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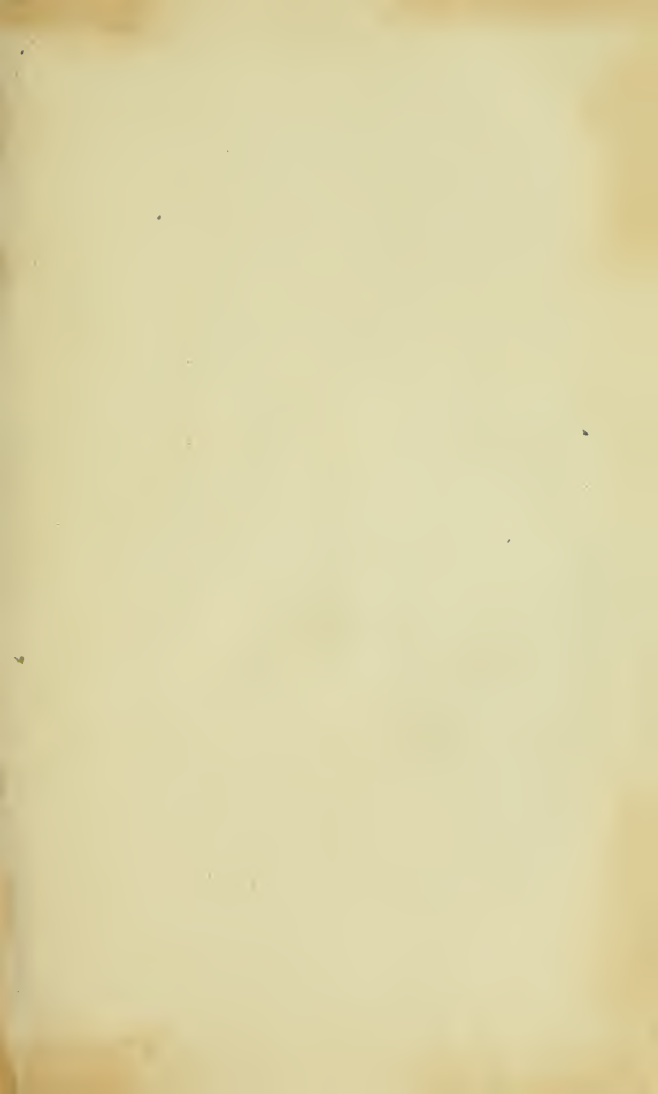
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1867.

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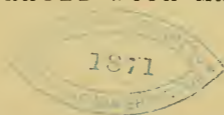
THE
ERIE RAILWAY
AND ITS BRANCHES.

WITH

DESCRIPTIVE SKETCHES OF THE CITIES, VILLAGES,
STATIONS, AND OF SCENERY AND OBJECTS OF
INTEREST ALONG THE ROUTE.

✓
By H. F. WALLING.

ILLUSTRATED WITH MAPS

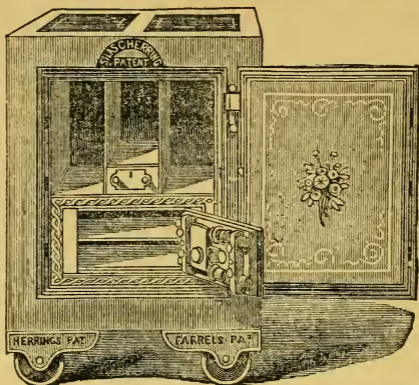


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THE ERIE RAILWAY.

HISTORY.

This stupendous work is a grand monument to the enterprise, genius, and persevering industry of its energetic and indomitable originators and promoters. Extending from New York by a nearly direct general course to Lake Erie, one of the great chain of inland seas which transport on their broad bosoms the commerce of a continent, it seems almost a miracle of engineering achievement. It traverses sections of country where it was pronounced a mark of insanity to advocate such a project. It crosses mountain ridges and valleys deemed utterly impassable, and bridges wild ravines where bold engineers shook their heads in despair. The original charter was granted April, 1832. The work was commenced in 1836, on a section extending ten miles west from Piermont; also between Delaware and Callicoon creek, forty-one miles. During the financial revulsions which soon followed, the work was suspended for two years. In 1838 a loan of the State credit was obtained for \$3,000,000, in instalments of \$300,000 each, on condition that equal sums should be raised by private subscription. Up to September, 1839, \$300,000 had been collected and expended, and

an equal amount of State bonds, bearing $4\frac{1}{2}$ per cent. interest, obtained, from the sale of which, however, only \$245,225 was realized. In 1839 that portion of the road extending from Piermont to Goshen was all under contract, and in 1840 the Susquehanna division from Binghamton to Hornellsville. In 1840 the terms of the State loan were modified so as to allow \$100,000 of the same to be drawn for every \$50,000 collected from stockholders, and expended on the road. Under this arrangement the balance of the State loan was made available, and the work prosecuted upon the Delaware, Susquehanna, and Western divisions, in all about 300 miles. In September, 1841, the first section of the road, from Piermont to Goshen, was opened for public use. About this time the Company became again involved in financial embarrassments, which resulted in placing the road in the hands of assignees, under whose management it was extended to Middletown, seven miles west of Goshen, on the 7th of June, 1843; after which the work was again suspended. The expenses up to February 1st, 1844, were \$4,736,949, a large portion of which was expended, however, in usurious interest, and in work on routes which

were afterwards abandoned. At this time another vigorous effort was made to prosecute the work. The amount required to complete the road to Lake Erie was estimated at \$7,000,000. In 1845 the State agreed to release its claim, provided the road should be completed to Lake Erie in six years from that time. As a further inducement for additional subscriptions, the old stockholders agreed to surrender one-half their stock, provided \$3,000,000 additional stock should be subscribed for. This, with bonds for an equal amount, which were to take precedence of the State loan, was believed to be sufficient to complete the road. The subscription was obtained, and the company reorganized with a debt of only \$1,361,616; liabilities to the amount of \$3,807,671 having been removed. After some delays in establishing the route and getting permission from the State of Pennsylvania to pass through a small portion of her territory (for which privilege she receives the annual payment of \$10,000), the work was vigorously prosecuted, and continued without interruption till its completion to Lake Erie. The several sections were opened at the following dates, viz., November 3d, 1846, from Middletown to Otis, eight miles; January 6th, 1848, to Port Jervis, thirteen miles; December, 1848, to Binghamton, one hundred and twenty-seven miles; June 1st, 1849, to Owego, twenty-two miles; October, 1849, to Elmira, thirty-six and a half miles; January 1st, 1850, to Corning, seventeen miles; September 3d, 1850, to Hornellsville, forty-one miles; and on April 22d, 1851, the entire line to Dunkirk, four hundred and forty-six miles from Piermont.

BRANCHES AND LEASED ROADS.

In 1860 the Erie Company purchased that portion of the *Northwestern Division* extending from Hornellsville to Attica, and afterwards leased the *Buffalo Division*, including the branch from Avon to Rochester.

The *Newburgh Branch*, extending from Graycourt Junction to Newburgh, on the Hudson, nineteen miles, was opened in 1850. It affords an outlet to tide-water at the latter point for immense quantities of anthracite coal, which is here transhipped to various ports of the United States. The Boston, Hartford and Erie Railway, when completed, will terminate at Fishkill, opposite Newburgh, forming a connection with Boston, the metropolis of New England; passing through Hartford and numerous thriving manufacturing villages, with a branch to Providence. From these important cities railways radiate to every portion of New England and the British provinces.

The *Warwick Valley Road*, extending southerly from Graycourt to Warwick, ten miles, is operated by the Company, but not leased.

The *Hawley Branch*, extending from Lackawaxen Station to Hawley, fifteen miles, was constructed in 1862, at a cost of about \$500,000, and a contract was entered into with the Pennsylvania Coal Company for the transportation, annually, of a maximum amount of a million tons of coal from Hawley to Newburgh, Piermont, and Jersey City. The road was provided with engines and cars sufficient to meet the requirements of a coal traffic which amounted last year to about

700,000 tons. This branch supplies the eastern portion of the road and country adjacent with anthracite coal, and

The *Bradford Branch* furnishes bituminous coal to the western portion at moderate rates. The Buffalo, Bradford and Pittsburgh Railroad (Bradford Branch) connects at Carrolton, Cattaraugus Co., with the Erie Railway, and runs south, about twenty-eight miles, to the coal mines in McKean Co., Pa. It is leased to the Erie Railway Co. Bituminous coal is also brought to the road at Corning, from the Blossburgh mines.

Between Piermont and New York, passengers and freight were conveyed by steamboat till 1853. On September 10th, 1853, three railways, the *Union*, extending from Suffern to the State line, in New York, the *Paterson and Ramapo*, and the *Paterson and Hudson River* in New Jersey, were leased in perpetuity to the Erie Co., and by passing two miles over the New Jersey Railway the steamboat transportation to and from Piermont was avoided. Subsequently the *Long Dock Company*, of which the stock is principally owned by the Erie Railway Company, have constructed a tunnel and a railway, two and a half miles long, connecting their extensive dock and wharf improvements on the Hudson river, in Jersey City, opposite New York, with the Paterson and Hudson River Railway, by which the track of the company is brought to the harbor of the great city directly opposite its busiest portion; and ample depot and wharf accommodations are afforded for the immense and constantly increasing business of the road.

GENERAL STATISTICS.

The entire cost of the road up to 31st December, 1867, has been \$48,507,544. There are 348 miles of double track on the main line, including sidings. The length of branches owned by the company is 165 miles. The rail weighs from fifty-six to seventy five pounds per yard.

The *Equipment* of the Erie Railway, including Buffalo Division, consists of—

Locomotive Engines and Tenders.....	371
Passenger Coaches.....	180
Emigrant, Baggage, and Caboose Cars.....	454
Box Freight, Cattle, Milk, and Oil Cars.....	3,023
Flat Freight Cars.....	1,332
Coal Cars.....	991
Wood Cars.....	25
Total Cars.....	6,005

The amount of travel for 1866 was equivalent to the carrying of 157,725,808 passengers, one mile each; and the freight to carrying 478,485,772 tons, one mile. The rate of fare for through travel is about two and a quarter cents per mile, for way-travel about two and a half cents. The amount of stock is \$25,111,210; funded debt, \$22,429,920; accounts payable, \$4,245,678.

SCENERY, &c.

The scenery along the route is eminently grand and imposing. After passing through the picturesque valley of the Passaic, in Northern New Jersey, and the rolling and verdure-clad pastures of Rockland and Orange counties, where some of the finest dai-

ries in the world are found, the bold and rugged scenery of the Delaware valley engages the attention of the traveler for the next one hundred miles, to Deposit Station. From here we cross the country, surmounting a summit, to the Susquehanna valley. The valley of this beautiful river and its tributaries is then followed to Hornellsville, affording interesting and picturesque views of scenery, more particularly mentioned in the descriptions of the different stations. From Hornellsville, on the main route, we again strike across the country, surmounting another summit, to the Alleghany River, at Olean, and follow its valley to Salamanca; from thence up the wild and rugged one of a tributary stream, and over another summit, to the basin of Lake Erie, in descending the slope of which we catch occasional glimpses of that remarkable inland sea. Travelers upon this road, who are familiar with narrow-gauge railways, cannot fail to be favorably impressed with the superior comfort of its wide cars and their luxurious appointments.

CONNECTIONS.

The connections of this railway are important and extensive. At New York, railways, steamboats, and sailing vessels diverge, not only to all parts of the country, but to every important port on the globe. Near the terminus in Jersey City is the wharf of the *Cunard steamers to Liverpool*, and a little above, in Hoboken, are those of the *Bremen and Hamburg* (German) lines of steamships. For a full and particular account of the various railways, steamboat lines, etc., which diverge from New York, see the New

York City Guide, which accompanies this series.

Besides the branches and leased roads, already mentioned, a line is now being constructed from *Goshen to Montgomery*, ten miles, and from *Middletown to Union*, fifteen miles. At Great Bend is the junction of the *Delaware, Lackawanna and Western Railway*, which brings large quantities of coal from the Wyoming and Lackawanna regions for western markets. From Binghamton the *Syracuse, Binghamton and New York Railway* extends up the valleys of the Chenango and Tioughnioga rivers, across the counties of Broome, Cortland, and Onondaga, and through the flourishing villages of Chenango Forks, Cortland, and Homer. The *Albany and Binghamton Railway*, now nearly completed, will pass up the Susquehanna valley, through portions of Broome, Chenango, Delaware and Otsego counties, to Schoharie county, thence across the country to Albany, opening an important region not before reached by railway, and affording connections with the East and North-east, *via* Albany and Troy. From Owego the Cayuga division of the *Delaware, Lackawanna and Western Railway* extends to Cayuga Lake at Ithaca, affording communication by railway and steamboat with Tompkins, Cayuga and Seneca counties. At Elmira is the junction of the *Northern Central Railway*, extending southerly across the State of Pennsylvania, and through the towns of Williamsport, Sunbury, and Harrisburgh, to Baltimore, Md.; and northerly across the counties of Schuyler, Yates, and Ontario, to Canandaigua, on the New York Central

Railway, striking Seneca Lake at Watkins, and passing through Havana and Penn Yan. The Buffalo and North-western divisions strike the *N. Y. Central* at various points, but do not make close connections. From Corning, the *Corning and Blossburgh Railway* extends to the large and productive bituminous coal fields of Tioga county, Pennsylvania, affording them an outlet. At Salamanca is the junction of the *Atlantic and Great Western Railway*, connecting with the Penn-

sylvania oil regions, and extending diagonally across the State of Ohio to Cincinnati. At Buffalo and Dunkirk connections are made by *steamers with the great North-western States* as far as the copper regions on Lake Superior, and by railway with the entire *West and South-west*. The local business of the road and its immediate branches is large and rapidly increasing, while it forms besides a principal conduit for the commerce of the mighty West.



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NEW YORK TO PATERSON.



NEW YORK TO MOUNT VERNON.

JERSEY CITY,

Hudson Co., N. J.

1 m. fr. N. Y. Fr. Dunkirk, 459

This city is an important suburb, and virtually a part of New York, although within the boundaries of another State. A large portion of its population transact business in New York, but reside across the river simply because pleasant and readily accessible residences can here be obtained more easily than by seeking for them in uncrowded portions of Manhattan Island, now only to be reached by going some miles "up town." The *Bergen tunnel* is cut through Bergen Heights, the southern end of a remarkable ridge of land lying parallel to the Hudson river, and between it and the great salt marsh through which the Hackensack river flows into Newark Bay. The eastern side of this ridge is a line of precipitous cliffs called the Palisades, which, extending behind Jersey City and Hoboken, strike the Hudson river at Weehawken, and form its west bank for more than twenty miles, nearly to Piermont. This tunnel is nearly seven-eighths of a mile in length, and was completed in 1861. The arrangements and precautions for the prevention of accidents here are as perfect as human care and skill can make them. The tunnel is now being encased throughout with a solid arch of brickwork. Upon the height of land, a few rods north of the tunnel, is the reservoir from which Jersey City is supplied with pure water. This is brought in pipes from the Passaic river, and is pumped into the reservoir by steam-power. About a mile beyond the tunnel a large oil refinery has recently been erected at a place called Pen

Horn City, on the salt marsh near where the railway crosses Cromakill creek. Crossing the salt marsh and the Hackensack river, in which the tide ebbs and flows for some distance above, we come to

BOILING SPRING,

Union, Hudson Co., N. J.

10 m. fr. N. Y. Fr. Dunkirk, 450

This station is in the township of Union, Bergen county. N. J., and is of little importance. Two miles further the railway crosses the Passaic, a beautiful fresh-water stream, flowing between fine residences all the way to Newark, which fronts upon its right bank for more than two miles; the river empties into Newark Bay two miles below Newark, affording an outlet for steamboat navigation between Newark and New York.

PASSAIC,

Acquackononck, Passaic Co., N. J.

12 m. fr. N. Y. Fr. Dunkirk, 448

This station is on the west bank of the Passaic river, and just above it are the mill sites, etc., of the Dundee Manufacturing Company, who have formed an extensive water-power here, by damming the river some two miles above, and leading the water to this place by a canal.

PATERSON,

Passaic Co., N. J.

17 m. fr. N. Y. Fr. Dunkirk, 443

This city, one of the largest in the State, is a beautiful and thriving place. It was founded in 1791, under the auspices of Alexander Hamilton, for the purpose of carrying on the cotton manufacture. Although not immediately successful, the place has become

PATERSON TO TURNER'S.



an important manufacturing city, having an immense water-power, and good facilities for communication with the great markets. Besides the Erie Railway, the Morris Canal passes through the city. There are more than twenty cotton factories here, three large locomotive factories, besides various woolen, paper, and other mills and factories. The celebrated Passaic Falls, within the limits of the city, present a picturesque appearance when the river is high enough to afford a surplus over the requirements of the mills. The scenery in the neighborhood of Paterson is quite bold and romantic. The route now changes from northwest to northeast, and again crossing the Passaic, we come to

RIDGEWOOD,

Franklin, Bergen Co., N. J.

22 m. fr. N. Y. Fr. Dunkirk, 438

This was formerly called Godwinville Station, from a village of that name two miles northwest. A new village has now grown up, to which the above name has been given.

HOHOKUS,

Hohokus, Bergen Co., N. J.

24 m. fr. N. Y. Fr. Dunkirk, 436

This station is near the crossing of Hohokus creek, in the southeastern part of the township of Hohokus.

ALLENDALE,

Hohokus, Bergen Co., N. J.

26 m. fr. N. Y. Fr. Dunkirk, 434

A small station, from which fruit, berries, etc., are forwarded in their season.

RAMSEY'S,

Hohokus, Bergen Co., N. J.

28 m. fr. N. Y. Fr. Dunkirk, 432

A post-office village near the centre

of the township of Hohokus, the last station in New Jersey. The country gradually becomes hilly as we approach the New York State Line, preparing us for the mountain scenery which we shall find after crossing it.

SUFFERN,

Ramapo, Rockland Co., N. Y.

32 m. fr. N. Y. Fr. Dunkirk, 428

At Suffern we reach the Erie Railway proper, having so far travelled over roads owned by other companies, and operated by the Erie Co. under a lease made in 1852, running 999 years. Before that time the route was from New York up the Hudson river by steamboat to Piermont, and from thence by rail. The portion of the road extending from Piermont to Suffern is now used only for freight, with the exception of a small amount of local travel.

SUFFERN TO PIERMONT.

This portion of the railway is eighteen miles in length. The intermediate stations are Monsey, five miles from Suffern; Spring Valley, seven miles; Clarkestown, nine miles; and Blauveltville, thirteen miles.

PIERMONT,

Orangetown, Rockland Co., N. Y.

24 m. fr. N. Y. Fr. Dunkirk, 446

This place is beautifully situated on the west bank of the Hudson, a little above the upper end of the Palisades, and on the lower end of the widening in the river known as Tappan Bay. The views in all directions, up, down, and across the river, and towards the Highlands in the rear, are very attractive, and Piermont has become a popu-

lar place of summer residence for many of the citizens of New York. Near Tarrytown, on the opposite side of the river, is the place where André was captured, and the place of his execution was at Tappan, the village shown on the map a little south-west of Piermont. An immense pier, one mile in length, extends out into the river at the terminus of the railway, and large freight buildings occupy the end of the pier. The workshops and engine-houses of the company, in which over two hundred men are constantly employed, are located on the mainland near the river. The company builds many locomotives, and most of its own cars, at this place and at Susquehanna.

Returning to Suffern we resume the main route.

The railway now passes through a deep valley, or gap, in the range of hills which cross this country in a southwesterly direction, extending from the Highlands of the Hudson across into New Jersey, where they form the Orange Mountain. A short distance beyond Suffern are the remains of a fortification thrown up in the revolutionary war to defend the pass from an anticipated advance of the British towards New York.

RAMAPO,

Ramapo, Rockland Co., N. Y.

34 m. fr. N. Y. Fr. Dunkirk, 426

The Ramapo Manufacturing Co. here carry on an extensive car manufactory, and the Ramapo Wheel and Foundry Co. have one of the largest manufactories of car-wheels in the country.

SLOATSBURG,

Ramapo, Rockland Co., N. Y.

36 m. fr. N. Y. Fr. Dunkirk, 424

Named for Major Jacob Sloat, who owns the large twine-factories here. A very neat and pretty village. A stage leaves this station three times a week for Greenwood Lake, a fine sheet of water much frequented by those who enjoy good fishing. There is a good hotel on the lake, with all necessary conveniences for fishermen. A few miles beyond Sloatsburg we pass the ruins of the Augusta Iron Works, which flourished in the time of the revolution. At these works the heavy iron cable was forged which was stretched across the Hudson to obstruct the passage of the British fleet. Soon after leaving this station we cross the line of Rockland and pass into Orange county.

SOUTHFIELDS,

Monroe, Orange Co., N. Y.

42 m. fr. N. Y. Fr. Dunkirk, 418

Formerly called Monroe Iron Works, but the works have long been idle.

GREENWOOD,

Monroe, Orange Co., N. Y.

44 m. fr. N. Y. Fr. Dunkirk, 416

A post village containing a blast-furnace and some fifteen or twenty houses. A little beyond this station a branch is being built to extend across to the Newburgh Branch, making a very direct route from New York to Newburgh on the Hudson.

TURNER'S,

Monroe, Orange Co., N. Y.

47 m. fr. N. Y. Fr. Dunkirk, 413

Formerly called Centreville, derives its name from the proprietor of a

popular hotel formerly kept here. This is now superseded, however, by the "Orange Hotel," belonging to the railway company, which is kept on a scale of metropolitan grandeur, and is said to be unsurpassed in furniture and appointments by the best New York hotels. It forms the railway station, and contains a spacious dining-saloon for the especial use of railway travellers, where they are supplied with meals at the proper hours.

MONROE,

Monroe, Orange Co., N. Y.

50 m. fr. N. Y. Fr. Dunkirk, 410

A large quantity of milk comes to this depot for transportation to New York; and the reputation of Orange county milk is so good that the name is painted upon some of the New York milk-carts deriving their supplies from questionable sources much nearer home. The village is near the north-west line of the township of the same name. This township was formerly called Cheesecoaks, then Southfield; and finally, in 1808, the present name was adopted. Population, in 1865, 4,722. The land in this region is better adapted for grazing than for cultivation, being made up of a succession of ridges ranging north-east across the Hudson river, where it is called the "Highlands," and south-west into New Jersey.

OXFORD,

Blooming Grove, Orange Co., N. Y.

52 m. fr. N. Y. Fr. Dunkirk, 408

A small but thriving village in the midst of rich pasture lands.

GREYCOURT,

Chester, Orange Co., N. Y.

54 m. fr. N. Y. Fr. Dunkirk, 406

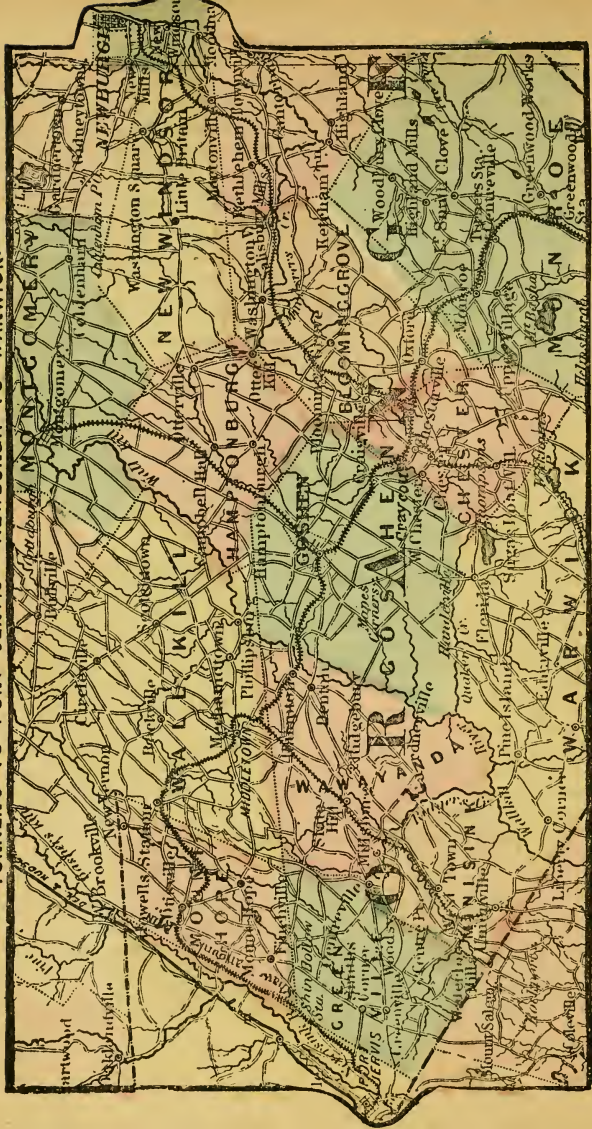
The *Newburgh* and *Warwick* branches unite with the main road at this point. The former is eighteen miles long, and affords a communication to the Hudson river at Newburgh. It follows the valley of Murderer's creek, passing Craigville, Blooming Grove, Washington, Salisbury, and Vail's Gate stations.

NEWBURGH is situated on a hillside sloping to the Hudson. Population, in 1865, 17,389. It is a thriving place, and has important manufactories, a large brewery, etc. A large portion of the coal mined in the Lackawanna anthracite coal region of Pennsylvania, amounting to about 1,000,000 tons per annum, is sent here by the Pennsylvania Coal Co. for shipment. An old stone mansion in the south part of the village was Washington's headquarters in revolutionary times, and is now owned and kept in order at State expense. Many interesting relics and mementos are preserved here.

The *Warwick* branch extends ten miles, passing East Chester, Sugar Loaf, Wickham Lake, and Stone Bridge stations to WARWICK, a thriving village in the centre of the township of that name. Population of the township, 5,077.

Returning to Greycourt we soon cross the Greycourt Meadows, a curious peat-bog nearly a hundred feet in depth in some parts, so soft and yielding that it was found necessary to make a foundation for the railway by driving piles

TURNER'S TO PORT JERVIS. — NEWBURGH TO WARWICK.



to prevent the earth embankment from being swallowed up as fast as deposited. The bones of a large mastodon were found in this bog some years ago. The soil is very fertile, having been reclaimed by draining, etc., and immense crops of onions are raised here.

CHESTER,

Chester, Orange Co., N. Y.

55 m. fr. N. Y. Fr. Dunkirk, 415

This is the name of the township and of its central village. The railway runs through East Chester, and there is another village called West Chester: the three villages being arranged in a triangle about a mile apart. Greenwood Lake may be conveniently reached from this station.

GOSHEN,

Goshen, Orange Co., N. Y.

60 m. fr. N. Y. Fr. Dunkirk, 400

An incorporated town of about 2,000 inhabitants, celebrated for the association of its name with the choicest *butter* which has been offered in the New York market. The dairies in this region are undoubtedly among the best and most skilfully managed in the country. Goshen has been much benefited by the location of the railroad through it, and its public buildings and stores exhibit good taste, as well as prosperity. A monument in the public square commemorates the massacre of a number of the former citizens of the town by Brandt, in 1779, at the ambush of Lackawaxen. A branch railway from Goshen to Montgomery, ten miles northerly, is now being constructed.

HAMPTON,

Wawayanda, Orange Co., N. Y.

64 m. fr. N. Y. Fr. Dunkirk, 396

The Wallkill river, upon the west bank of which Hampton is located, runs across Orange and Ulster counties, and empties into the Hudson at Rondout. Its valley is chiefly made up of peat-bogs, called "drowned lands," large portions of which, however, are drained, and thus converted into some of the most fertile lands in the State. Bones of the mastodon are found in these bogs. Hampton has a large hotel, store-houses, a woolen mill, and some twenty-five or thirty dwellings. A little beyond this station is the junction of the Middletown, Unionville, and Water Gap Railway, now being constructed as far as Unionville, about twelve miles in a direction parallel to the Wallkill river.

MIDDLETOWN,

Wallkill, Orange Co., N. Y.

67 m. fr. N. Y. Fr. Dunkirk, 393

An important and rapidly growing manufacturing place, and the largest village in the county, except Newburgh. Among the articles manufactured are stoves and iron-ware, sash and blinds, files, agricultural implements, etc. Directly in front of the station is the Ogden House, a well-kept and popular hotel.

HOWELLS,

Wallkill, Orange Co., N. Y.

71 m. fr. N. Y. Fr. Dunkirk, 389

Howells Station is a small village near the west line of Wallkill township. Although the country becomes more rolling and hilly, the hills are generally cultivated to their summits.

PORT JERVIS TO NARROWSBURGH.



Measure
Peach Pond
BERRIEN

Indian Orchard
P.A.M.Y.R.A.

White Mills
Pauque Falls
Wilsonville
Tallton

Maschope
Tussten

Narrowsburgh
Delaware Bridge No. 1

Highland

Shobles
York F.

Lumberland

Port Jervis
Hoochville

Westfall

Milford

Deer Park

Westfall

Westfall

Westfall

Westfall

Westfall

Westfall

Westfall

Westfall

Westfall

Westfall

OTISVILLE,

Mount Hope, Orange Co., N. Y.

76 m. fr. N. Y. Fr. Dunkirk, 384

This is the last of the milk-depots, and is on the eastern side of the Shawangunk Ridge, one of the greatest obstacles which were overcome in building the Erie Railway. A long tunnel through the ridge was first proposed, but, after thorough examination, the present plan was adopted. Passing through a long and heavy rock-cut, the summit is passed about two miles beyond Otisville, and then the valley below is reached by gradually descending the steep and rugged slope of the Shawangunk mountain, in a southerly direction, on a grade of about forty-five feet to a mile. The character of the scenery changes wonderfully after leaving Otisville. We pass alternately through gloomy cuts, and then over side-hill embankments, commanding magnificent views of the romantic valley of the Neversink, traversed by the Delaware and Hudson Canal, and dotted with farm-houses and villages.

PORT JERVIS,

Deerpark, Orange Co., N. Y.

89 m. fr. N. Y. Fr. Dunkirk, 371

At the junction of the Neversink river with the Delaware, is the corner boundary between New York, New Jersey, and Pennsylvania. Port Jervis is a short distance north of this place, and is the terminal station of the eastern division of the railway. It is named after John B. Jervis, Esq., the skilful engineer of the Delaware and Hudson Canal. This canal is one of the great avenues by which the anthracite coal of Pennsylvania reaches tide-water, and it comes down

the valley of the Neversink to the Delaware at this point. Port Jervis is a pleasant place of summer resort for people who are fond of beautiful scenery. Three miles beyond, we cross the Delaware river over a wooden bridge 800 feet in length. For twenty-six miles after we shall be in the State of Pennsylvania. The company pays to the Quaker State the annual sum of ten thousand dollars for the privilege of running their road on this side of the river, but are thereby exempted from further taxation.

STAIRWAY BROOK,

Westfall, Pike Co., Pa.

97 m. fr. N. Y. Fr. Dunkirk, 363

POND EDDY,

Shohola, Pike Co., Pa.

100 m. fr. N. Y. Fr. Dunkirk, 360

The name of a point in the river where a sudden bend forms a wide and deep basin. The road runs for a long distance along the steep and rugged bank of the Delaware, high up the side of the precipice. The view, though perhaps trying to the nerves of a timorous man, especially when flying along on the lightning express train, is grand and imposing. This portion of the road was extremely difficult and expensive to build, being cut in the solid rock. It was frequently necessary, in making the surveys, to lower the engineers and their assistants from above, and, suspending them with ropes, to prevent them from falling. Leaving the Delaware on the right, and crossing the Shohola creek, we reach

SHOHOLA,

Shohola, Pike Co., Pa.

107 m. fr. N. Y. Fr. Dunkirk, 353

Opposite to this station is the village

NARROWSBURGH TO HANCOCK.



of Barryville, in Sullivan county, New York, supported principally by the coal and lumber trade.

LACKAWAXEN,

Lackawaxen, Pike Co., Pa.

111 m. fr. N. Y. Fr. Dunkirk, 349

At the junction of Lackawaxen creek and the Delaware river. The Delaware and Hudson Canal comes down the valley of the Lackawaxen creek, and crosses the Delaware river in an aqueduct supported by a wire suspension bridge. There are two bridges for the railway over the Lackawaxen river and valley. The Hawley Branch here unites with the Erie Railway, bringing in the immense quantities of anthracite coal which are mined and forwarded by the Pennsylvania Coal Co. A double track extends all the way from here to New York.

MAST HOPE,

Lackawaxen, Pike Co., Pa.

116 m. fr. N. Y. Fr. Dunkirk, 344

A small, unimportant station, two miles beyond which the railway recrosses the Delaware over a wooden bridge about 600 feet long.

NARROWSBURG,

Tusten, Sullivan Co., N. Y.

122 m. fr. N. Y. Fr. Dunkirk, 338

So called from the narrow gorge through which the river passes at this place. A wooden bridge connects the two banks by a single span of 184 feet. A pretty village, and quite popular as a summer residence.

COHECTON,

Cochecton, Sullivan Co., N. Y.

131 m. fr. N. Y. Fr. Dunkirk, 329

A rich valley, about two miles long

and one mile wide, here stretches along the river, abounding in orchards, grain fields, and meadows. On the other side of the river, in Pennsylvania, is the village of Damascus. In this locality is laid the scene of Cooper's novel, "The Last of the Mohicans."

CALLICOON,

Cochecton, Sullivan Co., N. Y.

136 m. fr. N. Y. Fr. Dunkirk, 324

Crossing Callicoon creek we come to the station of the same name, introducing us to a wild and thinly settled region, of which leather is the principal production.

HANKINS,

Fremont, Sullivan Co., N. Y.

143 m. fr. N. Y. Fr. Dunkirk, 317

A small unimportant station near the line of Sullivan county.

BASKET,

Fremont, Sullivan Co., N. Y.

147 m. fr. N. Y. Fr. Dunkirk, 313

A small village at the mouth of Basket creek. Also known as Long Eddy.

LORDVILLE,

Hancock, Delaware Co., N. Y.

154 m. fr. N. Y. Fr. Dunkirk, 306

Formerly called Equinunk Station, from the pretty village of that name on the opposite side of the river in Pennsylvania.

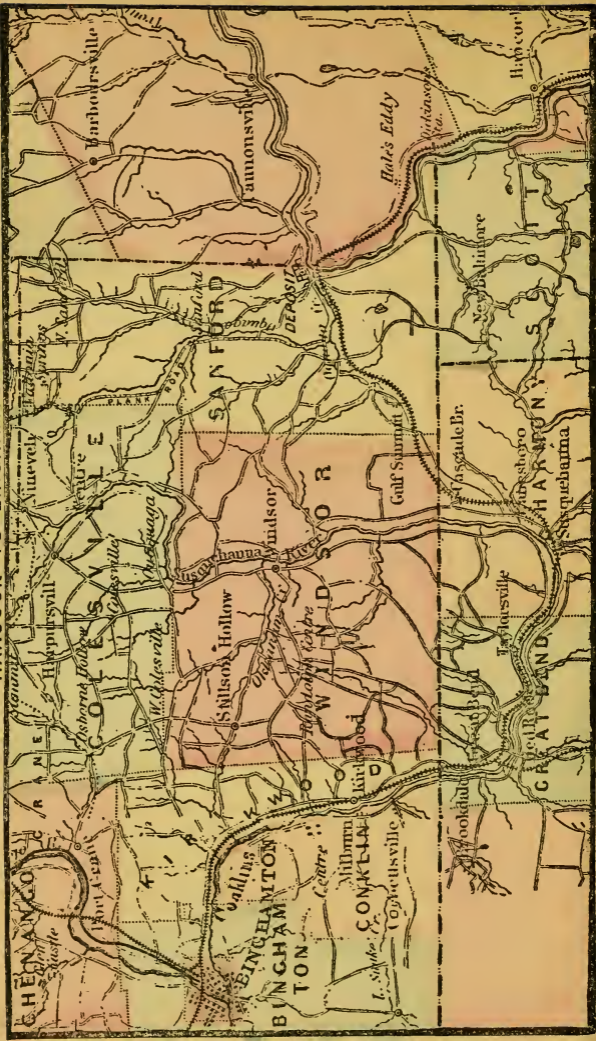
STOCKPORT,

Hancock, Delaware Co., N. Y.

159 m. fr. N. Y. Fr. Dunkirk, 301

The village of Stockport is across the river in Pennsylvania. Four miles beyond here we cross the east branch of the Delaware, which unites with the main branch a little below.

HANCOCK TO BINGHAMTON.



HANCOCK,

Hancock, Delaware Co., N. Y.

164 m. fr. N. Y. Fr. Dunkirk, 296

A pretty, romantic village, shut in between the mountains, but increasing in importance, owing to its being the railroad outlet for the entire valley of the East Delaware Branch. Stages leave this station for Hamden, Delhi, and Franklin.

HALE'S EDDY,

Tompkins, Delaware Co., N. Y.

172 m. fr. N. Y. Fr. Dunkirk, 288

DEPOSIT,

*Sanford, Broome Co., N. Y., and
Tompkins, Delaware Co., N. Y.*

177 m. fr. N. Y. Fr. Dunkirk, 283

This is the centre of a large lumbering business, and is situated partly in Delaware and partly in Broome county. A double track has been laid from here to Painted Post, 116 miles. One mile west of this point we cross the basin of the Delaware, commence on a heavy ascending grade to surmount the dividing ridge between this basin and that of the Susquehanna. A daily line of stages connects with Nineveh on the Albany and Susquehanna Railway. Passing about eight miles through wild and rugged scenery, with occasional magnificent views, we come to the

SUMMIT,

Sanford, Broome Co., N. Y.

185 m. fr. N. Y. Fr. Dunkirk, 275

This station is 1,366 feet above the level of the sea, Deposit being 997 feet above, a difference of 369 feet in eight miles. It is a wild and desolate place. From this point the road descends on a grade of sixty feet per mile for about eight miles. About

four miles from the summit we come to the Cascade Bridge, a beautiful and wonderful structure, spanning a ravine 250 feet wide, and 184 feet deep. A very inadequate idea of its magnitude can be formed while passing over it in the cars; but from the valley below the view is truly magnificent. The bridge is constructed of wood and iron, and though very strong and solid, arches between the natural abutments of solid rock in a light and graceful manner. It was constructed under the direction of John Fowler. Shortly after leaving this bridge we arrive at the Starucca Viaduct. This is a little beyond the State line in Pennsylvania. It is a magnificent and costly structure, 1,200 feet in length, and 110 feet in height. There are eighteen arches. Like the Cascade Bridge, it should be viewed from below to obtain a full idea of its grandeur and extent. By stopping over one train at the next station, Susquehanna, this may easily be accomplished. The village of Lanesborough is passed, a little beyond the viaduct, on a trestle bridge, some seventy feet above the Caneawacte creek.

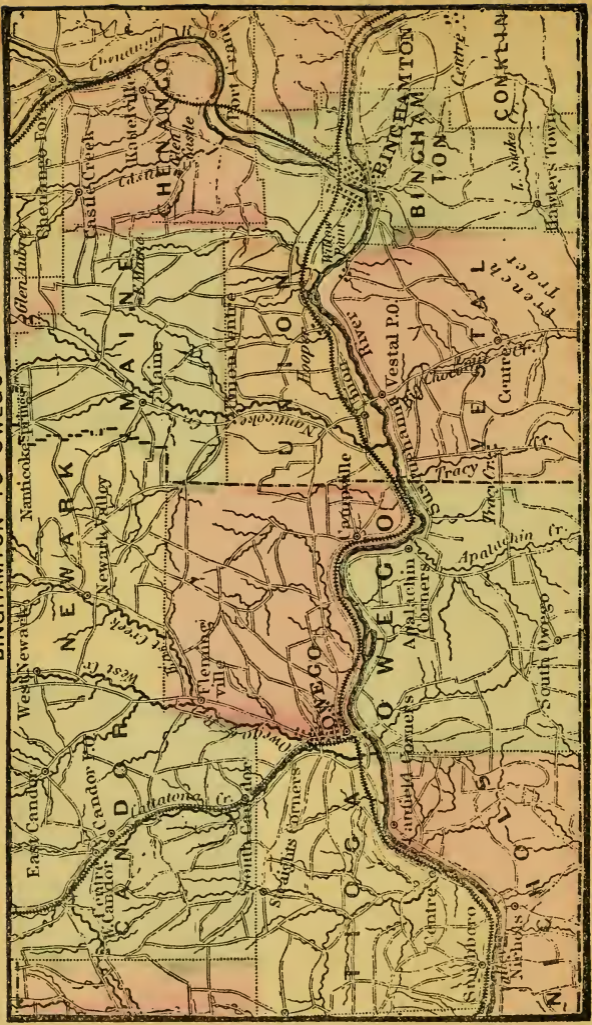
SUSQUEHANNA,

Oakland, Susquehanna Co., Pa.

193 m. fr. N. Y. Fr. Dunkirk, 267

This place, formerly called Harmony, has been built up by the establishment here of repair-shops and engine-houses, belonging to the railway company, in which over 200 men are employed. Meals are supplied to travellers at the spacious dining-saloon at the station. The road now follows the valley of the Susquehanna, crossing it on a wooden bridge, 800 feet long, half a mile beyond the station. The grades are now very light, not exceeding five

BINGHAMTON TO OWEGO.



feet per mile, on the entire Susquehanna section extending to Hornellsville.

GREAT BEND,

Great Bend, Susquehanna Co., Pa.
201 m. fr. N. Y. Fr. Dunkirk, 259

The junction of the Delaware, Lackawanna and Western Railroad, which passes through the Wyoming coal-region of Pennsylvania, and connects with the New Jersey Central Railroad, running to New York. An immense traffic in anthracite coal is carried on by the company owning this road, as they own many very extensive collieries in the great anthracite coal fields of Luzerne county, Pa., and, besides conveying coal to the market, carry on the business of mining on a very extensive scale. Besides sending vast quantities to New York, its connection with the Erie Railway enables it to supply the Western market to a very considerable extent. The village of Great Bend, on the opposite side of the river from the station, is connected with a bridge for ordinary travel besides the D. L. & W. Railroad bridge. Running four miles northwesterly from Great Bend, we cross into New-York State once more, and the railway does not again leave it.

KIRKWOOD,

Kirkwood, Broome Co., N. Y.
206 m. fr. N. Y. Fr. Dunkirk, 254

Named after the former able Superintendent of the road. Near this place is the birthplace of the celebrated Joe Smith, the great original prophet of the Mormon religion.

BINGHAMTON,

Broome Co., N. Y.
216 m. fr. N. Y. Fr. Dunkirk, 244

This beautiful city, incorporated in

1867, is delightfully situated at the junction of the Chenango and Susquehanna rivers. The Syracuse, Binghamton and New York Railroad, and the Chenango Canal, terminate here; and the Albany and Susquehanna Railroad, now nearly completed, will soon connect this place with the capital of the State, opening up a richly settled country hitherto unsupplied with railway facilities. The State Inebriate Asylum is located here, two and a half miles east of the city, north of the railway, on the crest of a hill commanding a magnificent view of the Susquehanna valley, the city, and surrounding country. It is 365 feet long, and 82 feet wide, and is built of stone and brick in the castellated Gothic style of architecture. Its grounds occupy about 400 acres. The popular water-cure of Dr. Thayer is located on the top of Mount Prospect Hill; and there are several male and female academies, a commercial college, nine churches, five newspaper offices, and several manufactories. Anthracite coal is brought here in large quantities, and the Chenango canal-boats receive much of it in exchange for iron ore, which goes to the furnaces in Pennsylvania. Binghamton is noted for its remarkable salubrity.

HOOPER,

Union, Broome Co., N. Y.
221 m. fr. N. Y. Fr. Dunkirk, 239

A small village at the mouth of Patterson creek.

UNION,

Union, Broome Co., N. Y.
223 m. fr. N. Y. Fr. Dunkirk, 237

A flourishing village in the township of the same name, about half a mile from the Susquehanna river. The

OWEGO TO ELMIRA.



beautiful intervale meadows in this vicinity, extending for some distance along the river, are very fertile, and even the hills are cultivated to their summits. Crossing Nanticoke creek, we make a bold sweep towards the north, and pass the manufacturing village of Apalachin on the other side of the river.

CAMPVILLE,

Owego, Tioga Co., N. Y.

230 m. fr. N. Y. Fr. Dunkirk, 230

Campville is a small village just half-way between New York and Dunkirk, and has cattle-yards, etc., where animals, on their way to the New York market, are taken out to be fed and watered.

OWEGO,

Owego, Tioga Co., N. Y.

237 m. fr. N. Y. Fr. Dunkirk, 223

This is the county seat of Tioga county, and is finely situated at the junction of Owego creek and the Susquehanna river. It is the centre of a large agricultural district, and is rapidly increasing in importance. There are seven churches, two banks, two newspaper offices, an academy, a female seminary, and several manufactories of steam engines and boilers, machines, sash and blinds, silverware, leather, flour, plaster, etc. The Cayuga division of the Delaware, Lackawanna and Western Railroad extends from Owego to Ithaca on Cayuga Lake. Beautiful drives are numerous about Owego in all directions. A bridge connects the two banks of the Susquehanna. On the Owego creek, in the western part of the village, is "*Glen Mary*," the former residence of the late *N. P.*

Willis. Here he wrote his charming "Letters from under a Bridge."

TIOGA CENTRE,

Tioga, Tioga Co., N. Y.

242 m. fr. N. Y. Fr. Dunkirk, 218

A small station at the mouth of Catatunk creek. Here are several mills and about sixty dwellings.

SMITHBORO',

Tioga, Tioga Co., N. Y.

246 m. fr. N. Y. Fr. Dunkirk, 214

A village in Tioga township, containing about 250 inhabitants. A bridge crosses the Susquehanna here.

BARTON,

Barton, Tioga Co., N. Y.

249 m. fr. N. Y. Fr. Dunkirk, 211

This is a thriving and prettily situated village in the south-east corner of the township of the same name. The Susquehanna here bends towards the south and soon passes into Pennsylvania, across which it winds its way into Maryland, where it empties into the Chesapeake Bay. We now cross an intervale meadow and the Cayuta creek on a high embankment and bridge, passing the village of Factoryville, which lies a little over a mile north of the railway.

WAVERLY,

Barton, Tioga Co., N. Y.

256 m. fr. N. Y. Fr. Dunkirk, 204

This is an incorporated village in the south-west part of Barton township, very near the line of Pennsylvania, and near that of Chemung county. It has about 1,100 inhabitants, and is rapidly increasing. It contains an academy, five churches, and several manufactories. Near the station is Spanish

Hill, the scene of an incident connected with the massacre of Wyoming. Three of the prisoners, who were being carried away by six Indians, rose in the night and, slaying five of their captors, escaped unharmed. Tioga Point, lying south of Waverly, is a tongue of land between the Susquehanna and Chemung rivers, which unite below it. It has some historical interest, as it was the rendezvous of the British and Indians before they ravaged the Wyoming Valley, and of the American forces under Sullivan and Clinton in 1779 when in pursuit of Brandt, after the massacre at Lackawaxen. After leaving Waverly we pass up the valley of the Chemung river, crossing Dry Brook and Wynkoop creek to

CHEMUNG,

Chemung, Chemung Co., N. Y.

260 *m. fr. N. Y. Fr. Dunkirk, 200*

Formerly called Brockville, in the southern part of Chemung township. The region about here was formerly a great lumbering country, but owing to the clearing off of large tracts, cattle-raising, wool-growing, and other agricultural pursuits, have in some measure superseded the lumber business. We now cross the Chemung river, and passing through half a mile of heavy rock-cutting on the south bank of the river, we come to

WELLSBURG,

Southport, Chemung Co., N. Y.

266 *m. fr. N. Y. Fr. Dunkirk, 194*

This is a manufacturing village in the south-east part of the township; population about 400. After leaving it we same into a fertile agricultural region. In this valley Gen. Sullivan and his army encamped in 1779, and threw up

a breastwork while on their march in pursuit of the British and Indians. An encounter took place August 29th, in which, after an obstinate conflict of two hours, the enemy were completely routed and dispersed. A few years after the region was gradually occupied by the soldiers who had accompanied Sullivan, and by others from Pennsylvania. Leaving Wellsburg, the railway bends northward, and we follow up the Chemung valley for seven miles, which bring us to the junction of the Williamsport and Elmira Railway. We then cross the Chemung river by a covered wooden bridge, and find ourselves in

ELMIRA,

Chemung Co., N. Y.

273 *m. fr. N. Y. Fr. Dunkirk, 187*

This is one of those cities whose growth seems almost like magic, having grown up almost entirely within the last thirty years. The first settlement was made by Capt. John Hendy and Christian Loup in 1788. An incident which happened about that time illustrates the hardships encountered by the early settlers and their power of endurance. While Capt. Hendy was engaged in erecting his first rude log-hut for shelter near the Indian pathway leading from Wilkes-Barre to Canada, a man on horseback, with a child in a basket hung on each side, followed by his wife and household goods on another horse, came up and inquired anxiously for a doctor for his wife, who had sustained some injury by the stumbling of the horse. Of course none was to be had, and the family obtained such shelter for the night as the adjacent forest afforded. In the morning the

husband reported his wife "as well as could be expected," and, on resuming their journey after a rest of two days, another basket was in requisition for the accommodation of a *third* child. The township of Elmira, originally called Newton, was set off from Chemung in 1792. The village was then called Dewittsburgh. The present name was given in 1828 in compliment to the wife of one of the pioneer settlers. Newton creek, which forms the eastern boundary of the city, affords abundant water-power, which is occupied by various mills and manufactories. Railroads extend in the directions of the four cardinal points of the compass. North to Canandaigua, east to New York, south to Baltimore, and west to Buffalo, Dunkirk, and the fertile prairies of the Mississippi valley. The Chemung canal, constructed in 1830, affords a convenient avenue for lumber, coal, flour, grain, etc. It extends from Seneca Lake to the Chemung river at this place, connecting the chain of water navigation in this State with the Susquehanna river and canal, through Pennsylvania to Baltimore. The city is situated in a broad fertile valley. Immense quantities of coal are conveyed through it from the Pennsylvania coal mines. It is handsomely laid out; and contains, besides the county buildings, thirteen churches, a female college capable of accommodating 300 pupils, several other educational institutions, five banks, a savings institution, four hotels, about three hundred stores, and a large number of warehouses. It supports two daily and two weekly newspapers. The manufactories are quite extensive; there are two rolling-mills,

four manufactories of boots and shoes, one of pianos, and an oil-refinery. The country around is abundantly productive, and everything indicates the continuance in growth of this finely located city. Remains of old fortifications are seen around its borders, and a spirited engagement took place here in 1779 between our forces under Gen. Sullivan and the British and Indians, whom they had pursued up the Chemung from Tioga Point. The latter were entirely routed with great slaughter, and fled towards Seneca Lake. Sullivan then encamped at Horse Heads, a few miles north of Elmira. Having killed a number of old and worthless horses here, the Indians afterwards piled up the skulls on each side of the road, from which circumstance the place derives its name. Two miles east of Elmira a very ancient embankment, resembling a fortification, still remains, upon which large and very old trees were found growing by the first settlers of the country. Going northerly, about five miles from Elmira, we arrive at the

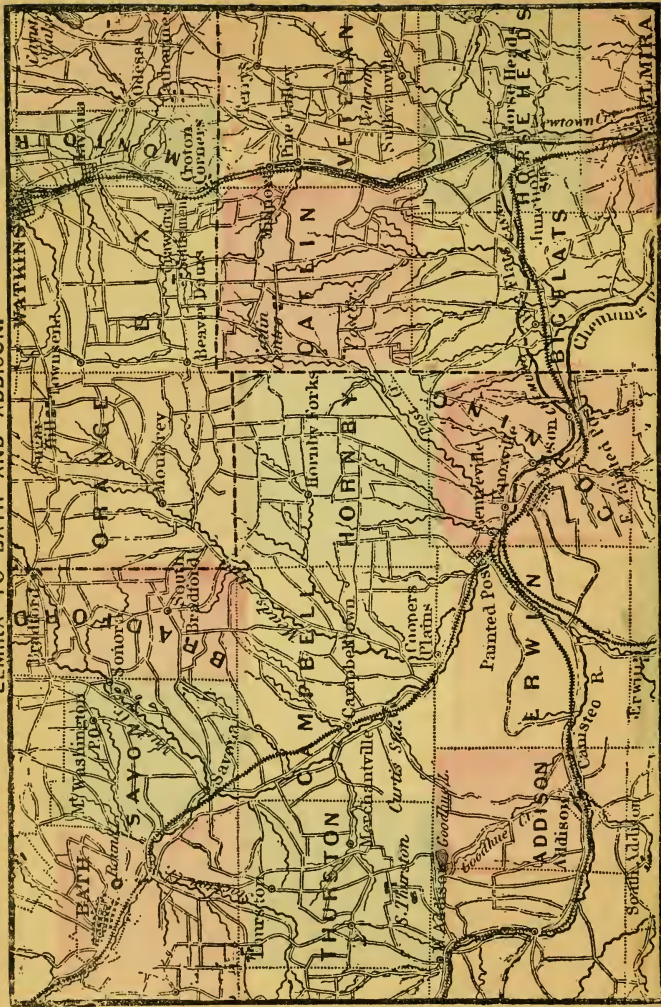
JUNCTION,

Horse Heads, Chemung Co., N. Y.

278 m. fr. N. Y. Fr. Dunkirk, 182

The Elmira and Canandaigua Railway diverges here. It is now the northern division of the Northern Central Railway extending from Baltimore to Canandaigua. This is a broad-gauge road, and in connection with the New York and Erie makes a very direct and pleasant route from New York to the central and western counties of the State. We now turn again towards the west, and, running along south of, and parallel to the navigable feeder to the Chemung

ELMIRA TO BATH AND ADDISON.



canal approach the line of Steuben county.

BIG FLATS,

Big Flats, Chemung Co., N. Y.

284 m. fr. N. Y. Fr. Dunkirk, 176

A small station in the township of the same name, near the line of Steuben county. Population of the township, 1,801. About four miles further west we cross to the south side of the Chemung river.

CORNING,

Corning, Steuben Co., N. Y.

291 m. fr. N. Y. Fr. Dunkirk, 169

Corning, originally called Painted Post, is a city, and one of the two county seats of Steuben county, Bath being the other. Its present name was given in 1852 in honor of Hon. Erastus Corning, of Albany. It is a large and rapidly growing place, and is pleasantly located. A high hill in its rear affords charming views of the surrounding scenery. The castellated building on the hill south of, and in sight from, the railway is the State Arsenal. The Buffalo division of the Erie Railway diverges from the main road here and extends to Buffalo. The Chemung Canal, extending to Elmira, and from thence northerly to Seneca Lake at Watkins, terminates at this place, and the Corning and Blossburg Railway opens a communication to one of the finest beds of bituminous coal in Pennsylvania, which thus finds a ready market in Western New York. A disastrous fire destroyed a large portion of the business part of the place in 1850, but it was promptly rebuilt, and has since rapidly increased in size and importance. There are five churches, two banks, several mills and manufac-

turing establishments, and two newspaper offices. Centreville, Knoxville, and Gibson, are small villages on the opposite side of the river. Population in 1865, 6,724.

PAINTED POST,

Erwin, Steuben Co., N. Y.

293 m. fr. N. Y. Fr. Dunkirk, 167

This is the oldest settlement in this part of the county, and derives its name from a monument said to have been erected in 1779, by the river-side, over the grave of the Indian chief, Capt. Montour, son of Queen Catharine. The monument erected by the companions of this brave and noted chieftain was a wooden post upon which were painted various Indian devices. A painted wooden pole in the public square of the village preserves the tradition. The route of the Buffalo Division, which has been running side by side with the main route from Corning, here diverges towards the north, following the valley of Conhocton river, while the main route, crossing the Conhocton near its junction with the Canisteo river, follows up the valley of the latter. These two rivers unite at Painted Post, forming the Chemung.

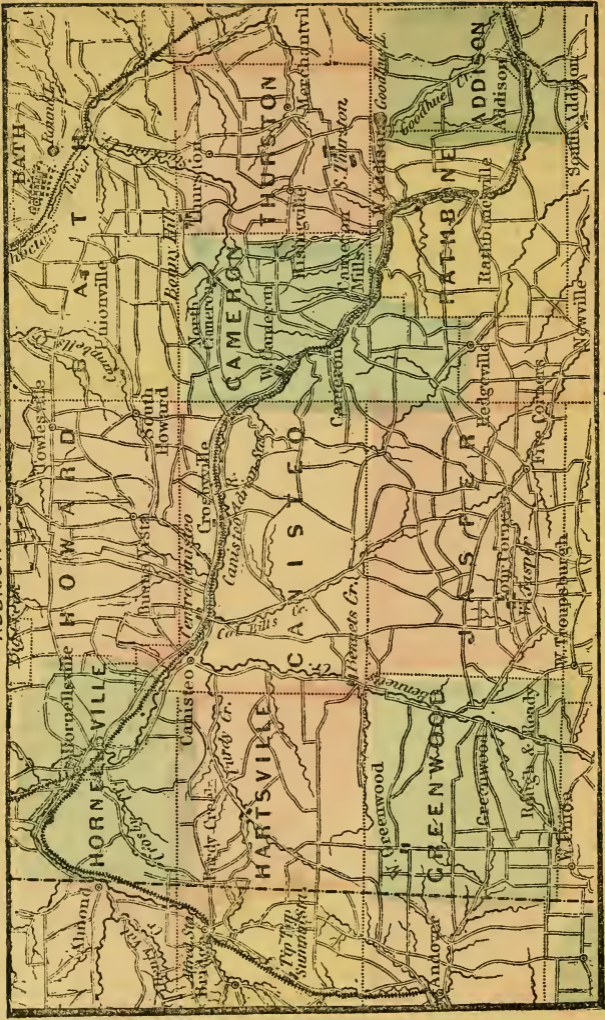
ADDISON,

Addison, Steuben Co., N. Y.

302 m. fr. N. Y. Fr. Dunkirk, 158

An important and growing village in the township of the same name, on the north bank of the Canisteo river, at the junction of Tuscarora creek. The original name, given by the early settlers, was Tuscarora; but it was changed to Addison in honor of the English author of that name. It has three churches, a bank, and several mill and manufacturing establishments. Population,

ADDISON TO ANDOVER.



about 1,300. The valley now becomes narrow, and the hills steep.

RATHBONEVILLE,

Rathbone, Steuben Co., N. Y.

307 m. fr. N. Y. Fr. Dunkirk, 153

Has one church, a flouring-mill, and thirty-three dwellings. The adjacent country is hilly and rugged.

CAMERON MILLS,

Rathbone, Steuben Co., N. Y.

312 m. fr. N. Y. Fr. Dunkirk, 148

A small village.

CAMERON,

Cameron, Steuben Co., N. Y.

315 m. fr. N. Y. Fr. Dunkirk, 145

A village in a deep wild valley, frequented by sportsmen who hunt the deer in winter.

ADRIAN,

Canisteo, Steuben Co., N. Y.

323 m. fr. N. Y. Fr. Dunkirk, 137

Formerly called Crosbyville; contains one church, and twenty dwellings.

CANISTEO,

Canisteo, Steuben Co., N. Y.

328 m. fr. N. Y. Fr. Dunkirk, 132

The village is on the south side of the river, nearly half a mile from the station. The valley widens soon after leaving the station.

HORNELLSVILLE,

332 m. fr. N. Y. Fr. Dunkirk, 128

A large and rapidly growing place. Population in 1865, 5,338. The station contains a spacious dining-saloon where meals are served to travellers at the regular hours. The North-western Division of the Erie Railway diverges here, extending to Buffalo *via* Warsaw

and Attica. (For a description of this branch see page 43.) We now leave the valley of the Canisteo river, which we have been following up in a north-westerly direction, and, bending around towards the south up the Whitney valley, we commence upon an ascending grade of about fifty feet to a mile. Just after crossing the line of Allegany county, we reach

ALMOND,

Almond, Allegany Co., N. Y.

337 m. fr. N. Y. Fr. Dunkirk, 123

A manufacturing village of about 1000 inhabitants in the eastern part of the township of the same name. There are two churches, two flouring-mills, and several manufactories. A fine water-power is afforded by the Karr, McHenry, and Whitney creeks, which, uniting here, form the Canacadea creek.

ALFRED,

Alfred, Allegany Co., N. Y.

341 m. fr. N. Y. Fr. Dunkirk, 119

Also known as Baker's Bridge, in the eastern part of Alfred township; has a church and a flouring-mill, and 134 inhabitants. At Alfred Centre, two miles south-west, is a flourishing academy. After leaving this place, and the Whitney valley, we cross a small tributary stream and follow up its valley. Then, passing through a deep rock-cutting, still ascending the heavy grade which commenced near Hornellsville, we attain the

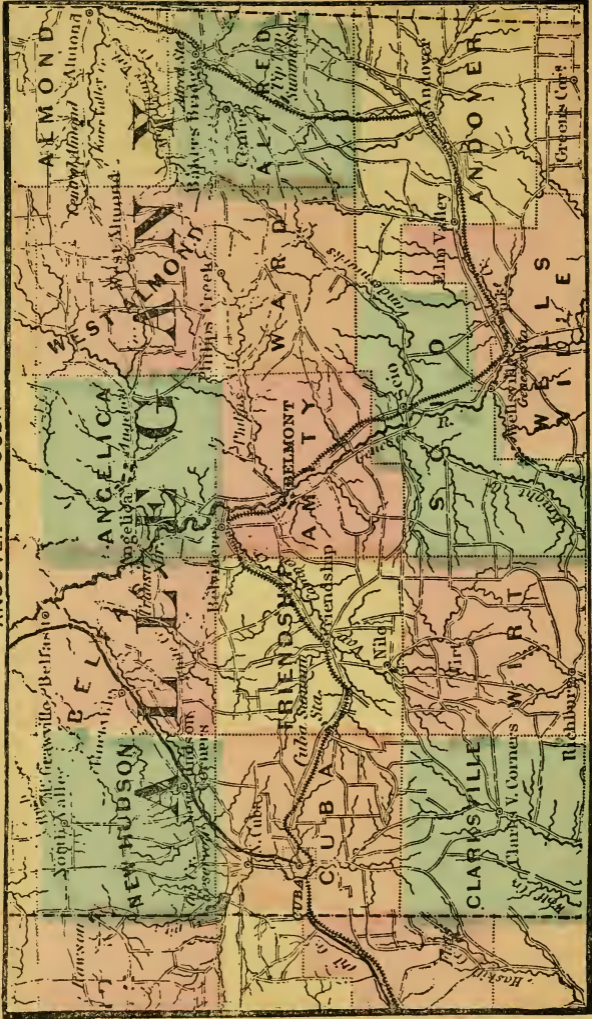
TIP TOP SUMMIT,

Alfred, Allegany Co., N. Y.

345 m. fr. N. Y. Fr. Dunkirk, 115

This station is 1,760 feet above tide-water, and is, as its name indicates, the highest point on the entire route.

ANDOVER TO CUBA.



After leaving it we descend on a grade of about forty feet to a mile, still maintaining a southerly direction.

ANDOVER,

Andover, Allegany Co., N. Y.

350 m. fr. N. Y. Fr. Dunkirk, 110

Has four churches, a grist and saw mill, and 374 inhabitants. It is located on Dike creek, a tributary of the Genesee river. The railway crosses the creek several times in descending its valley.

GENESEEE STA.,

Wellsville, Allegany Co., N. Y.

358 m. fr. N. Y. Fr. Dunkirk, 102

The name of the incorporated village here is Wellsville, an important and rapidly growing place, at the highest part of the Genesee valley reached by the railway. Dike's and Chenunda creeks here unite with the Genesee river. The valleys are very deep and their sides precipitous. The bottomlands, however, are fertile, and the farms valuable. The trade of a large region of country, extending into Potter county, Pa., centres here, this being the nearest railway station, and accessible by the deep valleys of streams flowing into the Genesee. There are four churches, two flouring and three saw-mills. Two weekly newspapers are published. The post-office name is Wellsville. Population of the township, 3,070. The route now changes abruptly to the north-west, following down the Genesee valley.

SCIO,

Scio, Allegany Co., N. Y.

362 m. fr. N. Y. Fr. Dunkirk, 98

Has a church, several mills, and

about 500 inhabitants. The country here is very uneven, the hills rising steeply to a height of from 700 to 1,000 feet above the valleys.

BELMONT,

Amity, Allegany Co., N. Y.

366 m. fr. N. Y. Fr. Dunkirk, 94

Formerly called Phillipsville, an incorporated village, and the half-shire of the county, is situated at the junction of Phillip's creek with the Genesee river. The railway now crosses to the west side of the river. Population of the township in 1865, 2,073.

BELVIDERE,

Amity, Allegany Co., N. Y.

370 m. fr. N. Y. Fr. Dunkirk, 90

A village in the north-west part of Amity township, near the junction of Van Campen's creek with the Genesee river, and about four miles above the mouth of Angelica creek. Angelica, one of the shire-towns of Allegany county, is situated about two miles up this creek. Population, 1,663. Belvidere, being the lowest point of the Genesee valley reached by the Erie Railway, has become the outlet for the business of that portion of the valley and the surrounding country, which has no nearer railway facilities. The direction of the route now changes again to the extent of about a right angle towards the south-west, and leaving the Genesee valley, follows up that of Van Campen's creek, on the north side of the creek, the grade ascending about thirty feet to a mile.

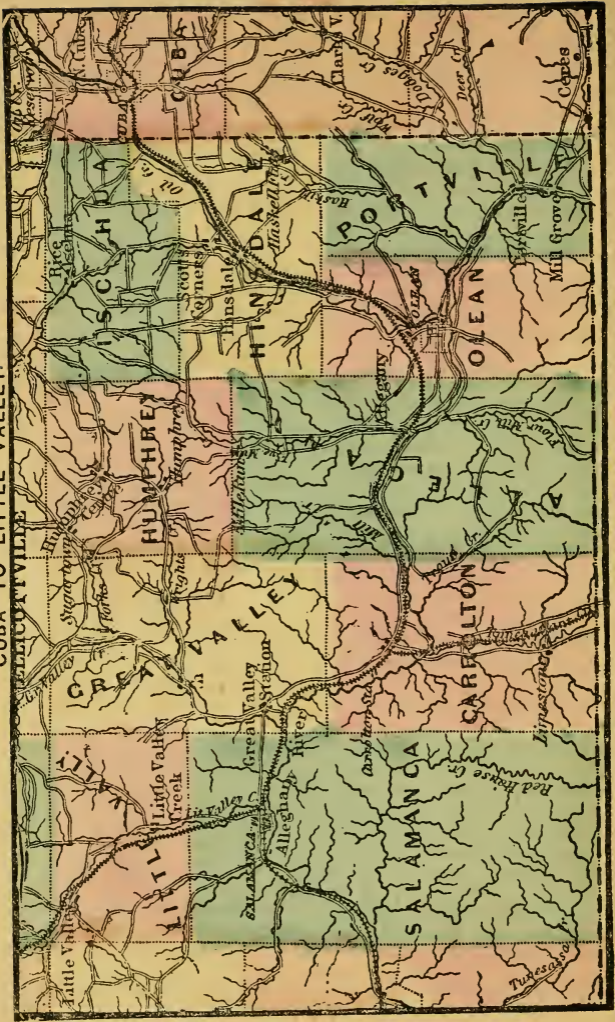
FRIENDSHIP,

Friendship, Allegany Co., N. Y.

374 m. fr. N. Y. Fr. Dunkirk, 86

This villlage lies between the rail-

CUBA TO LITTLE VALLEY.



way and the creek. It contains numerous saw-mills, two flouring-mills, four churches, an academy, etc. Population, about 800. Still ascending the valley we come to

CUBA SUMMIT,

Cuba, Allegany Co., N. Y.

378 m. fr. N. Y. Fr. Dunkirk, 72

Is 1,677 feet above tide-water. We now pass over the Allegany ridge or watershed, on the eastern side of which the rain, after reaching the ground, finds its way by rills, rivulets, streams, and rivers into the great lakes, and so down the St. Lawrence to the Atlantic Ocean; while on the other side, only a few rods further west, its destiny is far different. Here it becomes tributary to the Allegany river, and passing down its winding current and that of the Ohio and Mississippi, is lost in the Gulf of Mexico. Descending on this slope down a tributary of Oil creek we arrive at

CUBA,

Cuba, Allegany Co., N. Y.

383 m. fr. N. Y. Fr. Dunkirk, 77

This enterprising and flourishing village is near the west line of Allegany county. It contains five churches, and several mills and manufactories. Population of the township, about 2,000. Cattaraugus county, into which we pass next, is an elevated and uneven county, chiefly devoted to grazing in those portions where the original timber has been removed. The Genesee Valley Canal continues by the side of the railway from Cuba to Olean.

HINSDALE,

Hinsdale, Cattaraugus Co., N. Y.

390 m. fr. N. Y. Fr. Dunkirk, 70

Is located at the junction of Ischua

and Oil creek. The route continues down Oil creek, crossing it before it reaches its junction with the Allegany. This is not the celebrated Oil creek of Pennsylvania where the great petroleum-wells are found. It derives its name, however, from the so-called Seneca oil which was formerly collected there by the Indians.

OLEAN,

Olean, Cattaraugus Co., N. Y.

395 m. fr. N. Y. Fr. Dunkirk, 65

The name Olean has an obvious connection with that of the creek, and in fact was derived from it. It is an incorporated village, rapidly increasing in importance, and contains six churches, an academy, flouring and saw-mills, etc. It is at the junction of Oil creek and the Allegany river. Population, 2,071. A railroad is contemplated to extend into the Pennsylvania coal regions, and the Genesee Valley canal is to be extended in the same direction.

ALLEGANY,

Allegany, Allegany Co., N. Y.

399 m. fr. N. Y. Fr. Dunkirk, 61

At the junction of Five Mile Creek with the Allegany river. Four miles from this station we come into the Indian Reservation, which lies along the river, half a mile wide on each side, and thirty miles in length. This land belongs to the Seneca tribe of Indians, and cannot be sold.

CARROLTON,

Carrolton, Cattaraugus Co., N. Y.

408 m. fr. N. Y. Fr. Dunkirk, 52

This is the junction of the Bradford branch railway, extending up the valley of the Tunegawant creek to the extensive coal-fields of McKean co., Pa.

LITTLE VALLEY TO DUNKIRK.



GREAT VALLEY,

Great Valley, Cattaraugus Co., N. Y.

411 m. fr. N. Y. Fr. Dunkirk, 49

At the junction of Great Valley Creek with the Allegany river. The valley which gives its name to the creek is a source of considerable trade to this station. Ellicottville, the county seat of Cattaraugus county, is about ten miles up the creek.

SALAMANCA,

Salamanca, Cattaraugus Co., N. Y.

415 m. fr. N. Y. Fr. Dunkirk, 45

Situated at the junction of the Little Valley creek with the Allegany river. It is the initial point of the Atlantic and Great Western Railway, extending through Pennsylvania and Ohio, to Cincinnati. It is an uninviting-looking place, built on low wet land, and most of the houses are mere rough board shanties. Since the land can only be leased from the Indians, builders are not disposed to construct very costly improvements. The Erie Railway now turns northwardly up the Little Valley creek, while the Atlantic and Great Western Railway follows down the Allegany river. Passing the small village of Little Valley Creek, on the opposite side of the river, we come to

LITTLE VALLEY,

Little Valley, Cattaraugus Co., N. Y.

421 m. fr. N. Y. Fr. Dunkirk, 39

In the north-west corner of the township. Soon after leaving it we again cross the Allegany water-crest and strike a tributary of Cattaraugus creek, flowing into Lake Erie.

CATTARAUGUS,

New Albion, Cattaraugus Co., N. Y.

428 m. fr. N. Y. Fr. Dunkirk, 32

An important village on the side-hill

forming the west slope of the valley of the south branch of Cattaraugus creek. Following along the side of this valley for about four miles, we turn from it towards the west, and traverse across streams and valleys the rest of the way to Dunkirk.

DAYTON,

Dayton, Cattaraugus Co., N. Y.

438 m. fr. N. Y. Fr. Dunkirk, 22

This station is 1,595 feet above the level of the sea, and 1,015 above the lake at Dunkirk. From here the grade descends all the way to the lake.

PERRYSBURG,

Perrysburg, Cattaraugus Co., N. Y.

441 m. fr. N. Y. Fr. Dunkirk, 19

Has a church and twenty-three dwellings. Versailles, five miles north, and Gowanda, four miles east, are important villages. Soon after leaving it we come in sight of one of those wonderful bodies of fresh water, the great American Lakes. Lake Erie is next to the lowest of them, and is 240 miles in length, and 57 in breadth.

SMITH'S MILLS,

Hanover, Chautauqua Co., N. Y.

448 m. fr. N. Y. Fr. Dunkirk, 12

FORESTVILLE,

Hanover, Chautauqua Co., N. Y.

452 m. fr. N. Y. Fr. Dunkirk, 8

An incorporated village. Population 540. It has two churches, and several grist-mills, saw-mills, etc.

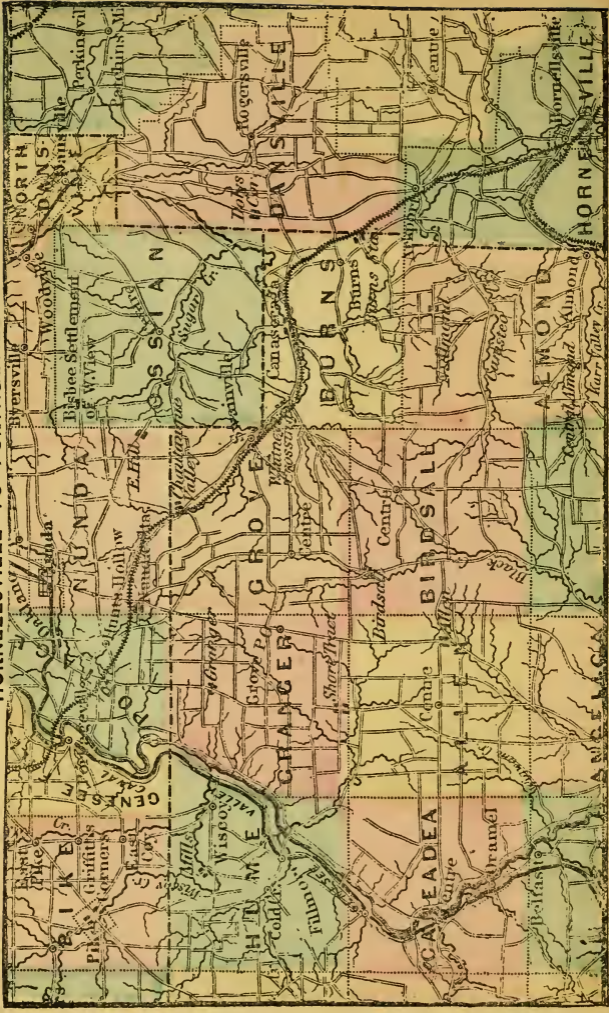
DUNKIRK,

Chautauqua Co. N. Y.

460 miles from New York.

Incorporated in 1837. Population, 4,754. This place has been chiefly built up since its selection for the

HORNELLSVILLE TO PORTAGEVILLE.



western terminus of the Erie Railway. This selection was made on account of its fine harbor, which is the best between Buffalo and Cleveland. It has a bank, two newspapers, various manufactories, machine shops and furnaces, besides the very extensive warehouses

and workshops of the railway company. Near Fredonia, a thriving village about three miles south-east of Dunkirk, is a remarkable natural gas spring, from which a large portion of the village is supplied with illuminating gas.

NORTHWESTERN DIVISION OF THE ERIE RAILW'Y.

FROM HORNELLSVILLE TO BUFFALO.

HORNELLSVILLE,

332 m. fr. N. Y. Fr. Buffalo, 91

(See page 33).

BURNS,

Burns, Allegany Co., N. Y.

340 m. fr. N. Y. Fr. Buffalo, 83

On the east line of the township, and near the north-east corner of the county. It contains a church, a mill, a factory, and twenty dwellings.

CANASERAGA,

Burns, Allegany Co., N. Y.

344 m. fr. N. Y. Fr. Buffalo, 79

In the northern part of the township, and contains an academy under Baptist management, several mills, and about 200 inhabitants. It is a thriving village.

SWAINVILLE,

Grove, Allegany Co., N. Y.

349 m. fr. N. Y. Fr. Buffalo, 74

A post village on the east line of the township and of Livingston county.

NUNDA,

Nunda, Livingston Co., N. Y.

356 m. fr. N. Y. Fr. Buffalo, 67

The village is on the Genesee Valley Canal, about three miles from the station. It has a fulling-mill, a woolen factory, tannery, two grist-mills, five

saw-mills, an academy, furnace, machine shop and tannery, six churches, and the Nunda Literary Institute, opened in 1844, whose building was burned in 1859. Population about 2,000. At the station is a small village of about twenty houses.

HUNT'S HOLLOW,

Portage, Livingston Co., N. Y.

358 m. fr. N. Y. Fr. Buffalo, 65

A small post village, containing two churches, a tannery, and about thirty houses.

PORTAGE,

Portage, Livingston Co., N. Y.

362 m. fr. N. Y. Fr. Buffalo, 61

One of the most interesting localities in the United States. Portage is a village of 1,519 inhabitants, located on the Genesee Valley canal and the Genesee river. In its immediate vicinity are the Genesee Falls, three in number, each of which is remarkable for its beauty and grandeur. The upper or Horseshoe Falls, seventy feet high, are about three-quarters of a mile below the village. The Middle Falls are about one-quarter of a mile further down the river. Here the water pours in an unbroken sheet into a chasm 110 feet below,

PORTAGEVILLE TO ATTICA.



which is bounded by perpendicular ledges. A cave, called the "Devil's Oven," has been worn into the Rocks on the west bank, near the bottom of the Falls. In low water 100 persons can be seated in it, but when the river is high it is filled with water. Two miles below the Middle Falls, before reaching the third, the river pursues a winding course between perpendicular walls, across which a man might almost leap, then descends in a succession of rocky steps almost as regular as a staircase, dives under a shelving rock, and descends into a narrow pass about fifteen feet wide; descending perpendicularly for twenty feet it strikes against the base of high rocks, whirls back, and, turning nearly at right angles, falls into a deep pool overhung with shelving rocks. "Sugar Loaf," an isolated mass of rock, fifteen feet in diameter and one hundred feet high, rises from the river-bed at a bend in its course and receives nearly the whole force of the rushing waters. These Falls are accessible only from the west side. The perpendicular bank on the west of the river is 380 feet high at one point. The bridge by which the railway crosses the river is the largest wooden railroad bridge in the world. This bridge was built at a cost of \$175,000, and stands upon thirteen strong stone piers set in the bed of the river and rising sufficiently above high-water mark to be secure against freshets. Above these piers a timber trestle-work rises 234 feet, on the top of which the track of the road is laid. The bridge is 800 feet long, and is so constructed that any timber in the whole structure can be removed and replaced at pleasure. The first and second falls can be seen from the bridge,

and present a grand appearance as they are seen in the distance dashing over the rocks and plunging into the black basin. In some places the rocks of the ravine are 300 feet high, and small streams, trickling over the top of this wall, dissolve into blue mist long before they reach the bottom. The Genesee Valley Canal crosses the river on an aqueduct just above the bridge, then, running parallel with the river, passes under the railroad bridge on the high bluff of rocks forming the east bank of the river. The perforations for a tunnel, which was commenced and then abandoned, may be seen in driving from the hotel to the bottom of the ravine. Altogether this place will well repay the visitor who has sufficient leisure, for a stay of some days. Portageville, the nearest village, is on the west side of the river, a little south of the station, in the township of Genesee Falls, Wyoming county, the river here forming the boundary between the two counties. It has five churches, and several mills. There is a large and good hotel near the station, and another in Portageville.

CASTILE,

Castile, Wyoming Co., N. Y.

366 m. fr. N. Y. Fr. Buffalo, 57

Situated on Wolf creek and the Genesee river, in the south-western part of the township. It contains four stores, a carriage-manufactory, and three churches. Population of the township, 2,323.

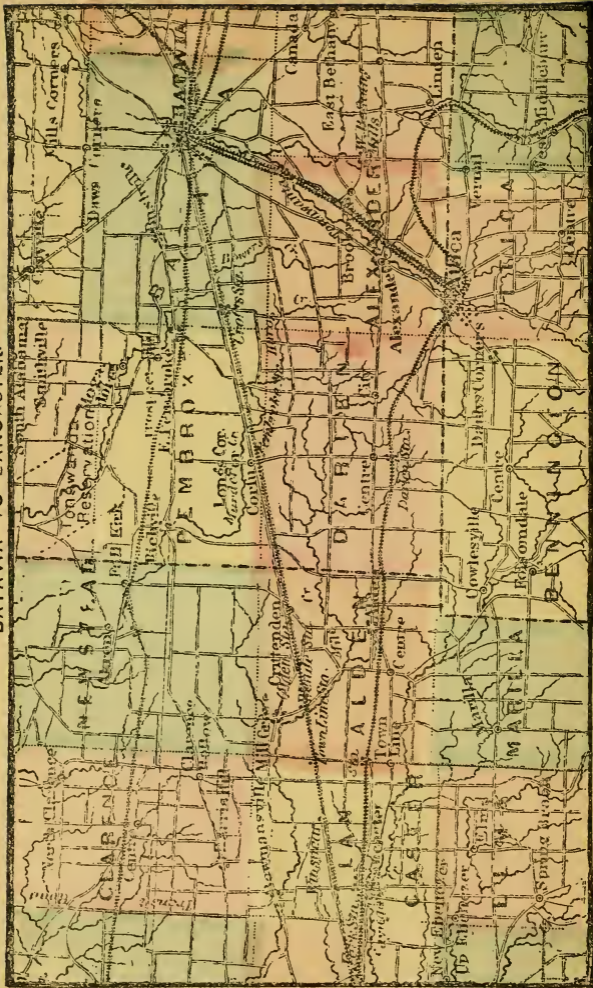
GAINESVILLE STATION,

Gainesville, Wyoming Co., N. Y.

368 m. fr. N. Y. Fr. Buffalo, 55

The village contains two churches, several stores and mills, and about twenty houses. Good building-stone

BATAVIA TO LANCASTER.



is quarried in the northern part of the township. Gainesville Creek, about four miles from the station, on East Coy creek, near the centre of the township, contains a large female seminary after the plan of the Mt. Holyoke seminary, Massachusetts. The building will accommodate 100 boarding-pupils, and 150 day-scholars. Gainesville Creek is the home of the Hon. Wm. Bristol, known as "the soldier's friend." To the north-east of Gainesville Station is Silver Lake, three miles long, the scene of action of a supposed monster serpent, whose alleged performances created so much excitement in 1855. The village of Perry is situated near the outlet of the lake, about six miles from the station. It is a thriving village, has a woolen-factory, a furnace, three flouring-mills, a bank, a newspaper office, several churches, and the Perry Academy.

WARSAW,

Warsaw, Wyoming Co., N. Y.

375 m. fr. N. Y. Fr. Buffalo, 48

This is the county seat of Wyoming county. The village is about a mile east of the station on Oatka creek. It is in a deep valley, on the west slope of which the railway passes through the township at a considerable elevation. Besides the county buildings, it contains five churches, a bank, three hotels, a large Union schoolhouse, an iron furnace, a tannery, two flouring-mills, two newspaper offices, manufactories of sash and blinds, of horse-rakes, of carriages, map-rollers, and of water-proof blacking. It is the home of Hon. Augustus Frank, and of Judge H. L. Comstock. Population of the township, in 1865, 2,958. Stages run daily to Arcade, in the south-western

corner of the county, twenty-five miles, and to Batavia, the county seat of Genesee county. On the Arcade stage-route is WETHERSFIELD SPRINGS, six miles from Warsaw, a place of some importance, and the seat of the "Doolittle Institute," founded and endowed by Ormus Doolittle, Esq. It was the early home of Hon. James R. Doolittle, of Wisconsin.

DALE,

Middlebury, Wyoming Co., N. Y.

381 m. fr. N. Y. Fr. Buffalo, 42

A small post village.

LINDEN,

Bethany, Genesee Co., N. Y.

385 m. fr. N. Y. Fr. Buffalo, 38

This village is located in the southern part of the township and county; it contains a flouring and saw-mill, a furnace, and about fifty dwellings.

ATTICA,

Attica, Genesee Co., N. Y.

392 m. fr. N. Y. Fr. Buffalo, 31

Is in the north-western part of the township, on Tonawanda creek, was incorporated in 1837. It has a flourishing Union school, a bank, a newspaper office, a flouring-mill, five churches. The Buffalo Division of the Erie Railway, which diverges from the main line at Corning, and passes through Avon and Batavia, here reunites with the Northwestern Division, forming a single line from this point to Buffalo. A branch of the N. Y. C. R. R. extends from here to Batavia.

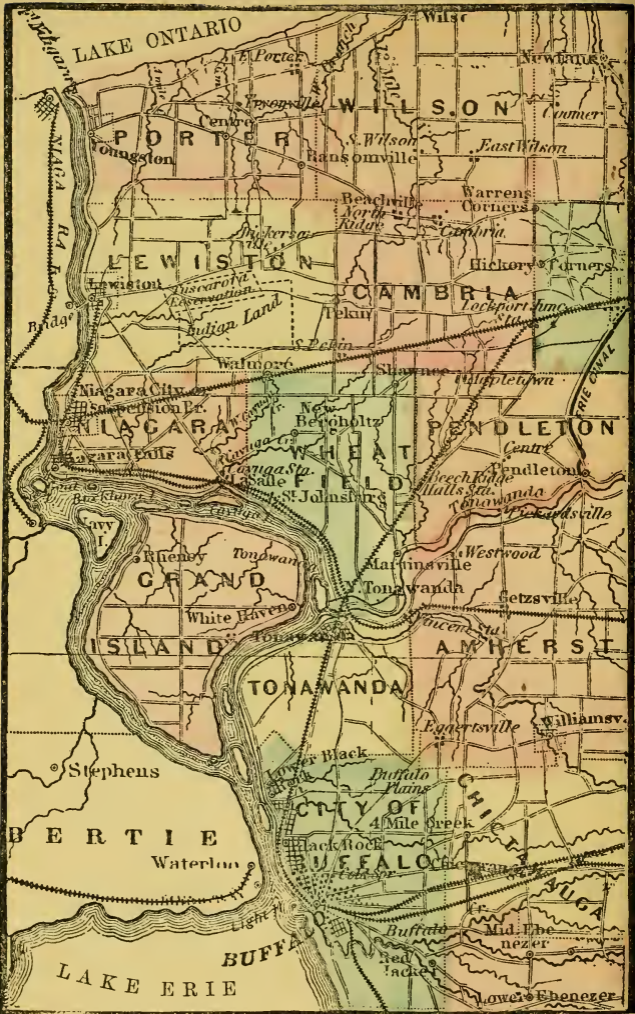
DARIEN,

Darien, Genesee Co., N. Y.

398 m. fr. N. Y. Fr. Buffalo, 25

Darien Centre and Darien City are two villages of Darien township, and lie

LOCKPORT JUNCTION TO NIAGARA FALLS.



LANCASTER TO BUFFALO AND NIAGARA FALLS,

about two miles apart, and about half a mile north of the railway. Darien City, the most easterly, contains a church, and fifty dwellings. Darien Centre contains a church, Darien Seminary, and twenty dwellings.

ALDEN,

Alden, Erie Co., N. Y.

404 m. fr. N. Y. Fr. Buffalo, 19

A post village containing two churches, and 285 population. Alden Centre is a small village about one mile south-west. The New York Central Railroad runs through the northern portion of the township.

TOWN LINE,

Lancaster, Erie Co., N. Y.

409 m. fr. N. Y. Fr. Buffalo, 14

The post village of this name is about a mile south of the station, and is partly in Darien township.

LANCASTER,

Lancaster, Erie Co., N. Y.

413 m. fr. N. Y. Fr. Buffalo, 10

An incorporated village in the western part of the township. It contains six churches, a bank, a glass factory, a tannery, a bedstead factory, a grist-mill, and a saw-mill.

CHICTAWAUGA,

Chictawauga, Erie Co., N. Y.

415 m. fr. N. Y. Fr. Buffalo, 8

The route in its approach to Buffalo converges quite near to the New York Central Railway. The Indian name of this place, of which the present is a corruption, was "Jiik-do-waah-geh," and signified "the place of the crab-apple tree." Population of the township, in 1865, 2,657.

BUFFALO,

Erie Co., N. Y.

423 miles from New York.

Buffalo is situated at the foot of Lake Erie, just above the point where the narrowing lake takes the character and name of Niagara River. It is also the western terminus of the Erie Canal. From its position, therefore, Buffalo is at once the natural key to the commerce of the Great Lakes and the Great North-west, and also the artificial gate through which the boundless grain-fields of the West pour their treasures into Eastern markets. Next to New York City Buffalo is the most important commercial city in the State. The French, who were its first visitors, named it "Buffle"—English, Buffalo—from the wild oxen which they saw in great droves around. In 1813, during the war with Great Britain, this place suffered greatly; every house was destroyed, but one, which is still standing near the corner of Mohawk and Main streets. In 1815 buildings were again erected, and in 1825 Congress voted \$80,000 for the sufferers. The principal influence in producing the rapid growth of the city was exerted by the construction of the Erie Canal, completed in October, 1825, which has its western terminus here. From the time when the quarrel between Buffalo and Black Rock, as to which should have the terminus, was decided in favor of Buffalo, to the present, it has been rapidly increasing in size and importance. Soon after this first period, it was not unusual in summer to see the plains of Buffalo white with the tents of emigrants, who, unable to obtain better accommodation in the crowded city, there awaited the arrival of the steamboats, which were to con-

vey them across the lakes to their new homes. The harbor of Buffalo, formed by the Great Buffalo Creek, was, before the construction of the Erie Canal, obstructed by the washing in of sand from the lake, but by the energy and enterprise of the citizens a pier or breakwater was, after several failures, extended so far out into the lake as to control its "wash," and to enable the spring freshets in the creek to scour out the deposits and maintain a deep and lasting channel. It was this success that decided the location at this place of the canal terminus. A continuous line of wharves extends along Buffalo Creek. The Erie basin, just north of Buffalo Creek, is protected by a breakwater from the lake-storms, and the Ohio basin, a little more than a mile up the creek, contains ten acres of sufficient depth to float the largest lake vessels. The Blackwell ship-canal extends more than a mile between Buffalo Creek and the lake, and is connected with the creek, the basins, and the Erie Canal, by numerous slips. At the end of the pier, which extends 1,500 feet into the lake, is a lighthouse, strongly built of stone and iron, and furnished with a first-class Fresnel dioptric light. The city has a water front of about five miles, two and a half of which are on the Lake, and two and a half on Niagara river. It is about sixty feet above the level of the lake, and the ground rises gradually as it recedes from the harbor. The more elevated portions afford fine views of the city, Niagara river, Lake Erie, and the Canada shore. Its streets are broad and straight, and generally cross each other at right angles. Niagara Square, from which eight streets radiate, is a handsome open quadrangle,

surrounded by elegant private residences. The business portion of the city is near the lake and river. Wharves, elevators, and extensive warehouses line the harbor; the largest of the latter is that of the Central Railroad, used exclusively for its own consignments. At the back of these immense buildings flows the Erie Canal, with only narrow tow-paths between its waters and the lofty warehouses. The number of vessels continually arriving and departing from this port is very great. Business is greatly facilitated by the elevators. There are twenty-two of these, which have an aggregate transfer power of 82,000 bushels per hour, and a warehouse capacity of 4,415,000 bushels. They were erected at a cost of \$1,000,000. By the promptitude of their action fleets have been unloaded and enabled to leave the harbor in thirty-six hours after arrival. Great numbers of cattle from the West are shipped from Buffalo both by water and by rail. The manufactures of Buffalo have already attained considerable magnitude. There are twenty establishments engaged in manufacturing iron, which employ 3,000 persons. The most important are those of the Union Iron Co., which has three blasting-furnaces, using 50,000 tons of iron ore, and 50,000 tons of coal; the Fletcher Furnace making upwards of 9,000 tons of pig-iron annually; Pratt & Co.'s iron and nail manufactory, turning out forty tons per day; the Shephard Iron Works, Buffalo Steam-Engine and Iron Ship-building Works, and the Eagle Iron Works. The Niagara and Buffalo Steam Forge Works manufacture anchors and car-axes. There are ten flouring-mills that annually manu-

facture from 350,000 to 450,000 barrels. For the twelve months ending December, 1864, the government tax on the manufactures in this district was about \$1,538,000. Among other manufactures are establishments for leather work, agricultural implements, distilled spirits, and cement. Ship-building is also extensively carried on. There are, besides, eleven establishments for the refining of "petroleum," capable of producing 70,000 barrels per annum. Among the principal public buildings is a large and handsome edifice at the corner of Seneca and Washington streets, in which is conducted the business of the post-office, the custom-house, and the United States courts: It was constructed by the Federal Government at a cost of \$140,000. The old and new court-houses, the former of which faces Lafayette park on Main street, are fine buildings. The United States arsenal is in Batavia street. There are also several admirably built markets in different parts of the city. The City Water Works Co. have constructed a reservoir on Niagara street, eighty feet above the level of the lake, capable of containing nearly 14,000,000 gallons. Powerful engines are erected on the banks of the river to supply the reservoirs; the aggregate cost amounting to \$500,000. There are about seventy churches in Buffalo, many of which are spacious and handsome. The Roman Catholic Cathedral of St. Joseph is built entirely of stone, in an elegant and expensive style. It is without galleries, and at the back of the altar is a tripartite window of stained glass, manufactured at Munich, representing the birth, crucifixion, and ascension of the Savior. The Protestant Episcopal church of St. Paul is

an imposing edifice, and has a chime of bells which cost \$15,000. The principal cemetery is Forest Lawn, about three miles from the city. It is a spacious and well chosen location, somewhat undulating in surface, and is tastefully laid out. The public schools have a high reputation. In the highest department a complete academic course is taught, excepting the classics. Of the 200 teachers employed, 162 are females. Number of children attending is about 30,000, and the total expense \$100,000 annually. The district libraries contain 9000 volumes. The benevolent institutions include the Church Charity Foundation, the Buffalo and St. Vincent Orphan Asylums, the City Hospital, a Marine Hospital, founded in 1833, the Hospital of the Sisters of Charity, the Boatman's Friend Society, Association for the Relief of the Poor, Buffalo Industrial School, Martha Industrial School, the Firemen's Benevolent Association, the Benevolent Society of the Evangelical Lutheran St. John's Church, the Soldiers' Rest, the Mutual Benefit Catholic Temperance Society, the Buffalo City Dispensary. There are thirteen Masonic lodges, and five lodges and one degree lodge of the Order of Odd Fellows. Besides these are the Medical Society of the county of Erie, the Buffalo Horticultural Society, and many other associations. The Young Men's Christian Association is a flourishing society, and have a fine building with conveniently fitted rooms containing a library of 10,000 volumes. The German Young Men's Association has 2000 works, chiefly in German. The Medical College, on the corner of Main and Virginia streets, maintains the usual course of lectures. In the

BATH TO CONEUS.



building of the Young Men's Association, besides their own rooms, are the rooms of the Society of Natural

Sciences, the Buffalo Law Library, the Historical Society, and the Buffalo Fine Arts Gallery.

BUFFALO DIVISION OF THE ERIE RAILWAY.

FROM CORNING TO ROCHESTER AND BUFFALO.

Trains over this route, after leaving Corning, run parallel with the main road to Painted Post, then diverge to the north, passing up the valley of the Conhocton river through Steuben county, thence through Livingston county, between Conesus and Hemlock lakes, to Avon, from whence a branch extends to Rochester, connecting this important city directly with New York. From Avon the route continues directly west through Batavia in Genesee county to Buffalo.

CORNING,

291 m. fr. N. Y. Fr. Buffalo, 142

(See page 31)

PAINTED POST,

293 m. fr. N. Y. Fr. Buffalo, 140

(See page 31.)

COOPER'S,

Erwin, Steuben Co., N. Y.

296 m. fr. N. Y. Fr. Buffalo, 137

A small post village near the northern line of the township.

CURTIS,

Campbell, Steuben Co., N. Y.

299 m. fr. N. Y. Fr. Buffalo, 134

A small place on Stevens creek, containing two churches and several mills.

CAMPBELL,

Campbell, Steuben Co., N. Y.

300 m. fr. N. Y. Fr. Buffalo, 133

Named from early settlers, contains a population of 1,622. The surrounding country is broken and rough. Some of the hills rise from 300 to 500 feet above the valleys. It is near the junction of McNutt and Michigan creeks with Conhocton river.

SAVONA,

Bath, Steuben Co., N. Y.

305 m. fr. N. Y. Fr. Buffalo, 128

At the mouth of Mud creek, contains two churches, and 250 inhabitants.

BATH,

Bath, Steuben Co., N. Y.

311 m. fr. N. Y. Fr. Buffalo, 122

This thriving village is situated on the left bank of the Conhocton creek. It receives the trade of a rich agricultural district, and has a manufacturing and lumber business of considerable importance. Bath is one of the half-shires of the county, Corning being the other. The court-house at Bath is a commodious brick building, erected in 1828. An orphan asylum has been founded and built by Ira Davenport, at a cost of \$200,000. The county poor-house is located upon a farm of 214 acres, about two miles north-east of the village. Besides the county buildings, Bath contains about six churches, three

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banks, and several newspaper offices. There are also a number of mills and factories in the vicinity. It was incorporated in 1836, and has now a population of about 3,000.

KANONA,

Bath, Steuben Co., N. Y.

315 m. fr. N. Y. Fr. Buffalo, 118

Formerly Kennedyville, is near the northern border of the township, at the mouth of Five Mile creek, and contains two churches and forty houses.

AVOCA,

Avoca, Steuben Co., N. Y.

319 m. fr. N. Y. Fr. Buffalo, 114

Situated on the Conhocton, a little below the mouth of Ten Mile creek; contains two churches, an iron foundry, and a flouring-mill. Population, 300.

WALLACE'S,

Avoca, Steuben Co., N. Y.

322 m. fr. N. Y. Fr. Buffalo, 111

Settled in 1800, is near the mouth of Twelve Mile creek, and has two churches, saw-mill, grist-mill, etc.

LIBERTY,

Cohocton, Steuben Co., N. Y.

326 m. fr. N. Y. Fr. Buffalo, 107

Situated in the centre of the township, and on Conhocton river, contains two churches, and about 200 population. A considerable business is carried on here in hemlock lumber.

BLOOD'S,

Cohocton, Steuben Co., N. Y.

321 m. fr. N. Y. Fr. Buffalo, 102

Near the northern border of the county, is an important station from its connection with the Canandaigua lake route. A daily line of stages runs to Naples, at the head of the lake, and a

steamer plies daily between the latter place and Canandaigua.

WAYLAND,

Wayland, Steuben Co., N. Y.

337 m. fr. N. Y. Fr. Buffalo, 96

This is in the north-western corner of the county. The land is rolling, and forms a portion of the watershed between Susquehanna river and Lake Ontario; the tributaries of the former reaching their final outlet in the Gulf of Mexico, while those of the latter are discharged into the Gulf of St. Lawrence. Its highest summits are 1,600 to 1,800 feet above tide-water. The streams here are small creeks and brooks. Loon and Mud lakes are situated in a valley in the southern part of the town, and their waters flow in opposite directions. The course of the former is subterranean for half a mile, and when it again comes to the surface it is in sufficient volume to form a valuable mill stream. The village contains forty dwellings. Five miles south-west of Wayland is Dansville, a flourishing incorporated village. The falls of the creek at this place furnish valuable water-power, which operates numerous mills of various kinds. Among these are five flouring-mills, three paper-mills, two furnaces, five breweries, a plaster-mill, a machine-shop, a pail factory, a sash and blind factory, etc. There are six churches, two banks, two newspaper offices, and the Dansville Seminary, under Methodist Episcopal management. A water-cure of some celebrity is located here.

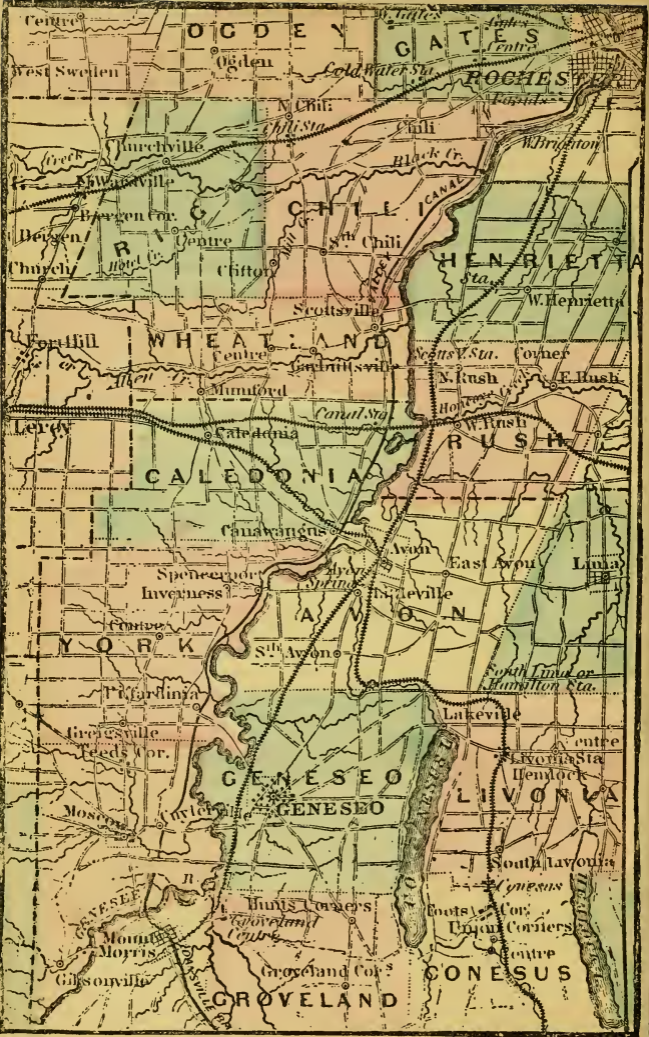
SPRINGWATER,

Springwater, Livingston Co., N. Y.

341 m. fr. N. Y. Fr. Buffalo, 92

North-west of the centre, contains

CONESUS TO ROCHESTER.



two churches, a sash and blind factory, a saw-mill, two flour-mills, and sixty-two houses.

CONESUS,

Conesus, Livingston Co., N. Y.

348 m. fr. N. Y. Fr. Buffalo, 85

The township lies between Hemlock and Conesus lakes, two beautiful sheets of water. Marrowback Hills, in the eastern part, near Hemlock lake, rise to about 1,200 feet above it. Conesus Centre, near the station, has two churches, a saw and grist-mill, and about forty houses. This is widely known as the "Round Pie Station," from the excellent small round pies long kept for sale at the lunch-room of the station-house.

SOUTH LIVONIA,

Livonia, Livingston Co., N. Y.

352 m. fr. N. Y. Fr. Buffalo, 81

Five miles south from the centre, contains one church, and a dozen or more houses.

LIVONIA,

Livonia, Livingston Co., N. Y.

356 m. fr. N. Y. Fr. Buffalo, 77

The station has a manufactory of agricultural implements, and thirty houses. At this point we reach the eastern border of the rich Genesee Valley, and from this station more grain is shipped than from any other on the road. The Centre, one and a half miles to the east, contains two churches, and 400 inhabitants.

HAMILTON'S,

Lima, Livingston Co., N. Y.

358 m. fr. N. Y. Fr. Buffalo, 75

This station, otherwise known as South Lima, is on the northern bound-

dary of Livonia, at the corner of Avon and Lima.

AVON,

Avon, Livingston Co., N. Y.

367 m. fr. N. Y. Fr. Buffalo, 66

Not far from the northern border of the county, and in the centre of the richest agricultural district in the State. It is the most important station between Corning and Rochester. From this point the Erie Railway has two lines, one to Rochester, the other turning westward to Buffalo. The Genesee Valley Railroad also connects here with the Erie, and runs southerly up the valley to Geneseo and Mount Morris. All trains stop at Avon for meals, and the eating-house is admirably conducted, and deservedly popular. Avon is a watering-place of considerable note. Its strong sulphur springs are widely known, and possess in a high degree the medicinal properties of sulphur waters. The springs are about half a mile south-west of the station and village. The principal hotels are "Congress Hall," and the "Knickerbocker" at the springs, and the "United States" at the village. A water-cure, or invalid's home, has recently been established near the depot. There are also at the springs bathing-houses, a driving-park, and the usual places of amusement found at watering-places. Stages run twice a day to York, and to Lima, which latter place is seven miles east, and is the seat of Genesee College and Lima Seminary. One and a half miles west of the station the railroad crosses the Genesee river and the Genesee Valley Canal. Large quantities of grain, wool, apples, and other farm products are annually shipped from Avon by railroad and canal. By the census of

1860 Avon, York, and Livonia produced more pounds of wool than any other three towns in the United States. A drive up the valley to Geneseo and Mount Morris, will exhibit to the traveler the heart of the far-famed Gene-

see country. Geneseo was the home of the late Gen. James S. Wadsworth, who fell at the battle of "The Wilderness," and the estates of the Wadsworth family comprise thousands of acres of this fertile valley.

AVON TO ROCHESTER.

The railroad from Avon to Rochester is a part of the Genesee Valley Railroad, leased and managed by the Erie Railway Company.

RUSH,

Rush, Monroe Co., N. Y.

371 *m. fr. N. Y. Fr. Rochester, 14*

One mile west of West Rush is the junction of the Genesee Valley, and Canandaigua, and Niagara Falls Railroads.

SCOTTSVILLE,

Rush, Monroe Co., N. Y.

373 *m. fr. N. Y. Fr. Rochester, 12*

The village of Scottsville is one and a half miles west of the station, in the township of Wheatland, near where the Genesee Canal crosses the Genesee river. It has four churches, a Union school, extensive flouring-mills, plaster-mills, a woolen-factory, furnace, brewery, and distillery, and a steam planing-mill.

HENRIETTA,

Henrietta, Monroe Co., N. Y.

377 *m. fr. N. Y. Fr. Rochester, 8*

A small station. The village of West Henrietta is east of the station, and contains quite a large manufactory of wagons.

ROCHESTER,

Monroe Co., N. Y.

385 *m. fr. New York.*

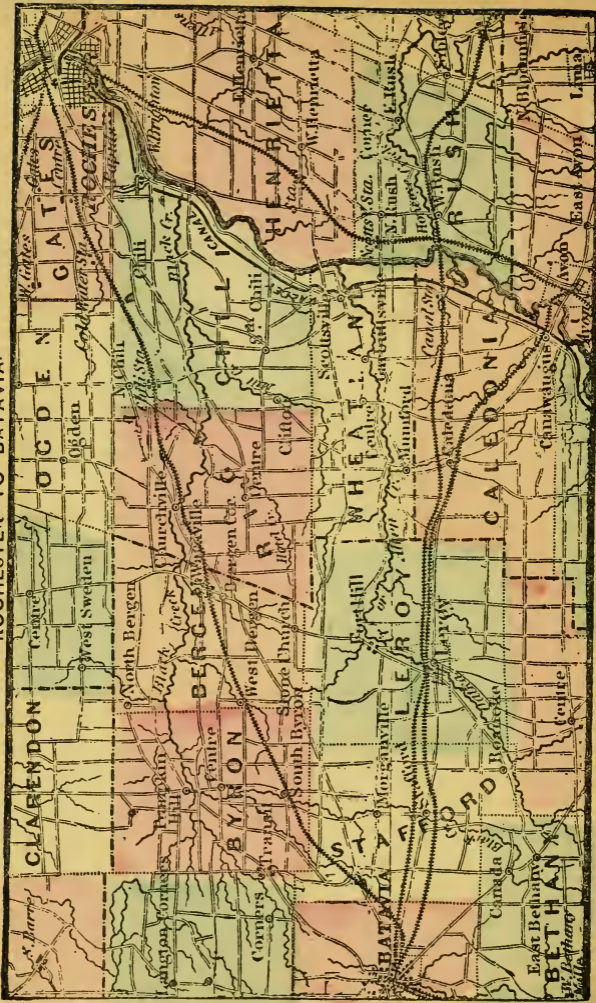
This is a modern city, having risen

from the wilderness within about half a century. Its present population is nearly 60,000. The waters of the Genesee river, flowing to the northward, from the Allegany hills in the southern part of the State and northern Pennsylvania, traverse the city and empty into Lake Ontario, eight miles distant. Within the city limits the river undergoes a descent of about 265 feet, falling in four distinct cataracts within the distance of two miles. The magnificent water-power thus afforded, located in the midst of one of the finest wheat-growing regions in the world, in connection with the facilities of transportation afforded by the Erie Canal, Lake Ontario, and the railways, have given powerful impulses to the prosperity of the place, and it has become the most important flouring city in the world. Its product is from 600,000 to 1,000,000 barrels per annum. The Erie Canal crosses the Genesee by an aqueduct of cut stone, built at an expense of over \$600,000. The Genesee Valley Canal, a tributary to the Erie, has its northern terminus here, and extends southerly, following up the general course of the Genesee Valley to Olean, on the Allegany river, in Cattaraugus county. It is being extended from Olean to the coal regions of Pennsylvania. Besides the Genesee Valley Railway, leased and operated by the Erie Railway Co., there are five sec-

tions of the New York Central Railway, which converge at this point, viz. from Buffalo, from Niagara Falls, from Syracuse direct, from Syracuse by way of Canandaigua, and from Charlotte, at the mouth of the Genesee river. The city is regularly laid out with wide and handsome streets, of which many are lined with shade-trees. Main street, on the east side, and Buffalo street, on the west side of the river, form by means of a stone bridge, one continuous street, the "Broadway" of the city, lined with handsome stores, hotels, public buildings, etc. The suburbs are ornamented by numerous and elegant residences, surrounded by tasteful grounds and gardens. The different cataracts of the Genesee evidently formed at one time a single cascade, but the different degrees of hardness of the several rocks have caused an unequal retrograde movement of the falls, until they have assumed their present position. At the Upper Falls, just north of the New York Central Railway bridge, the water descends 96 feet over the perpendicular face of Niagara limestone, underlaid by shale. At this place the noted Sam Patch made his last and fatal leap. Below the Upper Falls the river flows between nearly perpendicular walls about one and three-quarter miles to the Middle Falls, where it has a descent of 25 feet. One hundred rods below it descends 84 feet at the Lower Falls, over a ledge of Medina sand-stone to the level of Lake Ontario. The water-power thus produced is immense, and good use is made of it in the various and important manufactories carried on here. Besides the large flouring-mills, some twenty-four in number, there are extensive manufactories of flour-bar-

rels, of axes and edge-tools, of coaches and carriages, of boots and shoes, of chairs, two cotton-factories, nine machine-shops, a large safe and scale manufactory, eight furnaces, seventeen breweries, fifteen boat-yards, two carpet factories, besides paper-mills, saw-mills, planing-mills, tanneries, rifle-manufactories, soap and candle-factories, etc. The city takes rank among the first manufacturing towns of the State. The trade and commerce of the city is very important, as will be perceived when we consider the immense quantity of flour exported, and the extensive manufacturing carried on. The local trade is far from insignificant, as nearly half a million population are within two hours travel of the city. The greatest nurseries of America are here. Thousands of acres, within five miles of the city, are devoted to the culture of fruit-trees, and millions of trees are annually sent abroad to other States and foreign lands. The annual product of these nurseries is \$2,000,000. There are thirty miles of improved streets, 25 miles of excellent sewerage, seventeen miles of horse-railroad, one thousand street lamps, twelve spacious parks, and four elegant bridges over the Genesee. The court-house and city hall cost \$80,000. There are eighteen public school-houses, and fifty churches. The University of the City of Rochester is located on a tract of twelve acres, just east of the city limits, near the Central Railway. It has a valuable library, and fine mineralogical cabinet. Connected with it is the Baptist Theological Seminary. This has a German department, and includes in its library 4,600 volumes, formerly the property of Dr. Aug. Neander, the German religious his-

ROCHESTER TO BATAVIA.



torian. The Western House of Refuge, a state reform-school for vicious boys, is a large and imposing edifice near the Rochester and Niagara Falls Railway. There are usually about 400 inmates, who are required to labor during certain hours of the day, and to devote a certain amount of time to study. There are two large hospitals, St. Mary's, under the management of the Sisters of Charity, the other a city institution. Mount Hope Cemetery is located in

Brighton, near the south line of the city, on Mount Hope, a beautiful eminence overlooking the city. It is laid out in excellent taste, and is one of the finest rural cemeteries in the country. Visitors to Rochester should not fail to visit it. A very inadequate idea of the city is gained by passing through in the cars. Drives on its fine avenues, and strolls in its parks will well repay the tourist.

AVON TO BUFFALO.

This route, with that from Corning to Avon comprises the Buffalo, New York, and Erie Railway, leased and operated by the Erie Railway Co.

CALEDONIA,

Caledonia, Livingston Co., N. Y.

374 m. fr. N. Y. Fr. Buffalo, 59

In the northern part of the most northern township of the county. Settlement made in 1797; contains three churches, a grist and saw-mill, a brewery; has 650 inhabitants. At this place is a celebrated spring, remarkable alike for the volume and purity of its waters, and for the great supply of trout originally abounding there, and still kept up by artificial means. The spring is now the property of the veteran sportsman Seth Green. Visitors can, for a small fee, enjoy the sport of fishing in its waters.

LE ROY,

Leroy, Genesee Co., N. Y.

381 m. fr. N. Y. Fr. Buffalo, 52

This pleasant and thriving village is finely located on Oatka creek, in the centre of the township, and is one of the most beautiful in western New York.

Gypsum and Onondaga limestone, for building purposes, are obtained in this town. In the eastern part, south of the creek, is an extensive tract of oak openings, covered thickly with stone, and hard to cultivate. The village contains a bank, a newspaper office, and a female seminary. Ingham University is a school of great reputation, and Leroy Academy a flourishing institution. The stone building near the railroad, east of the station, was built for a car-shop, but is now a malt-house

STAFFORD,

Stafford, Genesee Co., N. Y.

386 m. fr. N. Y. Fr. Buffalo, 47

The village lies on Black creek, near the centre of the township, contains three churches, a private seminary, and a population of 350.

BATAVIA,

Batavia, Genesee Co., N. Y.

396 m. fr. N. Y. Fr. Buffalo, 37

Was settled in the early part of the century. Five branches of the Central Railroad converge here—from Albany by Rochester, from Albany by Canandaigua, from Buffalo, from Niagara

Falls and Canada, and from Attica. The village contains five churches, a State arsenal, a Union school, and several newspapers are published, the first started in 1807. It has a number of manufacturing establishments, and a population of 3,000. It was here that the first meeting to advocate the construction of the Erie Canal was held in 1809. The war of 1812 put an end to the agitation of the subject, but it was renewed after peace was proclaimed. The abduction of Morgan, the alleged betrayer of the secrets of Freemasonry, took place here. He came to Batavia to write and print his work. He made no secret of this work, and soon an excitement was raised, during which, on the pretense of taking him to Canandaigua for trial for money loaned him, he was carried off, none knew where. Some say he was executed at the mouth of Niagara river. The publication went on under one Miller. A civil war arose, men armed with clubs met to demolish the office, but a cannon in the hands of the citizens kept them off until the book was published, when violence ceased. The "Oak Orchard Acid Springs" are situated about twelve

miles north-west of this station, in the town of Alabama, on Oak Orchard creek. These curious springs are nine in number, all located within a circle fifty rods in diameter; three of them issuing from a mound within ten feet from each other. In no two of them is the water alike. They are found, by analysis, to contain, besides other mineral substances, a quantity of free sulphuric acid. Large quantities of the water are bottled and sold for medicinal purposes. Batavia was the residence of the late Dean Richmond, who was the president of the N. Y. Central Railroad Co. at the time of his death.

ALEXANDER,

Alexander, Genesee Co., N. Y.

404 m. fr. N. Y. Fr. Buffalo, 29

Contains a flouring-mill, 3 churches, and the Genesee and Wyoming Seminary, founded in 1834 by Samuel Benedict and Henry Hawkins. Its main building is built of stone, and will accommodate 300 students.

For a description of Attica and the stations beyond to Buffalo, see the Northwest Division, p. 43.



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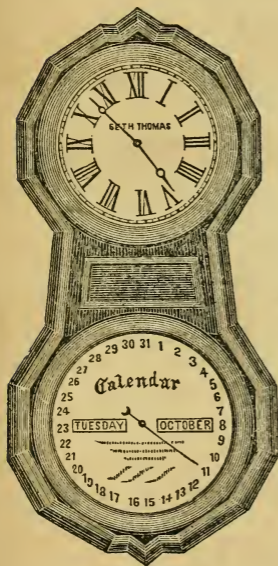
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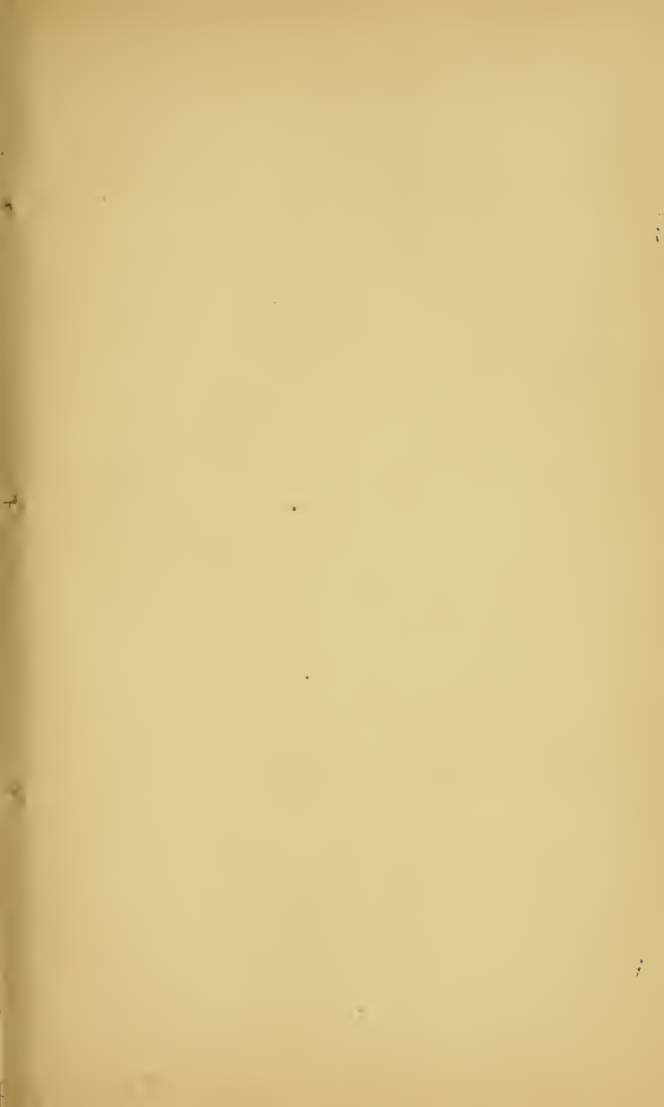
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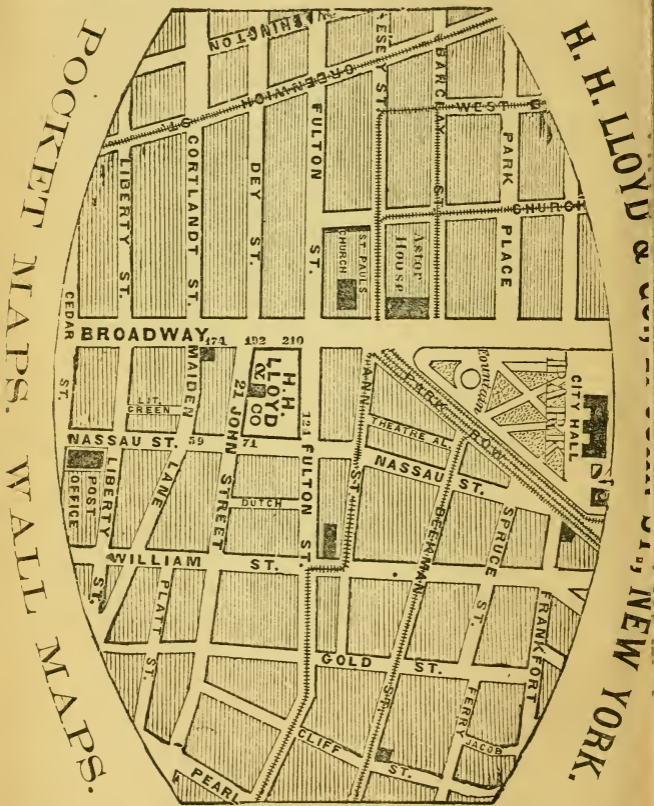
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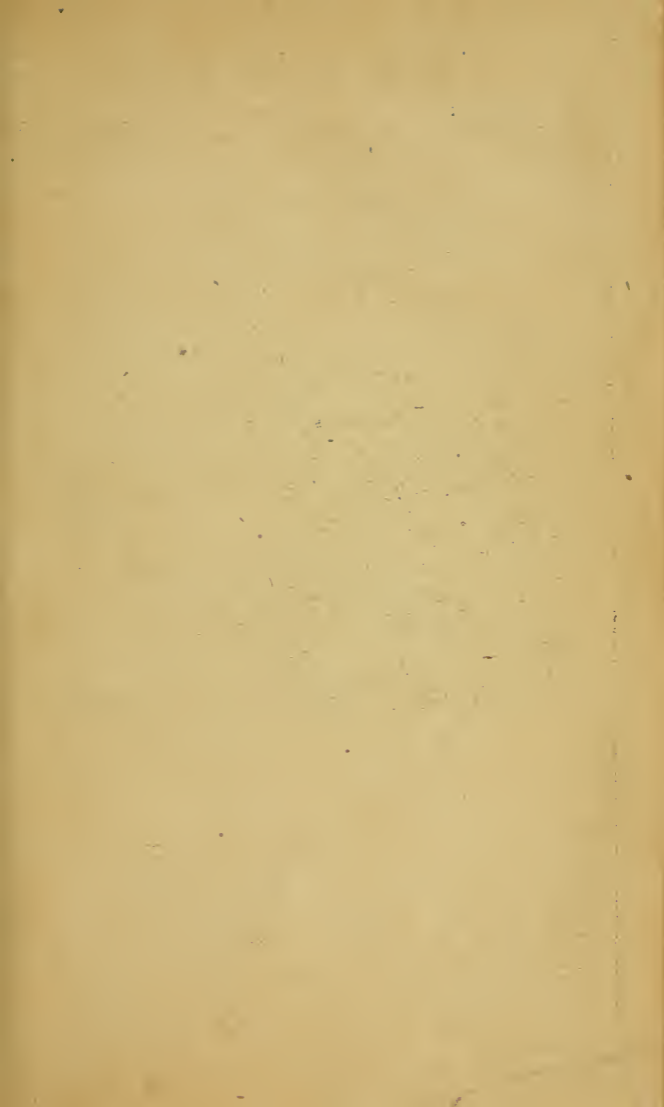
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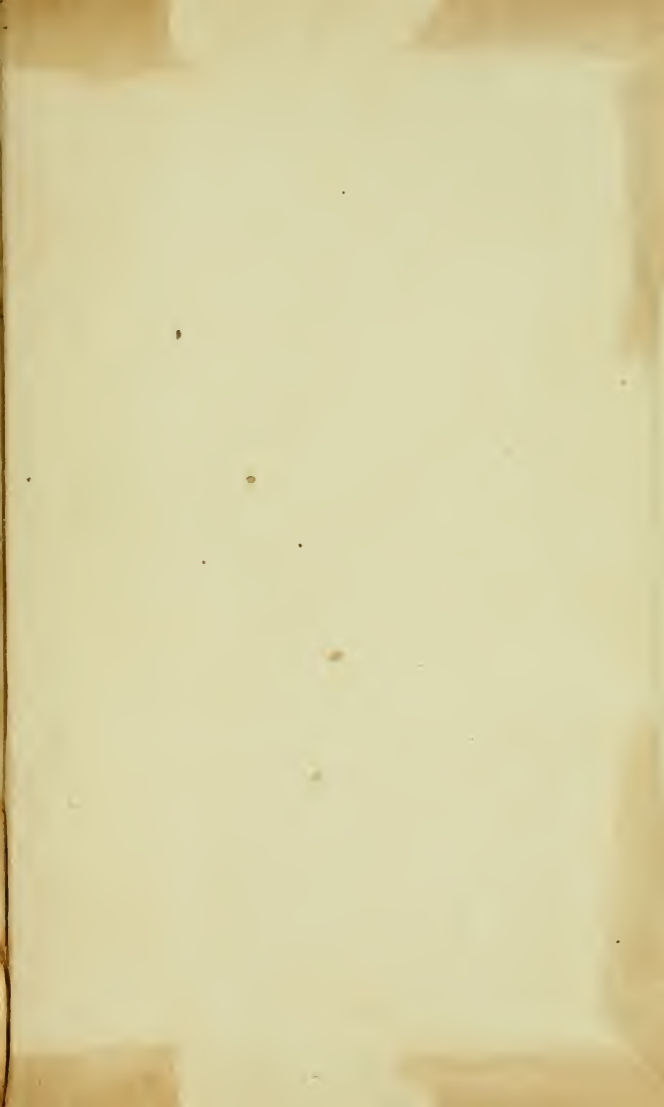












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