population 1,400.

RICHLAND, (Nashville 85 miles—Decatur 37 miles,) a post village in Giles Co.

PROSPECT, (Nashville 91 miles—Decatur 31 miles,) post office.

STATE LINE, (Nashville 93 miles—Decatur 29 miles.) P. V. This place as its name indicates is on the boundary line between Tennessee and Alabama.

ELKMONT, (Nashville 99—Decatur 24 miles,) flag station.

ATHENS, (Nashville 107 miles—Decatur 15 miles,) 154 miles N. N. E. of Tuscaloosa, a flourishing post village, capital of Limestone County, Ala. It contains a court-house, three churches, one printing office, several stores and a female institute, which is the handsomest building in the village.

M'DONALD'S, (Nashville 112 miles—Decatur 10 miles,) flag station.

FOOT'S, (Nashville 114 miles—Decatur 8 miles,) flag station.

JUNCTION, (Nashville 120 miles—Decatur 2 miles,) Decatur.

LEXINGTON AND COVINGTON OR KENTUCKY CENTRAL R. R.

See Index for Adams Express.

COVINGTON, (Lexington 99 miles,) Covington is the northern terminus of the Lexington and Covington Railroad, it is a flourishing and important city, built on a plain several miles in extent, and the streets are so arranged as to appear from the hills back of Cincinnati as a continuation of that city. Covington is destined to become a large city. Five miles from this place are Latonian Springs, which are very fashionable and pleasant resorts during the summer season. Population about 25,000. The facilities of intercourse are such that many persons reside here whose place of business is in Cincinnati; here are manufactories of cotton, hemp, silk and tobacco, a large rolling-mill and an extensive establishment for packing pork and beef.

DECOURSEY, (Covington 5 miles—Lexington 94 miles,) post village.

CULBERTSON, (Covington 7 miles—Lexington 62 miles,) flag station.

GRANT, (Covington 10 miles—Lexington 89 miles,) flag station.

RYLAND, (Covington 13 miles—Lexington 86 miles,) post village.

CANTON, (Covington 15 miles—Lexington 84 miles,) flag station.

BENTON, (Covington 18 miles—Lexington 81 miles,) a small post village, capital of Marshall County, Ky., on Clark River.

MULLINS, (Covington 21 miles—Lexington 78 miles,) flag station.

DEMOSVILLE, (Covington 25 miles—Lexington 74 miles.)

BUTLER, (Covington 28 miles—Lexington 71 miles,) flag station.

IRVING, (Covington 33 miles—Lexington 66 miles.)

CATAWBA, (Covington 36 m.—Lexington 63 m.)

FALMOUTH, (Covington 39 miles—Lexington 60 miles,) post village, capital of Pendleton Co., Ky., on Licking River at its junction with its south branch. It is 60 miles N. E. of Frankfort. It is situated on a beautiful plain, and surrounded by heights which command an extensive view. It has four churches and a woolen factory.

LIVINGOOD, (Covington 43 miles—Lexington 56 miles.)

MORGAN, (Covington 47 miles—Lexington 52 miles,) post village.

BOYD, (Covington 50 miles—Lexington 49 miles,) post office.

BERRY'S, (Covington 53 miles—Lexington 46 miles,) flag station.

ROBINSON, (Covington 55 miles—Lexington 44 miles,) wood station, 11 miles from Cynthiana.

GARNETT, (Covington 58 m.—Lexington 41 m.)

CYNTHIANA, (Covington 66 miles—Lexington 33 miles.) It is the capital of Harrison Co., situated on the south fork of Licking River. Population about 1000.

LAIR, (Covington 70 miles—Lexington 29 miles,) post village.

SHAWHAN, (Covington 74 miles—Lexington 25 miles,) flag station.

KISER, (Covington 75 miles—Lexington 24 miles,) flag station.

TALBOTT, (Covington 78 miles—Lexington 21 miles,) post village.

PARIS, (Covington 80 miles—Lexington 19 miles,) post village, capital of Bourbon Co., Ky., on Stoner Creek. It is about 40 miles N.E. of Frankfort. This is one of the principal stations on the railroad, and has an active trade. It contains a fine court house, a branch bank, six churches, an academy, a printing office, and several mills. Extensive cattle fairs are held here on "court days", the first Monday of each month, at which not unfrequently from \$200,000 to \$300,000 worth of stock have been sold. Population about 30,000.

WRIGHT, (Covington 82 miles—Lexington 17 miles.)

HUESTON, (Covington 84 miles—Lexington 15 miles,) flag station.

HUTCHINSON, (Covington 86 miles—Lexington 13 miles,) post village.

LOWE, (Covington 89 miles—Lexington 10 miles.)

BRYANT, (Covington 92 miles—Lexington 7 miles.)

DUNCAN, (Covington 96 miles—Lexington 3 miles,) post village of Mercer Co., Ky.

LEXINGTON, (Covington 99 miles.)

SECOND DIVISION OF KENTUCKY CENTRAL RAILROAD.

MT. CLEAR, (Lexington 5 miles—Nicholasville 8 miles,) post office.

PROVIDENCE, (Lexington 9 miles—Nicholasville 6 miles.)

CATNIP HILL, (Lexington 9 miles—Nicholasville 4 miles,) flag station.

HILL DALE, (Lexington 11 miles—Nicholasville 2 miles.)

NICHOLASVILLE, (Lexington 13 miles.)

Nicholasville is a thriving post village, and capital of Jessamine Co., Ky., situated on a small affluent of Kentucky River, and on the turnpike to Danville, which is 12 miles further south. A railroad is to be built from this place to Knoxville by order of the military authorities. The surrounding country is fertile and well cultivated. There are several bagging factories here. Population 1000.

LOUISVILLE AND FRANKFORT AND LEXINGTON AND FRANKFORT R. R.

See Index for further Railroads.

GILMAN'S, (Louisville 5 miles—Lexington 89 miles,) wood and water station.

RACE COURSE, (Louisville 7 miles—Lexington 87 miles,) flag station.

ORMSBY, (Louisville 9 miles—Lexington 85 miles,) post village.

HOBBS, (Louisville 12 miles—Lexington 82 miles.)

O'BANNON'S, (Louisville 14 miles—Lexington 80 miles.)

SMITH'S, (Louisville 16 miles—Lexington 78 miles.)

BEARD'S, (Louisville 18 miles—Lexington 16 miles.)

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BUCKNER'S, (Louisville 23 miles—Lexington 71 miles.)

LA GRANGE, (Louisville 27 miles—Lexington 67 miles,) a post village, capital of Oldham County, Ky., on the Louisville and Frankfort Railroad, 46 miles north west from Frankfort. It contains one church and an institution named the Masonic College.

JERICHO, (Louisville 32 miles—Lexington 62 miles,) a post office station.

SMITHFIELD, (Louisville 35 miles—Lexington 59 miles,) a post office station.

EMINENCE, (Louisville 40 miles—Lexington 54 miles,) a thriving post village of Henry County, Ky., on the railroad from Louisville to Frankfort, 40 miles east from the former.

BELLEVIEW, (Louisville 42 miles—Lexington 52 miles,) a small post village of Christian County, Ky., 10 miles from Hopkinsville, the county seat. Has 1 church, and 1 or 2 stores.

PLEASURESVILLE, (Louisville 45 miles—Lexington 50 miles,) a post village of Henry County, Ky., on the railroad from Louisville to Frankfort, 45 miles east from the former.

CROPPER'S DEPOT, (Louisville 47 miles—Lexington 47 miles,) a post office of Shelby County, Ky.

CHRISTIANSBURG, (Louisville 50 miles—Lexington 44 miles,) a post village of Shelby County, Ky., 38 miles east from Louisville, and half a mile from the Louisville and Frankfort Railroad. Contains 2 churches, several stores, 1 steam mill, 1 woolen factory, and about 200 inhabitants.

BAGDAD, (Louisville 51 miles—Lexington 42 miles.)

NORTH BENSON, (Louisville 56 miles—Lexington 38 miles.)

BENSON, (Louisville 60 miles—Lexington 34 miles.)

FRANKFORT, (Louisville 65 miles—Lexington 29 miles,) a handsome town, capital of Kentucky, and seat of justice of Franklin County, is beautifully situated on the right (or N. E.) bank of Kentucky River, 60 miles from its mouth, 24 miles westnorthwest from Lexington, 53 miles east from Louisville and 550 miles from Washington. Lat. $38^{\circ} 14' N.$, lon. $84^{\circ} 40' W.$ It stands on an elevated plain or valley, between the river and the bluff, which rises a short distance behind the town to the height of about 150 feet. The river which is here near 100 yards wide, flows in a deep channel of limestone rock. The eminences on the north-east side of the town present a delightful view of the picturesque scenery for which this river is so remarkable.

Frankfort is regularly planned, and generally well built. The State-house stands on a small eminence, nearly midway between the river and the northern limit of the valley.

It is a handsome edifice of Kentucky marble, quarried in the vicinity, with a portico supported by six columns of Ionic order. The Governor's house is a plain building of brick. The other public buildings are: State penitentiary, a court-house, 4 churches, 1 academy, and 2 banking-houses.

Seven newspapers are published in Frankfort. The town is supplied with excellent spring water, which is conveyed into the town through iron pipes. It is the centre of an active trade, which is facilitated by railroads leading to Louisville and Lexington, and by the navigation of the river. The latter has been improved by means of dams and locks, so that steamboats can ascend from its mouth to the junction of its constituent branches. A chain bridge connects the town with the village of South Frankfort, on the opposite bank. Population about 7,000.

JUNCTION, (Louisville 70 miles—Lexington 24 miles.)

DUCKER'S, (Louisville 73 miles—Lexington 21 miles.)

BIG SPRING, (Louisville 76 miles—Lexington 18 miles,) a post village of Breckinridge County, Ky., about 44 miles southwest from Louisville, is situated partly in Meade and Hardin Counties. A large spring rises near the middle of the village and flows several hundred feet, then sinks into the ground and disappears. The village has one church and several stores.

MIDWAY, (Louisville 80 miles—Lexington 14 miles,) a handsome post village of Woodford County, Ky., on the railroad from Lexington to Frankfort, 14 miles from each place. It has 3 churches, 3 hemp factories and 800 inhabitants.

PAYNE'S DEPOT, (Louisville 84 miles—Lexington 10 miles,) a post office of Scott County, Ky.

YARNELLTON, (Louisville 87 miles—Lexington 7 miles.)

LEXINGTON, (Louisville 94 miles,) a handsome and wealthy city of Fayette County, Ky., and contains a population of about 20,000. It was formerly the capital of Kentucky, which has been removed to Frankfort. It is situated on Town Fork of the Elkhorn River, 25 miles southeast from Frankfort, 81 miles south from Cincinnati, and 94 miles from Louisville. Lat. $38^{\circ} 6' N.$, lon. $84^{\circ} 18' W.$ Lexington is the second city in the State in population and importance. The State Lunatic Asylum, located here, occupies a large and beautiful building, capable of accommodating over 300 patients. This city has several large manufactories and cotton warehouses, and its trade with the interior is very extensive.

EAST TENNESSEE AND GEORGIA RAILROAD.

FOUNTAIN HILL, (Dalton 9 miles—Knoxville 101 miles.)

STATE LINE, (Dalton 15 miles—Knoxville 95 miles,) as the name indicates lies contiguous to the boundary line between Georgia and Tennessee.

CLEVELAND, (Dalton 27 miles, Knoxville 83 miles,) is the capital of Bradley Co., Tenn. It was established in 1840, and now contains about 800 inhabitants. The adjacent country is fertile and well watered. Cleveland has become a conspicuous point in railroad matters, it being the terminus of a most important cut-off. The Cleveland and Chattanooga Railroad is now complete to this place. Cleveland is situated in the mountains, and is very healthy.

CHARLESTON, (Chattanooga 40 miles—Knoxville 70 miles,) a thriving village of Bradley Co., Tenn., is pleasantly situated on the Hiawasee River, which rises in Georgia, and flows into Tennessee. Population about 300.

RICEVILLE, (Chattanooga 47 miles—Knoxville 63 miles.)

ATHENS, (Chattanooga 55 miles—Knoxville 55 miles,) is the capital of McMinn Co., a fertile district in the southern portion of East Tennessee. It contains an active population of over 1000; a court house, 3 churches, printing office, 2 banks, together with numerous stores, and the necessary industrial concerns. A commendable zeal in the progress of education is evinced by the existence of several flourishing institutions.

REAGAN'S, (Chattanooga 60 miles—Knoxville 50 miles.)

SWEET WATER, (Chattanooga 65 miles—Knoxville 45 miles,) post village of Monroe Co., a district traversed by the Unaka or Smoky Mountain.

PHILADELPHIA, (Chattanooga 75 miles—Knoxville 35 miles,) situated in Monroe Co. Soil of the surrounding country is not generally fertile; staple productions are corn, oats, and grass.

LOUDON, (Chattanooga 82 miles—Knoxville 28 miles,) named after the Earl of Loudon, who "commanded the King's troops in America," in 1756. [*Loudon* and *Cumberland* are believed to be the only names of purely English origin still retained in Tennessee.] The surrounding county (Roane) produces abundantly corn, wheat, oats, and grass. Extensive beds of stone-coal and iron ore also exist. Its rivers, the Clinch and Holston, intersect at Kingston, and are navigable. Cumberland Mountain lies on its western border.

LENOIR'S, (Chattanooga 90 miles—Knoxville 20 miles,) situated in Roane Co., and in its name perpetuates that of Gen. William Lenoir, an officer of the Revolution.

CONCORD, (Chattanooga 96 miles—Knoxville 14 miles,) a small post village in Lincoln Co. This county is traversed diametrically by Elk River, which divides its fertile and abundantly watered surface into two inclined planes sloping toward the river.

ERIN, (Chattanooga 103 miles—Knoxville 7 miles.)

KNOXVILLE, (Chattanooga 110 miles—Bristol 130 miles,) the ancient capital and present metropolis of the Eastern section of the State, was laid off in 1791-92, and named in honor of Gen. Henry Knox, then Secretary of War. It was fixed upon by Governor Blount as the seat of the Territorial government; and after the admission of Tennessee into the Union, in 1796, it continued to be recognized as the capital of the

State, until 1817, when the seat of government was removed to Nashville.

The town is beautifully situated on several high bluffs, on the right bank of the Holston, 4 miles below its confluence with the French Broad River, and contains over 6,000 inhabitants. Its elevated situation commands a magnificent view of the river, while the Blue Mountains of Chilhowee, thirty miles distant, "lend enchantment to the view." Knoxville is the head of river navigation—though in high water boats ascend to Kingsport. The evidences of the city's prosperity are unmistakable, and numerous manufactories are springing up in the vicinity—among which that for making window glass is more extensive than any other in the South. There are five churches, three banks, six newspapers, and several academies. The Federal Courts for East Tennessee are convened here.

The city is well supplied with handsome store-houses, hotels, and many tasteful private residences; while, among its public edifices, the State Asylum for the Deaf and Dumb is especially worthy of note. The University of East Tennessee, (founded in 1807.) more remarkable for its beautiful location than architectural elegance, stands on an eminence commanding an extensive view in every direction.

Five miles from the city, in a deserted field, is to be seen the ruins of a noted frontier post, reached by the pioneer emigrants passing the old trace from the mouth of French Broad to the lower settlements on Nine Mile and Pistol Creek. In this vicinity, also, stood the cabin of the celebrated Governor Sevier, where hospitality was as generously given as it was constantly sought by the wandering pilgrim in primitive times.

"Montvale Springs," a charming summer retreat situated in a valley at the base of the Chilhowee Mountains, 25 miles from Knoxville, is reached by stage-line.

The importance which Knoxville assumed upon the completion of the East Tennessee and Georgia Railroad in 1852, was but a foretaste of her future when her rela-

tions shall become firmly established with the valley of Virginia and the North. Although the political sceptre has departed from Knoxville, it is still regarded in East Tennessee as the great centre of commerce, learning, and the arts; and when the whole system of railroads shall have been completed, and the capacities of the country around fully developed, the most sanguine hopes of those now interested in its prosperity will doubtless be fulfilled. This place was taken by Gen. Burnside and occupied Sept. 5, 1863.

THE CITY OF KNOXVILLE: The Guardian of the Mountain Pass—the great Highway between the North and the South, the East and the West: The Iron Horse is to her the harbinger of unbounded prosperity.

LEGG'S STATION, (Knoxville 10 miles—Bristol 120 miles.)

STRAWBERRY PLAINS, (Knoxville 16 miles—Bristol 114 miles,) a title suggestive of a most delicious locality,—is a thriving post village of Jefferson Co., Tenn. Located on the Holston River, a stream which the Indians called “Hogohegee.”

NEW MARKET, (Knoxville 25 miles—Bristol 105 miles,) is situated in an extended and productive valley of Jefferson Co. Holston College, chartered in 1832, is located here; also a Female Institute.

MOSSY CREEK, (Knoxville 29 miles—Bristol 101 miles,) derives its beautiful title from the stream of like name on which it is located, and which furnishes an excellent water power. Two cotton factories have been established.

TALBOTT'S (Knoxville 33 miles—Bristol 97 miles) Mills, located in Jefferson Co.

MORRISTOWN, (Knoxville 42 miles—Bristol 88 miles,) is a village also pleasantly situated in one of the fertile valleys of Jefferson Co.

RUSSELVILLE, (Knoxville 48 miles—Bristol 82 miles,) located in a section of Jefferson Co. known as

New Market Valley, and lying between Massanutten and North Mountains.

BULL'S GAP, (Knoxville 56 miles—Bristol 74 miles,) was for a considerable time the southern terminus of the stage-route of 50 miles extending to Watauga River—the unfinished portion on this road—recently completed.

BLUE SPRING, (Knoxville 65 miles—Bristol 65 miles,) is an exact half-way point between the termini of this road, and located in Stewart Co., Tenn.

GREENVILLE, (Knoxville 74 miles—Bristol 56 miles,) the capital of Greene Co., Tenn., is a flourishing town of about 1,000 inhabitants. It is the seat of Greenville College, which was founded in 1794, and also boasts a newspaper office.

FULTON'S, (Knoxville 83 miles—Bristol 47 miles,) located in Greene Co., a district abounding in high ridges and fertile valleys, well-timbered, and plentifully supplied with good springs.

LIMESTONE (Knoxville 87 miles—Bristol 43 miles,) Springs, a post village of Greene Co., Tennessee. Extensive mines of iron ore are worked throughout the county, the streams furnishing ample motive power.

JONESBORO', (Knoxville 98 miles—Bristol 32 miles,) is the oldest town in East Tennessee, and a place of some historic interest. Here the first log court-house in the State was hewn out of the virgin forest, and in which justice was dispensed to the hardy pioneers. Here, too, the forest soldiers and statesmen convened to devise plans of war and policy against the common enemy, and when triumphant success had rewarded their valor, they met here in factious wranglings and fights to dispose of their new-found independence.

Near Jonesboro', in the valley of Boone's Creek, still remains a venerable beech tree, upon which is engraven this peculiar—but to some doubtful—record of primitive doings:

D. Boon
Cilled A. BAR on
Tree
in ThE yEAR
1760

Jonesboro' was named after Willie Jones, Esq., of Halifax, N. C., and established by the Legislature of that State in 1779. It is the capital of Washington Co., and—it has been remarked—presents “an old-fashioned, substantial air, as if the people who built it intended to live there for the rest of their days.” The town is snugly and modestly nestled in a beautiful valley, which is abundantly supplied with water power, while the adjacent hills are crowned with neat private residences, and several academies of some architectural pretension. Population about 1,500.

JOHNSON, (Knoxville 105 miles—Bristol 25 miles).

CARTER, (Knoxville 110 miles—Bristol 20 miles.)

UNION, (Knoxville 119 miles—Bristol 11 miles).

BRISTOL, (Knoxville 130 miles—Lynchburg 204 miles) is described by that curious and very entertaining artist-traveler, *Porte Crayon*, as “a straggling, half-finished village, which has lately sprung up at the terminus of the Virginia and Tennessee Railroad—lying partly in Virginia and partly in Tennessee. The locality was formerly called King's Meadows, and owned by General Evan Shelby, a heroic hunting-shirt soldier and statesman, whose house and tomb are both to be seen at a short distance from the ‘Magnolia’ Hotel. Shelby's dwelling was a rude log building, characteristic of the times in which he lived, and the tomb, which, with two others, occupies a little eminence shaded by a group of trees, consists of a coffin-shaped slab of iron, with the inscription: ‘General Evan Shelby, Died December 14th, 1704, Aged 74.’ (The date there given is evidently wrong, and was intended for 1804.) So much for the historic associations of Bristol. There is, how-

ever, nothing particularly romantic in its present condition.

“There are now to be seen straggling railway tracks, of empty and loaded cars, engines puffing and fuming, vast piles of wood, machineshops, and taverns. There are warehouses full of wheat and corn, great herds of grunting, unambitious swine, about to travel in the cars for the first time in their lives. There are crowds of busy men drinking “bald-face” and chewing tobacco, speculators in land and pork, insolent (superseded) stage-drivers, gaping country folks, babbling politicians, and careless negroes, who if they had sense enough would laugh at their masters, but wanting that, laugh their fill at one another.”

VIRGINIA AND TENNESSEE R. R.

WHAT A RAILROAD WILL DO.—The Virginia and Tennessee Railroad is 204 miles in length and cost about \$7,000,000. In 1850, the taxable value of the land in the counties through which it passes, as taken from the census, was \$28,942,647—and in 1856 the State assessment makes it \$53,917,229! or an increase in 6 years of \$20,365,558. This sudden increase is alone the result of an internal improvement, which has cost only \$7,000,000.

ABINGDON, (Bristol 15 miles—Lynchburg 189 miles.) is the capital of Washington County, Virginia. It is pleasantly situated in a valley, midway between the main forks of Holston River, about 7 miles from each. It is 8 miles north of the boundary line between Virginia and Tennessee. The town occupies an elevated site, is well built, has some Macadamized streets, and contains over 1,200 population. It boasts 6 churches, 3 academies, 2 printing offices, and sundry manufactories of leather. Although this place is estimated the most

considerable and flourishing in Southwestern Virginia, the facetious *Porte Crayon* denominates it "a neat, pleasant-looking little town, but very dull, nothing to do and nothing to see, and very little sociability."

GLADE SPRING, (Bristol 28 miles—Lynchburg 176 miles) one of the villages of Washington County, is principally noted as the seat of Emory and Henry College, an institution founded by the Methodist Denomination, in 1838.

From this point a Branch Railroad extends 9 miles to Saltville, a small town situated near the north fork of Holston River, and where are located two extensive salt-works. Saltville is romantically located amidst a chain of conical hills, at the head of this celebrated Salt Valley. The transportation was formerly done with wagons to Buchanan and Lynchburg, but the more expeditious railroad has sent them "glimmering among the things that were."

SEVEN MILE FORD, (Bristol 37 miles—Lynchburg 167 miles,) located in Smythe County, Va.—a district named in honor of General Alexander Smythe, a member of Congress from "the Old Dominion."

MARION (Bristol 44 miles—Lynchburg 160 miles) is the capital of Smythe County, and situated on the Middle Fork of Holston River. It is also a point on the old turnpike from Baltimore to Nashville. The surrounding country is a valuable region, prolific in corn, hay, wheat, oats, and butter. Limestone and gypsum are also abundant, and the principal items of manufacture are lumber, iron, salt, and leather.

MOUNT AIRY, (Bristol 59 miles—Lynchburg 145 miles.) In order that the traveler may understand his *position* here, we give the recent experience of a correspondent: "By a gradual elevation you ascend from the head of tide-water at Petersburg, by the South Side Railroad to Lynchburg, where you take the Virginia and Tennessee Railroad. From Lynchburg the

ascent is rapid until, passed the Blue Ridge, you gain the summit of the Alleghanies at MOUNT AIRY, 6,000 feet above the level of the sea. Thence the travel is down-grade by a proportional ratio until Bristol is reached, from which point, along the route of the East Tennessee and Virginia Railroad to Knoxville, the country seems very level. The change in the temperature between Washington or Petersburg and Mount Airy was very marked. On leaving the former points, I should have regarded overcoats as an incumbrance, but on reaching the latter point I deemed it a very essential appendage."

WYTHEVILLE, (Bristol 72 miles—Lynchburg 132 miles,) is the modern title of an old stopping-place known as Evansham, located on the Baltimore and Nashville Turnpike. It is well situated among the Alleghany Mountains, in an elevated valley or plateau—the Iron Mountain lying on the South, and Walker's Mountain (a sublime feature in the scenery of this region) bordering on the northwest. It is the capital of Wythe County, and has a population estimated at 1,300. The local trade is considerable, and greatly facilitated by a bank.

MAC'S MEADOW, (Bristol 80 miles—Lynchburg 124 miles,) or Macksburg, situated in Giles County, Virginia. Adjacent country is mountainous, and the soil—excepting that which borders on the creeks and rivers—is unproductive.

MARTIN'S, (Bristol 92 miles—Lynchburg 112 miles.)

NEWBERN (Bristol 100 miles—Lynchburg 104 miles) Depot, is three miles from the town. It is located in Pulaski County, Va., the capital of which is Newbern. Respecting the town, a visitor writes: "It is rather a lonesome-looking village, situated on a hill, with a hotel of very unpromising exterior; but the dinner I got at Bagsby's was a surprise; it was uncommonly good, and only served to remind me of what I

knew before—that, to appreciate life in Virginia, one must see the inside of their houses.” The town contains 500 inhabitants.

The New River, which flows near by, has upon its bank a vertical wall, or series of cliffs, formed by nature, and which Porte Crayon thus sketches: “They rise like a vast rampart to the height of three or four hundred feet above the river, which washes their base for a distance of four miles. The perpendicular face of the cliffs is perforated with numerous holes and caverns, and broken into varied and picturesque forms by the scaling of the strata. In many places these square breaks occur with such regularity that, when struck aslant by the sunlight, they resemble ranged architectural openings. This feature has procured for them the far-fetched appellation of ‘The Glass Windows.’”

Pulaski Alum Springs, in Pulaski County, on Little Water Creek, is 10 miles northwest of Newbern.

Passengers here take stages for the Red and Salt Sulphur Springs, 38 miles distant. These springs are deemed highly efficacious in the speedy cure of most cases of pulmonary consumption, bronchial affections, chronic diarrhea, dyspepsia, and disease of the brain.

CENTRAL DEPOT, (Bristol 108 miles—Lynchburg 96 miles.)

CHRISTIANSBURG, (Bristol 118 miles—Lynchburg 86 miles) is the capital of Montgomery County, Virginia, and a point on the old stage route from Richmond to Nashville. It was laid out in the year 1792, and now contains a population of 700. Salt Pond Mountain lies north of this place.

Passengers stop here for the *Yellow Sulphur Springs*, situated almost immediately on the summit of the Alleghany Mountains, in Montgomery County, and about $3\frac{1}{2}$ miles from Christiansburg Depot. To persons seeking health and pleasure they afford most delightful retreats. The powerful curative properties of this water have been long established as very effectual

in diseases of the skin, stomach, and bowels; and for chronic diarrhœa it is regarded as a specific. [SEE ADVERTISEMENT.]

BIG TUNNEL, (Bristol 126 miles—Lynchburg 78 miles,) stopping-place for passengers en route to the *Montgomery White Sulphur Springs*; situated on the Eastern slope of the Alleghanies, near the summit, in Montgomery County, Virginia, within $1\frac{1}{2}$ miles of the Virginia and Tennessee Railroad, from which there is a branch road to the door of the Reception House. These waters have been resorted to for many years by people of the surrounding country, and since the place has been improved, by a very large number of visitors from many sections of the Union. To the seekers of health or pleasure, this place presents many attractions. In addition to the railroad by which visitors can be brought to the door of the Reception House, there are also facilities for access by way of the New River White Sulphur Springs and the celebrated Salt Lake, to the Red, Salt, Greenbrier White Sulphur and Sweet Springs. The Lynchburg and Abingdon Telegraph Company have constructed a branch of their line to these springs, and opened an office.

SHAWSVILLE, (Bristol 128 miles—Lynchburg 76 miles,) a post village of Montgomery Co. This county is situated at the northwestern base of the Blue Ridge, and has a very rugged surface, for the most part rocky and unproductive.

Passengers here take coaches to the Alleghany Springs, in Montgomery Co., Virginia, three miles from Shawsville. This resort is one of the most attractive and agreeable places of sojourn in the Southern country. The springs have been demonstrated to possess high medicinal properties, and are situated in the midst of beautiful scenery, and in a most healthful and salubrious climate.

BIG SPRING, (Bristol 131 miles—Lynchburg 73 miles,) is one of the celebrated Alleghany Mountain health-pools, for which Virginia is so widely celebrated.

THOMAS', (Bristol 134 mi.—Lynchburg 70 mi.)

SALEM, (Bristol 144 miles—Lynchburg 60 miles,) is a very neat and pleasant town, situated on the Roanoke River, which rises in the southern part of Virginia, and flows into North Carolina. It is located in the midst of a fine limestone country, in the great valley between the Blue Ridge and North Mountain. Salem is the capital of Roanoke Co., and contains one bank, three churches, and 600 population. Several mills of various kinds operate in and about the town.

☞ Pleasure travelers stop off here for the Greenbrier White Sulphur, and the Old Sweet and Red Sweet Sulphur Springs.

BIG LICK, (Bristol 151 miles—Lynchburg 53 miles,) or Gainsborough, is a small post village of Roanoke Co., Virginia.

GISH'S MILL, (Bristol 154 miles—Lynchburg 50 miles.)

BONSACK'S, (Bristol 157 miles—Lynchburg 47 miles. Travelers have access from this point to the Sweet and White Sulphur Springs, and the towns of Kanawha, and Charleston, capital of Kanawha Co.

BUFORD'S, (Bristol 167 miles—Lynchburg 37 miles,) a village of Bedford Co., Virginia, an elevated section in the central part of the State.

☞ Passengers stop here for the *Rockbridge Alum Springs*, situated in Rockbridge Co., on the main road from Lexington to the Warm Springs, 17 miles from the first, and 22 from the second point. The valley in which they are found lies below the North Mountain on the East, and the Mill Mountain on the West.

THAXTON'S, (Bristol 174 miles—Lynchburg 30 miles.)

LIBERTY, (Bristol 180 miles—Lynchburg 24 miles), the shire-town of Bedford Co., Virginia, is a beautiful place of about 900 population. It contains a handsome court-house and four churches. The famous

"Peaks of Otter" uplift their gigantic and awful forms 7 miles distant from Liberty, although they appear to be in the immediate vicinity. Every reader of *Virginia Illustrated*, will remember the author's visit to these heights, which he thus describes:

"The Peaks of Otter are in Bedford Co., on the southeastern front of the Blue Ridge, and about sixteen miles distant from the Natural Bridge. Their height above the level country at their base is estimated at four thousand two hundred and sixty feet, and more than five thousand feet above the Ocean tides. They have heretofore been considered the highest points in Virginia, but by recent measurements the Iron Mountains appear to overtop them. The North Peak, called the Round Top, has the largest base, and is said to be the highest, but the difference is not appreciable by the eye. From a distance its summit presents an outline like a Cupid's bow.

"The South Peak is considered the greater curiosity, and receives almost exclusively the attention of visitors. Its shape is that of a regular cone, terminating in a sharp point or points, formed by the irregular pyramids of granite boulders. The largest of these heaps is about sixty feet in height, and upon its apex stands an egg-shaped rock, about ten feet in diameter. It seems so unsecurely placed, that it would require apparently but little force to send it thundering down the side of the mountain. It has nevertheless resisted the efforts of more than one mischievous party. The remarkable regularity of this peak, in all its aspects, would give the impression that it owed its formation to volcanic action, but there is nothing more than its shape to sustain the idea."

GOODE'S, (Bristol 188 miles—Lynchburg 16 miles,) Bedford Co., Virginia.

FOREST, (Bristol 194 miles—Lynchburg 10 miles,) in same county.

CLAY'S, (Bristol 196 miles—Lynchburg 8 miles.)

LYNCHBURG, (Bristol 204 miles—Burkesville 71 miles,) the great tobacco emporium and famed spot in Ethiopian minstrelsy, was founded in 1786, but not incorporated until 1805. It is the fifth important town in the commonwealth, and its population is reported 12,000. It seems, unfortunately, to occupy a steep declivity on the right bank of James River, which is about 200 yards wide, and spanned by a fine bridge. The town is substantially built, and contains a number of fine private residences, but no public buildings worthy of remark.

Lynchburg is also connected with Richmond by the James River and Kanawha Canal, the greatest among Virginia's public works—a distance of 147 miles. This has diverted much of the original trade from the river. "Twenty years ago the river was crowded with boats, and its shores alive with sable boatmen—such groups! such attitudes! such costume! such character!" remarks a lamenting artist—but business shows this same canal navigation to have rendered the town the market of an extensive and fertile tract of country.

Over 15,000,000 pounds of tobacco are inspected at Lynchburg annually, and about 300,000 bushels of wheat received. The river affords abundant water-power for the working of various factories manufacturing cotton, wool, tobacco, &c.; also, sundry iron and brass foundries. The town is supplied with water from the river, by works erected in 1829, at a cost of \$50,000. The reservoir is elevated 253 feet above the river, and contains 400,000 gallons.

Lynchburg is situated in Campbell Co., and is the principal town. The county is named in honor of Gen. William Campbell, an officer of the Revolution.

[The *Natural Bridge of Virginia*, being situated in the neighborhood of the Virginia Springs, the routes pointed out in connection with the latter will serve the tourist in visiting this great curiosity. The Bridge, which is of limestone rock, spans a small stream called Cedar Creek, and is two hundred and fifteen feet in height by ninety feet in length. The view from above or below is fear-

fully grand, and calculated to strike awe into the mind of the observer, viewed from any point. On the face of the rock may be seen the name of Washington, carved by his own hand in bold legible characters. Distance from Lynchburg, the nearest railway station, 41 miles.]

PETERSBURG AND LYNCHBURG (SOUTH SIDE) RAILROAD.

CONCORD, (Lynchburg 13 miles—Burkesville 57 miles,) is located in Appomattox Co., Va., a section diversified by several small ranges of mountains, and covered with extensive forests, but possessing a generally fertile soil.

APPOMATTOX, (Lynchburg 24 miles—Burkesville 46 miles) Depot, a post village of Amelia Co., Va. Situated in a diversified section. The soil of the valleys is naturally fertile, but has been impoverished by long and improper cultivation. Portions of it having been "turned out," have been sold at merely nominal rates.

PAMPLIN'S (Lynchburg 36 miles—Burkesville 34 miles.)

PROSPECT, (Lynchburg 44 miles—Burkesville 26 miles,) is in Prince Edward Co., Va. Copper, stone coal, and marl abound in this district. Tobacco, Indian corn, wheat and oats are the staple productions of the surrounding country.

FARMVILLE, (Lynchburg 54 miles—Burkesville 16 miles,) in same county, is finely situated on the Appomattox River, 68 miles southwest of Richmond. The river is navigable for batteaux of 5 or 6 tons, at all seasons, from this place to its confluence with the James

River, at City Point. Farmville contains a stirring population of 1,800, engaged in active trade. Several tobacco factories operate here.

RICE'S, (Lynchburg 62 miles—Burkesville 8 miles,) Depot, in Prince Edward Co., Va. This county is drained by Harris, Briery, Bush and Sandy Creeks, in addition to the Appomattox River.

BURKESVILLE, (Lynchburg 70 miles—Richmond 53 miles,) in Prince Edward Co., is the point of intersection of the Petersburg and Lynchburg, and Richmond and Danville Railroads. The line from this point to Richmond forms a cut-off to the route *via* Petersburg, and saves to the direct northern traveler a distance of twenty-two miles.

[**PETERSBURG**, (Burkesville 53 miles—Richmond 22 miles,) situated in Dinwiddie County, Virginia, is the third town of Virginia in size and population, and is situated on the southern bank of the Appomattox River. The river is navigable up to this point for vessels of one hundred tons, and such as are of greater tonnage discharge their cargoes six miles below, at Waltham's Landing. Petersburg has great commercial facilities, having abundant water-power; and numerous canal and railway communications. Vast quantities of tobacco and flour are exported from this place annually. It is a well built town, has several large manufactories, pretty churches, three banks, and publishes as many newspapers. In the year 1815 it was almost destroyed by fire; over four hundred buildings, and an immense amount of property, were consumed. The houses were then mostly frame, but are now built of brick. Population, 19,000.]

RICHMOND AND DANVILLE R. R.

JENNING'S ORDINARY, (Burkesville 3 miles—Richmond 50 miles.)

JETERSVILLE, (Burkesville 10 miles—Richmond 43 miles,) a village of Amelia County, Va.

AMELIA COURT-HOUSE, (Burkesville 17 miles—Richmond 36 miles,) an inconsiderable village, and shiretown of Amelia County, Virginia. Population about 250. The Appomattox River forms about half the boundary of this county, which is also drained by Namazine, Flat, and Deep creeks.

CHULA, (Burkesville 23 miles—Richmond 30 miles.)

MATTOAX, (Burkesville 26 miles—Richmond 27 miles.)

POWHATTAN, (Burkesville 31 miles—Richmond 22 miles,) located in Powhattan County, named after the chieftain-father of the heroic Pocahontas—both so familiarly identified with the history of the "Old Dominion."

TOMAHAWK, (Burkesville 35 miles—Richmond 18 miles.)

COALFIELD, (Burkesville 40 miles—Richmond 13 miles.) Extensive mines of bituminous coal exist throughout this region.

ROBIO'S, (Burkesville 43 miles—Richmond 10 miles.)

MANCHESTER, (Burkesville 52 miles—Richmond 1 mile,) situated in Chesterfield County, Virginia, on the James river, opposite Richmond, with which it and Spring Hill are connected by three bridges. It has a beautiful situation, and contains several elegant resi-

dences of persons who transact business in the city. Its population is nearly two thousand, and it has two churches, and manufactories of tobacco, cotton, and flour.

RICHMOND, FREDERICK AND POTOMAC RAILROAD.

RICHMOND, (Burkesville 46 miles—Gordonsville 76 miles,) the capital of Virginia, is situated in Henrico County, on the left bank of James River. Besides being the capital, it is the largest town in Virginia, and one of the handsomest in the United States. The scenery in the vicinity is picturesque in the extreme, and the river, winding among the hills, and studded with islands, is very beautiful. On Shockoe Hill is the Capitol, a stately edifice, standing in a public square or park, ornamented with shade trees. It contains Houdon's celebrated statue of Washington, taken from life, and said to be the best likeness, in marble, extant of that great man. Another fine building is the City Hall, of Grecian architecture. The State Penitentiary is also located here. The streets are planned with great regularity, for the most part intersecting each other at right angles. Main Street is the fashionable promenade and chief business thoroughfare. Richmond has about twenty-five churches, numerous benevolent institutions, governor's residence, court-house and jail, an armory, two market houses, a theatre, three banks, several insurance offices, and a large newspaper and periodical press of conceded ability.

Of late years, and since the opening of canals and extension of railways, Richmond has greatly increased in

wealth and population. The chief manufactures produced here are tobacco, (the staple article,) flour, cotton and woolen goods, paper, and iron ware. The city enjoys an abundance of water-power from the Falls in the vicinity, and is also supplied with water works. The population is 35,000. Richmond has a daily steamboat communication with Baltimore and Norfolk, and with Philadelphia and New York semi-weekly.

Among the objects of interest contained in Richmond, is Monumental Church, which occupies the site of the old theatre, which was burned in 1811, on which mournful occasion the Governor of Virginia and sixty others perished in the flames. The old church standing on Church Hill, where the immortal Patrick Henry is said to have delivered his famous speech, concluding with the noble words, "Give me liberty, or give me death," is still visited as an object of veneration. It was the place where the first House of Burgesses of Virginia met, and is still in good preservation, and is now occupied by a Protestant Episcopal congregation.

The institutions of the city comprise the Virginia Historical and Philosophical Society; Richmond College, founded by the Baptists in 1832; St. Vincent's College, under Catholic direction; and the Medical Department of Hampden and Sydney College, established in 1838. A number of good hotels are also among the "institutions" worthy of note.

In the matter of railroads, Richmond has long been recognized as important among southern centres. Its connections with the northern and southern cities upon the Atlantic coast, have been sufficiently direct; but the great Southwest, which has been thus far only accessible by most circuitous routes, *now* invites "the head and front" of "the Mother of Presidents" to a cordial interchange of friendship and business. The Virginia Central Railroad, already completed 173 miles to Goshen, leads to a connection with the Ohi. James River, which affords constant navigation with Chesapeake Bay on the east, completes the communication toward all the com-

pass-points. These facilities of business intercourse augur wealth and prosperity to Richmond.

Richmond is now the seat of Government of the so called Confederate States of America, 75 miles from Acquia Creek.

HUNGARY, (Richmond 8 miles—Acquia Creek 67 miles,) is a small post village on the R. F. & P. R. R.

ASHLAND, is a flag station on the R. F. & P. R. R.

TAYLORSVILLE, (Richmond 20 miles—Acquia Creek 55 miles,) a post village in Hanover County, on the R. F. & P. R. R.

JUNCTION, (Richmond 23 miles—Acquia Creek 52 miles,) a branch road runs from here to Gordonsville 49 miles west.

CHESTERFIELD, (Richmond 25 miles—Acquia Creek 50 miles,) a post village on the R. F. & P. R. R.

MILFORD, (Richmond 38 miles—Acquia Creek 37 miles,) a post village of Caroline County, Va., on the R. F. & P. R. R.

GUINEAS, (Richmond 48 miles—Acquia Creek 27 miles,) a wood and water station on the R. F. & P. R. R.

FREDERICKSBURG, (Richmond 60 miles—Acquia Creek 15 miles,) the chief town of Spottsylvania County, Va., on the right bank of the Rappahannock River, at the head of tide water. This place is noted for the battle fought here on December 13, 1862, between the federal forces under Gen. Burnside and the rebel forces under Gen. Lee, resulting in the repulse of the federals. Another battle was fought on nearly the same ground on April 30, 1863, the federals were again repulsed.

ACQUIA CREEK, (75 miles from Richmond,) is the terminus of the R. F. & P. R. R. on the Potomac River. During the fall and winter of 1862, this place was used as the base of supply for the federal army during their stay about Fredericksburg.

VIRGINIA CENTRAL RAILROAD.

ATLEY'S, (Richmond 9 mi.—Gordonsville 67 mi.)

HANOVER COURT HOUSE, (Richmond 18 miles—Gordonsville 58 miles,) is the capital of Hanover County, Va., and situated about a mile from Pamunkey River. This town and vicinity not only awakens pleasant memories in its history of the patriotism and ardor of Patrick Henry, but is also renowned as the native district of the gallant Henry Clay, who was born amid the "Slashes of Hanover," in 1777. The venerable homestead—a little, one-story, frame building, with dormer windows, and large, outside, gable chimneys—is still to be seen within four miles of the town.

JUNCTION, (Richmond 27 miles—Gordonsville 49 miles,) in Hanover County, is the point where the Richmond, Fredericksburg and Potomac railroad, leading northward, crosses the Virginia Central. The singular position of these two roads may be likened to an arc and its perpendicular chord, or to an archer's bow, tight-strung.

BEAVER DAM (Richmond 40 miles—Gordonsville 36 miles,) Depot, is a post village of Hanover County—a hilly district, presenting much diversity of soil, and drained by streams which afford considerable water power. The dividing line between the primary and tertiary formations passes through Hanover County.

FREDERICK HALL, (Richmond 50 miles—Gordonsville 26 miles,) is situated in Louisa County, Va., formed in 1742. The adjacent country is hilly; the soil, originally fertile, has been partly exhausted. Gold mines have been worked in this county, but with little remuneration.

TOLERSVILLE, (Richmond 56 miles—Gordonsville 20 miles,) in Orange county.

LOUISA COURT HOUSE, (Richmond 62 miles—Gordonsville 14 miles,) is the capital of Louisa County, and contains a population of about 550.

TREVILIAN'S, (Richmond 67 miles—Gordonsville 9 miles,) Depot, in same county.

GORDONSVILLE, (Richmond 76 miles—Alexandria 88 miles,) is the present southern terminus of the Orange and Alexandria Railroad, and intersecting point with the Virginia Central. It contains 700 inhabitants. Its railroad connections have given it considerable importance.

When the proposed connection is made between Gordonsville and Lynchburg (by the Lynchburg and Charlottesville, and a short extension of the O. and A. Roads) the majority of northern travel which now goes *via* Burkesville or Petersburg, Richmond, and Fredericksburg, will undoubtedly seek this more direct and expeditious route. From Gordonsville, also, the Virginia Central continues, *via* Charlottesville and Staunton, through the spring, mountain and cave region, 97 miles to Gohsen.

ORANGE AND ALEXANDRIA R. R.

MADISON, (Gordonsville 4 miles—Alexandria 84 miles,) situated in Orange Co., Va., which derives its name from the color of the soil in the highlands, which were included in its original boundary. Population of the town, 500.

ORANGE COURT HOUSE, (Gordonsville 9 miles—Alexandria 79 miles,) is the capital of Orange Co., and at present contains 900 inhabitants. Four miles from town, is "Montpelier," celebrated as having been

the former residence of James Madison. Orange Co. contains limestone, iron ore, and small quantities of gold. It has a hilly, fertile and well-watered soil, producing corn, wheat, oats, hay, and tobacco.

RAPIDAN, (Gordonsville 14 miles—Alexandria 74 miles,) derives its name from a river which divides Green and Orange Counties on the right, and Madison and Culpepper on the left, and empties into the Rappahannock near Fredericksburg.

MITCHELL'S, (Gordonsville 19 miles—Alexandria 69 miles.)

CULPEPPER COURT HOUSE, (Gordonsville 26 miles—Alexandria 62 miles,) the capital of the county, was originally called "Fairfax," after Lord Fairfax, well-known as a wealthy proprietor in the early days of the "Old Dominion." It was subsequently named after the county, which derives its title from Lord Culpepper, who was Governor of Virginia, in 1681. The town was founded in 1759, and contains about 1,200 inhabitants. The adjacent country is a finely diversified and productive region, boasting a high state of cultivation.

☞ Stages from this point to Luray and Newmarket.


BRANDY, (Gordonsville 32 miles—Alexandria 56 miles,) Station, is in same county, and like "Strawberry Plains," a very suggestive cognomen. [Those verdant tourists, who, when between Stevenson and Chattanooga, the brakemen exclaim "Look Out!" mistake the announcement, and actually subject themselves to decapitation by poking their heads out of the car-windows, will, no doubt, when similar officials announce "Brandy!" on this road, recognize it as an invitation to come up and imbibe!"]

RAPPAHANNOCK, (Gordonsville 37 miles—Alexandria 51 miles,) is familiar as being the name of a county, and one of Virginia's noble rivers.

BEALETON, (Gordonsville 41 miles—Alexandria

47 miles,) a post village of Fauquier Co.—a district named in honor of Francis Fauquier, Governor of Virginia in 1759. This county is also noted as being the birth district of John Marshall, once our country's Chief Justice—"one of the few, the immortal names."

WARRENTON JUNCTION, (Gordonsville 47 miles—Alexandria 41 miles,) in same county.

 Change cars for Warrenton.

[**WARRENTON**, (on Branch Road—Junction 9 miles,) the beautiful capital of Fauquier Co., boasts a delightful situation, in a picturesque and fertile region of country, and possesses an active trade. It contains a fine court house, churches, two academies, and newspaper offices. Population 1800. Stages run from Warrenton to the "Fauquier White Sulphur Springs."]

WEAVERSVILLE, (Gordonsville 50 miles—Alexandria 38 miles,) in same county, Fauquier, which region contains valuable beds of magnesia and soapstone.

BRISTOE, (Gordonsville 57 miles—Alexandria 31 miles.)

MANASSAS, (Gordonsville 61 miles—Alexandria 27 miles,) is in Prince William Co. It is the Junction-point of the Manassas Gap Railroad, which now operates 88 miles to Strasburg, a town in Shenandoah Co. This route (as contemplated) runs in a north-westerly direction, through Manassas Gap, towards Winchester, and then deflecting southward, traverses one of the Alleghany Valleys—almost parallel with the Orange and Alexandria Road—until it connects with the Virginia Central at Staunton: the whole district being 162 miles.

UNION MILLS, (Gordonsville 65 miles—Alexandria 23 miles,) a post village of Fluvanna Co., and located on Rivanna River, which flows through the centre of the same. The river affords excellent water power facilities for manufacturing, which advantage is

appreciated in the operating of a cotton factory and several other mills. Population 300.

FAIRFAX, (Gordonsville 71 miles—Alexandria 17 miles,) Court House, a small town of 350 souls, is the capital of Fairfax Co. This district lies between the Potomac and Occoquan, and borders also on Maryland and the District of Columbia; was established in 1742, and immortalizes the name of Lord Fairfax. It will be remembered, that Mount Vernon—sacred to every American as the home and tomb of the immortal "Father of his Country"—[but now in the possession of a *nominal*, not real descendant of the great family whose exalted name the nation worships]—borders on the Potomac, in Fairfax Co., 15 miles below Washington City.

BURKE'S, (Gordonsville 74 miles—Alexandria 14 miles,) a post office in same county.

SPRINGFIELD, (Gordonsville 79 miles—Alexandria 9 miles.)

ALEXANDRIA, (Gordonsville 88 miles—Washington City, by steamboat, 8 miles,) the northern terminus of the Orange and Alexandria Railroad, is the capital of Alexandria Co., Virginia. It is eligibly situated on the right bank of the Potomac River, which is here one mile wide, and being of sufficient depth for the largest ships, affords a commodious harbor. The city and county of Alexandria were once comprised within the boundary of the District of Columbia, forming part of the national and congressional territory, but were retroceded to Virginia by an act of Congress, in 1845-46.

Alexandria is located upon undulating ground, and high enough to afford a fine river view of the distant metropolis, and of the majestic and broad-bosomed Potomac. It is built with much regularity; the streets, which cross each other at right angles, are for the most part well paved, and furnished with gas-lights. Water

has also been distributed throughout the city, being raised from the river by machinery.

The public buildings of Alexandria embrace about one dozen churches, a court house, museum, banks, &c. There are also several excellent schools, and sundry newspaper offices. Considerable shipping is owned here, which is engaged in the exportation of corn, tobacco, and stone-coal. Besides the river navigation, a canal is operated to Georgetown, where it forms a junction with the Chesapeake and Ohio Canal, which has been auxiliary to the advancement of internal improvement. The principal item in manufacturing appertains to the production of cotton goods—there being a number of cloth mills in the full tide of successful operation. The surface of the country is hilly, and the soil thin; producing Indian corn, wheat, oats, and hay, as the staples. Population of Alexandria is estimated at 13,000.

MOUNT VERNON, the Mecca of America, and sacred as the home and tomb of the immortal WASHINGTON, can be reached most advantageously from Alexandria. Steamboats between Washington City and Acquia Creek afford to passengers only a glimpse of the general view. Hence, to make a satisfactory visit and thorough examination of this hallowed locality, tourists are recommended to go by private conveyance, (a distance of seven miles) from Alexandria. The disadvantageous method of getting to Mount Vernon, has no doubt proved a serious drawback upon the general disposition entertained by the American people to make a pilgrimage thither, and spend a few hours amid those shades, where lived and died the greatest and best man known to modern history.

The Washington and Alexandria Railroad is not in present use. This road is about six miles long, and of very indifferent construction. The ground occupied by it, however, is so important that it cannot possibly be allowed to remain unavailable much longer; for the interests of the Great Southern Route leading eastward

from Memphis, and all points south thereof, require that, from Alexandria eastward there shall be a continuous and unbroken rail-route to the seaboard cities; in order that the travel which now passes from the interior of the Southern States to Savannah, Charleston, and other southern seaports—thence to take steamship to the large eastern cities—may be induced to keep the rail to the point of destination. To make the land-route more attractive than the sea-route, it is only necessary that the few existing gaps shall be filled up; and as the most inconvenient of these gaps is the one between Washington and Alexandria, provision will doubtless soon be made to close it with a river bridge and a few miles of good track, so that cars may pass between the depots in Alexandria and Washington.

Steamboats leave Alexandria for Washington City every half hour and return—fare 12½ cents.

THE POTOMAC RIVER, (Alexandria to Washington, 8 miles,) throughout its entire length, forms the State-line between Maryland and Virginia. Its general course is south-east; and along the entire distance of 350 miles, from its mountain source to Chesapeake Bay, the scenery is varied and celebrated for its magnificence. Its largest affluent is the Shenandoah, which, at the confluence-point, is as great a volume as the main stream. At this point is “Harper’s Ferry,” famous for its beautiful scenery, and which Jefferson averred to be “one of the most stupendous scenes in nature, and well worth a voyage across the Atlantic to witness.” At Georgetown, (directly above Washington) the river falls over the edge of the primitive formation, while 13 miles above, are the Great Falls which is represented as being one of the most interesting cataracts in the United States. The bay-tide ascends 120 miles, to Georgetown, and affords ample depth for the largest class of vessels to visit Washington.

WASHINGTON.—It almost seems a providential coincidence, that the name of our illustrious **PATER PATRIÆ**—“first in war, first in peace, and first

in the hearts of his countrymen"—should also become first and foremost among metropolitan titles; and that the glory of his immortal name should culminate in, and be for all time—as it was in the early years of our country—"the very head and front" of the nation!

HISTORY.—The site of the national capital was chosen at the suggestion of President Washington; the District of Columbia was established by an act of Congress, July 16, 1790; and the seat of government removed hither from Philadelphia in the year 1800. In 1814, the city was visited by the British army, at which time the infamous Ross perpetrated a wantonness in the burning of the Capitol, President's House, Congressional Library, and in the defacing of other public works, that would have done credit to the rude Attila or the inhuman Nero; but he soon after met a retributive death at Baltimore. The District of Columbia, as originally laid out, embraced an area of ten miles square, on both sides of the Potomac; but subsequently retroceded the Virginia portion, and at present occupies but one county of Maryland, in which are the two cities of Georgetown and Washington.

SITUATION.—The city is located on the east bank of the Potomac, occupying a general elevation forty feet above the level of the river. Though not, like Rome, seven-hilled, yet Washington does imitate the Eternal City, in its possessing a Capitoline Hill; where the Sons of Liberty have done nobler things in their time than did those venerable Conscript Fathers, under the sceptre of Jupiter Capitolinum. There are also additional undulations, which afford eligible positions for the other public buildings. The city is encompassed by a fine range of hills, forming a natural amphitheatre, presenting to the eye a variety of woodland, verdant and cultivated slopes—beautiful sites for villas and private residences—all of which command an extensive and varied prospect of the city, the adjacent country and the meandering Potomac, as far as the eye can reach. Washington possesses the two essential requisities for

health—pure air and good water—considerations worthy of its illustrious founder.

DESIGN.—The magnificent plot of the city is slightly amphitheatrical; the Capitol and President's House, though one mile from each other, stand centrally with regard to the general plan. The streets, from 70 to 110 feet wide—designated alphabetically, beginning at the Capitol; and those running east and west, by numbers—are intersected by avenues, from 120 to 160 feet wide, named after the States of the Union. Five of the latter radiate from both the Capitol and the President's House, giving these conspicuous points most ready communication with all parts of the city. A more magnificent scheme than that adopted for Washington, could scarcely be devised; and when, in future years, shall be realized the full growth which the great originator contemplated—a reasonable anticipation, consequent upon our country's advancing prosperity and glory—it will present a scene of metropolitan extent and grandeur unsurpassed in modern times.

POPULATION AND SOCIETY.—The resident population of Washington is computed to be nearly 60,000, and this is greatly increased during the session of Congress. The growth of the city has not been very rapid, but steady; and it is not unreasonable to believe that, as the nation increases in wealth, and the public service demands further accommodation and assistance, there will continue to be drawn hither, persons of literary and scientific attainments, together with unborn hosts of politicians, who will endeavor in their time to drink for a while at the great fountain-head of the national service. Besides these, however, are those of wealth and leisure, who seek this central point—very agreeable in its latitude for winter residence—to enjoy the gaiety of the capital and advantages of the best society of the republic, (congregated as it is from all portions thereof,) and which, with that "native here and to the manor born," constitutes a reflex of the varied phases of our national character.

PUBLIC BUILDINGS.*—These possess a magnificence becoming a great nation, and in this respect alone does Washington fulfill the ideas entertained of a great metropolis.

The *Capitol*, the first in importance, is the finest building in this country; and not inferior to any senate-house in the world. It is situated upon an eminence 73 feet above tide, and commands a view of the entire city and country. It is built of free-stone, and consists of a centre building and two wings, 352 feet long, by 121 feet deep, at the wings. It contains the Senate Chamber, Hall of Representatives, Supreme Court, Congressional Library, and a great number of Committee Rooms, Reception Rooms, &c. The extension of this edifice was commenced in 1851, the ultimate design of which will increase its length to 751 feet—the whole covering an area of three and a half acres. The Eastern front is one of the most tasteful and commanding in the Union; while the Western, though not so imposing in itself, affords the finest view in this “city of magnificent distances”—overlooking all the other principal buildings. The grand rotunda contains eight large pictures, by Trumbull, Weir, Vanderlyn, Chapman, and Powell—painted by order of Government.

The view from the dome is one of unrivaled magnificence, at once confirming the truth of the city’s soubriquet, and convincing the beholder that it would be difficult to find a more eligible location for the nation’s metropolis.

The surrounding grounds are beautifully cultivated, containing every description of American tree and flower, and dotted over with statuary—conspicuous among which is Greenough’s colossal “Washington.” A bill is now before Congress, authorizing the Secretary

* It would be impossible, within the limits of a work like this to describe minutely every note-worthy object and matter of interest connected with each public building in Washington. Travelers are therefore respectfully referred in this, as in all similar instances, to the proper City Guide-Books.

of the Interior to enlarge these grounds to the two Second streets east and west, and to the two C streets north and south, and condemn all the property necessary for such enlargement within the space designated.

The *President's Mansion*, popularly known as the "White House," occupies an eminence forty-four feet above tide. It is an elegant structure of free-stone (painted white), two lofty stories high—dimensions, 170 by 86 feet. It stands amid twenty acres, which gradually incline toward the river; an area not too spacious for one accustomed to the broad acres of his own "Wheatland." The interior apartments are admirably fitted to their purpose, and splendidly furnished; and in every way adapted for the residence of the Chief Magistrate of a great nation, and for the reception of his various company.

The *Departments of State*, of *War*, and of the *Navy*, together with the *Treasury Department*, occupy positions contiguous to the Presidential mansion. The two for military purposes are very plain structures, and not so imposing as their diplomatic and financial neighbors. The State Department contains a library of over 12,000 works, copyrighted in the United States. The *Indian Bureau* is contained in the Navy Department building.

The *Pension Office* is a very large but plain structure, immediately west of the Navy Department.

The *General Post Office* is located on E street, midway between the Capitol and President's House; is built of white marble, in Corinthian style, and its grand dimensions rank it among the most imposing edifices in Washington.

The *Department of the Interior*, or Home Department, but (from its most conspicuous bureau) more commonly known as the *Patent Office*, is near the General Post Office; and when completed, will occupy one entire square. Its design is not surpassed anywhere for extent and elegance; and in addition to other spacious apartments, it contains one room (up stairs) 275 feet long and 65 feet wide. This room is devoted to the

grand and increasing collections of this national institution: models of invention and monuments of American genius. Here, too, are preserved many interesting relics of Washington and Franklin, presents from foreign governments, specimens and curiosities gathered by exploring expeditions, &c.—rendering this a most interesting place to visit.

WILMINGTON AND MANCHESTER RAILROAD.

KINGSVILLE (to Wilmington 171 miles.)

WATEREE JUNCTION, (Kingsville 9 miles—Wilmington 162 miles,) a post village of Richland District, South Carolina, at the junction of the South Carolina Railroad with the Columbia Branch Railroad.

MANCHESTER, (Kingsville 15 miles—Wilmington 156 miles,) a post village of Sumpter District, South Carolina, about 36 miles E. S. E. of Columbia. It is a station on the railroad which connects with the Camden Branch about 6 miles from this village.

SUMTERVILLE, (Kingsville 25 miles—Wilmington 146 miles,) a post village, capital of Sumter District, South Carolina, 63 miles east by south of Columbia. It contains a bank, several churches, and a newspaper office.

MAYSVILLE, (Kingsville 34 miles—Wilmington 137 miles,) a station of Sumter District, South Carolina.

LYNCHBURG, (Kingsville 43 miles—Wilmington 128 miles,) a fine little post village of Sumter District, South Carolina, 18 miles north-east of Sumterville.

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TIMONSVILLE, (Kingsville 52 miles—Wilmington 119 miles,) a post office of Darlington District.

FLORENCE, (Kingsville 64 miles—Wilmington 107 miles,) a post village of Darlington District.

MARS BLUFF, (Kingsville 70 miles—Wilmington 101 miles,) a post office of Marion District, South Carolina.

PEE DEE, (Kingsville 76 miles—Wilmington 95 miles), a post office.

MARION, (Kingsville 85 miles—Wilmington 86 miles,) a large village, capital of Marion District, 110 miles E. by N. of Columbia. It is situated in a level and fertile country, in which cotton and rice flourish. A newspaper is published here.

MULLEN'S, (Kingsville 92 miles—Wilmington 77 miles,) a small post village.

NICHOLS, (Kingsville 93 miles—Wilmington 72 miles,) flag station.

FAIR BLUFF, (Kingsville 108 miles—Wilmington 63 miles,) a post office, Columbus Co., N. Carolina.

GRISTS', (Kingsville 127 miles—Wilmington 53 miles,) flag station.

WHITESVILLE, (Kingsville 127 miles—Wilmington 44 miles,) a thriving post village, capital of Columbus Co., N. Carolina, 100 miles S. by W. of Raleigh.

FLEMINGTON, (Kingsville 137 miles—Wilmington 34 miles,) a post village in Wake Co., N. C., 15 miles north west of Raleigh.

MAXWELL, (Kingsville 144 miles—Wilmington 24 miles,) a station of Brunswick Co., N. Carolina.

BRINKLEY'S, (Kingsville 154 miles—Wilmington 17 miles,) a post village of Halifax Co., N. Carolina, 90 miles north-east of Raleigh.

WILMINGTON, (Kingsville 171 miles,) a city,

port of entry, and capital of New Hanover Co., is situated on the left bank of Cape Fear River, just below the entrance of its N. E. branch, 34 miles from the sea, 135 miles S. E. of Raleigh, 180 miles N. E. of Charleston. It is the largest and most commercial place in the State. The town contains 3 banks, with an average capital of \$1,500,000. 5 or 6 newspapers are published here. More than 30 steam-engines are employed in the manufactories of this place. Population about 15,000.

BRANCHVILLE AND COLUMBIA RAILROAD.

BRANCHVILLE, (Columbia 66 miles.)

ROWES, (Branch 9 miles—Columbia 57 miles,) post office.

ORANGEBURG, (Branchville 17 miles—Columbia 49 miles,) a small village in Orangeburg District, which has an area of 1,438 square miles.

JAMIESON'S, (Branchville 24 miles—Columbia 42 miles,) post office.

LEWISVILLE, (Branchville 28 miles—Columbia 38 miles,) post village

FORT MOTTE, (Branchville 35 miles—Columbia 31 miles,) an old revolutionary stockade on the Congaree, named after a colonel of the same name.

KINGSVILLE, (Branchville 41 miles—Columbia 25 miles,) post office.

GADSDEN, (Branchville 46 miles—Columbia 20 miles,) a small post village in Richland District.

HOPKINS', (Branchville 54 miles—Columbia 12 miles,) a small village named in honor of Gen. Samuel Hopkins, an officer in the army at the time of the Revolutionary War.

HAMPTON'S, (Branchville 60 miles—Columbia 6 miles,) post village.

COLUMBIA, (Branchville 66 miles,) a city, capital of South Carolina, and seat of justice of Richland District, on the left bank of the Congaree River, just below the confluence of the Saluda and Broad, 124 miles northnorthwest of Charleston. The greater number of the dwellings are of wood. Columbia, is the seat of South Carolina College, founded by the State in 1804. It is the terminus of three railroads connecting it with Charleston via Columbia Branch, Greenville and Columbia and the Charlotte and South Carolina Railroad. Population 10,000.

WILMINGTON AND WELDON R. R.

See Index for Walker and McKernan.

WILMINGTON, (Weldon 162 miles.)

NORTH EAST, (Wilmington 9 miles—Weldon 152 miles,) post office.

MARLBORO', (Wilmington 11 miles—Weldon 150 miles,) a post office of Pitt County, North Carolina.

ROCKY POINT, (Wilmington 14 miles—Weldon 147 miles,) post village.

BURGAW, (Wilmington 22 miles—Weldon 139 miles,) flag station.

SOUTH WASHINGTON, (Wilmington 29 miles—Weldon 132 miles,) post office.

LEESBURG, (Wilmington 33 miles—Weldon 128 miles,) flag station.

TEACHEY'S, (Wilmington 38 miles—Weldon 123 miles,) a village of Duplin County, North Carolina.

ROSEMARY, (Wilmington 41 miles—Weldon 120 miles,) post village.

MAGNOLIA, (Wilmington 48 miles—Weldon 113 miles,) flag station.

WARSAW, (Wilmington 55 miles—Weldon 106 miles,) a post village of Duplin County, North Carolina.

BOWDEN, (Wilmington 59 miles—Weldon 102 miles,) flag station.

FAISON, (Wilmington 63 miles—Weldon 98 miles,) a depot on this railroad, and a post village in Duplin County, North Carolina.

MOUNT OLIVE, (Wilmington 70 miles—Weldon 91 miles,) a post office of Wayne County, N. C.

DUDLEY, (Wilmington 75 miles—Weldon 86 miles,) post village.

EVERITTSVILLE, (Wilmington 78 miles—Weldon 83 miles,) a post village of Wayne County, North Carolina, on the Neuse River, about 50 miles southeast from Raleigh. It contains a flourishing seminary for young ladies.

GOLDSBORO, (Wilmington 84 miles—Weldon 77 miles,) a post village, capital of Wayne County, North Carolina, on the Neuse River, where it is crossed by the W. & W. Railroad, 50 miles southeast of Raleigh. The first house was built in 1811. In the year 1849 it began to improve rapidly and is now one of the most flourishing places in the State. The public buildings are remarkably fine. Steamboats can ascend the river as far as this place for about two-thirds of the year. Goldsboro is the east terminus of the North Carolina

railroad. Three newspapers are published in the village. There is quite a flourishing seminary for each sex. Population 2,500.

PIKEVILLE (Wilmington 92 miles—Weldon 69 miles,) post office.

NAHUNTA, (Wilmington 95 miles—Weldon 66 miles,) a post village 60 miles from Raleigh.

BLACK CREEK, (Wilmington 102 miles—Weldon 59 miles,) of Johnson County, North Carolina, flows into the Neuse River a few miles below Smithfield.

WILSON, (Wilmington 108 miles—Weldon 53 miles,) a post village, capital of Yadkin County, North Carolina. It was laid out the year 1851, when the county was first formed.

JOYNER, (Wilmington 116 miles—Weldon 45 miles,) a post village of Edgecombe County, North Carolina, 32 miles north of Goldsboro.

ROCKY MOUNT, (Wilmington 125 miles—Weldon 36 miles,) a post village of Edgecombe Co., North Carolina, 56 miles E. of Raleigh.

SCHRADER'S, (Wilmington 130 miles—Weldon 31 miles,) flag station.

BRATTLEBORO', (Wilmington 133 miles—Weldon 28 miles,) post office.

WHITTAKER'S, (Wilmington 137 miles—Weldon 24 miles,) post village.

ENFIELD, (Wilmington 143 miles—Weldon 18 miles,) a post village of Halifax Co., N. Carolina.

HALIFAX, (Wilmington 154 miles—Weldon 8 miles,) a post town, capital of Halifax Co., N. Carolina, is beautifully situated on the right bank of the Roanoke River 7 miles below the Falls, 87 miles N. E. of Raleigh. It has considerable trade, for which the river affords great facilities. Steamboats ascend to this town, and a canal has been cut around the Falls, by which boats can

ascend more than 100 miles further. Halifax has the honor of being the birth-place of the Constitution of N. Carolina.

WELDON, (Wilmington 162 miles,) a thriving post village of Halifax Co., N. Carolina, on the right bank of Roanoke River, at the head of navigation, 98 miles N. E. of Raleigh. Four railroads meet here, viz.: the Wilmington and Raleigh, the Sea-board and Roanoke, the Gaston and Raleigh, and the Petersburg Railroad. Two newspapers are here published. A canal has been made around the Falls, by which bateaux can ascend to Danville.

PETERSBURG AND WELTON R. R.

WELDON, (Petersburg 63 miles.)

PLEASANT HILL, (Weldon 13 miles—Petersburg 50 miles,) a post office and station of Northampton Co., N. Carolina.

HICKSFORD JUNCTION, (Weldon 20 miles—Petersburg 43 miles,) post village.

BELLFIELD, (Weldon 23 miles—Petersburg 40 miles,) flag station.

STONY CREEK, (Weldon 42 miles—Petersburg 21 miles,) post office.

PETERSBURG, (Weldon 63 miles.) a handsome and flourishing post town of Dinwiddie Co., Va., on the right bank of the Appomattox River at the crossing of the Great Southern Railroad, 22 miles south of Richmond, and 10 miles from James River, at City Point. It is the third town of Virginia in respect of population, and possesses great facilities for business.

Vessels of 100 tons burden ascend the river to this place, and those of larger size to Chatham, 6 miles below. The South Side Railroad has its East terminus at this place, and the Appomattox Railroad connects it with City Point, at the mouth of the river. The Falls of the river, which arrest the ascent of the tide immediately above Petersburg, furnish extensive water power. A canal has been cut around these Falls, by which means small boats ascend the river for a distance of about hundred miles. In 1815 a great fire occurred here, by which near 400 houses were consumed. Population about 20,000.

RICHMOND AND PETERSBURG R. R.

PETERSBURG, (Richmond 22 miles.)

PORT WALTHAM, (Petersburg 6 miles—Richmond 16 miles,) a flourishing little post village on the Richmond and Petersburg Railroad.

CLOVER HILL, (Petersburg 9 miles—Richmond 13 miles,) post office.

HALF-WAY STATION, (Petersburg 11 miles—Richmond 11 miles,) a small post village and station on the Richmond and Petersburg Railroad, equi-distant from the two places.

RICE'S TURNOUT, (Petersburg 14 miles—Richmond 8 miles,) flag station.

SEMPLE'S, (Petersburg 17 miles—Richmond 5 miles,) post office.

MANCHESTER, (Petersburg 20 miles—Richmond 2 miles,) a post village of Chesterfield Co., Va., on the James River, opposite Richmond, with which it

is connected by a bridge. It is beautifully situated, and contains 2 churches, and some elegant residences, erected by persons doing business in Richmond. It has manufactories of tobacco, cotton, and flour. Population estimated at 2,000.

RICHMOND, (Petersburg 22 miles.)

SEABOARD AND ROANOKE R. R.

WELDON, (Portsmouth 80 miles.)

CONCORD, (Weldon 10 miles—Portsmouth 70 miles,) a small post village.

MARGARETSVILLE, (Weldon 17 miles—Portsmouth 63 miles,) post office.

BRANCHVILLE, (Weldon 23 miles—Portsmouth 57 miles,) a fine little village.

BOYKIN'S, (Weldon 26 miles—Portsmouth 54 miles,) flag station.

NEWSOM'S, (Weldon 30 miles—Portsmouth 50 miles,) post office.

MURFEE'S, (Weldon 39 miles—Portsmouth 41 miles,) flag station.

BLACKWATER, (Weldon 43 miles—Portsmouth 37 miles,) post village.

CARRSVILLE, (Weldon 49 miles—Portsmouth 31 miles,) post office.

SUFFOLK, (Weldon 63 miles—Portsmouth 17 miles,) a small but flourishing post village.

PORTSMOUTH (Weldon 80 miles.)

WILMINGTON, CHARLOTTE AND RUTHERFORD RAILWAY.

See Index for Merrill & Co.

WILMINGTON, (Laurel Hill 95 miles.)

RIVERSIDE, (Laurel Hill 86 miles—Wilmington 9 miles,) on the right bank of Cape Fear, which is a large and important river, whose course lies wholly in North Carolina, and the only one which flows directly into the sea from this State. Steamboats ascend in all stages of water to Fayetteville 120 miles, and the navigation has been opened by means of dams and locks as far as the coal-mines of Chatham County at Averysborough. The river falls over a primitive ledge which divides the hilly regions of the State from the low country, after which it traverses a level and sandy district, in which large forests of pitch pines are found. The length including one of the branches is estimated at about 300 miles.

MARLVILLE, (Wilmington 30 miles—Laurel Hill 65 miles,) post office.

ROSINDALE, (Wilmington 41 miles—Laurel Hill 54 miles,) a small post village.

BROWN MARSH, (Wilmington 49 miles—Laurel Hill 46 miles,) flag station.

BLADENBOROUGH, (Wilmington 58 miles—Laurel Hill 37 miles,) a small post village in Bledan Co., N. C.

LUMBERTON, (Wilmington 62 miles—Laurel Hill 33 miles,) a flourishing post village, capital of

Robeson Co., North Carolina, on the Lumber River, 91 miles south southwest from Raleigh. It has an active trade in both lumber and turpentine. Population is estimated at about 2,500.

MOSSNECK, (Wilmington 71 miles — Laurel Hill 24 miles,) a small village and post office.

RED BANKS, (Wilmington 78 miles — Laurel Hill 17 miles,) post office.

SHOE HEEL, (Wilmington 82 miles — Laurel Hill 13 miles,) flag station.

LAURINBURG, (Wilmington 89 miles — Laurel Hill 6 miles,) a small but flourishing post village.

LAUREL HILL, (Wilmington 95 miles,) a post office of Richmond Co., N. C., about 100 miles southwest from Raleigh.

NORTH EASTERN RAILWAY.

CHARLESTON, (Florence 102 miles.)

EIGHT MILE, T. C., (Charleston 8 miles — Florence 94 miles,) flag station.

MOUNT HOLLY, (Charleston 19 miles — Florence 83 miles,) post village.

MONK'S CORNER, (Charleston 29 miles — Florence 73 miles,) a post office of Charleston District, South Carolina.

ST. STEVENS, (Charleston 45 miles — Florence 57 miles,) flag station.

KINGSTREE, (Charleston 64 miles — Florence 38 miles,) a post village of Williamsburg District, South

Carolina, of which it is the capital, on the left bank of Black River 76 miles in a direct line, or about 100 miles by post route, east southeast of Columbia.

CADE'S, (Charleston 72 miles—Florence 30 miles,) flag station.

GRAHAMSVILLE, (Charleston 79 miles—Florence 23 miles,) a post village in Beaufort District, South Carolina, 120 miles south of Columbia.

EFFINGHAM, (Charleston 93 miles—Florence 9 miles,) a post village in Darlington District, South Carolina.

FLORENCE, (Charleston 102 miles,) a post office of Darlington District, South Carolina, at the northern terminus of the North Eastern Railroad, and at the southern terminus of the Cheraw and Darlington Railway.

CHERAW AND DARLINGTON R. R.

FLORENCE, (Cheraw 40 miles.)

DARLINGTON, (Florence 10 miles—Cheraw 30 miles,) a post village, capital of Darlington District, S. Carolina.

DOVER, (Florence 18 miles—Cheraw 22 miles,) a post village.

SOCIETY HILL, (Florence 26 miles—Cheraw 14 miles,) a post village of Darlington District, S. Carolina, about 100 miles E. N. E. of Columbia. It is near the west bank of the Great Pedee River, and contains several churches and stores.

CHERAW, (Florence 40 miles,) a post village of Chesterfield District, S. Carolina, on the right bank of

Great Pedee River, at the head of steam navigation, 93 miles E. N. E. of Columbia. It has a plank-road leading to Wadesborough, N. Carolina, and is a place of considerable importance as a depot for cotton. Cheraw contains 2 banks, several churches and academies, and about 1,200 inhabitants.

GREENVILLE AND COLUMBIA RAILWAY.

COLUMBIA, (Greenville 144 miles.)

FROST'S MILL, (Columbia 6 miles—Greenville 138 miles.)

LITTLETON, (Columbia 15 miles—Greenville 129 miles,) a post office of Richland District, S. Carolina.

ALSTON, (Columbia 25 miles—Greenville 119 miles,) a post office of Fairfield District, S. Carolina.

HOPE STATION, (Columbia 29 miles, Greenville 115 miles,) a post village of Lexington District, S. Carolina.

POMARIA, (Columbia 32 miles—Greenville 112 miles,) a post office of Newberry District, S. Carolina.

PROSPERITY, (Columbia 40 miles—Greenville 104 miles,) a post village of Newberry District, S. Carolina.

NEWBERRY, C. H., (Columbia 47 miles—Greenville 97 miles,) a post village, capital of Newberry District, S. Carolina, W. N. W. from Columbia.

Granite, of a beautiful gray color is abundant in the vicinity. It contains a court-house, a bank, a newspaper office, and a number of stores.

HELENA, (Columbia 48 miles—Greenville 96 miles.)

SILVER STREET, (Columbia 54 miles—Greenville 90 miles.)

BOAZMAN'S, (Columbia 61 miles—Greenville 83 miles.)

CHAPELL'S, (Columbia 65 miles—Greenville 79 miles.)

NINETY SIX, (Columbia 75 miles—Greenville 69 miles,) a post office of Abbeville District, S. Carolina.

GREENWOOD, (Columbia 85 miles—Greenville 59 miles,) a post village in Abbeville District, S. Carolina.

COKESBURY, (Columbia 94 miles—Greenville 50 miles,) a post office of Abbeville District, S. Carolina.

ABBEVILLE, (Branch) (Columbia 106 miles,) a small town, capital of the Abbeville District, is situated on an affluent of Little River, W. by N. from Columbia, and 529 miles S. W. from Washington. It contains a court-house, jail, arsenal, magazines, and a newspaper office. The surrounding country is fertile, and mostly occupied by plantations of cotton and Indian corn.

BARMORE'S, (Columbia 100 miles—Greenville 44 miles.)

DONNARD'S, (Columbia 102 miles—Greenville 42 miles.)

HONEA PATH, (Columbia 109 miles—Greenville 35 miles.)

BELTON, (Columbia 117 miles—Greenville 27 mi.)

ANDERSON, (Branch,) (Columbia 127 miles,) a post village, capital of Anderson District, S. Carolina, W. N. W. of Columbia.

WILLIAMSTON, (Columbia 124 miles—Greenville 20 miles,) a post village of Anderson District, S. Carolina.

GOLDEN GROVE, (Columbia 135 miles—Green-

ville 9 miles,) a post village of Greenville District, S. Carolina.

GREENVILLE, (Columbia 144 miles,) a flourishing post village, capital of Greenville District, S. Carolina, on Reedy River, near its source, N. W. of Columbia. The situation is elevated and healthy, at the foot of the Saluda Mountain, which renders it a favorite resort for persons who reside in the lower country. It is the N. terminus of the Greenville and Columbia Railroad.

Greenville has 3 churches, 2 academies, and 2 newspaper offices. Population 1,305, of whom 685 are free, and 620 slaves.

SPARTANBURG AND UNION RAILWAY.

ALSTON, (Spartanburg 68 miles.)

LYLE'S TANK, (Alston 10 miles—Spartanburg 58 miles.)

STROTHER, (Alston 12 miles—Spartanburg 56 miles.)

LYLE'S FORD, (Alston 16 miles—Spartanburg 52 miles.)

SHELTON, (Alston 20 miles—Spartanburg 48 mi.)

SIMSVILLE, (Alston 23 miles—Spartanburg 45 miles.)

FISHDAM, (Alston 30 miles—Spartanburg 38 miles,) a post village in Union District, S. Carolina, 60 miles N. W. from Columbia.

UNIONVILLE, (Alston 40 miles—Spartanburg 28 miles,) a post village, capital of Union District, S. Carolina, 70 miles N. N. W. from Columbia. The sur-

rounding country is hilly, and contains an abundance of granite and iron ore. The Spartanburg and Union Railroad passes through it, connecting it with the Greenville and Columbia Railroad.

TURNPIKE FROM SAVANNAH TO ST. GEORGE 102 MILES.

Crossing the Savannah River you go northeast 33 miles to Grahamville, a post village on the S. & C. R. R., and 15 miles further you arrive at Pocotaligo, a small village at this place; a pike leading to the left takes you to Augusta, Ga., 85 miles, passing through the villages of Gallisonville, Robertsville, Lawtonville, Lower Three Runs, Speedwell, to the city of Hamburg opposite Augusta, on the Savannah River. From Pocotaligo to Blue Ho is 14 miles, here a turnpike runs east to Charleston, 40 miles distant, passing through Jacksonville and crossing the Edisto River at that place. From Blue Ho to Walterboro' is 10 miles, and 11 miles further is the village of Redbank; from here it is 9 miles to St. George, a station on the C. & A. R. R.

TURNPIKE FROM CHARLESTON, S. C. TO WILMINGTON, N. C., 160 MILES.

This pike runs near the coast to the city of Georgetown, 18 miles from the Atlantic and 60 miles from Charleston, it is bounded on the southwest by the Santee River, and intersected by the Pedee, Waccamaw

and Black River, which unite and flow through Win-
yaw Bay into the Atlantic. From here a turnpike runs
to the Junction on the Wilmington and Cheraw Rail-
road, 60 miles, passing through China Grove, Lynches
Creek and Flintville to the Junction. From George-
town to Buckville is 29 miles, crossing Pedee River 8
miles from Buckville, 8 miles further you arrive at
Conwayboro', from here it is 28 miles to Little River.
Shalottee is 15 miles from Little River, from here it is
30 miles to Wilmington on Cape Fear River.

**TURNPIKE FROM CHARLESTON, S. C.
TO CHARLOTTE, N. C., 197 MILES.**

This pike runs convenient to the C. & A. R. R., as
far as Ridgeville Station, a distance of 30 miles
where it passes directly north through Roadville to
Vance's Ferry, where it crosses the Santee River and
passes through Friendship, and crosses the Columbia
and Wilmington Railroad at Manchester; Camden is
28 miles distant, a branch of the C. & W. R. R. runs to
this point passing through Flat Rock, Pleasant Hill, Lan-
caster, Belair, whence it is 19 miles to Charlotte, N. C.

**TURNPIKE FROM COLUMBIA, S. C. TO
FAYETTEVILLE, N. C., 150 MILES.**

This pike runs northeast to Camden 30 miles dis-
tant, crossing the Wateree River. Tiller's Ferry
is 25 miles from here crossing at this place Lynches

Creek. Cheraw is 34 miles from here and is the terminus of the branch road running to intersect the C. & W. R. R., 12 miles further on brings us to the village of Brightsville, to get to which we cross the Great Pedee River. Laurel Hill is 21 miles from here, the next village is Randallsville 12 miles distant. Davis' Springs is 12 miles from Randallsville and 13 miles from Fayetteville. Fayetteville is situated on the west bank of Cape Fear River, 100 miles northwest of Wilmington, and is the capital of Cumberland Co., N. C. The adjoining county is partly occupied by extensive pine forests, which supply important articles of export in the form of turpentine, tar, lumber, &c. Fayetteville contains an arsenal of construction, a large establishment enclosing about 50 acres, now nearly complete, it has 3 banks and 3 newspaper offices, the prosperity of this place has recently increased by the establishment of distilleries of turpentine and construction of plank roads.

TURNPIKE FROM FAYETTEVILLE TO WILMINGTON 85 MILES.

This pike follows the Cape Fear River to Wilmington passing through Elizabethtown (38 miles from Fayetteville,) the county seat of Bladen Co. Flemington is 15 miles from Elizabethtown, from this place to Wilmington a distance of 32 miles, all along this country is low and marshy. From Wilmington a pike leads to Raleigh 115 miles distant, passing through Lisburn and Clinton, (at this place crossing the Fayetteville and Newbern turnpike,) Smithfield on the R. & N. R. R., and thence to Raleigh. From Raleigh a pike runs to Fayetteville 60 miles, passing Middle Creek and Averysboro and crossing Cape Fear River.

TURNPIKE FROM FAYETTEVILLE TO SALISBURY 115 MILES.

This pike runs west northwest passing through Johnsonville, a post village of Cumberland Co., 23 miles distant; Carthage, is 17 miles from Johnsonville and is the county seat of Moore Co., from here a turnpike runs to Raleigh 50 miles distant. Caledonia, 12 miles from Carthage, is a small post village. Uharee, a village, is 23 miles distant; Mount Lebanon is 18 miles from Uharee and is a small village of Spartanburg District; Salisbury is 115 miles from Fayetteville: three railroads meet here, and it is the capital of Rowan Co., N. C., about 10 miles west of the Yadkin River and 118 miles west of Raleigh, it is one of the most important places in North Carolina. The natural walls of Rowan, or trap dikes of this vicinity were for a long time supposed to be artificial constructions. Salisbury contains 1 bank, 1 newspaper office. Population 2,500.

TURNPIKE FROM NEWBERN, N. C. TO RICHMOND, VA., 243 MILES.

This pike runs north through the village of Swift Creek, 17 miles distant; Washington, 18 miles from Swift Creek, a post village of Beaufort Co., is on the left bank of Tar River, 40 miles from Pamlico Sound; vessels drawing 8 feet of water ascend to this village, and smaller boats to Tarborough; it has 2 banks, 1 newspaper office. Population 1,500. Plymouth 35

miles from here is a post village, port of entry and capital of Washington Co., N. C., and about 8 miles south of Roanoke River where it enters Albemarle Sound; it is connected with the sound by a small inlet called Nag's Head, and has an active trade and rapidly increasing. Population 1,000. Colerain 25 miles distant is a post village on the right bank of the Chowan River, 140 miles east by north of Raleigh. Winton 22 miles distant is a post village, capital of Hertford Co., N. C., on the right bank of the Chowan River, 115 miles northeast of Raleigh. The river is navigable for sloops, in which staves and tar are exported. Suffolk, C. H., 28 miles distant on the S. & R. R. R., is a post village and capital of Nansemond Co., Va., on the Nansemond River, 85 miles southeast of Richmond, the river is navigable for small vessels; it contains 4 churches and 2 newspaper offices. Population 1,600. It is 17 miles from here to Portsmouth. Chuckatuck is 10 miles from Suffolk, C. H., Nansemond Co. 10 miles north of this place is Smithfield, a handsome post village, capital of Isle of Wight Co., Va., finely situated on a navigable creek which opens into the James River a few miles from its mouth. Population 1,100. Surry, C. H., 18 miles north of Smithfield, is a post village, capital of Surry Co., Va., 5 miles from the James River. Prince George, C. H., 18 miles distant, is a post village and capital of Prince George Co., Va., 24 miles southeast of Richmond. Petersburg is 18 miles from here; (for a description see Petersburg and Richmond Railroad,) this pike leads to Richmond the capital of Virginia, also the capital of the so called C. S. A.

TURNPIKE FROM RICHMOND TO HAMPTON ROADS 86 MILES.

This pike leads southeast to the Chesapeake Bay, passing through the village of Frazerstown, 17 miles from Richmond. New Kent, C. H., is 13 miles distant and is the capital of Kent Co. Barnumsville is 10 miles southeast and is the terminus of a branch railroad from Richmond. Williamsburg is 20 miles from Barnumsville and is the capital of James City Co., Va., 60 miles east of Richmond, and situated on a level plain between James and York rivers, 6 miles from each. It is the oldest incorporated town in the State and is interesting in historic associations. It was capital of the State until 1779; this is the place where the Federal forces under Maj.-Gen. Geo. B. McClellan defeated the rebels, May 6, 1862. Yorktown is 12 miles from Williamsburg and is capital of York Co., and a port of entry, on the right bank of York River, 11 miles from its mouth; it was settled in 1705. This locality was the theatre of one of the most important events in American history, the surrender of Lord Cornwallis to Gen. Washington, October 19, 1781. At the breaking out of the present rebellion the rebels took possession of this place and retained it until the Federal forces under McClellan compelled them to evacuate, which they did on May 5, 1862. Hampton is 24 miles from Yorktown and is the capital of Elizabeth Co., Va., on the left bank of the James River, about 2 miles from its entrance into Chesapeake Bay. The part of the estuary of James River between Hampton and Norfolk is called Hampton Roads, which place is celebrated for the fight between the iron clads Monitor and Merrimac the Monitor proved victorious after the Merrimac had destroyed the Federal frigates Cumberland and Congress

From Richmond a pike leads to Windmill Point on Chesapeake Bay, a distance of 85 miles, passing through the village of Fleetwood Academy, 30 miles from Richmond. 14 miles east is Tappahannock, a port of entry and capital of Essex Co., Va., on the right bank of the Rappahannock River; it contains a custom-house, 1 church and 2 flourishing seminaries. Population 500. Warsaw is 8 miles east and is the capital of Richmond Co., Va. Heathville is 15 miles southeast and is capital of Northumberland Co., Va.; it is situated on the Northern Neck and one mile from the head of Coan River, a navigable inlet opening into the Potomac. Windmill Point is 20 miles south on the bay, a small village. For other roads see map.

CHARLOTTE AND SOUTH CAROLINA RAILWAY.

See Index for Green & Green.

JUNCTION, (Charlotte 109 miles.)

COLUMBIA, (Charlotte 106 miles.)

KILLIAN'S MILL, (Columbia 14 miles—Charlotte 95 miles,) flag station.

CAMPBELL, (Columbia 24 miles—Charlotte 85 miles,) post office.

RIDGEWAY, (Columbia 27 miles—Charlotte 82 miles,) a post village of Fairfield District.

SIMPSONS, (Columbia 33 miles—Charlotte 76 miles.)

WINNSBORO', (Columbia 39 miles—Charlotte 70 miles,) a post village, capital of Fairfield District, S. C. It is situated in a fertile farming district. The railroad connects it with Columbia and with Cataw River. This village has several churches and an academy, 1 bank, and is the seat of the Furman Theological Seminary, under the direction of the Baptists. Two periodicals are published here.

WHITE OAK, (Columbia 47 miles—Charlotte 62 miles,) a post village of Fairfield District.

YONGUES, (Columbia 51 miles—Charlotte 58 miles,) post village.

BLACKSTOCK, (Columbia 54 miles—Charlotte 55 miles,) post office.

CORNWELL'S, (Columbia 58 miles—Charlotte 51 miles,) a post office of Chester county.

CHESTER, (Columbia 66 miles—Charlotte 43 miles,) Chester or Chesterville is the capital of Chester District. It is situated in a fertile farming district, has an active business and 1 bank; a railroad extends from this place to Yorkville.

SMITH'S STATION, (Columbia 76 miles—Charlotte 33 miles,) flag station.

EBENEZER, (Columbia 86 miles—Charlotte 23 miles,) a post village of York district.

CATAWBA RIVER, (Columbia 90 miles—Charlotte 19 miles.)

FORT MILLS, (Columbia 93 miles—Charlotte 16 miles,) a post office of York District.

MORROW'S T. O., (Columbia 99 miles—Charlotte 10 miles,) flag station.

CHARLOTTE, (Columbia 109 miles,) Charlotte is a thriving town and the capital of Mecklenburg Co., N. C., on Sugar Creek, 158 miles west southwest of Raleigh. It is one of the principal towns in the west part of the State, and has rapidly increased for a few years past in

consequence of the gold mine swchich have been opened in the vicinity. A branch mint was established here for the purpose of coining the gold. This town is also the terminus of the Central Railroad of North Carolina. It contains several churches, two newspaper offices and two banks. Population in 1853 was 2,500.

ATLANTIC AND NORTH CAROLINA RAILROAD.

MOREHEAD CITY, (Goldsboro 95 miles.)

CAROLINA CITY, (Morehead City 3 miles—Goldsboro 92 miles,) post office.

SHEPARDSVILLE, (Morehead City 11 miles—Goldsboro 84 miles,) flag station.

WOOD'S BRICK YARD, (Morehead City 30 miles—Goldsboro 65 miles,) flag station.

NEWBERN, (Morehead City 36 miles—Goldsboro 59 miles,) a port of entry of North Carolina, and capital of Craven Co., is situated at the confluence of the Neuse and Trent Rivers, about 120 miles southeast of Raleigh, and 50 miles above Pamlico Sound. It was for many years the capital of the State. The Neuse River, which is more than a mile wide at this place, is navigable by steamboats about 8 months in the year. The entrance from the sea is through Ocracoke Inlet. Newbern has a considerable trade. The chief articles of export are grain, lumber, turpentine, tar, and naval stores. Newbern contains, besides the county buildings, several churches, 2 banks, and a theatre. Five or six news-

papers are published here. The population is estimated at about 5,000.

BATCHELOR'S CREEK, (Morehead City 44 miles—Goldsboro 51 miles,) a station on a creek of the same name.

TUSCARORA, (Morehead City 47 miles—Goldsboro 51 miles,) flag station.

KINSTON, (Morehead City 69 miles—Goldsboro 26 miles,) a post village of Lenoir Co., North Carolina, 80 miles southeast of Raleigh.

FALLING CREEK, (Morehead City 76 miles—Goldsboro 19 miles,) a post office of Wayne Co., North Carolina.

MOSELY HALL, (Morehead City 81 miles—Goldsboro 14 miles,) a post office of Lenoir Co., North Carolina.

GOLDSBORO, (Morehead City 95 miles.)

NORTH CAROLINA RAILROAD.

GOLDSBORO' (Charlotte 223 miles,) a post village, capital of Wayne Co., North Carolina, on the Neuse River, where it is crossed by the Wilmington and Weldon Railroad, 50 miles southeast of Raleigh. The first was built in 1841. About the year 1848 it began to improve rapidly, and is now one of the most flourishing places in the State. The public buildings are new and handsome. Steamboats can ascend the river to this place for about two-thirds of the year. Three newspapers are published in this village. Population in 1853 about 1,500.

BOON HILL, (Goldsboro' 12 miles—Charlotte 211 miles,) a post office of Johnson Co.

SMITHFIELD, (Goldsboro' 22 miles—Charlotte 201 miles,) a post village, capital of Johnson Co., North Carolina, on the left bank of the Neuse River, 27 miles southeast of Raleigh.

STALLINGS, (Goldsboro' 34 miles—Charlotte 189 miles,) flag station.

RALEIGH, (Goldsboro' 48 miles—Charlotte 175 miles,) a city, capital of North Carolina, and seat of Justice of Wake Co., a few miles west of Wilmington, and 286 miles from Washington. Lat. $35^{\circ} 47'$ north, Long. $78^{\circ} 48'$ west. The situation is elevated and healthy, an open area of ten acres named Union Square, occupies the centre of the city, from which four principal streets, 99 feet wide, extend in different directions. The State House situated in Union Square, is among the largest and most splendid capitals in the United States. It is built of granite, and surrounded with massive columns of the same material, after the manner of the Parthenon, and surrounded by a handsome dome. The dimensions are 160 feet long by 90 feet wide, and cost above \$500,000. It also contains the North Carolina Institution for the Deaf and Dumb, and the State Lunatic Asylum, a court house, market house, 2 banks. About 12 newspapers were published here previous to the war. Raleigh is the terminus of the Raleigh and Gaston Railroad, which with other lines forms a direct communication with Richmond and Norfolk, Virginia. Population 5,000.

MORRISVILLE, (Goldsboro' 61 miles—Charlotte 162 miles,) post office.

DURHAM'S, (Goldsboro' 74 miles—Charlotte 149 miles,) flag station.

HILLSBORO', (Goldsboro' 88 miles—Charlotte 135 miles,) a post village, capital of Orange Co., North Carolina, on the Eno River, an affluent of the Neuse.

It contains a new court house, and 2 or 3 newspaper offices.

NEBANE'S, (Goldsboro' 98 miles—Charlotte 125 miles,) flag station.

HAW RIVER, (Goldsboro' 104 miles—Charlotte 119 miles,) flag station.

GRAHAM, (Goldsboro' 106 miles—Charlotte 117 miles,) a post village, capital of Alimance Co. It has 7 stores. Population about 500.

COMPANY'S SHOP, (Goldsboro' 108 miles—Charlotte 115 miles,) post office.

GIBSONVILLE, (Goldsboro' 115 miles—Charlotte 108 miles,) post office.

M'LAINS, (Goldsboro' 122 miles—Charlotte 101 miles,) post village.

GREENSBORO', (Goldsboro' 130 miles—Charlotte 93 miles,) a flourishing post village, capital of Guilford Co. The situation is healthy, and the surrounding country is fertile. It is a place of considerable activity in trade and is the seat of excellent institutions for learning, among which are several academies. It contains a number of manufactories.

JAMESTOWN, (Goldsboro' 140 miles—Charlotte 83 miles,) a post village.

HIGH POINT, (Goldsboro' 145 miles—Charlotte 78 miles,) post village.

THOMASVILLE, (Goldsboro' 152 miles—Charlotte 71 miles,) post office.

LEXINGTON, (Goldsboro' 163 miles—Charlotte 60 miles,) a flourishing and beautiful post village and capital of Davidson Co., N. C., is situated near Abbott's Creek, an affluent of Yadkin River, 112 miles west of Raleigh. Valuable mines of lead and silver have been opened in the vicinity.

HOLTSBURG, (Goldsboro' 172 miles—Charlotte 51 miles,) post village.

SALISBURY, (Goldsboro' 180 miles—Charlotte 43 miles,) a thriving town, capital of Rowan Co., N. C., about 10 miles west of the Yadkin River, and 118 miles west of Raleigh. It is one of the most important places in western North Carolina, and is at the east terminus of the western turnpike which extends to the northeast border of Georgia. Salisbury contains 1 bank and one newspaper office. Population about 2,000.

CHINA GROVE, (Goldsboro' 189 miles—Charlotte 34 miles,) post village.

CONCORD, (Goldsboro' 202 miles—Charlotte 21 miles,) a thriving post village, capital of Cabarras Co., on a branch of Rocky River, 145 miles west by south of Raleigh.

HARRISBURG, (Goldsboro, 210 miles—Charlotte 13 miles,) post village.

CHARLOTTE, (Goldsboro' 223 miles,) a thriving town capital of Mecklenburg Co., on Sugar Creek, 158 miles west southwest of Raleigh. It is one of the principal towns in the west part of the State, and has rapidly increased within a few years past in consequence of the gold mines which have been opened in the vicinity. A branch mint has been established here for the purpose of coining the gold. It contains several churches, 2 newspaper offices and 2 banks. Population about 30,000.

WESTERN (NORTH CAROLINA) RAILWAY.

SALISBURY, (Morgantown 81 miles.)

WATER TANK, (Salisbury 6 miles—Morgantown 75 miles,) a watering station.

THIRD CREEK, (Salisbury 10 miles—Morgantown 68 miles.)

WADDELLS, T. O., (Salisbury 18 miles—Morgantown 63 miles,) flag station on Western Railway.

STATESVILLE, (Salisbury 25 miles—Morgantown 56 miles,) a post village, capital of Iredell Co., N. C., on the western turnpike, 27 miles west by north of Salisbury, and 145 miles west of Raleigh.

PLOTTS, T. O., (Salisbury 33 miles—Morgantown 48 miles.)

CATAWBA, (Salisbury 38 miles—Morgantown 44 miles,) a post village of Gaston Co., N. C.

NEWTON, (Salisbury 50 miles—Morgantown 32 miles,) a thriving post village of Catawba Co., N. C., 175 miles west of Raleigh, is situated in a beautiful and fertile country and has an active trade. The German Reformed Church have established a college here.

WHITE SULPHUR, (Salisbury 54 miles—Morgantown 27 miles,) a small village of Catawba Co., N. C.

HICKORY TAVERN, (Salisbury 60 miles—Morgantown 21 miles,) a post office of Catawba Co., N. C.

ICARD'S, (Salisbury 70 miles—Morgantown 11 miles,) a water station.

MORGANTOWN, (Salisbury 81 miles,) a beautiful post village, capital of Burke Co., N. C., on the Catawba River, 200 miles west of Raleigh. It contains a court-house, jail, bank, several churches, mills, &c. Population 1,300.

RALEIGH AND GASTON RAILWAY.

RALEIGH, (Gaston 85 miles.)

HUNTSVILLE, (Raleigh 10 miles—Gaston 75 miles,) post station.

FORESTVILLE, (Raleigh 16 miles—Gaston 69 miles,) a small post village of Wake Co., N. C.

FRANKLINTON, (Raleigh 27 miles—Gaston 58 miles,) a post village of Franklin Co., N. C. It has grown up since the construction of the railway.

KITRELL'S, (Raleigh 37 miles—Gaston 48 miles,) flag station.

HENDERSON, (Raleigh 44 miles—Gaston 41 miles,) a thriving post village of Granville Co., N. C. It is a depot for produce.

CLARKSVILLE RAILWAY, (Raleigh 54 miles—Gaston 31 miles,) this is the junction of the Roanoke Valley Railway.

RIDGEWAY, (Raleigh 57 miles—Gaston 28 miles,) a post village of Warren Co., N. C. The Roanoke Valley Railway terminates here.

WARRENTON, (Raleigh 61 miles—Gaston 24 miles,) a thriving post village of Warren Co., N. C., is situated near the source of Fishing Creek, a branch of Tar River. It has beside the county buildings, 2 or 3 churches, a newspaper office and several stores. Population estimated at about 1,500.

MACON, (Raleigh 65 miles—Gaston 20 miles,) a post village of Warren Co., N. C.

LITTLETON, (Raleigh 76 miles—Gaston 9 miles,) a small post village of Warren Co.

SUMMIT, (Raleigh 82 miles—Gaston 3 miles,) a small village and depot in Northampton Co., S. C.

GASTON, (Raleigh 85 miles,) a thriving post village of Northampton Co., N. C., on the left bank of the Roanoke River. It is the terminus of two railroads which connect it with Raleigh, N. C., and Richmond, Va. Gaston is a depot for tobacco and wheat.

WESTERN RAILROAD, NORTH CAROLINA.

FAYETTEVILLE, (McIvers 36 miles,) a flourishing town, capital of Cumberland Co., North Carolina, is situated on the left bank of Cape Fear River, at the head of natural navigation, 60 miles south from Raleigh, and 100 miles northwest from Wilmington. The town is regularly laid out, with streets of 100 feet in width. It is the centre of an extensive trade, which is facilitated by plank-roads, extending in various directions. The adjoining country is partly occupied by extensive forests of pine, which supply important articles of export, in the form of turpentine, tar, lumber, &c. The navigation has lately been extended, by the construction of locks and dams as far as the coal mines of Chatham County. The ample water power of the river is employed in manufactories of cotton and flour.

Fayetteville contains an arsenal of construction, a large establishment enclosing about 50 acres, now nearly complete; also 3 banks, and 3 newspaper offices. In 1831, a large part of the town was destroyed by fire, and nearly \$100,000 were subscribed for the relief of the sufferers by the citizens of this and other States. The prosperity of the place has recently been increased

by the establishment of distilleries of turpentine, and by the construction of plank-roads. The aggregate length of the latter, completed and in progress, is about 350 miles. Population about 10,000.

LITTLE RIVER, (Fayetteville 6 miles—McIvers 36 miles,) an affluent of Cape Fear River, flows through Cumberland County from the west. Upper Little River enters the Cape Fear, in the northern part of the same county.

SPOUT SPRING, (Fayetteville, 14 miles—McIvers 22 miles.)

ROCK BRANCH, (Fayetteville 21 miles—McIvers 15 miles.)

JONESBORO', (Fayetteville 29 miles—McIvers 7 miles.)

McIVERS, (Fayetteville 36 miles.) This is the terminus of the Fayetteville Railroad. It is a hilly and fertile country, and affords abundant and inexhaustible beds of anthracite and bituminous coal, which have been opened in the central part of North Carolina.



VIRGINIA CENTRAL RAILROAD, FROM CHARLOTTEVILLE TO JACKSON RIVER.

See Index for Adams Express.

CHARLOTTEVILLE, (described elsewhere,) (Jackson River 94 miles.)

MECHUM'S RIVER, (Charlotteville 7 miles—Jackson River 87 miles.)

GREENWOOD, (Charlottesville 15 miles—Jackson River 79 miles,) a station at the base of the Blue Ridge Mountain.

WAYNESBORO', (Charlottesville 26 miles—Jackson River 68 miles,) a post village of Augusta Co., Virginia, situated at the west base of the Blue Ridge, 108 miles W. N. W. from Richmond. The village contains 2 or 3 churches, and an academy. Population estimated at 800.

FISHERSVILLE, (Charlottesville 31 miles—Jacksonville 63 miles,) a post office of Augusta Co. Virginia.

STAUNTON, (Charlottesville 38 miles—Jackson River 56 miles,) a flourishing town, capital of Augusta Co., Virginia, is situated on a small branch of the Shenandoah River, near its source, and 120 miles W. N. W. from Richmond.

Staunton is the seat of the Western Lunatic Asylum, and of the Virginia Institution for the Deaf and Dumb, and Blind. The blind are in the same building with the deaf and dumb, but under a separate instructor. Staunton contains 4 or 5 churches, 2 academies, 2 female seminaries, and 2 banks. Three newspapers are published here. The surrounding country is highly productive, and beautifully diversified, forming part of the great Valley of Virginia. In the limestone formation of this region, extensive caverns occur, among which the most celebrated is Weyer's Cave, about 18 miles northeast from Staunton. Population about 3,500.

SWOOP'S, (Charlottesville 46 miles—Jackson River 48 miles.) *Creek.*

DUNLAP'S, (Charlottesville 51 miles—Jackson River 43 miles,) in the southwest central part of Virginia, rises in Monroe Co., flows northeastward, and falls into Jackson River, near Covington.

CRAIGSVILLE, (Charlottesville 61 miles—Jackson River 33 miles.)

GOSHEN, (Charlottesville 70 miles—Jackson River 42 miles.)

Goshen is situated at the foot of the Great North Mts. which passes through the mountain to Millboro by tunnel.

MILLBORO, (Charlottesville 77 miles—Jackson River 17 miles,) flag station. Millboro is within 10 miles of Warm Spring, in Bath Co. Between Millboro and Griffith the railroad passes through Graham Tunnel.

GRIFFITH, (Charlottesville 85 miles—Jackson River 9 miles,) is situated on the head-waters of James River, at the foot of Great North Mountain.

JACKSON RIVER, (Charlottesville 94 miles,) This place is situated near the White Sulphur Springs. The country about this place is remarkable for its beautiful scenery.

ALEXANDRIA, LOUDON, AND HAMPSHIRE RAILWAY.

See Index for G. P. Hunt.

ALEXANDRIA, (Leesburg 38 miles,) the capital of Alexandria Co., opposite Washington City. A canal extends from this city to Georgetown.

ARLINGTON MILLS, (Alexandria 6 miles—Leesburg 32 miles,) flag station.

CARLINVILLE, (Alexandria 7 miles—Leesburg 31 miles,) flag station.

FALL'S CHURCH, (Alexandria 11 miles—Leesburg 27 miles,) a post office, Fairfax Co.

VIENNA, (Alexandria 15 miles—Leesburg 23 miles,) post village.

HUNTER'S MILL, (Alexandria 18 miles—Leesburg 20 miles,) post office.

THORNTON, (Alexandria 21 miles—Leesburg 17 miles,) post village.

HERNDON, (Alexandria 23 miles—Leesburg 14 miles,) post office.

GUILFORD, (Alexandria 27 miles—Leesburg 11 miles,) post office.

FARMWELL, (Alexandria 31 miles—Leesburg 7 miles,) post office.

LEESBURG, (Alexandria 38 miles,) a handsome post borough, capital of Loudon Co., is situated near the Kittoctan Mountain, 3 miles from the Potomac River, and 150 miles north of Richmond. The streets are well paved, and the town is built in a neat and substantial manner. It contains a court house, 3 churches, a bank, an academy, and a newspaper office. It is surrounded by a beautiful variety of landscapes. Population 2,500.

MANASSAS GAP RAILWAY.

See Index for North Railroad.

MANASSAS JUNCTION, (Mount Jackson 85 miles.) The two great battles of Bull Run were fought near this place, the former under Gen. McDowell, and the latter under Gen. Pope.

GAINESVILLE, (Manassas Junction 8 miles—Mount Jackson 77 miles,) a small post village.

THOROUGHFARE, (Manassas Junction 14 miles—Mount Jackson 71 miles,) water station.

SALEM, (Manassas Junction 24 miles—Mount Jackson 61 miles.) A post village of Fauquier County, Virginia, 52 miles from Alexandria, and 114 miles N. N. W. of Richmond. The situation is high and pleasant. The village contains 1 church, an academy, and several stores. The post office is Salem Fauquier.

PIEDMONT, (Manassas Junction 34 miles—Mount Jackson 51 miles,) a post village of Fauquier Co., Virginia.

MACKHAM, (Manassas Junction 39 miles—Mount Jackson 46 miles,) a post office of Fauquier County, Virginia.

FRONT ROYAL, (Manassas Junction 47 miles—Mount Jackson 38 miles,) a flourishing post village.

BUCKTON, (Manassas Junction 70 miles—Mount Jackson 29 miles,) a wood and water station.

WOODSTOCK, (Manassas Junction 74 miles—Mount Jackson 11 miles,) a beautiful post village of Shenandoah Co., Va., is situated on the Valley Turnpike, 1 mile from the north fork of the Shenandoah River, 160 miles northwest of Richmond.

MOUNT JACKSON, (Manassas Junction 85 miles,) a post village of Shenandoah Co., Virginia, on the Valley Turnpike from Staunton to Winchester.

NORTH MISSOURI RAILWAY.

See Index for Adams Express Co.

ST. LOUIS, (St. Joseph 304 miles,) a city, port of entry, and seat of Justice of St. Louis Co., Missouri, is situated on the right bank of the Mississippi River, 20 miles below the entrance of the Missouri River, 174 miles above the mouth of the Ohio River, 744 miles below the Falls of St. Anthony, 1,194 miles above New Orleans, and 128 miles east from Jefferson City. The site rises from the river by the two plateaux of limestone formation, the first 20, and the other 60 feet above the floods of the Mississippi. The ascent to the first plateau or bottom, as it may be termed, is somewhat abrupt; the second rises gradually, and spreads out into an extensive plain, affording fine views of the city and river. St. Louis extends in all nearly 7 miles by the curve of the Mississippi, and about 3 miles back; the thickly settled portion, however, is only 2 or $2\frac{1}{2}$ miles in length, and about $1\frac{1}{4}$ miles in breadth. The city is well laid out, the streets being for the most part 60 feet wide, and with but few exceptions, they cross each other at right angles. Among the public buildings may be noticed the court house, which occupies an entire square, built of Genevieve limestone, at a cost of about half a million of dollars. The style of architecture somewhat resembles that of the *Capitol* at Washington. The Centre Market Buildings. The Old City Hall. Among the finest of the churches may be mentioned St. George's (Episcopal,) the Catholic Cathedral, and the Church of the Messiah, a magnificent Gothic structure. Population is estimated at nearly 130,000.

BELLEFONTAINE, (St. Louis 4 miles—St. Joseph 300 miles.) a small village in St. Louis County, Missouri.

JENNINGS, (St. Louis 6 miles—St. Joseph 298 miles,) post office.

FERGUSON, (St. Louis 10 miles—St. Joseph 295 miles,) flag station.

GRAHAM'S, (St. Louis 12 miles—St. Joseph 292 miles,) post office.

FERRY LANDING, (St. Louis 19 miles—St. Joseph 285 miles,) at the crossing of the Missouri River.

ST. CHARLES, (St. Louis 20 miles—St. Joseph 284 miles,) a thriving post town, capital of St. Charles County, Missouri, on the left bank of the Missouri River, 22 miles from its mouth, 144 miles below Jefferson City, and about six miles by land, south from the Mississippi River. The situation is elevated and beautiful. The rocky bluffs in this vicinity present delightful views of the two great rivers just named. Quantities of limestone and sandstone, and mines of stone coal have been opened near the town. It contains several churches, 2 newspaper offices, and is the seat of St. Charles College, under the direction of the Methodists. Population estimated at about 5,000.

DARDENNE, (St. Louis 29 miles—St. Joseph 275 miles,) a small post village situated on a creek of the same name in St. Charles County, Missouri.

O'FALLON, (St. Louis 34 miles—St. Joseph 270 miles,) flag station.

PERRUQUE, (St. Louis 37 miles—St. Joseph 267 miles,) post office.

WENTZVILLE, (St. Louis 42 miles—St. Joseph 262 miles,) post office.

MILLEVILLE, (St. Louis 48 miles—St. Joseph 256 miles,) post village.

WARRENTON, (St. Louis 57 miles—St. Joseph 247 miles,) a thriving post village, capital of Warren County, Missouri, 75 miles eastnortheast from Jefferson

City, and 14 miles north from the Missouri River. It contains a steam flouring mill, and saw mill, a manufactory of tobacco and several stores.

PENDLETON, (St. Louis 63 miles—St. Joseph 241 miles,) post village.

JONESBURG, (St. Louis 67 miles—St. Joseph 237 miles,) otherwise called Jonesboro', a post village of Saline County, Missouri, on Salt Fork of Lamine River, about 80 miles northwest from Jefferson City.

HIGH HILL, (St. Louis 72 miles—St. Joseph 232 miles,) a post village of Montgomery County, Missouri.

FLORENCE, (St. Louis 76 miles—St. Joseph 228 miles,) a post village of Morgan County, Missouri, 54 miles west from Jefferson City.

WELLSBURG, (St. Louis 89 miles—St. Joseph 215 miles,) post office.

MARTINSBURG, (St. Louis 94 miles—St. Joseph 210 miles,) a post village of Ripley County, Missouri, 190 miles southeast by south from Jefferson City.

JEFFSTOWN, (St. Louis 101 miles—St. Joseph 203 miles,) post village, small, but flourishing.

MEXICO, (St. Louis 108 miles—St. Joseph 196 miles,) a small post village, capital of Andrain County, Missouri, on a Fork of Salt River, 50 miles north-northeast from Jefferson City, containing a few stores and dwellings, and about 200 inhabitants.

CENTRALIA, (St. Louis 111 miles—St. Joseph 183 miles,) water station.

STURGEON, (St. Louis 129 miles—St. Joseph 175 miles,) flag station.

MACON CITY, (St. Louis 168 miles—St. Joseph 136 miles,) a small post village of Macon County, Missouri, which is in the north part of the State, having an area of 830 square miles. It is intersected by the Chariton River, and by its east fork. The east part is

drained by the south fork of Salt River and the west part of Wolf Creek.

BROOKFIELD, (St. Louis 202 miles—St. Joseph 102 miles,) a small but flourishing post village.

LA CLEDE, (St. Louis 207 miles—St. Joseph 97 miles,) a small post village named in honor of La Clede, the founder of St. Louis.

CHILICOTHE, (St. Louis 228 miles—St. Joseph 76 miles,) a post village, capital of Livingston County, Missouri, 3 or 4 miles northeast from Grand River, and 159 miles northwest from Jefferson City. It has a court-house, 2 churches, and several stores. Population estimated at about 500.

ST. JOSEPH, (St. Louis 304 miles,) a flourishing town, capital of Buchanan County, Missouri, is situated on the left bank of the Missouri River, 340 miles above Jefferson City, and 496 miles by water from St. Louis. It is the most commercial and populous town of Western Missouri, and one of the points of departure in the emigration to Oregon, California, &c. The town was laid out in 1843 and became the county seat in 1845. The population estimated at 10,000.

HANNIBAL AND ST. JOSEPH RAILROAD.

See Index for G. P. Hunt.

HANNIBAL, (St. Joseph 206 miles,) a flourishing town of Marion County, Missouri, on the Mississippi River, 153 miles above St. Louis, and 15 miles below Quincy, Illinois. It is very advantageously situated for

commerce, and is rapidly increasing in population and business. Large quantities of hemp, tobacco, pork, &c., which are raised in the vicinity, are shipped at this place. The adjacent country is very productive, and rather populous. Coal and carboniferous limestone, an excellent material for building, are abundant here. Population estimated at nearly 7,000.

PALMYRA, (Hannibal 14 miles—St. Joseph 192 miles,) a flourishing post village, capital of Marion Co., Missouri, 100 miles northeast from Jefferson City. The situation is high and healthy; the water is excellent. Marion City, the landing-place of Palmyra, on the Mississippi, is 6 miles distant. The village contains several large brick churches, 3 or 4 very respectable schools, a United States land-office, 2 banks, and several newspaper offices. The population is about 3,000.

MONROE, (Hannibal 30 miles—St. Joseph 176 miles,) a small village in Monroe County, Missouri, which is in the northeast part of the State, having an area of about 620 square miles. The surface is undulating, and consists partly of prairies; the soil is very productive. Stone-coal abounds in several places; the rocks which underlie the country are limestone and freestone. Many of the streams furnish motive power for mills. Organized in 1830, capital, Paris. Population 12,500, of which 9,000 are free, and 3,500 slaves.

MASON CITY, (Hannibal 70 miles—St. Joseph 136 miles.) Intersection of St. Louis and St. Joseph Railroad.

ST. LOUIS AND IRON MOUNTAIN RAILWAY.

See Index for E. Mendanhall.

ST. LOUIS, (Pilot Knob 87 miles.)

LAMI STREET, (St. Louis 2 miles—Pilot Knob 85 miles.)

CARONDELET, (St. Louis 6 miles—Pilot Knob 79 miles,) a post village of St. Louis County, Missouri, on the western bank of the Mississippi River, and south of St. Louis.

DOCKS, (St. Louis 7 miles—Pilot Knob 80 miles.)

JEFFERSON BARRACKS, (St. Louis 10 miles—Pilot Knob 77 miles,) a post village, and United States military station, in St. Louis County, Missouri, on the western bank of the Mississippi River, south by west of St. Louis.

GRIMSLEY'S, (St. Louis 14 miles—Pilot Knob 73 miles.)

JEFFERSON, (St. Louis 18 miles—Pilot Knob 69 miles,) a county in the eastern part of Missouri, bordering on the Mississippi River, which separates it from Illinois; has an area of 654 square miles. Big River flows through the county, and falls into the Maramec, which forms part of the northern boundary. The county is also drained by Platin, Joachim, and Sandy Creeks. The northern and eastern parts are generally level and fertile; the western portion is hilly and sterile. The hills contain rich mines of lead; copper and cobalt are found in small quantities. Capital, Hillsborough. Population, 6,928, of whom 6,416 were free, and 512 slaves.

KIMMSWICK, (St. Louis 21 miles—Pilot Knob 66 miles.)

SULPHUR SPRINGS, (St. Louis 23 miles—Pilot Knob 64 miles,) a post village of Jefferson County, on the Pacific Railroad, west of St. Louis.

ILLINOIS, (St. Louis 26 miles—Pilot Knob 61 miles.)

PEEVLY, (St. Louis 28 miles—Pilot Knob 59 miles.)

HORINES, (St. Louis 30 miles—Pilot Knob 57 miles.)

HEMETITE (St. Louis 36 miles—Pilot Knob 51 miles.)

VICTORIA, (St. Louis 39 miles—Pilot Knob 48 miles.)

DE SOTO, (St. Louis 43 miles—Pilot Knob 44 miles.)

TUNNEL, (St. Louis 47 miles—Pilot Knob 40 miles.)

BLACKWELL'S, (St. Louis 50 miles—Pilot Knob 37 miles.)

CADET, (St. Louis 57 miles—Pilot Knob 30 miles.)

MINERAL POINT, (St. Louis 61 miles—Pilot Knob 26 miles.)

POTOSI, (Branch St. Louis 65 miles—Pilot Knob 29 miles,) a post village, capital of Washington County, Missouri, S. S. W. of St. Louis. It contains, besides the county buildings, several churches, and an academy.

Rich mines of lead (in the form of sulphuret) and of iron are worked in the vicinity. The lead ore yields 70 or 80 per cent. of metal.

HOPEWELL. (St. Louis 65 miles—Pilot Knob 22 miles,) a post office of Mississippi Co., Missouri.

IRONDALE, (St. Louis 70 miles—Pilot Knob 17 miles.)

BLAIRVILLE, (St. Louis 75 miles—Pilot Knob 12 miles.)

IRON MOUNTAIN, (St. Louis 81 miles—Pilot Knob 6 miles,) a post office, St. Francis Co., Missouri.

MIDDLE BROOKS, (St. Louis 83 miles—Pilot Knob 4 miles.)

PILOT KNOB, (St. Louis 87 miles,) a mountain 444 feet high, and, it is said, formed of steel, is well worth a visit from the curious and scientific tourist.

PACIFIC RAILROAD.

See Index for G. H. Green.

ST. LOUIS, (Dresden 196 miles.)

LA CLEDE, (Dresden 188 miles—St. Louis 8 miles,) a small village named in honor of La Clede, the founder of St. Louis.

ST. PAUL, (St. Louis 24 miles—Dresden 172 miles,) a post office of Green Co., Missouri.

FRANKLIN, (St. Louis 37 miles—Dresden 159 miles,) junction of the southwest branch running to Rolla.

WASHINGTON, (St. Louis 55 miles—Dresden 141 miles,) a thriving post village of Franklin County, Missouri, is situated on the Mississippi River, 60 miles by the road west from St. Louis. It is the principal depot for the produce which is exported from the country.

HERMANN, (St. Louis 81 miles—Dresden 115 miles,) a post village, capital of Gasconade County,

Missouri, on the right bank of the Missouri River, 49 miles east from Jefferson City, was settled by Germans in 1837. Population 1,300.

GASCONADE, (St. Louis 88 miles—Dresden 108 miles,) a small village at the mouth of the Gasconade River.

OSAGE, (St. Louis 117 miles—Dresden 79 miles,) a small post village at the crossing of the Osage River, $\frac{1}{4}$ mile above its mouth.

JEFFERSON CITY, (St. Louis 125 miles—Dresden 71 miles,) capital of the State of Missouri, and seat of justice of Cole County, on the right bank of the Missouri River, 155 miles by water from St. Louis, and 980 miles from Washington. The situation is elevated picturesque, commanding a fine view of the river, and of the cedar-crowned cliffs on the opposite shore. It contains the State-house, the Governor's residence and the State penitentiary. Five or six newspapers are published here. Population 7,000.

OTTERVILLE, (St. Louis 176 miles—Dresden 20 miles,) a small but flourishing post village of Cooper County, Missouri, 50 miles northnorthwest from Jefferson City.

DRESDEN, (St. Louis 196 miles,) a small post village, the terminus of the Pacific Railroad. The road is in progress of building between Dresden and Kansas City, which is to be the final terminus of the Pacific Railroad.

SOUTHWEST BRANCH OF PACIFIC RAILWAY.

See Index for Northern Railroads.

ST. LOUIS, (Rolla 113 miles.)

FRANKLIN, (St. Louis 37 miles—Rolla 76 miles,) a county in the east part of Missouri, has an area of 874 square miles. It is bounded on the north by Missouri River, intersected by the Maramee, and Rivière au Bœuf, and also drained by Bourbeuse, Berges, St. John's and Indian Creeks. The surface is undulating and hilly; the soil is mostly fertile, especially on the bluffs of the Missouri, and along the other streams. Large quantities of iron, lead, and copper are found on the banks of the Maramee River and Bourbeuse Creek. Two iron furnaces are kept in constant operation. Mines of copper and lead have been opened in numerous places, and yield great profits. It is plentifully supplied with water power. The route of the Pacific Railway has been surveyed through the county. Capital, Union. Population 11,021, of whom 9,562 were free, and 1,459 slaves.

The Maramee River which intersects this place, has been navigated by small steamboats in this county, and with little improvement it would be navigable to the Virginia mines of Franklin County, a distance of perhaps 100 miles. The Maramee rises in Dent County, in the southeast central part of the State. Its general direction is northeast, and its whole length is estimated at 300 miles. A small stream called the Osage Fork, enters the river from the right, in the northeast part of Crawford County. The Dry Fork rises near the northeast

extremity of Texas County, and flowing northward, falls into the main stream near Massey's iron works, in Crawford County.

CARAWISSA, (St. Louis 41 miles—Rolla 72 miles.)

CALVEY, (St. Louis 43 miles—Rolla 70 miles.)

MOSELLE, (St. Louis 49 miles—Rolla 64 miles.)

ST. CLARE, (St. Louis 55 miles—Rolla 58 miles,) a county in the westsouthwest part of Missouri, has an area of about 650 square miles. It is intersected by the Osage River, and also drained by Sac River, and by Warblow, Peshaw, and the Monaghan Creeks. The surface is somewhat diversified, and consists partly of prairies and partly of timbered land. Capital, Osceola. Population 3,546, of whom 3,108 were free, and 448 slaves.

STAUNTON, (St. Louis 65 miles—Rolla 48 miles.)

SULLIVAN, (St. Louis 71 miles—Rolla 42 miles.)

BOURBON, (St. Louis 77 miles—Rolla 36 miles,) a post office of Crawford Co., Missouri.

HARRISON, (St. Louis 82 miles—Rolla 31 miles.)

CUBA, (St. Louis 90 miles—Rolla 23 miles.)

KNOBVIEW, (St. Louis 97 miles—Rolla 16 miles.)

ST. JAMES, (St. Louis 103 miles—Rolla 10 miles.)

DILLON, (St. Louis 108 miles—Rolla 5 miles.)

ROLLA, (St. Louis 113 miles,) the terminns of the southwestern branch of the Pacific Road. It is the county seat of Phelps County. The Massey's iron works are planted here. It is a flourishing place.

RED RIVER.

This river is 2,100 miles in length, including its south fork, the length of the main stream is about 1,200 miles. During eight months of the year the steamboats regularly navigate it to Shreveport, a distance of 500 miles, and the navigation is good in all stages of water to Alexandria. The portion of the river above the raft is also navigable by small boats for 300 miles, except in low water. The great raft which is the most serious drawback to the prosperity of the upper part of the Red River Valley, consists of an immense mass of drift wood and trees which have been brought down several hundred miles by the current, and lodging here, obstructing the channel for a distance of 70 miles, and inundating the adjacent country. In 1834-35 it was removed by the Government, at an expense of \$300,000, but another has since been formed. The lower part of the raft is now about 30 miles above Shreveport. During high water small boats pass round the raft by means of the lateral channels or lakes which are then formed.

WASHITA RIVER.

The Washita, formerly Ouachita River, formed by three branches, the North, Middle, and South Forks, which unite in Montgomery Co., in the western part of Arkansas. It flows in a general southeastern course, until it crosses the northern boundary of Louisiana. Below this its direction is nearly southward, and it empties into Red River by three channels about 30 miles from its mouth. Its length is 500 miles. The portion of this river below the mouth of Texas River is sometimes called Black River. It is regularly navigated by large steamboats to Camden, a handsome post village, capital of Washita Co., Arkansas, 300 miles from the mouth of the river. Camden is situated on a declivity

of a high range of hills, and is built very tastefully. A few years ago the site was occupied by a dense forest, and many of the trees are still standing in the streets. This place is one of the most flourishing places in the State, being at the head of navigation. Population 1600. Monroe, a post village and capital of Wachita Parish, Louisiana, is on the east side of this river, 250 miles by Water from Baton-Rouge, Louisiana. The Vicksburg and Shreveport Railroad is completed to this place.

ARKANSAS RIVER.

The Arkansas River rises in the Rocky Mountains near the boundary between Utah and the Indian Territory. It pursues an easterly course for several hundred miles; near the 98th degree of western longitude it turns and flows southeast to Fort Smith, a thriving post village of Sebastian Co., Arkansas, on the right bank of the river. It has an extensive trade with the Indians, and is a military post of the United States. Population 1,700.

Van Buren is on this river, and is the capital of Crawford Co., Arkansas. The village is finely situated on the north bank, and is one of the most commercial places in the whole State. It contains 4 churches, 2 newspapers are published here. Stone-coal is found in the vicinity. Population about 1,700. Stone-coal is found in many places between here and Little Rock, the capital of the State, which is about 300 miles from its mouth. It is situated on a rocky promontory or bluff, about 50 feet high, commanding an extensive view of the surrounding country. Steamboats run regularly from here to the Mississippi River. Pine Bluff is on this river, about 50 miles southeast of Little Rock, and is capital of Jefferson Co., Arkansas. About 20,000 bales of cotton are shipped here annually. Population 650. Arkansas Post, is on the northern bank of this river, 50 miles from its mouth. It has a landing for

steamboats. It was settled by the French in 1685, and was for many years the depository of all the peltries of this region. This river empties into the Mississippi at Napoleon, the capital of Desha Co., Arkansas. It is a place of active business. Steamboats run regularly to Little Rock from here.

WHITE RIVER.

White River of Arkansas and Missouri, is formed by three small branches which rise among the Ozark Mountains, and unite a few miles east of Fayetteville, a flourishing post village, county seat of Washington Co., Arkansas. Population 1,500. From here it flows north-easterly into Missouri, and after making a circuit of 100 miles, returns into Arkansas, and pursues a south-easterly course, (Athens, a village of Izard Co., Ark., is on the right bank of this river, at the mouth of Pine Bayou, 6 miles northeast of Mount Oliva,) to the mouth of Black River, which is its largest affluent. From this point its direction is nearly southward, until it enters the Mississippi, 15 miles above the mouth of the Arkansas. At this place is Montgomery Point, a flourishing village of Desha Co., Arkansas. The whole length of this river is 800 miles; it is navigable to the mouth of Black River, 350 miles, in all stages of water, and during a large portion of the year boats ascend to Batesville, 50 miles higher up. Batesville is a thriving town, capital of Independence Co., Arkansas, 115 miles northwest of Memphis, Tennessee, and is the most important town in the northeastern part of the State. Population 2,000.

New Orleans to Pitts-
burg.

Via Ohio and Mississippi Rivers.

	MILES.	
NEW ORLEANS		
Carrolton.....	10	
Red Church.....	13	28
Jefferson College.....	33	66
Donaldsonville.....	19	85
Plaquemine.....	33	118
Baton Rouge.....	20	138
Port Hudson.....	21	159
Waterloo.....	6	165
St. Francisville.....	7	172
Cut-off Bend.....	30	202
Red River.....	27	229
Fort Adams, Miss.....	10	239
Ellis' Cliffs.....	45	275
Natchez.....	13	293
Rodney.....	45	338
Grand Gulf.....	21	359
Vicksburg.....	52	411
Providence.....	76	487
Talulah, Miss.....	20	507
Princeton.....	24	531
Greenville.....	36	567
Columbia, Ark.....	13	585
Napoleon.....	62	647
Montgomery Point....	20	667
Victoria, Miss.....	1	668
Helena, Ark.....	72	740
Sterling.....	12	752
Peyton, Miss.....	24	776
Commerce.....	32	803
Memphis, Tenn.....	23	836
Greenock, Ark.....	34	870
Fulton, Tenn.....	42	912
Osceola, Ark.....	11	923
Little Prairie, Mo.....	47	970
New Madrid, Mo.....	30	1000
Hickman, Ky.....	40	1040
Columbus, Ky.....	15	1055
Cairo, mo'h of the Ohio.	18	1072
Trinity.....	5	1078
Caledonia.....	9	1087
Paducah.....	31	1118
Smithfield.....	16	1134
Golconda, Ill.....	18	1152
Cave in Rock.....	21	1171
Shawneetown.....	22	1193
Wabash River.....	10	1203
Carthage.....	7	1210

	MILES.	
Mount Vernon.....	14	1224
Hendersonville.....	26	1250
Evansville.....	10	1260
Green River.....	9	1269
Owensboro'.....	27	1296
Rockport.....	9	1305
Troy.....	15	1320
Hawesville.....	4	1324
Cloverport.....	9	1333
Rome, Ind.....	25	1358
Leavenworth.....	36	1394
Bradenburg.....	18	1412
West Point.....	17	1429
New Albany.....	2	1431
Louisville.....	4	1435
Jeffersonville.....	1	1436
Charleston.....	16	1452
Bethlehem.....	14	1466
Madison.....	32	1493
Vevay.....	22	1520
Warsaw.....	10	1530
Rising Sun.....	24	1554
Lawrenceburg.....	11	1565
Cincinnati, or Covi'gt'n.	23	1588
New Richmond.....	19	1607
Augusta.....	19	1626
Maysville, or Aberdeen.	17	1642
Manchester.....	12	1655
Vanceburg.....	18	1673
Portsmouth.....	20	1693
Greenupsburg.....	22	1715
Cattlesburg.....	20	1736
Burlington.....	4	1739
Gyandotte, Va.....	7	1746
Gallipolis.....	37	1783
Point Pleasant.....	4	1787
Letart's Rapids.....	55	1842
Parkersburg.....	17	1859
Marietta.....	13	1872
Newport.....	15	1887
Sisterville.....	25	1912
Elizabethtown.....	37	1949
Wheeling.....	13	1962
Wellsburg.....	17	1979
Steubenville.....	7	1986
Wellsville.....	12	1993
Georgetown.....	15	2013
Beaver.....	5	2013
Economy.....	12	2030
Middletown.....	8	2033
Pittsburg.....	10	2048

New Orleans to Falls of St. Anthony.

Via Mississippi River.

	MILES.
N. Orleans to Cairo, <i>see</i> N.O. to Pittsburg...	1073
Commerce, Mo.....	28 1101
Cape Girardeau.....	12 1113
Bainbridge, Ill.....	12 1126
Chester.....	42 1168
St. Genevieve, Mo....	17 1185
Herculaneum.....	30 1215
Harrisonville, Ill.....	2 1217
Jefferson Barracks....	20 1237
St. Louis.....	9 1246
Mouth of the Missouri.	20 1266
Alton..	2 1268
Mouth of Illinois River	17 1285
Malan.....	7 1292
Hamburg.....	34 1326
Clarkesville.....	13 1339
Louisiana.....	13 1352
Hannibal.....	20 1372
Marion City.....	10 1382
Quincy.....	10 1392
La Grange.....	10 1402
Tully.....	6 1408
Warsaw.....	16 1424
Montebello.....	7 1431
Nauvoo and Montrose.	10 1441
Fort Madison.....	6 1447
Burlington.....	18 1465
Oquawka.....	16 1481
New Boston.....	18 1499
Bloomington.....	28 1522
Rock Island.....	27 1549
Albany.....	31 1580
Lyons.....	9 1589
Charleston.....	14 1603
Savannah.....	2 1605
Bellevue.....	12 1617
Fever River.....	11 1628
Dubuque.....	16 1644
Sinapee.....	7 1651
Cassville.....	21 1672
Wisconsin River.....	22 1694
Paririe Du Chien.....	4 1698
Sappa River.....	82 1780
Lake Pepin.....	80 1860
St. Charles.....	50 1910
St. Paul's.....	35 1945
Fort Snelling.....	6 1951
Falls St. Anthony.....	10 1961

New Orleans to Nashville.

Via Miss., Ohio, and Cumberland Rivers.

	MILES.
N. Orleans to Smithland, <i>see</i> N.O. to Pittsburg,	1184
Eddyville.....	30 1164
Rockcastle.....	20 1184
Canton.....	7 1191
Tobacco Port.....	15 1206
Dover.....	13 1219
Palmyra.....	29 1243
Clarkesville.....	12 1260
Nashville.....	63 1323

New Orleans to Shreveport.

Via Mississippi and Red Rivers.

NEW ORLEANS.	
Donaldsonville.....	85
Plaquemine.....	33 118
Baton Rouge.....	20 138
St. Francisville.....	84 172
Mouth of Red River..	59 229
Alexandria.....	90 319
Nachitoches.....	80 399
Grand Ecore.....	7 406
Shreveport.....	125 531

New Orleans to Galveston.

Via Mississippi River and Gulf of Mexico.

NEW ORLEANS.	
English Turn.....	12
Poverty Point.....	23 35
Fort St. Phillip,)	87 72
Fort Jackson, }	
Mouth of Miss. River..	33 105
Galveston.....	300 405

TURNPIKES.

(FROM COLUMBIA IN ARKANSAS TO ST. LOUIS,
MISSOURI.

COLUMBIA, (Bartholomew 26 miles,) a post village, capital of Chicot Co., Arkansas, on the right bank of the Mississippi, 115 miles S. S. E. of Little Rock, was first settled in 1830. Population 400.

BARTHOLOMEW, (Abeel's Creek 32 miles,) a post office to Chicot Co., Ark.

ABEEL'S CREEK, (Hudgins 21 miles.)

HUDGINS, (Pine Bluff 15 miles.)

PINE BLUFF, (Little Rock, 48 miles,) a thriving post village, capital of Jefferson Co., Arkansas, on the right bank of Arkansas River. It is situated in a rich cotton-planting region, and contains a newspaper office and several stores. About 20,000 bales of cotton are shipped here annually in steamboats. Population about 5,000.

LITTLE ROCK, (Orlando Grove, 30 miles.) Little Rock, capital of Arkansas and seat of justice of Pulaski Co., on the right or southern bank of Arkansas River, about 300 miles from its mouth, 155 miles west by south of Memphis, and 1065 miles west by south of Washington, latitude $34^{\circ} 40'$, longitude $83^{\circ} 10'$. It is situated on a rocky promontory or bluff, about 50 feet high, the first that occurs in ascending the river, commanding a delightful and extensive view of the surrounding country. The State-House is a fine brick edifice, rough cast. This town contains a United States

arsenal, the State penitentiary, which has been once or twice burnt down by the convicts, and 6 churches. There are 2 newspapers published here. It has also a Masonic Hall, an Odd Fellows Hall, and several seminaries.

The United States Court for the Eastern District is held here. Many of the residents are planters who own large estates. Little Rock communicates regularly by steamboat with different points on the Arkansas and Mississippi. Population about 5,000. This place was captured by the Federals on the 10th of Sept., 1863.

ORLANDO GROVE, (Searcy 20 miles.)

SEARCY, (Batesville 46 miles.)

A small post village, capital of White Co., Arkansas, about 50 miles northeast of Little Rock.

2

BATESVILLE, (Sulphur Springs 10 miles.)

A thriving town, capital of Independence Co., Ark., on White River, about 400 miles from its mouth, 90 miles N. N. E. of Little Rock, and 115 miles from Memphis, Tenn. Small steamers can ascend the river to this point at nearly all seasons. A great influx of emigration is directed to this section of the State, which offers strong inducements in soil and climate. Pine timber and water power are abundant in the county. Batesville is the most important town in the northeastern part of the State, and has an active trade. Population about 2,500.

NEW YORK AND ALLEN TOWN,

OR VIA

PENNSYLVANIA CENTRAL

RAILROAD.

PASSENGERS going west from **NEW YORK**, **ALLEN TOWN**, or *via* **PHILADELPHIA**, **PITTSBURGH** *via* **STUEBENVILLE**, **COLUMBUS**, **CINCINNATI**, **ST. LOUIS**, *via* **ODEN** or **SEYMOUR**, **LOUISVILLE**.

PASSENGERS going to **CHICAGO** will buy their tickets **NEW YORK**, **ALLEN TOWN**, or *via* **PHILADELPHIA**, **PITTSBURGH** *via* **STUEBENVILLE**, **COLUMBUS**, **HAMILTON**, **KAKOMO**, **CHICAGO**; going to **INDIANAPOLIS**, same ticket *via* **CINCINNATI**.

See Map for direct route and shortest west and south

THE PENNSYLVANIA CENTRAL RAILROAD.

This road having its eastern terminus at Philadelphia, is justly to be considered one of, and perhaps *the* best road in the United States. From Philadelphia to Pittsburgh the road runs a distance of 356 miles, of which 291 miles are double track. The entire road is constructed in the most admirable manner, and the firmness of its bed, the solidity and evenness of its track, do not fail to call forth the encomiums of travelers; so forcibly does the smooth and comparatively quiet running of its cars, contrast with the wearying tormenting motion of cars on so many of our American roads. The care and skill with which its trains are run, is evidenced by the fact, that out of 3,000,000 passengers carried during the last three years, none have lost their lives from accidents, the result of negligence of the company or its agents.

The first survey for a railroad was made in 1838. In 1841 the Board of Canal Commissioners appointed an engineer to make a full survey for a railway from Harrisburg to Pittsburgh. In 1845 the first meeting of the citizens of Philadelphia was held, in relation to building the road. In 1846 a law was obtained to incorporate the Pennsylvania Railroad Company. A town meeting of the citizens of Philadelphia was called as soon as the Act was passed, and a committee appointed to prepare an address to the citizens, urging the measure. The address met with a warm response; private and corporate subscriptions were soon obtained, and there was no longer any doubt of the success of the road left. The process of constructing the road was commenced under S. V. Merrick, President, Geo. V. Bacon, Treasurer, and J. Edgar Thompson, Chief Engineer, and

pushed forward with great vigor and genius, to the present day; giving to the public a road unsurpassed in this country, and which, when its double track is completed its entire distance, will be without doubt the finest railway in the world.

The cost of the road, including the main line of public works, is about \$30,000,000; but enormous as the sum may seem, it is estimated that when its double track is completed, that the tonnage of the road can be increased, if necessary, to one million tons per annum, independent of the passenger business, and the income at low rates to \$5,000,000. Upon the gigantic proportions which the business of this road must in the future assume, we have no space to theorize, and proceed to make such mention of its various stations as are necessary.

PHILADELPHIA.—New York trains leave at 6.00 and 11.00, A. M., and 2.00, 4.00, 6.30, 12.00, P. M. West Chester Accommodation leaves at 8.45, A. M. 12.00 and 4.00, P. M. Parkesburgh train West 5.45, P. M. Lancaster train West 4.00, P. M. For Accommodation Trains of Penn. Central Railroad, see pages 4 and 5. For Regular Trains of Penn. Central Railroad, see pages 2 and 3.

The city of Philadelphia, the Eastern terminus of the Pennsylvania Railroad, is second in importance to no city in the United States. The entire length of the city, as now consolidated, is twenty-three miles, and the average breadth five miles. The densely inhabited portion of this area is about four miles on the Delaware and two and a half miles on the Schuylkill, having a breadth between the two rivers of 12,098 feet. The population is estimated at over 600,000, and the number of dwellings, shops and manufactories are estimated at 100,000. There are 7,400 stores, 299 churches, 304 public school-houses, 18 banks, 11 market-houses, 8 medical schools, 7 gas works, 5 water works, 15 public halls, 350 miles of cobble pavements, 500 miles of foot pavement, 5,631 gas and fluid lamps, 9 public squares, 14 cemeteries, 9 railroad depots and 90 fire engine houses.

Any mention, however brief, of all the branches of the vast and multiform business transacted in so large a city, is, of course, not to be attempted in a publication of such limited space as this. A brief digest of the facts in relation to the more leading pursuits of her business population is all that can be attempted.

Reaching by railroad and canal vast and inexhaustible fields of anthracite coal, within easy distance, Philadelphia is the chief seat of the anthracite coal trade, and her receipts of that mineral are about 3,500,000 tons annually. The wharves of the Reading railroad, one of the principal places of the shipment of coal, are in themselves a curiosity worthy of the notice of strangers. For locomotives Philadelphia is justly renowned, and those manufactured there are to be seen on every railroad in the United States. One of the largest establishments for the manufacture of locomotives, when fully occupied, employs 1,400 hands, and has turned out three complete locomotives in a week. In the making of iron Philadelphia is a prominent point, and there is a large amount of capital employed in the various establishments within the limits of the city. Among other establishments working in iron there are 10 rolling mills, employing 700 hands, producing 17,070 tons of rolled iron annually. There are 5 foundries devoted to the manufacture of stoves, producing about 25,000 tons yearly; 3 foundries occupied with casting hollow ware; 6 foundries occupied in casting iron fronts for buildings. There are also a large number of extensive establishments engaged in the manufacture of the various descriptions of machinery, also several manufacturing gas and water works' apparatus. Hardware, such as saws, shovels, forks, locks, bolts, edged tools and cutlery are also largely produced.

It is estimated that the entire iron manufacture of Philadelphia, embracing the rolling mills, foundries, locomotive works, machine shops, railroad car factories, and all the smaller branches, give employment to over 10,000 hands and annually produce articles to the value of \$12,852,150. As a manufacturing point for textile

fabrics, Philadelphia is very conspicuous, there being in the city and immediate vicinity, 9,569 power looms, and 282,297 spindles running on cotton, wool and silk, employing 13,557 hands, and producing goods to the value of \$17,140,050. The entire value of the branches of productive or manufacturing industry are summed up in "Philadelphia and her manufactures" at \$132,348,488.

As a dry goods market, some idea of its extent may be formed by the figures given in the report of the Philadelphia Board of Trade for 1860, which estimates that a total of \$73,500,000 of dry goods are annually distributed from that city to other markets, and the number of jobbing houses are set down at 259.

HESTONVILLE, (Philadelphia 4 miles—Pittsburgh 352 miles,) flag station. Only accommodation trains stop. A small village formed by the residences of persons doing business in Philadelphia. It contains about 300 inhabitants.

CITY AVENUE, (Philadelphia 6 miles—Pittsburgh 350 miles,) flag station for accommodation trains only.

MERION, (Philadelphia 7 miles—Pittsburgh 349 miles,) flag station for accommodation trains only.

LIBERTYVILLE, (Philadelphia 8 miles—Pittsburgh 348 miles,) flag station for accommodation trains only.

ATHENSVILLE, (Philadelphia 9 miles—Pittsburgh 347 miles,) flag station. Only accommodation trains stop. A small village in Montgomery Co. Population 200.

HAVERFORD, (Philadelphia 10 miles—Pittsburgh 346 miles,) flag station for mail and accommodation trains only.

WHITE HALL, (Philadelphia 11 miles—Pittsburgh 345 miles,) flag station. Only accommodation trains stop.

WEST HAVERFORD, (Philadelphia 11½ miles

—Pittsburgh 344½ miles,) flag station. Mail and accommodation trains only stop.

VILLA NOVA, (Philadelphia 12 miles—Pittsburgh 344 miles.) Accommodation trains only stop. A Roman Catholic college is situated here.

MORGAN'S CORNER, (Philadelphia 14 miles—Pittsburgh 342 miles.) Mail and accommodation trains stop regularly.

EAGLE, (Philadelphia 17 miles—Pittsburgh 339 miles.) This station is in Delaware Co. One and a half miles south of this station is an ancient Welsh church, erected in 1717. In the burial ground attached are interred the remains of Gen. Anthony Wayne.

ALMIRA, (Philadelphia 18 miles—Pittsburgh 338 miles.)

REESEVILLE, (Philadelphia 19 miles—Pittsburgh 337 miles.)

PAOLI, (Philadelphia 21 miles—Pittsburgh 335 miles.) Mail and accommodation trains only stop.

About two miles south of this station, is the locality of the action between the British and American troops, on the night of Sept. 20th, 1777, commonly known as the Paoli massacre. The Americans, numbering 1,500, under the command of Gen. Wayne, were surprised by a large force of British, under Gen. Gray. After a short struggle, the Americans, overwhelmed by superior numbers, retreated. One hundred and fifty Americans were killed and wounded; many were massacred, after all resistance had ceased. The neighborhood of this station is replete with memorials of the Revolution. A few miles to the right is Valley Forge, which, although not strictly on the line of the railroad, is near enough to class as one of the historical interests of the route.

GREEN TREE, (Philadelphia 22 miles—Pittsburgh 334 miles.)

Gen. Anthony Wayne, in his lifetime, resided in this vicinity. Born in Easton Township, Montgomery Co.,

Jan. 1, 1745, he entered the army in 1775 as colonel of a corps of volunteers. At the peace of 1783, he returned to private life. In 1789 he was a member of the Pennsylvania Convention. In 1792 he succeeded Gens. Harmer and St. Clair in the command of the northwestern frontier. His life of peril and of glory ended in 1796 at Presque Isle, by his death in a cabin of that outpost. His remains were interred, by his own request, at the foot of the flag staff of the fort, from whence they were removed in 1809, by his son, Col. Isaac Wayne, and re-interred in Radnor church yard, as previously mentioned.

WEST CHESTER, Intersection, (Philadelphia 23 miles—Pittsburg 333 miles.) Junction of a branch to West Chester, 9 miles distant; the county seat of Chester Co.

GARRETT'S SIDING, (Philadelphia 25 miles—Pittsburgh 331 miles.)

STEAMBOAT, (Philadelphia 26 miles—Pittsburgh 330 miles.)

WALKERTOWN, (Philadelphia 29 miles—Pittsburgh 327 miles.)

OAKLAND, (Philadelphia 30 miles—Pittsburgh 326 miles.)

This station is on the south side of Chester Valley. Between this and the next station, the road crosses one of the highest and largest bridges on the route. It is composed of 4 spans of 130 feet each. It was erected in 1838, and has since been rebuilt in a very substantial manner.

DOWNINGTOWN, (Philadelphia 34 miles—Pittsburgh 322 miles.)

At Downingtown a newly constructed Branch—the “East Brandywine and Waynesburg Road,” extends along the margin of Brandywine Creek, through a fertile and beautiful valley, a distance of 18 miles.

GALLAGHERVILLE, (Philadelphia 35 miles—Pittsburgh 321 miles.)

CALN, (Philadelphia 38 miles—Pittsburgh 318 miles.)

COATESVILLE, (Philadelphia 39 miles—Pittsburgh 317 miles.)

MIDWAY, (Philadelphia 40 miles—Pittsburg 316 miles.)

CHANDLERS, (Philadelphia 44 miles—Pittsburgh 312 miles.)

PARKESBURG, (Philadelphia 45 miles—Pittsburgh 311 miles.) All trains stop at this station. Parkesburg accommodation train leaves for Philadelphia at 6.20 A. M.; arrives there 9.10 A. M. A village of about 500 inhabitants. The settlement was commenced about the year 1832. The repair shops for the Philadelphia division of the road are located here.

FENNINGTON, (Philadelphia 49 miles—Pittsburgh 307 miles.)

CHRISTIANA, (Philadelphia 50 miles—Pittsburgh 306 miles.)

GAP, (Philadelphia 52 miles—Pittsburgh 304 miles.)

KINZERS, (Philadelphia 55 miles—Pittsburgh 301 miles.)

LEAMAN PLACE, (Philadelphia 59 miles—Pittsburg 297 miles.) All through trains stop 4 minutes for wood and water.

GORDONVILLE, (Philadelphia 60 miles—Pittsburgh 296 miles.)

BIRD-IN-HAND, (Philadelphia 63 miles—Pittsburgh 293 miles.)

LANCASTER, (Philadelphia 70 miles—Pittsburgh 286 miles.) All trains stop at this station. Lancaster accommodation which leaves Philadelphia at 4.10 P. M., arrives here at 7.44 P. M. Same train leaves Lancaster 9.10 A. M., arrives at Philadelphia 12.35.

The fourth city of the State of Pennsylvania. Laid

out in 1700, by Andrew Hamilton, was in June, 1797, incorporated as a borough, and as a city, in 1818. From 1799 to 1812, the town was the seat of government of the State. Many incidents of interest are connected with the history of this locality. In 1777, while Philadelphia was held by the British, Congress, for a short time, assembled here. In 1763, occurred in the town, the massacre of the Conestoga Indians, by the "Paxton Boys." On the night of Dec. 14, of that year, a number of armed men, on horseback, made a descent upon the Indian village; most of the men were absent. Those remaining, and the women and children were butchered, and the village burnt. The authorities hastily collected the scattered remnants of the tribe, into a stone workhouse, in the town of Lancaster; but on Sunday, the 27th, while the inhabitants were at church, the Paxton Boys rode into town, forced the doors of the workhouse, and murdered the fourteen Indians therein contained. The pretext for the massacre was that the feeble remnant of the Conestogas were said to be harboring two or three hostile Indians. The affair created, in its day, great excitement. The Paxton Boys threatened to visit Philadelphia, and destroy some Moravian Indians, who had fled to that city for shelter. The people of the city were much alarmed, and several companies were formed to repel the attack. The Paxton Boys, learning upon their approach to the Schuylkill, the reception prepared for them, retreated to their homes. The Paxton Boys were from the townships of Donegal and Paxton, largely settled by Scotch-Irish.

The present city of Lancaster is substantially built. The streets are laid off at right angles, and lighted with gas. It contains a population of about 17,000. There are 18 churches in the city. Its court-house, costing \$100,000, is a fine building. The new penitentiary, seen on the left, going west, is a well arranged structure, costing \$110,000. Quite a number of industrial works are established here, and 10 macadamized roads radiate to different sections of the country.

DILLERVILLE, (Philadelphia 71 miles—Pittsburgh 285 miles.)

LANDISVILLE, (Philadelphia 78 miles—Pittsburgh 278 miles.)

MOUNT JOY, (Philadelphia 82 miles—Pittsburgh 274 miles.) All trains stop at this station. Richland, a small village, properly a portion of Mount Joy.

ELIZABETHTOWN, (Philadelphia 89 miles—Pittsburgh 267 miles.) All trains stop at this station. Before reaching this point, the road passes through a tunnel, 900 feet long, 15 feet wide, and 15 feet high. It cost \$100,000. From the vicinity of Elizabethtown, westward, the road traverses the Conewago Hills, and crosses the Conewago Creek, by a bridge 450 feet long, and 85 feet high. After crossing the Conewago, the road enters Dauphin County, which was separated from Lancaster County, in 1785. Dauphin County has a length of 33 miles, a breadth of 16 miles, and an area of 533 square miles. The mountain regions abound in anthracite coal. Lindley Murray, the celebrated author of "the English Grammar," and William Darby, the eminent geographer, are among the noted men who claim birth-right in the county.

MIDDLETOWN, (Philadelphia 97 miles—Pittsburgh 259 miles.)

HIGHSPIRE, (Philadelphia 101 miles—Pittsburgh 255 miles.) Mail, on time, going west, stops; east, stops. Laid out about 40 years ago; population 600. On the opposite side of the river commences the York Hills, and the South Mountain.

HARRISBURG, (Philadelphia 107 miles—Pittsburgh 249 miles.) Express, on time, going west, stops 8 minutes; east, 10 m. Mail, going west, runs no farther; but east, stops 10 m. Fast, on time, going west, stops 5 m.; east, 5 m. Mount Joy accommodation leaves Harrisburg 7.30 A. M., arrives at Lancaster, 9.10 A. M. Returning, leaves Lancaster, 11.33 A. M.

As the capital of the State of Pennsylvania, the interest of the tourist is naturally awakened, and we subjoin some few words, embracing as much of such information as may be desired. The town was laid out in 1785, by John Harris, jr., and was incorporated as a borough in 1808. The borough is situated in Dauphin County, on the left bank of the Susquehanna, a short distance above Paxton Creek. The town contains seventeen churches, two rolling mills, several foundries, one extensive car factory, the "Novelty" and the "Eagle" Works, a cotton mill, and various other similar establishments. Two daily, and four weekly papers, are published in the town. There are the usual state and county public buildings. The Speaker's chair in the House of Representatives, is the one used by John Hancock, as President of the Continental Congress. The Senate Chamber contains fine full length portraits of Washington and of Wm. Penn; also of Columbus and Vespuccius. There is also a painting of an attempt by the Indians to burn John Harris, the father of the founder of the town, who settled here in 1726; in which year was born John Harris, jr., said to be the first white child born west of the Conewago Hills. The Governor's Chamber contains the original charter, given by Charles II., to Penn, and portraits of all the Governors of the Commonwealth. The town is supplied with water by a water-works which cost \$120,000, having a reservoir with a capacity of 1,532,192 gallons. The Pennsylvania State Lunatic Asylum is located here. It has accommodations for 250 patients. The buildings are seen on a fine bluff on the right as the traveler leaves the town going west.

CUMBERLAND VALLEY ROAD.

First train leaves Harrisburg at 8.05, A. M. Arrives at Chambersburg, 11.00, A. M. 2d train leaves Harrisburg, 1:35, P. M. Arrives at Chambersburg 4.30, P. M., Hagerstown, 6.10, P. M. Returning, 1st train leaves Hagerstown, 7.00, A. M. Chambersburg, 8.17, A. M. Arrives at Harrisburg at 11.15, A. M. Returning, 2d train leaves Chambersburg, 12.55, P. M. Arrives at Harrisburg, 3.40, P. M.

NORTHERN CENTRAL RAILWAY.

HARRISBURG TO WILLIAMSPORT.—1st train leaves Harrisburg at 1.15, Sunbury 4.10, Williamsport, 6.10, Lock Haven, 7.20, P. M. 2d train leaves Harrisburg, 3.05, A. M. Sunbury, 6.10, A. M. Williamsport, 8.10 A. M., Lock Haven, 9.20 A. M.

MILES FROM HARRISBURG.	MILES FROM BALTIMORE.	MILES FROM HARRISBURG.	MILES FROM CHAMBERSBURG.
HARRISBURG.....	85	HARRISBURG.....	52
2. Bridgeport....	83	1. Bridgeport.....	51
16. Tank.....	68	5. Shiremanstown.....	47
23. York.....	57	8. Mechanicsburg.....	44
36. Glasfelters.....	49	11. Kingston.....	41
39. Hanover Junction.....	46	Middlesex.....	
43. Glenrock.....	42	18. Carlisle.....	34
51. Freeland's.....	34	Good Hope.....	
56. Parkton.....	29	25. Alton.....	27
62. Monkton.....	23	30. Newville.....	22
70. Cockeysville.....	15	34. Oakville.....	18
74. Timonium.....	11	41. Shippensburg.....	11
76. Rider's.....	9	47. Scotiand.....	5
78. Relay.....	7	52. CHAMBERSBURG.....	
84. Bolton.....	1		
85. BALTIMORE.....		74. (Hagerstown.)	

ROCKVILLE, (Philadelphia 112 miles — Pittsburgh 243 miles. At this point the traveler enters upon a railroad bridge across the Susquehanna, 2,679 feet long.)

MARYSVILLE, (Philadelphia 115 miles—Pittsburgh 240 miles.)

COVE, (Philadelphia 117 miles—Pittsburgh, 239 miles.)

DUNCANNON, (Philadelphia 121 miles—Pittsburgh 234 miles.)

AQUEDUCT, (Philadelphia 125 miles—Pittsburgh 231 miles.)

BAILEY'S, (Philadelphia 130 miles—Pittsburgh 226 miles.)

NEWPORT, (Philadelphia 134 miles—Pittsburgh 222 miles,) this town, the second in importance, in Perry County, is situated at the junction of Buffalo Creek with the Juniata River, and has a population of 500. It is a place of some note as a shipping point. It was laid out 1814, by a person named Reider, after whom it was formerly called Reidersville.

MILLERSTOWN, (Philadelphia 140 miles — Pittsburgh 216 miles.)

THOMPSONTOWN, (Philadelphia 145 miles—Pittsburgh 211 miles.)

MEXICO, (Philadelphia 151 miles—Pittsburg 205 miles.)

PERRYSVILLE, (Philadelphia 154 miles—Pittsburgh 202 miles,) this town stands at the junction of Tuscarora and Licking Creeks, with the Juniata. It is the principal depot for the shipments of the surrounding country. It has been supposed that near the mouth of Licking Creek, there was a lead mine, from the fact that, in early days, but long after the settlement of this neighborhood by whites, friendly Indians, who frequently came and encamped on Licking Creek, were wont, after exhausting their supply of bullets in shooting matches,

to proceed down the creek towards its mouth, and return in a short time with plenty of lead, nearly pure. The mine has never been discovered by the whites, and has been long looked upon as a myth.

MIFFLIN, (Philadelphia 156 miles—Pittsburgh 200 miles.)

LEWISTOWN, (Philadelphia 168 miles—Pittsburgh 188 miles.) Stages leave this point for Bellefonte. This town is the county seat of Mifflin County. The county was formed in 1798, and it abounds in iron ore of the best quality, from which is made the celebrated Juniata iron. There are several curious caves in the limestone districts. This county is another of the districts in this region in which it was long supposed that a lead mine was to be found. Friendly Indians, who lived in the vicinity of what is now Lewistown, frequently exhibited lead, apparently pure, which they professed to find in the neighborhood. When they went to seek it, they usually went in the direction of Granville Gap; but they would never allow any whites to accompany them. As early as 1755, Arthur Buchanan built himself a cabin where Lewistown now stands. Fort Granville, captured in 1756, by the French and Indians, was also built in 1755, near a spring, one mile above the present town. About six miles from Lewistown, on the Bellefonte road, at a place now called Reedsville, was once the habitation of the famous Indian Chief, Logan. It was on the left bank of the Kishicoquillas Creek, and was called Logan's Spring. Lewistown was laid out in 1790, and is on the Juniata, just above Kishicoquillas Creek, which furnishes water power for a number of manufacturing establishments located in the town.

ANDERSON, (Philadelphia 174 miles—Pittsburgh 182 miles.)

McVEYTOWN, (Philadelphia 180 miles—Pittsburgh 176 miles.)

MANAYUNK, (Philadelphia 185 miles—Pittsburgh 171 miles.)

NEWTON-HAMILTON, (Philadelphia 190 miles—Pittsburgh 166 miles.)

MOUNT-UNION, (Philadelphia 193 miles—Pittsburgh 163 miles.) Stages run from this point to Shirleysburg, in the Augwick Valley, and Milnwood Academy, in Shade Gap. This village is at the entrance of Jack's Mountain. After leaving Mount Union, the road runs through the midst of fine mountain scenery, which presents many sublime features. The pass through which the road is built, is known as Jack's Narrows. They are so called after a famous frontiersman, known as "Captain Jack," whose habits invested him with a mysterious character in the eyes of the early inhabitants of these regions, which he made his stamping ground, in 1750-1755. He was known as the "Black Hunter," the "Black Rifle," the "Wild Hunter of the Juniata," the "Black Hunter of the Forest," as well as the less romantic name of "Capt. Jack." His real name was never known. He had entered the woods with a few enterprising companions, built a cabin, and cleared some land. One day, returning from hunting, he found his cabin burnt, his wife and children murdered, by the Indians. Forsaking civilized life, he lived in caves, and seizing every opportunity for revenge, he became the terror of the red man, and the protecting angel of the frontier whites. Many stories are told of his sudden and mysterious appearance, to the discomfiture and death of the Indians, and the rescue of whites from death and danger.

MAPLETON, (Philadelphia 196 miles—Pittsburgh 160 miles.)

MILL CREEK, (Philadelphia 200 miles—Pittsburgh 156 miles.) On the opposite side of the river from this station is seen Terrace Mountain. Five miles from this station, we reach Huntingdon; approaching which, the character of the scenery becomes yet more marked.

HUNTINGDON, (Philadelphia 205 miles—Pittsburgh 151 miles.)

THE HUNTINGDON AND BROAD TOP RAILROAD,

branches off at this station. Stages to Bedford.

This town, which rejoices in the soubriquet of "The Ancient Borough," was laid out a short time previous to the revolutionary war by the Rev. Dr. W. Smith, Provost of the University of Pennsylvania. He named the town after the Countess of Huntingdon, who had been extremely liberal in subscribing to the aid of the University, through Dr. Smith, when he was in England soliciting funds for the support of that institution. The town is the county seat of Huntingdon County, which is rich in mineral deposits. In addition to coal and iron lead is found in Sinking Spring Valley, and a mine in that vicinity was worked to a considerable extent toward the close of the revolutionary war.

PETERSBURG, (Philadelphia 211 miles—Pittsburgh 145 miles.)

BARRE FORGE, (Philadelphia 215 miles—Pittsburgh 141 miles.) At this point the road enters a gorge of Tuessey's Mountain. Two miles above Barre the Little Juniata makes a great bend, and the road, instead of following its course, goes through a spur of the mountain, by means of a tunnel, 1,246 feet long, 20 feet wide, and 16 feet high.

SPRUCE CREEK, (Philadelphia 217 miles—Pittsburgh 139 miles.) Stages leave this point for Northumberland County. Spruce Creek Valley, from whence this station derives its name, contains some very extensive furnaces, whose business finds an outlet at this point.

UNION FUNRACE, (Philadelphia 219 miles—Pittsburgh 137 miles.)

BIRMINGHAM, (Philadelphia 222 miles—Pittsburgh 134 miles.)

TYRONE, (Philadelphia 225 miles—Pittsburgh 131 miles.) Stages leave here for Bellefonte, Jersey Shore, and Williamsport.

TIPTON, (Philadelphia 229 miles—Pittsburgh 127 miles,) an outlet for the Clearfield lumber district. From this point many varieties of lumber find their way to the Philadelphia and Baltimore markets.

POSTORIA, (Philadelphia 230 miles—Pittsburgh 126 miles.)

BELL'S MILLS, (Philadelphia 232 miles—Pittsburgh 124 miles.)

BLAIR FURNACE, (Philadelphia 236 miles—Pittsburgh 120 miles.) In Brush Mountain, near this station, is a deposit of iron ore, said to be the heaviest in Western Pennsylvania. It has been efficiently worked for more than a generation, but seems to be inexhaustible.

ALTOONA, (Philadelphia 239 miles—Pittsburgh 117 miles.) Express, on time, going west, stops 20 m. for breakfast; east, stops 20 m. for tea. Mail, on time, going west, stops 20 m. for dinner; east, stops 15 m. for dinner. Fast line, on time, going west, stops 15 m. for tea.

At this point the HOLIDAYSBURG BRANCH takes off. Holidaysburg, distant 8 miles; time, 30 min. Trains leave Altoona 8.10 A. M., 3.15 and 7.00 P. M. Holidaysburg trains connect with mail east, and with mail and express west. During stoppage ail wheels and axles are examined and engines changed.

This town owes its formation entirely to the operations of the Pennsylvania Railroad. Some few years ago its site was marked by one long hut, whose solitary inhabitant was the beginning of the population of 5,000 who now inhabit this thriving borough. The office of the general superintendent of the road is located here; also the main shops of the company, which comprises machine and car shops, iron and brass foundries, blacksmithing, painting, trimming, pattern making, and tin and sheet

iron shops. There are also establishments for setting up locomotives, and for making boilers and iron bridges; in fact, a heavy proportion of the equipment work of the road is done here. The town contains 4 churches. The "Logan House," owned and erected by the Railroad Company, is a fine and commodiously constructed building, of fine architectural proportions. The traveler who sees it for the first time, does not fail to feel surprised that so superb a house has been erected here.

HOLIDAYSBURG BRANCH.

DUNCANVILLE, (Altoona 6 miles,) is 1,200 feet above tide water level, and contains a population of 500. It is situated at the foot of the inclined planes of the old Portage Railroad.

HOLIDAYSBURG, (Altoona 8 miles.)

RETURNING TO THE MAINROUTE we begin to climb the Alleghany mountains, as we leave Altoona, at the rate of 95 feet to the mile. As the road winds up the side of the mountain a beautiful view of the magnificent scenery is obtained.

KITTANNING POINT, (Philadelphia 244 miles—Pittsburgh 112 miles,) flag station. Mail trains stop. This is a water station at the top of a heavy grade. At this point the grandest view on the whole route is presented to the sight. A vast extent of landscape is spread out before the eye, presenting all those charms of mountain scenery which enchant the lover of nature. On leaving Kittanning Point, the road soon enters the awesome darkness of the GREAT TUNNEL. This is the grand engineering triumph of the road. Its total length is 3,612 feet, its width 24 feet, its height above the rails $21\frac{1}{2}$ feet. The depth below the summit of the mountain 203 feet. The tunnel was commenced October, 1851, and finished Jan. 1854, costing \$540,000. During the course of its construction, three shafts were sunk to aid the tunneling. The eastern shaft was 150

feet deep, the middle 196 feet, and the western 185 feet. The sharpest curvature on the road occurs at this point; the grade is 95 feet to the mile. This horse shoe bend is one of the greatest engineering triumphs of the age.

GALLITZIN, (Philadelphia 251 miles—Pittsburgh 105 miles,) all trains stop at this station. This station is at the western end of the great tunnel, and is in Cambria County. The line between Blair and Cambria counties, runs along the top of the ridge pierced by the great tunnel. Near the north line of the county, about one mile from the falls of the Beaver Dam and Slate Lick Creek, there is said to be an ancient fortification, whose banks are four or five feet high, and overgrown with immense trees. The station was named after the Rev. Demetrius Augustine Galitzin, by birth a Russian Prince, by choice a Catholic Priest, who inspired with great love for the poor, and a desire to devote his means to charitable purposes, settled at Loretto, near this station, 1789. He died in 1840, aged 72 years, having passed the most of his life on the bleak summits of the Alleghany, in the discharge of the duties of his sacred office.

CRESSON, (Philadelphia 254 miles—Pittsburgh 102 miles,) express, on time, going west, stops; east, stops. Mail, on time, going west, stops; east, stops. This station is named after Elliott Cresson, of Philadelphia. There is a fine hotel here, and the locality has become a popular resort during the summer months, for invalids and pleasure seekers.

LILLY, (Philadelphia 257 miles—Pittsburgh 99 miles.)

PORTAGE, (Philadelphia 261 miles—Pittsburgh 95 miles.) this station is on the head waters of the Conemaugh River, which the railroad follows to the Blairsville intersection.

WILMORE, (Philadelphia 264 miles—Pittsburgh 92 miles,) stages leave this point for Edensburgh. A

depot for the town of Jefferson, which contains 1,000 inhabitants.

SUMMERHILL, (Philadelphia 266 miles—Pittsburgh 90 miles.)

VIADUCT, (Philadelphia 270 miles—Pittsburgh 86 miles,) at this station a fine viaduct, nearly 75 feet above the water, spans with a single arch of 80 feet, the Conemaugh. Passing through a deep cut of over a hundred feet, the road crosses an iron bridge, having an elevation of seventy-three feet.

MINERAL POINT, (Philadelphia 272 miles—Pittsburgh 84 miles.)

CONEMAUGH, (Philadelphia 275 miles—Pittsburgh 81 miles,) although the grade of the road has been descending from the Great Tunnel, yet at this point its level is still 1,226 feet above tide water level.

JOHNSTOWN, (Philadelphia 277 miles—Pittsburgh 79 miles,) Johnstown accommodation leaves for Pittsburgh 6.32, A. M. Arrives at Pittsburgh, 10.40. Returning, leaves Pittsburgh 2.55, P. M. Arrives at Johnstown, 7.20, P. M. Johnstown accommodation stops at all regular and flag stations when signaled. Stages leave Johnstown for Somerset. This town occupies the site of an old Indian village, known as Keekenapawlings-town. In the palmy days of the Pennsylvania canal, this town was an important point in canal navigation. The extensive establishment of the Cambria Iron Works, are in the neighborhood, and are to be seen after passing across the fine iron bridge, over which the road passes, soon after leaving the Johnstown depot. The company employ 1,500 operators.

CONEMAUGH FURNACE, (Philadelphia 285 miles—Pittsburgh 71 miles.)

NINEVEH, (Philadelphia 287 miles—Pittsburgh 69 miles,) a considerable depot for the lumber and other products of the Black Lick Creek section of country, back of Nineveh. The town of Armagh is two miles from this station.

FLORENCE, (Philadelphia 291 miles—Pittsburgh 65 miles,) an outlet for Centreville, a small town located a short distance on the river. From Florence roads diverge to Ligonier, and other towns on the south, and to Indiana on the north.

LOCKPORT, (Philadelphia 296 miles—Pittsburgh 60 miles,) the road from this point is double track.

BOLIVAR, (Philadelphia 297 miles—Pittsburgh 59 miles,) this station is located near a defile in Chestnut Ridge, through which the road passes. The scenery in this gorge is characterized by a bold beauty that rarely fails to delight.

BLAIRSVILLE BRANCH INTERSECTION, (Philadelphia 302 miles—Pittsburgh 54 miles.)

●BLAIRSVILLE AND INDIANA BRANCH.

Distance to Blairsville, 3 miles; Indiana, 19 miles. Leaves Intersection for Blairsville 7.40 and 10.30, and 12, A. M., and 6.00, P. M. Returning, leaves for Intersection, 7.25 and 10.15 and 11.35, A. M., and 5.30 P. M.

Trains leave Intersection for Indiana, 12.00, A. M. and 6.00, P. M. Returning, leave Indiana for Intersection, 1.40, P. M. and 7.40, P. M.

Blairsville is situated in Indiana County, three miles from the Intersection on the Conemaugh, immediately above Black Lick Creek. It is 40 miles by the Northern Turnpike, on which it lies, from Pittsburgh. It was laid out about 1812, and has now a population of about 2,000.

INDIANA, is the capital of Indiana County; it is 19 miles from the Intersection, and is the terminus of the branch road. Its population is about 1,500. It was laid out in 1805. There are said to be traces of one of those ancient fortifications, which are scattered throughout the west, to be seen about three miles south-west of the town.

HILLSIDE, (Philadelphia 306 miles—Pittsburgh 50 miles.)

MILLWOOD, (Philadelphia 308 miles—Pittsburgh 48 miles.)

DERRY, (Philadelphia 310 miles—Pittsburgh 46 miles.)

SAINT CLAIR, (Philadelphia 312 miles—Pittsburgh 44 miles.)

LATROBE, (Philadelphia 315 miles—Pittsburgh 41 miles,) stages from this point to Youngstown. This town was laid out a few years since, by Oliver W. Barnes, Esq. It is located on a fork of the Loyalhanna River, which the road crosses at this point. There are several manufacturing establishments here. There is a fine depot hotel here, and good fishing and shooting in the vicinity.

BEATTY'S, (Philadelphia 317 miles—Pittsburgh 39 miles,) the Roman Catholic Abbey of St. Vincent, is in the vicinity of this station. After leaving this station, the road passes through two tunnels, from the last of which, the road emerges in full view of Greensburg, Westmoreland County.

GREENSBURG, (Philadelphia 225 miles—Pittsburgh 31 miles,) all trains stop. Stages leave this point for Mt. Pleasant, Somerset, Uniontown, Pa., and Cumberland, Md. This town was laid out soon after the Indians had burned Hanna's Town, in 1782; and was incorporated as a borough in 1799. The population at the present time, is about 2,500, and the railroad has, of late years, given a fresh impetus to the place. In the Presbyterian church yard, of this borough, repose the remains of Gen. Arthur St. Clair, of revolutionary fame. At Ludwick, in the environs of the town, is the station for receiving and forwarding the freight of the town, and the surrounding country.

RADEBAUGH, (Philadelphia 327 miles—Pittsburg 29 miles.)

GRAPEVILLE, (Philadelphia 329 miles—Pittsburgh 27 miles.)

MANOR, (Philadelphia 330 miles—Pittsburgh 26 miles.)

IRWINS, (Philadelphia 334 miles—Pittsburgh 22 miles.) From 400 to 500 tons of coal are shipped daily, from this station, by the Westmoreland Coal Company, to Philadelphia and New York, for gas.

LARIMER'S, (Philadelphia 336 miles—Pittsburgh 20 miles.) This station is also the outlet of extensive coal operations.

STEWART'S, (Philadelphia 339 miles—Pittsburgh 17 miles.)

WALL'S, (Philadelphia 342 miles—Pittsburgh 14 miles.) This station is on Turtle Creek, the first station of the road going west, in Alleghany Co.

TURTLE CREEK, (Philadelphia 343 miles—Pittsburgh 13 miles,) station named after the creek, which at this point runs along the road.

BRINTON'S, (Philadelphia 344 miles—Pittsburgh 12 miles.)

BRADDOCK'S, (Philadelphia 346 miles—Pittsburgh 10 miles.) This station is immediately at the scene of Braddock's defeat. The facts of that disaster to the British arms, are too well known through history, to need mention here. The locality of the battle is now laid out in a village, known by the same name as the station, and but few of the original features of the landscape remain. The battle took place between the railroad and the river.

SWISSVALE, (Philadelphia 348 miles—Pittsburgh 8 miles.) In the neighborhood of this station are located the residences of many of the business men of Pittsburgh. The station is named for Jane G. Swiss-

helm, celebrated from her Women's Rights teachings, who resided in this vicinity many years.

WILKINSBURG, (Philadelphia 349 miles—Pittsburgh 7 miles.) The vicinity of this station is also thickly dotted with the suburban houses of the merchants and manufacturers of Pittsburgh. The town derives its name from Hon. William Wilkins, a venerable statesman, and a distinguished son of Alleghany Co., whose beautiful country seat is in the vicinity.

HOMEWOOD, (Philadelphia 350 miles—Pittsburgh 6 miles.) The station receives its name from the country seat of Hon. Wm. Wilkins.

EAST LIBERTY, (Philadelphia 351 miles—Pittsburgh 5 miles.) This thriving village was laid out about forty years ago, by Jacob Negley, Esq. Of late years, the village has largely increased, in consequence of numbers of Pittsburgh business men making it their place of residence.

MILLVALE, (Philadelphia 354 miles—Pittsburgh 2 miles.)

OUTER DEPOT, (Pittsburgh,) of the Pennsylvania Railroad. Just before reaching this, the beautifully located grounds and buildings of the Western Pennsylvania Hospital, may be seen on the left, going west. The grounds of the Outer Depot consist of about twenty acres, upon which is located a great variety of buildings, necessary to the transaction of the business of the company. Among these buildings is a local freight house, 300 feet long, and a circular engine-house, 900 feet in circumference, one of the largest buildings of its kind in the United States.

From Pittsburgh to Cincinnati 339 miles—Philadelphia 356 miles. Passengers change cars here for Cincinnati. Passengers will buy their tickets, Pittsburgh *via* Steubenville, Columbus, Cincinnati, O. & M. R. R., Oden to Cairo.

If going to St. Louis, will buy their tickets, Pitts-

burgh *via* Steubenville, Columbus, Cincinnati, O. & M. R. R., to St. Louis.

Passengers going to Louisville, buy tickets, Pittsburgh *via* Steubenville, Columbus, Cincinnati, Seymour, Jeffersonville. Omnibuses from here to Louisville.

Passengers going to Chicago will buy their tickets Pittsburgh *via* Steubenville, Columbus, Hamilton, Kokomo, Chicago.

PITTSBURG, (Philadelphia 356 miles,) is the second city of Pennsylvania, and is situated at the head of the Ohio River, which is formed by the Monongahela and Alleghany Rivers. This is the terminus of the Pennsylvania Central Railroad (the best railroad in the United States.) Pittsburgh is noted for its manufactories of iron and glass, and agricultural implements, which are shipped south and west. From here coal is shipped south in quantities to supply the whole South. Large quantities of rock oil are shipped from here to Philadelphia and New York, which comes from Oil City. Birmingham, and Alleghany City are connected with Pittsburgh by bridges, both flourishing towns. Pittsburgh is known by various titles, such as "Smoky City," "Iron City," &c. Several railroads centre here. Population 80,000.

PITTSBURG AND COLUMBUS R. R.

PITTSBURGH, (Steubenville 69 miles.)

STEUBENVILLE, a flourishing town and river port, capital of Jefferson County, 22 miles above Wheeling. The town stands on an elevated plain and is surrounded by a beautiful country, Steubenville is the centre of an extensive trade, and is the seat of flourish-

ing manufactories of various kinds. The latter are supplied with fuel from the inexhaustible mines of coal in the vicinity. The town contains besides the county buildings, about 12 churches, 2 banks, and a female seminary, which is in a highly flourishing condition, and has a widely extended reputation. This establishment which costs 40,000 dollars, is pleasantly situated on the bank of the river and has usually about 150 pupils. Four newspapers are published here. There are 5 manufactories of wool, two of cotton, 1 of paper, 2 of glass, several machine shops, 3 iron foundries, a number of flouring mills, and large manufactories of copperas. It was first settled in 1798. Population about 7,000.

MINGO, (Steubenville 3 miles—Columbus 147 miles,) passengers change cars here for Wheeling.

GOULD'S, (Steubenville 6 miles—Columbus 144 miles.)

ALEXANDRIE ROAD, (Steubenville 8 miles—Columbus 142 miles.)

SMITHFIELD STATION, (Steubenville 12 miles—Columbus 138 miles.)

REED'S MILL, (Steubenville 14 miles—Columbus 135 miles,) a post office, Vinton Co.

SKELLEY'S, (Steubenville 17 miles—Columbus 133 miles.)

BLOOMFIEFD, Steubenville 18 miles—Columbus 131 miles.)

UNIONPORT, (Steubenville 20 miles—Columbus 129 miles.)

MILLER'S, (Steubenville 23 miles—Columbus 126 miles.)

CADIZ JUNCTION, (Steubenville 25 miles—Columbus 125 miles,) passengers change cars here for Cadiz, which is 7 miles distance, also take meals here.

FAIRVIEW, (Steubenville 29 miles—Columbus 121 miles.)

NEW MARKET, (Steubenville 24 miles—Columbus 115 miles.)

MASTERSVILLE, (Steubenville 38 miles—Columbus 112 miles.)

BOWERSVILLE, (Steubenville 40 miles—Columbus 109 miles.)

PHILADELPHIA ROAD, (Steubenville 45 miles—Columbus 105 miles.)

UHRICSVILLE, (Steubenville 50 miles—Columbus 100 miles,) a thriving post village of Mill township, Tuscarawas Co., on Stillwater Creek. It is at the head of slack water navigation. Population 1,000.

TRENTON, (Steubenville 53 miles—Columbus 97 miles,) a village of Tuscarawas Co., on the Ohio Canal.

LOCK 17, (Steubenville 57 miles—Columbus 93 miles.)

PT. WASHINGTON, (Steubenville 61 miles—Columbus 88 miles.)

NEW COMERSTOWN, (Steubenville 67 miles—Columbus 83 miles,) a thriving post village of Oxford Township, Tuscarawas Co., on the Tuscarawas River. Population 476.

OXFORD, (Steubenville 71 miles—Columbus 79 miles.)

LAFAYETTE, (Steubenville 75 miles—Columbus 75 miles,) a post village.

COSHOCTON, (Steubenville 81 miles—Columbus 69 miles,) a post village, capital of Coshocton Co., on the left bank of the Muskingum River, just below the junction of the Tuscarawas and Waldhonding. It is pleasantly situated on four natural terraces, the highest of which is about 40 feet above the water. A bridge across the river connects this village with Roscoe, which is also a thriving village. Population about 2,000.

COALFORT, (Steubenville 86 miles—Columbus 64 miles,) post village.

COENSVILLE, (Steubenville 88 miles—Columbus 62 miles.)

ADAMS' MILLS, (Steubenville 91 miles—Columbus 59 miles.)

DRESDEN, (Steubenville 95 miles—Columbus 55 miles,) a post village of Jefferson Township, Muskingum Co., Ohio, is situated on the Muskingum River, 15 miles from Zanesville. It is at the head of steamboat navigation on this river. It is connected with the Ohio Canal by a side-cut two miles long. These advantages render it a place of active business. The village is well supplied with water power, and the neighboring hills abound in coal and iron ore. Population about 3,000.

FRAZERSBURG, (Steubenville 101 miles—Columbus 49 miles,) a post village of Muskingum Co., Ohio.

NASHPORT ROAD, (Steubenville 104 miles—Columbus 46 miles.)

HANOVER, (Steubenville 109 miles—Columbus 41 miles,) post office.

MONTGOMERY, (Steubenville 112 miles—Columbus 38 miles,) post office.

NEWARK, (Steubenville 117 miles—Columbus 33 miles,) a handsome and flourishing town in Newark Township, capital of Licking Co., is situated on the confluence of the 3 forks of Licking River, and on the Ohio Canal, 24 miles west by north of Zanesville. The site of Newark is level, the streets are wide, and the houses well built. It is surrounded by a fertile and populous country, and has an active trade. Laid out in 1801. Population about 7,000.

COLUMBUS, (Pittsburgh 219 miles—Cincinnati 120 miles.)

Passengers going to Cairo will buy their tickets Columbus, Cincinnati, Odin, and Cairo.

Passengers going to Chicago buy their tickets, Columbus, Hamilton, Kokomo, and Chicago.

Passengers going to St. Louis will buy their tickets, Columbus, Cincinnati, and St. Louis.

Columbus, a city, capital of the State of Ohio, and seat of justice of Franklin Co., is pleasantly situated on the east bank of the Sciota River, 90 miles from its mouth, 160 miles northeast of Cincinnati, and 350 miles from Washington. It is on the same parallel of latitude with Philadelphia, from which it is distant 450 miles. It was laid out in 1812, in the midst of an unbroken wilderness, and incorporated in 1816. The site of Columbus is level. The streets are wide and laid out with great neatness and uniformity. The remarkable edifices are the State Capitol, Ohio Lunatic Asylum, the Institution for the Blind, the Asylum for the Deaf and Dumb, and Ohio Penitentiary. Columbus is surrounded by a rich and populous country, and is a place of active business.

COLUMBUS AND XENIA RAILROAD.

ALTON, (Columbus 6 miles—Cincinnati 114 miles,) post village.

WEST JEFFERSON, (Columbus 14 miles—Cincinnati 106 miles.)

GLADE RUN, (Columbus 19 miles—Cincinnati 101 miles.)

LONDON, (Columbus 25 miles—Cincinnati 95 miles,) a flourishing village of Madison Co., Ohio. A destructive fire in January, 1854, destroyed 10 stores, and as many dwellings. Population about 2,000.

FLORENCE, (Columbus 30 miles—Cincinnati 92 miles,) post village.

SOUTH CHARLESTON, (Columbus 36 miles—Cincinnati 84 miles,) post village.

SELMA, (Columbus 41 miles—Cincinnati 79 miles,) post office.

CEDARVILLE, (Columbus 47 miles—Cincinnati 73 miles,) post village.

XENIA, (Columbus 19 miles—Cincinnati 65 miles.)

JUNCTION OF LITTLE MIAMI ROAD.

FROSTS, (Xenia 4 miles—Dayton 12 miles,) post village.

HARBINI'S, (Xenia 6 miles—Dayton 10 miles.)

CINCINNATI, HAMILTON, AND DAYTON RAILROAD.

DAYTON, (Cincinnati 60 miles,) a flourishing city, capital of Montgomery Co., Ohio, is situated on the left bank of the Great Miami, at the mouth of the Mad River, and on the line of the Miami Canal. This is the fourth city of Ohio, in respect to population and wealth, and surpasses all the other western towns of equal size in the variety and extent of its manufactures. It is the terminus of 6 railway lines, viz. : Mad River and Lake Erie, Dayton and Cincinnati, Dayton and Western, Greenville and Miami, Dayton and Xenia, and Dayton and Michigan. Population estimated at 20,081.

CAROLLTON, (Dayton 8 miles—Cincinnati 52 miles.)

MIAMISBURG, (Dayton 11 miles—Cincinnati 49 miles.)

CARLISLE, (Dayton 16 miles—Cincinnati 44 miles.)

POAST TOWN, (Dayton 20 miles—Cincinnati 40 miles.)

MIDDLETOWN, (Dayton 23 miles—Cincinnati 37 miles.)

TRENTON, (Dayton 27 miles—Cincinnati 33 miles.)

BUSENBARK'S, (Dayton 29 miles—Cincinnati 31 miles.)

OVERPECK'S, (Dayton 31 miles—Cincinnati 29 miles.)

HAMILTON, (Dayton 35 miles—Cincinnati 25 miles,) a flourishing town, capital of Butler Co., Ohio, on the Miami Canal, and on the left bank of the Miami River. It is surrounded by a rich and populous district, and has many elements of prosperity, especially as a manufacturing town. A few years since a hydraulic canal was completed, which, with a fall of 28 feet, furnishes a water power equal to 166 pair of stones. Population estimated at 6,000.

SCHRNECK'S, (Dayton 37 miles—Cincinnati 23 miles.)

JONES', (Dayton 41 miles—Cincinnati 19 miles.)

GLENDALE, (Dayton 45 miles—Cincinnati 15 miles.)

LOCKLAND, (Dayton 118 miles—Cincinnati 12 miles.)

CARTHAGE, (Dayton 50 miles—Cincinnati 10 miles.)

SPRINGGROVE, (Dayton 53 miles—Cincinnati 7 miles.)

LUDLOW, (Dayton 55 miles—Cincinnati 5 miles.)

BRIGHT, (Dayton 58 miles—Cincinnati 2 miles.)

CINCINNATI, (Dayton 60 miles.)

OHIO AND MISSISSIPPI RAILWAY.

CINCINNATI, (St. Louis 340 miles,) the metropolis of Ohio, and capital of Hamilton County, on the right bank of the Ohio River, opposite the mouth of Licking, and immediately above the mouth of Mill Creek. Cincinnati is the most populous city of the Western States, and the fifth in size and importance among all the cities of the Union. Population about 175,000.

LAWRENCEBURG, (Cincinnati 21 miles—St. Louis 319 miles,) is a thriving town, capital of Dearborn Co., Indiana, on the Ohio River. It is the southern terminus of a railroad connecting it with Indianapolis. The White-water-canal also terminates at this place, furnishing extensive water power, and drawing a large amount of business. The newer part of the town is built on the second bottom, and is improving rapidly. Population 6,000.

NORTH VERNON, (Cincinnati 73 miles—St. Louis 267 miles,) this is the crossing of the Indianapolis and Madison Railroad.

SEYMOUR, (Cincinnati 87 miles—St. Louis 253 miles,) this is the crossing of the Jeffersonville and Indianapolis Railroad. Passengers will change cars for Jeffersonville and Louisville, also for Indianapolis. Passengers take meals here.

MITCHELL, (Cincinnati 127 miles—St. Louis 213 miles.)

VINCENNES, (Cincinnati 192 miles—St. Louis 148 miles,) connects with the Evansville and Crawfordsville Railroad. Passengers change cars at this place for Evansville.

SALEM, Cincinnati 269 miles—St. Louis 71 miles,) a thriving post village, capital of Washington Co., Ind.

ODIN, (Cincinnati 275 miles—St. Louis 65 miles,) this is the crossing of the Chicago branch of the Illinois Central Railroad. Passengers change cars at this place for Cairo.

SANDOVAL, (Cincinnati 279 miles—St. Louis 61 miles,) this is the crossing of the Illinois Central Railroad.

ST. LOUIS, (Cincinnati 340 miles,) terminus of the Ohio and Mississippi Railway.

CAIRO AND ODIN RAILROAD.

CAIRO, (Odin 121 miles.)

Persons going to Washington City, will buy their tickets: Cairo, Odin, Cincinnati, Columbus, Steubenville, Pittsburgh, Harrisburgh, Baltimore, and Washington City. If going to Elmira, N. Y., the same ticket to Harrisburgh *via* the N. C. R. R., as this is the shortest and quickest route.

Cairo is a post village of Alexander County, Illinois, situated at the southern extremity of the State on a point of land formed by the confluence of the Ohio and Mississippi Rivers, 175 miles below St. Louis. The situation is low and subject to frequent inundations

GOING EAST.

PASSENGERS going east from **CAIRO**, buy their tickets *via* **ODIN, CINCINNATI, COLUMBUS, STEUBENVILLE, PITTSBURGH, ALLENTOWN,** or *via* **PHILADELPHIA, NEW YORK**, as this is the **quickest and most direct route** to the Atlantic cities.

PASSENGERS going to **CHICAGO** *via* **INDIANAPOLIS**, will buy their tickets **CAIRO, ODIN, SEYMOUR, INDIANAPOLIS, KOKOMO, CHICAGO**, as this is a direct route.

PASSENGERS going to **LOUISVILLE**, will buy their tickets **CAIRO** *via* **ODIN, VINCENNES, EVANSVILLE**, direct route.

PASSENGERS going to **NEW ALBANY, LOUISVILLE**, and **JEFFERSONVILLE**, will buy their tickets **CAIRO, ODIN, MITCHELL, NEW ALBANY**.

PASSENGERS going to **TOLEDO**, will buy their tickets **CAIRO, ODIN, CINCINNATI, DAYTON, TOLEDO**.

which have retarded the growth of the village. A levee has been raised here which cost nearly \$1,000,000.

MOUNDS, (Odin 113 miles—Cairo 8 miles,) flag station.

VILLA RIDGE, (Odin 109 miles—Cairo 12 miles,) post village.

PULASKI, (Odin 105 miles—Cairo 16 miles,) post village.

ULLIN, (Odin 101 miles—Cairo 20 miles,) post village.

WETANG, (Odin 97 miles—Cairo 24 miles,) flag station.

JONESBORO, (Odin 85 miles—Cairo 36 miles,) post village, capital of Union Co., 150 miles south of Springfield, and 10 miles from the Mississippi. It contains several churches and stores.

COBDEN, (Odin 79 miles—Cairo 42 miles,) post office.

MAKANDA, (Odin 73 miles—Cairo 48 miles,) post office.

CARBONDALE, (Odin 64 miles—Cairo 57 miles,) flag station.

DESOTO, (Odin 58 miles—Cairo 63 miles,) post office.

DU QUOIN, (Odin 45 miles—Cairo 76 miles,) post office.

TAMAROA, (Odin 36 miles—Cairo 85 miles,) post village.

COLOMA, (Odin 30 miles—Cairo 91 miles.)

ASHLEY, (Odin 22 miles—Cairo 99 miles,) a small post village.

RICHVIEW, (Odin 19 miles—Cairo 102 miles,) a post village, 8 miles northeast of Nashville.

CENTRALIA, (Odin 9 miles—Cairo 112 miles,) post village.

ODIN, (Cairo 121 miles.)

You here change cars for St. Louis, Cincinnati, and all points east. This is a flourishing little town, being the Cairo Junction.

JEFFERSONVILLE RAILWAY.

Persons going to Washington City will buy their tickets, Jeffersonville, Seymour, Steubenville, Pittsburgh, Harrisburg, Baltimore and Washington City. If going to Elmira, N. Y., same ticket to Harrisburg *via* N. C. R. R. to Elmira, as this is the direct route.

JEFFERSONVILLE, (Indianapolis 108 miles,) a flourishing town of Clark Co., Indiana, is situated on the Ohio nearly opposite Louisville, Ky., immediately above the Falls, and 40 miles below Madison. Population 4,000. Passengers going to Chicago, will buy their tickets, Jeffersonville, Indianapolis, Kokomo, Chicago. Passengers going east buy tickets, Jeffersonville, Seymour, Cincinnati, Columbus, Steubenville, Pittsburgh, Harrisburg, Philadelphia and New York.

SILVER CREEK, (Jeffersonville 6 miles — Indianapolis 102 miles.)

SELLERSBURG, (Jeffersonville 9 miles — Indianapolis 90 miles,) a small village and station in Clarke Co., Indiana.

MEMPHIS, (Jeffersonville 15 miles—Indianapolis 93 miles.)

HENRYVILLE, (Jeffersonville 19 miles—Indianapolis 89 miles.)

VIENNA, (Jeffersonville 26 miles—Indianapolis 82 miles,) post village of Scott Co., Indiana. 8 miles west from Lexington.

AUSTIN, (Jeffersonville 33 miles—Indianapolis 75 miles.)

BAKER'S, (Jeffersonville 35 miles—Indianapolis 73 miles.)

CROTHERSVILLE, (Jeffersonville 37 miles—Indianapolis 71 miles.)

RETREAT, (Jeffersonville 39 miles—Indianapolis 69 miles.)

LANGTON'S, (Jeffersonville 41 miles—Indianapolis 67 miles.)

FARMINGTON, (Jeffersonville 46 miles—Indianapolis 62 miles,) a post office of Rush Co., Indiana.

SEYMOUR, (Jeffersonville 49 miles—Indianapolis 59 miles,) crossing of the Ohio and Mississippi Railroad. Passengers change cars here for Cincinnati and all points east; also for St. Louis and all points west.

ROCKFORD, (Jeffersonville 51 miles—Indianapolis 57 miles,) a flourishing post village of Jackson Co., Indiana, on the Driftwood or east fork of White River. The river affords valuable water power at this place.

JONESVILLE, (Jeffersonville 56 miles—Indianapolis 52 miles,) post office.

WAYNESVILLE, (Jeffersonville 61 miles—Indianapolis 47 miles.)

WALESBORO', (Jeffersonville 62 miles—Indianapolis 46 miles.)

COLUMBUS, (Jeffersonville 66 miles—Indianapolis 42 miles,) a fine post village, capital of Bartholomew Co., Ind., on the east fork of White River, just below the mouth of Flatrock Creek. Its site is elevated and commands a fine view of the valleys through which the above named streams flow. It has a fine courthouse and 5 or 6 churches. Population about 2,500. This is the junction of the Madison and Indianapolis Railroad.

LOWELL, (Jeffersonville 70 miles—Indianapolis 38 miles.)

TAYLORSVILLE, (Jeffersonville 73 miles—Indianapolis 35 miles.) a small village of Bartholomew Co., Indiana.

EDINBURG, (Jeffersonville 78 miles—Indianapolis 30 miles,) a thriving post village of Johnson Co., Ind., on the Blue River, and the terminus of the Shelbyville Lateral Railroad. The river furnishes abundant water power.

AMITY, (Jeffersonville 83 miles—Indianapolis 25 miles,) a small post village of Johnson Co., Indiana. It is the county seat.

FRANKLIN, (Jeffersonville 88 miles—Indianapolis 20 miles,) a flourishing post village, capital of Johnson Co., Indiana, is situated in Franklin Township, on Young's Creek, 66 miles northwest from Madison. The railroad was opened from Madison to this point in 1846, since which time the population of Franklin has quadrupled, and its business has increased in a much higher ratio. Franklin is the east terminus of a railroad leading to Martinsville and of a plank-road about 20 miles in length, which leads to a branch of White River at Morrisville. Franklin College at this place is a flourishing institution, under the direction of the Baptists.

WHEATLAND, (Jeffersonville 93 miles—Indianapolis 15 miles.)

WORTHSVILLE, (Jeffersonville 96 miles—Indianapolis 12 miles.)

GREENWOOD, (Jeffersonville 98 miles—Indianapolis 10 miles.)

SOUTHPORT, (Jeffersonville 102 miles—Indianapolis 6 miles.)

INDIANAPOLIS, (Jeffersonville 108 miles.)

INDIANAPOLIS AND CINCINNATI RAILROAD.

CINCINNATI, (Indianapolis 110 miles.)

DELHI, (Indianapolis 100 miles—Cincinnati 10 miles,) a station on the Ohio River.

NORTH BEND, (Indianapolis 96 miles—Cincinnati 14 miles.) The farm of Gen. Wm. H. Harrison is located on the right hand side of the road, from which place his tomb is visible.

LAWRENCEBURGH, (Indianapolis 89 miles—Cincinnati 21 miles,) a thriving town, capital of Dearborn County, Indiana, on the Ohio River, below Cincinnati, and southeast of Indianapolis. It is the southern terminus of a railroad, recently constructed, which connects it with Indianapolis. The newer part of the town is built on the second bottom, and is rapidly improving.

Lawrenceburgh contains a court-house, 6 churches, 3 newspaper offices, 1 bank, and mills of different kinds. Population about 6,000.

GUILFORD, (Indianapolis 82 miles—Cincinnati 28 miles,) a post village of Dearborn County, Indiana.

HARMAN'S, (Indianapolis 76 miles—Cincinnati 34 miles.)

VAN WEDDEN'S, (Indianapolis 72 miles—Cincinnati 38 miles.) At this place, the rebel guerrilla, John Morgan, destroyed a portion of the railroad, which, however, is again in running order.

SUNMAN, (Indianapolis 69 miles—Cincinnati 41 miles.)

SPADES, (Indianapolis 67 miles—Cincinnati 43 miles.)

MORRIS, (Indianapolis 64 miles—Cincinnati 46 miles,) a small village. The train stops here for meals or refreshments.

BATESVILLE, (Indianapolis 61 miles—Cincinnati 49 miles,) a post office of Ripley County, Indiana.

NEW POINT, (Indianapolis 55 miles—Cincinnati 55 miles,) a station, in Ohio State.

SMITH'S CROSSING, (Indianapolis 53 miles—Cincinnati 57 miles.)

MCCOY, (Indianapolis 50 miles—Cincinnati 60 miles.)

GREENSBURG, (Indianapolis 46 miles—Cincinnati 64 miles,) a beautiful post village, capital of Decatur County, Indiana, is situated on Sand Creek, and on the Michigan Road, southeast of Indianapolis. The place was first settled in 1821, and is steadily advancing in size and importance. Greensburg contains good public buildings, a flourishing academy, and a newspaper office. Population about 2,000.

ADAMS, (Indianapolis 41 miles—Cincinnati 69 miles.)

ST. PAUL, (Indianapolis 36 miles—Cincinnati 74 miles.)

WALDRON, (Indianapolis 83 miles—Cincinnati 77 miles.)

PRESCOTT, (Indianapolis 30 miles—Cincinnati 80 miles.)

SHELBYVILLE, (Indianapolis 26 miles—Cincinnati 84 miles,) a flourishing post village, capital of Shelby County, Indiana, is pleasantly situated on the left bank of the Blue River, southeast of Indianapolis. Three railroads meet at this point, viz.: the Shelbyville and Knightstown, the Rushville and Shelbyville, and the Shelbyville Lateral. One newspaper is published here. Population about 2,000.

FAIRLAND, (Indianapolis 20 miles—Cincinnati 90 miles,) a post office of Shelby County, Indiana.

LONDON, (Indianapolis 16 miles—Cincinnati 94 miles.)

BROOKFIELD, (Indianapolis 14 miles—Cincinnati 96 miles.)

ACTON, (Indianapolis 12 miles—Cincinnati 98 miles.)

GALLAUDETT, (Indianapolis 9 miles—Cincinnati 101 miles,) a post office of Marion Co., Indiana.

POPLAR GROVE, (Indianapolis 5 miles—Cincinnati 105 miles.)

INDIANAPOLIS, (Cincinnati 110 miles,) the capital of Indiana, and seat of justice of Marion County, on the west fork of White River, at the crossing of the National Road, and immediately below the mouth of Fall Creek. When this place was selected for the capital, the whole country, for 40 miles in every direction, was covered with a dense forest.

The State-House, erected at a cost of \$60,000, is an elegant building, surmounted by a dome, and having 10 Doric columns on each front. Its dimensions are 180 feet long by 80 feet wide. There are several other public buildings, among which is the Bates' House, the largest hotel in the State. Several railroads terminate here.

Passengers will buy tickets *via* Kokomo, to Chicago or other points.

CINCINNATI AND CHICAGO, ILL. LINE, RAILROAD.

CINCINNATI, (Chicago 280 miles.)

Passengers going to Chicago, will buy their tickets: Cincinnati, Hamilton, Kokomo, Chicago.

HAMILTON, (Cincinnati 25 mi.—Chicago 255 mi.)

COLLINSVILLE, (Cincinnati 32 miles—Chicago 244 miles.)

SOMERVILLE, (Cincinnati 39 miles—Chicago 241 miles.)

CAMDEN, (Cincinnati 45 miles—Chicago 235 miles.)

BARNETTS, (Cincinnati 47 miles—Chicago 233 miles.)

EATON, (Cincinnati 53 miles—Chicago 227 miles.)

NEW HOPE, (Cincinnati 57 miles—Chicago 223 miles.)

FLORENCE, (Cincinnati 60 miles—Chicago 220 miles.)

WESTVILLE, (Cincinnati 64 miles—Chicago 216 miles.)

NEAL'S, (Cincinnati 66 miles—Chicago 214 miles.)

RICHMOND, (Cincinnati 70 miles—Chicago 210 miles.) a small town.

CULBERTSON, (Cincinnati 74 miles—Chicago 206 miles.)

CENTREVILLE, (Cincinnati 77 miles—Chicago 203 miles.)

WASHINGTON, (Cincinnati 80 miles—Chicago 200 miles.)

WALNUT LEVEE, (Cincinnati 84 miles—Chicago 196 miles.)

HAGERSTOWN, (Cincinnati 87 miles—Chicago 193 miles.)

MILLVILLE, (Cincinnati 92 miles—Chicago 188 miles.)

ASHLAND, (Cincinnati 95 miles—Chicago 185 miles.)

NEWCASTLE, (Cincinnati 98 miles—Chicago 182 miles.) a flourishing post village, county seat of Indiana, on Blue River, 42 miles east by north of Indianapolis. Population 1,500.

SULPHUR SPRINGS, (Cincinnati 105 miles—Chicago 175 miles.)

HONEY CREEK, (Cincinnati 108 miles—Chicago 172 miles.)

MIDDLETOWN, (Cincinnati 111 miles—Chicago 169 miles.)

SLY FORK, (Cincinnati 114 miles—Chicago 166 miles.)

ANDERSON, (Cincinnati 119 miles—Chicago 161 miles,) capital of Madison Co., Indiana, 34 miles north-east of Indianapolis, on the left bank of White River, beautifully situated on a bluff, 50 feet above the river. Population about 600.

CLARKE'S, (Cincinnati 125 miles—Chicago 155 miles.)

FRANKTON, (Cincinnati 129 miles—Chicago 151 miles.)

QUINCY, (Cincinnati 133 miles—Chicago 147 miles.)

CURTIS, (Cincinnati 137 miles—Chicago 143 miles.)

WINDFALL, (Cincinnati 141 miles—Chicago 139 miles.)

NEVADA, (Cincinnati 145 miles—Chicago 135 miles.)

TAMPICO, (Cincinnati 149 miles—Chicago 131 miles.)

KOKOMO, (Cincinnati 153 miles—Chicago 127 miles,) capital of Howard Co., Indiana.

GALVESTON, (Cincinnati 160 miles—Chicago 120 miles.)

LINCOLN, (Cincinnati 163 miles—Chicago 117 miles.)

WALTON, (Cincinnati 166 miles—Chicago 114 miles.)

ANOKA. (Cincinnati 171 miles—Chicago 109 miles.)

LOGANSFORT, (Cincinnati 176 miles—Chicago 104 miles,) capital of Cass Co., Indiana, is situated on the Wabash River, at the mouth of Eel River. A considerable quantity of lumber is procured in the vicinity, and shipped to eastern cities. Logansport contains 3 banks, 1 academy, 6 churches, and 2 newspaper offices. Population 3,800.

GEBHARD, (Cincinnati 181 miles—Chicago 99 miles.)

ROYAL CENTER, (Cincinnati 187 miles—Chicago 93 miles.)

ROSEDALE, (Cincinnati 192 miles—Chicago 88 miles.)

SCARBORO', (Cincinnati 195 miles—Chicago 85 miles.)

WINNAMAC, (Cincinnati 201 miles—Chicago 79 miles.)

RIPLEY, (Cincinnati 204 miles—Chicago 75 miles.)

BRANDTWOOD, (Cincinnati 216 miles—Chicago 64 miles.)

ENGLISH LAKE, (Cincinnati 220 miles—Chicago 60 miles.)

LA CROSSE, (Cincinnati 225 miles—Chicago 55 miles.)

MONTEBELLO, (Cincinnati 229 miles—Chicago 51 miles.)

TENNEY, (Cincinnati 233 miles—Chicago 47 miles.)

VALPARAISO, (Cincinnati 237 miles—Chicago 43 miles,) capital of Porter Co., Indiana, on Salt Creek, contains a court-house, 3 churches, and 1 newspaper office.

WHEELER, (Cincinnati 244 miles—Chicago 36 miles.)

HOBART, (Cincinnati 248 miles—Chicago 32 miles.)

LIVERPOOL, (Cincinnati 251 miles—Chicago 29 miles.)

CLARKE, (Cincinnati 257 miles—Chicago 23 miles.)

AINSWORTH, (Cincinnati 268 miles—Chicago 12 miles.)

R. I. R. R. CROSSING, (Cincinnati 273 miles—Chicago 7 miles.)

CHICAGO, (Cincinnati 280 miles,) the most populous and commercial city of Illinois, and seat of justice of Cook Co., is situated on the southwestern shore of Lake Michigan, and on both sides of Chicago River, 278 miles west by south from Detroit. This city, the most remarkable in the United States, for its rapid growth, is built on a level plain. The adjacent country consists of beautiful and fertile prairies. Chicago River, and its north and south branches, which unite about three quarters of a mile from the lake, separate the city into three portions. The main stream, flowing directly eastward, is 75 yards wide, and 20 feet deep, and forms one of the best natural harbors of the lake.

Chicago is the chief commercial emporium of the Northwest. It was settled in 1831. Population 109,261.

DAYTON AND MICHIGAN RAILWAY.

CINCINNATI, (Toledo 202 miles.)

DAYTON, (Cincinnati 60 miles—Toledo 142 miles.)

JOHNSON'S, (Cincinnati 67 miles—Toledo 135 miles.)

NATIONAL ROAD, (Cincinnati 70 miles—Toledo 132 miles.)

TIPPECANOE, (Cincinnati 74 miles—Toledo 128 miles.)

TROY, (Cincinnati 80 miles—Toledo 122 miles.)

PETERSON'S, (Cincinnati 84 miles—Toledo 118 miles.)

PIQUA, (Cincinnati 88 miles—Toledo 114 miles,) a flourishing post town of Washington Township, Miami Co., Ohio, is beautifully situated on the right bank of the Great Miami River, 76 miles west from Columbus. The Miami River describes a curve at this place, leaving a level plateau between its margin and the town, while the opposite bank presents a somewhat abrupt acclivity. Population about 4,000.

PONTIAC, (Cincinnati 94 miles—Toledo 108 miles.)

SIDNEY, (Cincinnati 100 miles—Toledo 102 miles,) a handsome post village, capital of Shelby Co., Ohio, is situated in Clinton Township, on the Great Miami River, 72 miles west by north from Columbus. The site is an elevated plateau, on the west bank of the river, having a public square in the centre. Laid out in 1819. Population 3,000.

LIMA, (Cincinnati 131 miles—Toledo 92 miles,) is a flourishing post village of Bath Township, and capital of Allen Co., Ohio, on the Ottawa River, 98 miles northwest from Columbus. First settled in 1836. Population 1,500.

COLUMBUS GROVE, (Cincinnati 144 miles Toledo 58 miles.)

OTTAWA, (Cincinnati 151 miles—Toledo 51 miles.)

LEIPSIC, (Cincinnati 158 miles—Toledo 44 miles.)

MILTON, (Cincinnati 172 miles—Toledo 30 miles.)

TONTOGENZ, (Cincinnati 182 miles—Toledo 22 miles.)

PERRYSBURG, (Cincinnati 193 miles—Toledo 9 miles.)

TOLEDO, (Cincinnati 202 miles,) a city and port of entry of Lucas Co., Ohio, on the left bank of the Maumee River, 4 miles from its mouth, 134 miles north-northwest from Columbus, and 66 miles southsouthwest from Detroit. It is the terminus of the Wabash and Erie Canal, the longest in the Union, and is one of the most flourishing and important entrepots in the commerce of the great lakes. Toledo is connected with Chicago on the one hand, and with Cleveland, Buffalo, &c., on the other by railroad. It communicates daily by steamboat with Detroit, Cleveland, Buffalo, &c.

DETROIT, (Toledo 267 miles.)

NORTH CENTRAL RAILWAY.

BALTIMORE, HARRISBURG, AND ELMIRA.

(A Word to Travelers.)

Persons going to Elmira, N. Y.—This is the direct route *via* Harrisburg. See heavy railroad line on map.

Persons going to Columbus, Cincinnati, Indianapolis, Louisville, St. Louis, Cairo, or Chicago, procure your tickets *via* Harrisburg, Pittsburg, and Stoubenville.

BALTIMORE, (Elmira 256 miles,) 85 miles from Harrisburg, 40 miles from Washington, and 98 miles from Philadelphia.

Baltimore is a large city, a port of entry, and seat of justice of Baltimore Co., Maryland. It is situated on a small bay which extends about 2 miles and a half inland from the north side of the Patapsco River, about 12 miles from its entrance into Chesapeake Bay. The city, by ship channel, is about 200 miles from the ocean. The scenery about this city is quite picturesque. The

city covers a number of eminences which, though inconvenient for the residents, furnish a pleasant variety for the stranger. If the visitor ascends the Washington monument in the west part of the city, on a hill itself 100 feet above tide, he has one of the finest panoramas furnished by any city in the Union. Immediately beneath and around him are some of the most capacious streets, lined with residences rarely equaled in elegance, size and position. This city is the centre of an extensive inland and foreign trade, it being admirably situated for commerce. In 1860 Baltimore contained a population of 212,500.

RELAY, (Baltimore 7 miles—Elmira 249 miles.)

TIMONIUM, (Baltimore 12 miles—Elmira 244 miles.)

COCKEYSVILLE, (Baltimore 15 miles—Elmira 241 miles,) a post village of Baltimore Co., 40 miles north of Annapolis.

MONKTON, (Baltimore 23 miles—Elmira 233 miles,) post village.

PARKTON, (Baltimore 29 miles—Elmira 227 miles.)

FREELANDS, (Baltimore 34 miles—Elmira 222 miles.)

GLENROCK, (Baltimore 42 miles—Elmira 214 miles.)

HANOVER JUNCTION, (Baltimore 46 miles—Elmira 210 miles,) a thriving post borough of Heidelberg Township, York Co., Pa. A branch railroad extends from this place to Gettysburg. Hanover is a place of active business and contains about 2,000 inhabitants.

GLATFELTERS, (Baltimore 49 miles—Elmira 270 miles.)

YORK, (Baltimore 57 miles—Elmira 199 miles,) a wealthy post borough in York Township, York Co.,

Pa., on Codorous Creek, 10 miles southwest of the Susquehanna River, 28 miles south southeast of Harrisburg. Numerous turnpikes extending in every direction, connect this place with the principal towns of Pennsylvania and Maryland. Codorous Creek is made navigable from this place to its mouth, by means of dams and side cuts. Population 8,605.

CONEWAGO, (Baltimore 67 miles—Elmira 189 miles,) situated at the foot of the mountains.

GOLDSBOROUGH, (Baltimore 72 miles—Elmira 184 miles,) to Harrisburg 13 miles, situated on the Susquehanna River.

HARRISBURG, (Baltimore 85 miles—Elmira 172 miles,) see Pennsylvania Central Railroad on page 213. Change cars here for Pittsburgh and all points south and west.

MARYSVILLE, (Baltimore 91 miles—Elmira 165 miles.)

CLARK'S FERRY, (Baltimore 99 miles—Elmira 157 miles.)

MILLERSBURG, (Baltimore 112 miles—Elmira 144 miles,) this place is situated on the Susquehanna River, at the mouth of Wiconisco Creek, a post village. it contains three churches and several stores, and a railroad extends to the Bear Mountain coal mines.

GEORGETOWN, (Baltimore 122 miles—Elmira 134 miles.)

TRAVORTON JUNCTION, (Baltimore 127 miles—Elmira 129 miles.)

SUNSBURY, (Baltimore 138 miles—Elmira 118 miles,) is a flourishing and beautifully situated town, capital of Northumberland County, one mile below the junction of the north branch of the Susquehanna River. It contains several churches and three newspaper offices. Population about 2,000.

WILLIAMSPORT, (Baltimore 178 miles—Elmira 78 miles,) is a flourishing town, is beautifully situated on the left bank of the west branch of the Susquehanna River. Williamsport is a favorite place of resort in summer on account of its healthy situation. The hills contain coal and iron ore. Population 3,100.

COGUN VALLEY, (Baltimore 185 miles—Elmira 71 miles.)

CRESCENT, (Baltimore 188 miles—Elmira 68 miles.)

RALSTON, (Baltimore 202 miles—Elmira 54 miles,) post village of Lycoming Co., on Lycoming Creek.

CANTON, (Baltimore 217 miles—Elmira 39 miles.)

WEST GRANVILLE, (Baltimore 225 miles—Elmira 31 miles.)

TROY, (Baltimore 230 miles—Elmira 26 miles.)

COLUMBI CROSS ROADS, (Baltimore 235 miles—Elmira 21 miles.)

ELMIRA, (Baltimore 256 miles,) capital of Chemung Co., N. Y., situated near the junction of Newtown Creek with the Chemung River. The village is handsomely laid out, and contains, besides the county buildings, 8 churches, a female college, 3 banks, 4 hotels, and about 150 stores and warehouses, 5 newspapers. Population 8,800. Settled in 1788 by John Hendry.

HOSPITALS IN ALEXANDRIA.

Discharges.—A recent order from the Surgeon General's Office says : " It being reported that various parties have obtained money from invalid soldiers under the pretence of assisting them to their discharge from the service, notice is hereby given that certificates of disability for discharge to soldiers in general hospitals and camps are only given by the surgeon in charge of such hospital or camp, and the obtrusive efforts of persons claiming to be special agents retard instead of hasten the preparation of discharge papers. All soldiers are warned against giving money on such plea to any person whatever.

A Record of Deaths is kept up by Captain Hartz, corner of 18th and G streets, where all information concerning deceased soldiers and their place of burial may be obtained. The soldiers' burying ground is beyond 7th street toll gate, and about three miles northeast of the city. It now contains over 4,000 graves.

Information, concerning patients in the hospitals, is furnished gratuitously by the Sanitary Commission to any one applying for it, in answer to any or all of the following inquiries. If the application is by letter, the answer will be sent by return mail; if in person, it will be answered at once :

1. Is _____ [giving name and regiment,] at present in the hospitals of _____?
2. If so, what is his proper address?
3. What is the name of the surgeon of the hospital?
4. If not in hospital at present, has he recently been in hospital?
5. If so, did he die in hospital, and at what date?

6. If recently discharged from hospital, was he discharged from service?

7. If not, what were his orders on leaving?

More specific information as to the condition of any patient in the District of Columbia hospitals will be furnished within twenty-four hours after a request is received at the Washington office.

MILITARY AND NAVAL ACCOUNTS.

The Second Auditor of the Treasury receives and settles—First, All accounts relative to the pay of the army subsistence and forage of officers, and pays subsistence and clothing of their servants. Second, All accounts for the contingent disbursements of the army, for which no specific appropriations are made by Congress. Third, All accounts relating to the purchase of medicines, drugs, surgical instruments, hospital stores, &c.; also the claims of private physicians for medical services rendered such officers and soldiers who can not be attended by the surgeons of the army. Fourth, All accounts relating to the recruiting service. Fifth, All accounts of the Ordnance Department; those of the various arsenals, and accounts appertaining to armament of river fortifications, and to arming and equipping the militia, &c. Sixth, All accounts for disbursements at the National armories. Seventh, All accounts relating to disbursements in the Indian departments.

The Third Auditor of the Treasury audits all accounts for the Quartermaster's Department, such as to money and property, and the same as to accounts for fortifications; for the Military Academy; for roads, surveys,

and other internal improvements: for revolutionary, invalid, and half-pay pensions; pensions to widows and orphans; of outstanding claims, and of all unsettled accounts of the War Department.

The Fourth Auditor of the Treasury receives and settles all accounts accruing in the Navy Department, or relating to it. He examines the accounts, certifies the balances, and transmits the accounts, with the vouchers and certificates, to the Second Comptroller, for his decision upon them.

The Second Comptroller of the Treasury might be more correctly styled the Comptroller of the Army, the Navy, and the Indian disbursements. It may be here remarked, that the duties of advancing money and accounting for it are distinct. The Secretaries of the Departments exercise a discretion in advancing from the appropriations the requisite sums to the disbursing officers; but it is made the duty of the accounting officers of the Treasury, independent of the Secretaries, to require accounts and vouchers, showing the legal applications of the money. In this division of duties is perceived a salutary check. The hands of the Executive are left unrestrained in advancing to the agents the necessary funds to accomplish the purposes of the Government; but those agents have to account to officers of the Treasury, leaving the Executive no power to misapply the funds advanced. It is the duty of the Second Comptroller to revise and certify the accounts stated in the offices of the Second, Third, and Fourth Auditors, and his decision is final, except redress is granted by Congress.

In the office of the Second Comptroller a record is kept of the accounts settled, showing the balances due to, and from, the United States: a record is kept of all the requisitions for money drawn by the Secretaries of the War and Navy Departments; and on its files are placed all the contracts involving the payment of money entered into by those Departments. It is also the duty

of the Comptroller to direct suits and stoppages on account of delinquencies; to keep an account with each specific appropriation, and to make annual and other statements of the disbursements, as required by law. He also furnishes the forms for the accounts and vouchers, and of keeping and stating the accounts subject to his revision.

PENSIONS.

Application for Pensions must be made to "Hon. Joseph H. Barrett, Commissioner of Pensions, Interior Department, Washington," and on their receipt they are numbered and acknowledged, to be acted on in their turn. In filing additional evidence correspondents should always give the number of the claim as well as the name of the claimant.

The Act of Congress approved July 14, 1862, (ch. 166,) grants pensions to the following classes of persons:

I. To any officer, non-commissioned officer, or private of the Army, including regulars, volunteers, or militia, and any person in the Navy or Marine Corps, who has been, since March 4, 1861, or shall thereafter be disabled by reason of any wound received, or disease contracted while in the service of the United States, and in the line of duty.

II. To the following relatives of any person, in class I., who has died since March 4th, 1861, or shall hereafter die by reason of any wound received, or disease contracted while in the service of the United States, and in the line of duty, and in the order following, provided that no relative in any class shall receive a pension if there be any rightful claimant of any preceding class:

(a) His widow; (b) his child or children, under sixteen years of age; (c) his mother provided she were dependent upon him for support, either in whole or in part; (d) his orphan sister or sisters, under sixteen years of age, if dependent upon him.

In no case is any person entitled to more than one pension at the same time, under the provisions of the act, and in the order of precedence as set forth above. When more than one minor child or orphan sister thus becomes entitled to pension, the same must be divided equally between them.

Invalid pensions under this law, will commence from the date of the pensioner's discharge from service, provided application is made within one year thereafter. If the claim is not made until a later date, the pension will commence from the time of the application. Pensions of widows and minors will commence from the death of the officer, soldier, or seaman, on whose service the claim is based.

To entitle any person to the benefits of this Act, proof of all the facts must be made "according to such forms and regulations as are or may be provided by or in pursuance of law," and it must be shown that the applicants have not in any manner aided or abetted the rebellion against the United States.

Attorneys for claimants must have proper authority from those in whose behalf they appear. Powers of attorney must be signed in the presence of two witnesses, and acknowledged before a duly qualified officer, whose official character must be certified under seal.

In all cases the post office address of the claimant must be distinctly stated.

BOUNTIES.

The Act of Congress, approved July 22, 1861, (ch. 9,) provides that every volunteer non-commissioned officer, private, musician, and artificer, accepted into the service of the United States, for a period not less than six months, when honorably discharged, shall receive the sum of one hundred dollars, "if he shall have served for a period of two years, or during the war, if sooner ended."

The Act of July 29th, 1861, (ch. 24,) extends the benefits of the preceding Act to men enlisted in the regular forces after the 1st day of July, 1861.

The Act of July 11th, 1862, (ch. 144,) appropriating money to pay the bounty to widows, etc., of such volunteers as may have died or been killed in service, provides, "that said bounty shall be paid to the following persons, and in the order following, and to no other person, to wit: First—To the widow of such deceased soldier, if there be one. Second—If there be no widow then to the children of such deceased soldier, share and share alike. Third—If such soldier left neither widow nor child, nor children, then, and in that case, such bounty shall be paid to the following persons, provided they be residents of the United States, to wit: First—To his father, or if he shall not be living, or has abandoned the support of his family, then to the mother of such soldier: and if there be neither father or mother, as aforesaid, then such bounty shall be paid to the brothers and sisters of the deceased soldier, resident as aforesaid."

Section 3 of same Act, grants the bounty to the widows and heirs of those persons who have enlisted in the regular forces since July 1, 1861, or shall enlist during 1862.

Section 6, chapter 133, of Acts of 1862, approved July 5, 1862, allows twenty-five dollars of the bounty of one hundred dollars to be paid immediately after enlistment to every regular or volunteer soldier enlisted thereafter during the present war.

In all cases in which advance bounty has been paid under the provisions of this section, in case of the death of the soldier, the widow, etc., will be entitled to the balance only.

CLAIM AGENTS' FEES.

By the Act of Congress, approved July 14th, 1862, it is provided that the fees of agents and attorneys for making out and causing to be executed the papers necessary to establish a claim for a pension, bounty, and other allowance before the Pension Office, shall not exceed the following rates: For making out and causing to be duly executed a declaration by the applicant, with the necessary affidavits, and forwarding the same to the Pension Office, with the requisite correspondence, five dollars. In cases wherein additional testimony is required by the Commissioner of Pensions, for each affidavit so required, and executed and forwarded, (except the affidavits of surgeons, for which such agents and attorneys shall not be entitled to any fees,) one dollar and fifty cents.

It is also provided that any agent or attorney who shall demand or receive any greater compensation shall be fined not exceeding three hundred dollars, or imprisoned at hard labor not exceeding two years, or both, according to the circumstances and aggravations of the offence.

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All orders promptly filled.

Ohio State Military Agencies.

The Governor of Ohio has established the following Agencies for the benefit of Ohio soldiers in the service of the United States :—

COLUMBUS, O.	JAS. E. LEWIS, Ag't,	State House.
WASHINGTON, D.C..	J. C. WETMORE,	" 344 Penn. Av.
NEW YORK CITY..	B. P. BAKER,	" 62 Front Street.
CINCINNATI, O. . . .	A. B. LYMAN,	" 3d St., near Main.
LOUISVILLE, KY. . .	ROYAL TAYLOR,	"
NASHVILLE, TENN..	R. E. COX,	{ Opp. to Barracks No. 1, 4 Cherry-st.
MEMPHIS,	" F. W. BINGHAM,	"
KEOKUK, IOWA. . . .	J. C. TODD,	"
CAIRO, ILL.	WESTON FLINT,	"
ST. LOUIS, MO. . . }		

Their duties are to minister to sick and wounded Ohio soldiers in hospital, or elsewhere in their neighborhood; to aid them in the adjustment and collection of their accounts and claims against the Government, and to furnish them transportation to their homes upon their discharge or furlough.

All Ohio soldiers in need of assistance which the Federal Government does not make provision for, or who can not reach Government officers directly, will, by applying to any one of these agents, be promptly and kindly assisted, *free of charge*.

GEO. B. WRIGHT, BRIG.-GEN.,

And Quartermaster-General of Ohio.

THOS. C. MacDOWELL,
Late Lt. Col. 84th Reg. P. V.

THOS. A. MAGUIRE,
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

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(Late Captain in U. S. Army.)

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[See next page.]

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