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A

POCKET GUIDE

FOR

THE TOURIST AND TRAVELLER,

ALONG THE LINE OF THE

CANALS,

AND THE

INTERIOR COMMERCE

OF THE

STATE OF NEW-YORK.

BY

HORATIO GATES SPAFFORD, LL. D.

AUTHOR OF THE GAZETTEER OF NEW-YORK.

NEW-YORK:

PRINTED BY T. AND J. SWORDS,

No. 99 Pearl-street.

1824.

Price 50 Cents.

Northern District of New-York, to wit :

Seal.

BE it remembered, that on the twelfth day of July, in the forty-ninth year of the Independence of the United States of America, A. D. 1824, *Horatio G. Spafford*, of the said District, hath deposited in this Office the title of a Book, the right whereof he claims as Author, in the words following, to wit :

"A Pocket Guide for the Tourist and Traveller, along the line of the Canals, and the interior Commerce of the State of New-York. By Horatio Gates Spafford, LL. D. Author of the Gazetteer of New-York."

In conformity to the Act of the Congress of the United States, entitled, "An Act for the Encouragement of Learning, by securing the Copies of Maps, Charts, and Books, to the Authors and Proprietors of such Copies, during the times therein mentioned;" and also to the Act, entitled "An Act, supplementary to an Act, entitled 'An Act for the Encouragement of Learning, by securing the Copies of Maps, Charts, and Books, to the Authors and Proprietors of such Copies during the times therein mentioned,' and extending the Benefits thereof to the Arts of Designing, Engraving, and Etching Historical and other Prints."

R. R. LANSING,

Clerk of the Northern District of New-York.

The
New-York
Historical
Society
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PREFACE.

A SMALL Directory for the Pocket, embracing the vast extent of the lines of natural and artificial navigation in this State, has become no less a desideratum with tourists and travellers than with men of business,—the merchant, farmer, transporter, boatman, and all descriptions of persons, whose interest or curiosity is excited by the new and novel course of business and events among us. To supply this want, is the object of this small volume. That it might embrace as great a variety of accurate and useful information as could reasonably be expected in a first essay, the writer has recently traversed the whole extent of the lines here traced, writing from personal observation, noticing every thing, on the spot, that seemed to require notice. He has expended in these journies upwards of 200 dollars, and travelled about 1500 miles, using every means in his power to get accurate information; and yet he fears that this little thing, which aims to state so many facts, will be found more defective and inaccurate than he intended it should be. In order to improve and amend the work, each edition will be restricted to a small number of co-

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pies, and every succeeding one will be carefully revised and improved, by every suggestion of observation and experience. The writer will be very thankful for every means of expunging errors, supplying omissions, or, in any way of enabling him to make the Directory what it ought to be. If aided, in this way, and patronized, as the undertaking deserves to be, it may assume an improved appearance, and perhaps be accompanied with a Map, and other engravings.

Persons wishing general and minute information concerning the Topography, Geography, and Statistics of the State of New-York, may be referred, the author flatters himself, without vanity, to the new Gazetteer and Geography of this State, published in 1824, by B. D. Packard, bookseller, 71 State-street, Albany, 620 pages octavo, with a new Map, and profiles of the Canals, price 3 dollars, bound. If literary efforts, of this sort, merit any encouragement, Mr. Packard is entitled to every consideration from the public and the trade.

H. G. S.

King-street, Troy, 9 mo., 1824.

A
POCKET GUIDE

FOR

THE TOURIST AND TRAVELLER.

Hudson River Steam-Boats. Sept. 1824.

THE Boats of the 'Old Company,' Livingston and Fulton, are arranged as below, for 1824, passage § 4, between New-York and Albany :—

From New-York.

Sunday,	Chancellor,	at 9 A. M.
Monday,	Richmond,	5 P. M.
Tuesday,	James Kent,	10 A. M.
Wednesday,	Chancellor,	5 P. M.
Thursday,	James Kent,	10 A. M.
Friday,	Richmond,	5 P. M.
Saturday,	James Kent,	5 P. M.

From Albany.

Sunday,	Richmond,	at 9 A. M.
Monday,	James Kent,	9 A. M.
Tuesday,	Chancellor,	10 A. M.
Wednesday,	James Kent,	9 A. M.
Thursday,	Richmond,	10 A. M.
Friday,	James Kent,	9 A. M.
Saturday,	Chancellor,	10 A. M.

The Steam-Boat Olive Branch, 'Union Line,'
opposition, fare § 3 50, 'sails from Jersey City,

for New-York and Albany,' every Tuesday, Thursday, and Saturday, at 10 A. M.; returning, leaves Albany every Sunday, Wednesday, and Friday, at 9 A. M. The Hudson, same line, fare \$4, leaves New-York every Tuesday and Thursday, at 10 A. M., and every Saturday, at 5 P. M.; and Albany, every Monday, Wednesday, and Friday, at 9 A. M. Another Boat will be in this line in a few days. Sept. 22, 1824.

The *Troy Steam-Boat Company* will soon have one Boat, and next spring two, plying *direct*, between Troy and New-York, *by the way of 'Jersey City,'* a perfectly ridiculous farce, even if played 'according to law.'

Besides these Steam-Boats, for passengers, there are extensive associations, engaged in the shipping and forwarding business on the Hudson, connected with those on the Canals, and contracts may be made with them on very advantageous terms, either in New-York, Albany, Troy, or with the Canal forwarding associations.

It appears to be about time for Steam-freighting on the Hudson, for certainty and despatch are highly desirable in commercial operations.

HUDSON RIVER.

Distances between New-York and Albany.

[Measured on the ice.]

New-York. Miles.	—	Albany. Miles.
	NEW-YORK, City, population in 1820, 123,706, now, probably, 133 to 135,000; <i>City-Hall</i> , N. lat. 40° 42' 43", W. lon. from Greenwich, England, 73° 59' 46",—from Washington, E. lon. 3° 1' 13", about 18 miles north of Sandy-Hook Light-House and the Ocean,	145
	R. [Right] Battery, confluence East and Hudson Rivers, Castle Garden.	
	L. [Left] shore of the Hudson R., Jersey City, Powles' Hook, New-Jersey.	
¼	r. Cortlandt-street, Steam Ferry to Jersey City, - - - -	144¼
1	r. City-Hall, from which distances are usually reckoned, - -	144
1½	r. North Battery, - - - -	143½
2½	r. State Prison, Greenwich, op. [opposite] Hoboken, New-Jersey,	142½
3	r. Fort Gansevoort, r. Greenwich, Country Seats, - - - -	142
3½	r. 1 m. from River, United States' Arsenal, - - - -	142½
5¼	r. 1 m. from R., Elgin, Botanic Garden, - - - -	139¼
5¾	l. Hamilton Monument, under Palisado Rock, New-Jersey; r. Bloomingdale, - - - -	139¾

New-York. Miles.		Albany. Miles.
7½	r. Bloomingdale Lunatic Asylum,	137½
8	r. line Military Works, erected during late War, extending to East River, - - - -	137
	Late Lord Courtney.	
8½	r. Manhattanville, l. Palisadoes 170 feet, greenstone trap; l. Bull's Ferry, - - - -	136½
9	r. C. D. Colden, and late Gen. Hamilton, - - - -	136
10	r. Mount Washington Spring, -	135
	l. Fort Lee, Palisadoes 311 feet.	
11	r. Fort Washington, of the Rev. War, elevated 238 feet above the Hudson, - - - -	134
12½	l. Lydicher's Bluffs, 407 feet, 'English Neighborhood,' - - - -	132½
	The Palisadoes extend 20 miles on the left, from Hoboken to Tappan, rising gradually in elevation from 20 to 100, and to 550 feet.	
13	r. Spytten Duyvel Kill, communicating with Haerlem River; Kingsbridge Marble, and r. 1 m. Kingsbridge, Stage road,	132
	r. Fort Independence, Westchester County. Country Seats, along the Stage road.	
	l. Palisadoes, 470 feet to 500 and 550, along shore, for 10 miles northerly.	
7¼	r. Yonkers V., or Philipstown, Saw Mill Creek, op. Closter Landing, New-Jersey, - - - -	127¼
	r. Country Seats, on Stage road.	

New-York. Miles.		Albany. Miles.
21 $\frac{1}{2}$	l. New-Jersey and New-York Line, Palisadoes 550 feet, - -	123 $\frac{1}{2}$
23 $\frac{1}{2}$	Dobb's Ferry, l. Landing and road to Andre's Grave, Tap- pan, [2 $\frac{1}{2}$] - - -	121 $\frac{1}{2}$
26	l. Sloc Landing, on lower end, Tappan Bay, - - -	119
27	r. Tarrytown, near which Maj. An- dre was taken, - - -	118
29 $\frac{1}{2}$	l. Nyak, red sand-stone quarries, op. mid. Tappan Bay, - -	115 $\frac{1}{2}$
32	r. Sparta V., Marble quarries, op. the Hook Landing, - -	113
	l. 1 $\frac{1}{2}$ m. Hackensack pond, source Hackensack River of New- Jersey.	
33	r. Mount Pleasant V., or Sing Sing,	112
34	r. Teller's Point, op. mouth Croton R.; l. Verdrietege Hook, 668 feet above tide Water, - -	111
35	r. Croton, Gen. Van Cortlandt, -	110
36	l. Haverstraw V., on Haverstraw Bay, - - - -	109
39 $\frac{1}{2}$	l. Stony Point, S. side Highlands, Rockland Co., - - -	105 $\frac{1}{2}$
40 $\frac{1}{2}$	r. Verplanck's Point, Fort Fayette, Cortlandt, Westchester Co., -	104 $\frac{1}{2}$
	The Highlands of the Hudson, or Mat- teawan Mountains, are decidedly primitive, the geological character of the Hudson Valley below.	
43	l. Dunderberg, thunder hill, r. Peekskill V., Westchester Co.,	102
44	Horse Race, - - - -	101
45 $\frac{1}{2}$	r. Anthony's Nose, Philipstown,	

New-York.
Miles.Albany.
Miles.

	Putnam Co.; l. Forts Clinton and Montgomery, - - -	99 $\frac{r}{2}$
	l. Bare Mountain, Cornwall, Orange County.	
50	l. Buttermilk Falls, Cornwall, - -	95
51	r. Sugar Loaf Mountain, 866 feet, Philipstown, Putnam Co., -	94
52 $\frac{1}{2}$	l. <i>West-Point</i> , U. S. Military Academy, 188 feet, l. Fort Putnam, 598, - - - -	92 $\frac{1}{2}$
	r. Pleasant Valley.	
53 $\frac{1}{2}$	r. Constitution Island, and r. 2 m. West-Point Foundry, - -	91 $\frac{1}{2}$
56	l. Crow's Nest, 1418 ft.; r. Cold-Spring V. and Landing, - -	89
57	r. Bull Hill, 1486 ft., and Break-neck, 1181 ft., Philipstown, -	88
	l. Butter Hill, 1520 ft., Cornwall.	
	l. Putnam Rock, thrown from summit Butter Hill, in June, 1778.	
	l. Cornwall Landing.	
58 $\frac{1}{2}$	r. Pollopell Island, l. Canterbury and Moordenar's Kill, - -	86 $\frac{1}{2}$
59 $\frac{1}{2}$	l. Late Gen. J. Clinton, - -	85 $\frac{1}{2}$
60	l. New Windsor V., and Bay, Orange Co., - - -	85
60 $\frac{3}{4}$	l. Chambers' Creek, r. mouth Fishkill, Dutchess Co., and r. $\frac{1}{2}$ m. Beacon Hill, 1658 ft., - -	84 $\frac{3}{4}$
61 $\frac{1}{2}$	l. <i>Newburgh V.</i> , a half-shire of Orange Co., 2670 inhabitants, r. <i>Fishkill</i> , or De Wint's Landing; r. $\frac{1}{2}$ m. Matteawan Cotton Factory, near which is the Grand Sachem, Beacon Hill.	83 $\frac{1}{2}$

Hudson River.

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New-York.
Miles.Albany.
Miles.

	☞ Valley of the Hudson, along the river, transition, northward of here to Waterford.	
65	r. Low Point, or Carthage, Fishkill, Dutchess Co., - - -	80
68	r. New-Hamburgh, Wappinger's Creek, - - -	77
69½	l. Marleborough, Lime Kilns, Ulster Co., - - -	75½
70	r. Late Gov. George Clinton, -	75
71	r. Barnegat, Lime Kilns, - -	74
72¾	l. Milton, Marleborough, [<i>Half-Way Place</i>], - - -	72¾
75½	r. Poughkeepsie Landings, 1 mile from the Village, - - -	69¾
76	r. 1 m. <i>Poughkeepsie Village</i> , cap. Dutchess Co., population 2700, l. New Paltz, horse boat Ferry.	69
81	r. Dr. Allen's Academy, Country Seats along Stage road, - - -	64
81½	r. Hyde Park, Crom Elbow Creek,	63½
82	r. Late Dr. Bard, - - -	64
83	r. A. S. Pell, (and Country Seats along the R. to near Hudson,)	62
84	l. Pelham, New Paltz, - - -	61
86	r. Gen. Lewis, Landing, and 1 m. Staatsberg, - - -	59
	Esopus Meadows, 3 m northward. l. Stawangunk Mountain, and Mombackus, or Indian Face.	
88	r. R. Tillotson, - - -	57
88½	r. Rev. Mr. Garretson, - - -	57½
90½	l. Mouth Wallkill, Esopus Landing, l. 4 miles Kingston V., -	54½
91	r. Rhinebeck Landings, - - -	54
97	r. Gen. Armstrong, - - -	48

New-York. Miles.		Albany. Miles.
98	r. <i>Redhook Lower Landing</i> , J. R. Livingston, - - - -	47
98 $\frac{1}{2}$	r. Mrs. Montgomery, - - - -	46 $\frac{1}{2}$
99	r. Magdalen Islands, J. Livingston,	46
100	l. Glasgow, r. P. H. Livingston, Saw Kill, - - - -	45
101	r. <i>Redhook Upper Landing</i> , J. H. Livingston, Dutchess Co., -	44
102	l. Saugerties, Ulster County, Eso- pus Creek, - - - -	43
103	r. Clermont, seat late Chancellor Livingston, Columbia Co., -	42
	l. Bristol. Flats in the middle of the R. Kaatsbergs, l. 13 to 15 miles.	
107	r. East Camp, Germantown, -	38
	l. Pine-Orchard-House, plainly seen from the River, for some miles, distant 12 to 8 miles.	
110	r. Ancram Creek, Manor-House, late Lord Livingston, - -	35
111 $\frac{3}{4}$	r. J. Livingston, Oak Hill, - -	33 $\frac{1}{4}$
112	l. <i>Catskill dock</i> , Kaatskill, and l. <i>Catskill V.</i> , cap. Greene Coun- ty, 1500 inhabitants, - -	33
	The Kaatsbergs, or Catskill Moun- tains, on the left, are 8 to 12, and 20 miles distant from the river along here, on which is the Pine-Orchard, 12 miles from Catskill, elevated 3000 ft. Regular Stages, in Summer, twice a day, fare \$ 1.	
116	r. Mount Merino, and r. ov. S. Bay, S. Plumb, Prospect Hill, and Becraft's Hill, - - - -	29

Hudson River.

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New-York. Miles.		Albany. Miles.
117	Low Island, 2 miles long; l. late Gen. Haight, r. South Bay, Hudson, - - - -	28
117½	r. HUDSON, City, cap. Columbia County, pop. 3600, - - - r. 3 miles, Claverack V., on the Sheffield turnpike.	27½
	l. <i>Athens</i> , Greene County, Ferry Canal, through Flats.	
	These places are within 4 miles of the head of Ship Navigation, to which, by-and-by, the Canals will be conducted, or, the Ship Navigation to the Canals.	
121	l. Paddock Point, Fishery; right Abram's Creek, R. L. Livingston, and ¾ m. Columbiaville,	24
125	l. <i>Coxsackie Landings</i> , and l. 1 m. Coxsackie V., - - - -	20
126¼	r. <i>Kinderhook Landing</i> , now Stuyvesant, [when any body calls it so!] - - - -	18¼
	r. 5 miles, <i>Kinderhook V.</i>	
130	l. <i>New-Baltimore V.</i> , Greene Co., [water to this place 11 ft., tides 3 to 4½ ft.,] - - - -	15
	♂ Many Islands, from here to Albany, and to Waterford; channel very crooked, and variable.	
131	l. Haanekrai Kill, Cock-crowing Creek, - - - -	14
132	l. <i>Coeyman's V.</i> , Albany Co., -	13
135	r. <i>Schodac V.</i> and Landing, Rensselaer Co., - - - -	10

New-York.
Miles.Albany,
Miles.

- 136 $\frac{1}{2}$ r. *Castleton V.*, and Landing, shoal waters, 4 to 7 ft. to New-Baltimore, and 4 $\frac{1}{2}$ to 5 $\frac{1}{2}$ to Albany, and the tides 2 to 4 ft., [highest,] - - - - - 8 $\frac{1}{2}$
- 137 l. *Vlamans Kill*, Bethlehem, *Winne's Bar*, late Col. Nichols, - 8
- 139 r. *Hogeberg*, or *High Hill*, *Scho-dac*, - - - - - 6
- 140 r. *Prospect Hill*, *E. C. Genet*, *Greenbush*, *Dam*, - - - 5
- 141 l. to 143 $\frac{1}{2}$, *Mills's Island*, *Bethlehem* and *Albany*, 1 $\frac{1}{2}$ to - 4
- 142 *Overslagh*, shoals and sand bars, difficult navigation, l. *Dam*, 3
l. *Norman's Kill*, *Van Rensselaer's Mills*, *Bethlehem*.
- 145 ALBANY, City, cap. State, and of Albany County, N. lat. 42° 39', W. lon. 73° 13', from Greenwich, Eng.; 12630 inhabitants; tides, 2 to near 4 feet.
l. *The Capitol*, or *State House*, elevated 130 feet, 144 miles from the *City-Hall*, *New-York*, 145 from the *Battery*.
Albany and Greenbush Ferry.
r. ov. R., *Greenbush*, *Rensselaer Co.*, turnpike to *New-Lebanon Spring*, 25 miles.
r. on *River Hill*, *Mount Madison*, *U. S. Barracks*, *Greenbush Farm*.
The Erie Canal, enters the *Hudson* in *Albany*, at the head of

New-York.
Miles.Albany
Miles.

the *Albany Basin*, 362 miles E. of Buffalo, and 72 S. of Whitehall, by the Canals, for which see *ERIE CANAL* and *CHAMPLAIN CANAL*: but the Sloop Navigation, to Troy, is very nearly as good as to Albany, and the Dam and Sloop Lock, upper part of Troy, are intended to make it as good to Lansingburgh and Waterford, to which places I continue the line of Navigation by the Hudson.

☞ *Note.*—The distances, here given, fall considerably short of those in the channel of the river, or the navigation distances, which may be assumed at little short of 160 miles, between New-York and Albany.

- | | | |
|-------------------|--|------------------------|
| | 1. Albany Basin, 4000 feet in length, having a Sloop Lock at its lower extremity, and Lock No. 1, of the Erie Canal, or Grand Junction, at its upper extremity: it is 80 to 300 feet wide, water 10 to 15 feet deep. | Above Albany by water, |
| 145 $\frac{1}{2}$ | l. State Arsenal, head of the Basin, and Upper Ferry, to Bath, | $\frac{1}{2}$ |
| | r. <i>Bath V.</i> , Greenbush, road to Sand Lake, 10 miles. | |
| 146 | 1. Gen. Van Rensselaer, Manor-House of Rensselaerwyck, the 'Patroon,' - - - | 1 |

New-York. Miles.		Above Albany by water. Miles.
146 $\frac{1}{2}$	Fish-House Bar, - - - -	1 $\frac{1}{2}$
148	Van Buren's Bar; water, on these bars, hardly 4 feet at lowest,	3
149 $\frac{1}{2}$	r. Wynants Kill, Mills, Factories, Troy Iron and Nail Works, &c. Washington Bar, l. Village Washington, Watervliet.	4 $\frac{1}{2}$
151 $\frac{1}{2}$	r. Poesten Kill, Mills, &c. - - l. United States' Arsenal, Watervliet, Village of Gibbonsville.	6 $\frac{1}{2}$
152	r. Troy, City, cap. Rensselaer Co., 5264 inhabitants, - - Two Ferries, river 900 feet in width, usual tides 1 foot. l. Gibbonsville, Basins, Hanks's Bell Foundry. l. West Troy, Basin, Side-Cut to Erie Canal, 2 Locks, and Weigh Lock, mouth lower Sprout of the Mohawk River. l. Islands in the delta of the Mohawk, to near Waterford.	7
153	Dam, and r. Sloop Lock, [connected with Champlain Canal Navigation at Waterford, by a Side-Cut and 3 Locks,] - - r. Old Bank Place, and Mount Olympus, Troy.	8
154 $\frac{1}{2}$	l. Middle Sprout of the Mohawk, between Green & Van Schaick Islands, - - - -	9 $\frac{1}{2}$
155	r. Lansingburgh, 1650 inhabitants, l. Upper Sprout Mohawk River, Locks and Side-Cut to Canal, $\frac{1}{2}$ mile.	10

New-York.
Miles.Above Albany by water-
Miles.156 1. *Waterford*, Saratoga Co., popu-
lation 1000, - - - - 11Bridge over the Hudson River, the
first from the Ocean.

Distance, from New-York to
the Erie Canal, $145\frac{1}{2}$ miles;
to the Champlain Canal, at
Waterford, $156\frac{1}{2}$;—or, by the
Erie Canal, from Albany to
Juncta, $145\frac{1}{2} + 8\frac{1}{2} = 154$;—or,
through the Side-Cut to Troy,
 $152 + 2\frac{1}{4} = 154\frac{1}{4}$.

Erie Canal Packet Boats.

Fare, including board, lodging, and every ex-
pense, 4 cents a mile. Way passengers pay
3 cents a mile, exclusive of board, &c., and $37\frac{1}{2}$
cents for dinner, 25 cents for breakfast, or sup-
per, and $12\frac{1}{2}$ cents for lodging.

These Packets are drawn by 3 horses, having
relays every 8, 10, to 12 miles, and travel day
and night, making about 80 miles every 24
hours. They are ingeniously and well con-
structed, (though there is yet room for some im-
provement,) have accommodations for about 30
passengers, furnish good tables, and a wholesome
and rich fare, and have very attentive, civil, and
obliging captains and crews. It is a very plea-
sant, cheap, and expeditious mode of travelling,
where you have regular meals, pretty quiet rest,
after a little experience, say of the first night;
and find the time pleasantly employed, in con-

versation, and the variety of incidents, new topics, stories, and the constantly varying scenery. The bustle of new comers, and departing passengers, with all the greetings and adieus, help to diversify the scene, and to make most persons seem to get along quite as fast as was anticipated. I found it so, while twice traversing the whole extent of the Erie Canal Navigation, taking notes for this little thing, which, I hope, *every body* will find an useful, if not an agreeable companion.

Between *Albany* and *Schenectady*, $28\frac{1}{2}$ miles, a day is employed, there being so many Locks to pass: but every person is well compensated for the time and expense, of, at least, one trip, passing 27 Locks, 2 Aqueducts, and an interesting variety of natural scenery.

A Packet leaves *Albany* every day, Sundays excepted, at 7 A. M., and meets the *Schenectady* Packet at 2 P. M., between the 2 Aqueducts, passing Alexander's Bridge and the Upper Aqueduct, about 4 P. M., and arrives at *Schenectady* about 6, in time for the *Utica* Packets. Another Packet leaves *Schenectady* every morning at 9, Sundays excepted, passes the Upper Aqueduct about 10, and arrives at *Albany* about 8 P. M.

Westward, from *Schenectady*, a Packet departs every morning and evening, at 7 o'clock, and runs through to *Utica*, $79\frac{1}{2}$ miles, passing 26 Locks in 24 hours, arriving in season for the Packets for *Rochester*. Going eastward, the Packets leave *Utica*, in the same order, for *Schenectady*.

From *Utica*, westward, 2 daily lines depart at 7, morning and evening, for *Rochester*, 160 miles,

passing 25 Locks, and arrive in 46 hours; returning, from *Rochester*, in the same order and time, to *Utica*.

From *Rochester*, westward, to Brockway, or Brockport, there was a Packet, in July, twice a day, $19\frac{3}{4}$ miles, connected with the lines eastward, as to hours of arrival and departure: but the Canal will be open, this autumn, to *Lockport*, 63 miles from *Rochester*, when Packets will run through that distance, without a Lock, probably between the rising and setting of the sun. I passed the Long Level, $69\frac{1}{2}$ miles, in July, from the Lock in Frankfort, to that at its W. extremity, by one day's sun, besides breakfasting on shore, at *Utica*, and changing Packets. Would it not be well, next season, to run each Packet through the whole extent of the navigation?

The Packet-Boat Companies have extensive connexions with the lines of Stages, the hours of arrival and departure of which are so arranged that there is little detention, in passing, in almost any direction, at any of the considerable Villages, from the Canal line. These Packets also carry the Mails.

On the Northern, or *Champlain Canal*, there is one Packet, plying between Fort-Edward and Whitehall, regulated, in its trips, conformably to those of the *Champlain Steam-Boat*, for which see below, and Fort-Edward, under *Champlain Canal*.

The *Lake Champlain Steam-Boat* leaves Whitehall, for St. John's, every Thursday and Saturday, at 2 P. M., touching at all the intermediate places; fare, through, 8 dollars; and

the same returning, when it leaves St. John's, Lower Canada, every Monday and Friday, at 8 A. M.

From Whitehall to Ticondero-

ga, - - - - -	24 miles,	\$1 50
Crown Point, - - - - -	39 ———	2 50
Basin Harbor, - - - - -	51 ———	3 00
Essex, - - - - -	61 ———	3 50
Burlington, - - - - -	75 ———	4 00
Port Kent, - - - - -	91 ———	4 00
Plattsburgh,* - - - - -	99 ———	5 00
Chazy, - - - - -	114 ———	6 00
Champlain, Rouse's Point, -	126 ———	6 50
St. John's, Lower Canada, -	150 ———	8 00

From St. John's to La Prairie, by Stage, 18 miles, thence by water, regular Packet-Boat, 9 miles, = 27, to Montreal. There are regular lines of Stages, between Albany and Montreal. From Montreal to Quebec, Steam-Boat, 180 miles; fare and regulations, not known. Who will inform me?

On *Lake George*, the Steam-Boat leaves Caldwell, for Ticonderoga, every Tuesday and Saturday, at 7 A. M.; returning, leaves Ticonderoga at 2 P. M., and reaches Caldwell at 8, the same evening. This arrangement enables persons going on Lake Champlain, either way, to take a view of Lake George.

* See note to Ogdensburgh, for a Stage, under 'Steam-Boat on Lake Ontario.'

Steam Boat on Lake Ontario.

This Boat leaves *Niagara River*, at 3 P. M.,
Sept. 1, 10, 18, and 27th,
and Oct. 6 and 15th.

Genesee River, at 4 P. M.,
Sept. 2, 11, 19, and 28th,
and Oct. 7 and 16th.

Sacket's Harbor, at 9 P. M.,
Sept. 3, 12, 20, and 29th,
and Oct. 8 and 17th.

Returning, leaves *Ogdensburgh*,* at 9 P. M.,
Sept. 4, 13, 21, and 30th,
and Oct. 9 and 18th.

Sacket's Harbor, at 4 P. M.,
Sept. 6, 14, and 23d, and
Oct. 2 and 11th.

Genesee River, Sept. 8, 16,
and 25th, and Oct. 4 and
13th.

Passage, the same each way, Cabin, *Niagara R.* to *Genesee R.*, \$3; Forward Cabin, \$2; Deck, \$1 50:—*Genesee R.* to *Sacket's H.*, Cabin, \$5; Forward Cabin, \$3; Deck, \$2:—*Sacket's H.* to *Ogdensburgh*, Cabin, \$5; Forward Cabin, \$3; Deck, \$2.

The Steam-Boat *Enterprise*, on *CAYUGA LAKE*, makes a trip every day, from *Ithaca* to the *CAYUGA BRIDGE*, and back—fare, each way,

* A regular Stage, once a week, leaves *Ogdensburgh* on every Saturday morning, and arrives at *Plattsburgh* on Monday, in time for the Steam-Boat going south; it leaves *Plattsburgh*, for *Ogdensburgh*, every Wednesday, at 7 A. M.

1 dollar; for breakfast and dinner, 25 cents—tea, 18. It is a good Boat, well found, and the trip is one of the pleasantest in the western country. Distances, and price of passage, going up the Lake, charged in the same proportion returning. Passengers are taken, and landed, at both ends of the Bridge, and at all the places on the Lake. See *Montezuma*, p. 39.

From the
Bridge,
Miles.

Fare.

6	l. Springport, formerly Union Springs, - - - -	- \$0 25
10	l. Levana, Town of Ledyard, -	0 37½
12	l. Aurora, Aurora, - - -	0 37½
19	r. Sheldrake Point, Ovid, -	0 50
21	r. Kidder's Ferry, Ovid, - -	0 50
29	r. Frog Point, Covert, - -	0 75
35	l. Ludlowville, Lansing, - -	0 87½
42	Port l'Orion, Head of the Lake, - - - -	1 00
44	ITHACA, Village, by Stage, fare 12½ cents, = - -	1 12½

Stages, connected with the Boat, are so arranged as to arrive and depart in season for it, between Montezuma, Geneva, Canandaigua, Auburn, Owego, and most parts of the country; fare, 4 cents a mile. The Ithaca and Catskill line of Stages, 4 times a week, fare 4 cents a mile, runs through in 2½ days, passing through the principal Villages in Greene, Delaware, Chenango, Tompkins, and Broome Counties. Leaves Ithaca Sunday, Tuesday, Thursday, and Friday, and Catskill same days.

RATES OF TOLL ON THE CANALS. 1824.

- On *Packet Boats*, or Boats made and used chiefly for the carriage of persons, 6 cents per mile of their passage.
- On *Boats*, made and used chiefly for the transportation of property, on each ton of their capacity, 1 mill per mile.
- On *Salt*, 5 mills per ton per mile, [7 barrels, of 5 bushels each, or 40 bushels in bulk, being a ton.]
- On *Gypsum*, or Plaster of Paris, 5 mills per ton per mile.
- On *Flour*, *Meal*, and all kinds of *Grain*, salted *Provisions*, *Pot* and *Pearl Ashes*, $1\frac{1}{2}$ cent per ton per mile.
- On *Merchandize*, 3 cents per ton per mile.
- On *Timber*, squared and round, 1 cent per hundred solid feet per mile.
- On *Boards*, *Plank*, and *Scantling*, reduced to inch measure, and on all *Siding*, *Lath*, and other *Sawed Stuff*, less than 1 inch thick, 1 cent per thousand feet per mile.
- On *Shingles*, 2 mills per thousand per mile.
- On *Brick*, *Sand*, *Lime*, *Iron-Ore*, and *Stone*, 5 mills per ton per mile.
- On *Rails*, and *Posts for Fencing*, 3 cents per thousand per mile.
- On *Wood*, for fuel, 1 cent per cord per mile.
- ☞ All *Fuel*, to be used in the manufacture of *Salt*, to pass free.
- On *Staves* and *Heading*, for *pipes*, 1 cent per thousand per mile.
- On *Staves* and *Heading*, for *hogsheads*, 7 mills per thousand per mile.

On *Staves and Heading*, for *barrels*, or less,
5 mills per thousand per mile.

On *Household Furniture, Iron Ware*, of *Domes-
tic Manufacture*, and on all articles not enu-
merated, 1 cent per ton per mile.

Tolls may be paid at any of the Collectors' Offices, for any distance, at the option of the Master, taking a Clearance for that distance.

PRICES OF TRANSPORTATION.

These, of course, are subject to variation. The rates fixed by the principal Transportation Companies, in which great capitals are employed, are, on the Canals, on *Merchandise*, 2 cents per ton per mile; or, they guarantee, at 5 cents per ton per mile, including the Tolls. On *Produce*, such as grain, provisions, &c. transportation $1\frac{1}{2}$ cent per mile, or 3 cents including the Tolls.

Passengers, in these Boats, pay 1 to $1\frac{1}{2}$ cent per mile, exclusive of board.

These Companies are perfectly responsible, consisting of merchants, and men of business and enterprise, some individuals of which reside in all the principal Cities, Towns, Villages, and business-places in this State, and in the commercial and trading Towns of the interior of the United States. They contract for the conveyance of all sorts of property, through any part, or the whole extent, of the long lines of commercial intercourse in this State, and from and to most parts of the interior of the Union, guaranteeing its safe and expeditious delivery. Their Boats are covered, and some of them travel day and night, making about 50 to 60 miles every 24 hours.

I am sorry to see that these great Companies are making such a monopoly of the Transportation business, driving off the small capitalists, and the many hundreds of poor and industrious men, who are striving to support themselves and families, by this new species of the Carrying Trade. They will do it, however; for wealth will have its own way; and power will beget power, and strengthen itself—a tendency that we, little, weak men, may deplore, but ought always to be aware of, and, so far as may be, to guard against.

COLLECTORS' OFFICES, AND COLLECTORS, ON THE
ERIE CANAL.

Albany,	-	-	-	J. B. Staats.
West-Troy,	-	-	-	J. Burrows.
Schenectady,	-	-	-	J. Myers.
Little Falls,	-	-	-	S. Lansing.
Utica,	-	-	-	S. Williams.
Rome,	-	-	-	B. B. Hyde.
Syracuse,	-	-	-	— Colvin.
Montezuma,	-	-	-	R. Matson.
Lyons,	-	-	-	J. Adams.
Palmyra,	-	-	-	— Colt.
Rochester,	-	-	-	C. A. Van Slyck.
Brockport,	-	-	-	J. Seymour.

ON THE CHAMPLAIN CANAL.

Waterford,	-	-	-	F. Livingston.
Northumberland,	‘	Saratoga		
Guard Gates,	-	-	-	J. Olmsted.
Fort Miller,	-	-	-	S. T. Shepherd.
Fort Edward,	-	-	-	T. Eddy.
Fort Anne,	-	-	-	L. Hastings.
Whitehall,	-	-	-	W. B. Van Benthuyzen.

Amount of Tolls, from April 15, to July 31, 1824, $3\frac{1}{2}$ months, \$146,738 17, probably \$200,000 to September 1, 1824. The duties on Salt, May 1, to July 31, 3 months, amounted to \$34,242 55; and on sales at auction, for Canal Fund, same period, to \$60,192 35: total, from these sources of revenue, ascertained, for about 1 quarter year, or say an average of the whole, \$241,173 7. The income, for sales of lands, on bonds and debts, belonging to the *Canal Fund*, [which, on November 30, 1823, amounted to \$55,071 22, exclusive of the whole value of the Canals,] not included in this statement. Annual interest on the Canal debt, \$380,323 55, about one fourth less than the income of the Canal Fund.

Total cost of the Canals, to Sept. 1, 1824, including money borrowed this year, but exclusive of interest on the Canal loans, \$8,061,735 46. The Erie Canal is now completed to Lockport, 331 miles, leaving only 31 miles unfinished.

ERIE CANAL.

Length, from Albany to Buffalo, -	miles 362
Number of Locks, on main trunk, -	83
Whole Lockage, - - - -	feet 688
Declivity, from Buffalo to Rochester, feet	4
<hr style="width: 10%; margin: auto;"/>	
Whole amount of rise and fall, -	feet 692
Elevation of Lake Erie, above tide-water of Hudson River, at low water in summer, 568 feet; but subject to some variation, at Lake Erie and in the Hudson.	
From Albany to Schenectady, $28\frac{1}{2}$ miles,	Feet.
27 Locks, all ascending, - - -	rise 226
From Schenectady to Utica, $79\frac{1}{2}$ miles,	
26 Locks, all ascending, - - -	rise 198
From Utica to Seneca River, Montezuma, [45 feet below Utica,] 96 miles, 9 Locks; whole Lockage, rise and fall, - - -	79
From Seneca River to Buffalo, 158 miles, 21 Locks, all ascending, - - -	rise 185
Total—length, 362 miles, 83 Locks, 688 feet Lockage.	

Albany.
Miles.

ERIE CANAL.

Buffalo.
Miles.

ALBANY, City, capital of the State,
N. lat. $42^{\circ} 39'$, W. lon. $73^{\circ} 13'$,
from Greenwich, England.—Po-
pulation, 12,630, - - - 362

The *Albany Basin*, embracing the W. side of Hudson River, is about 4000 feet in length, in front of the City, from the foot of Hamilton-Street, near the Steam-Boat Dock, to the State Arsenal, where it communicates with the Canal by Lock No. 1, 3 Qrs. of a mile N.E. of the Capitol, or State House.

Albany,
Miles.Buffalo
Miles.

- Lock No. 1, rise 12 feet, and the Little Basin, Albany.
- L. [Left] State Arsenal.
- R. [Right] Albany Upper Ferry; over river, *Bath Village*.
- $\frac{1}{3}$ 1. Manor House of Rensselaerwyck, 'Patroon,' Gen. Van Rensselaer, Watervliet, - - - 361 $\frac{2}{3}$
- $1\frac{1}{2}$ Lock No. 2, rise 11 feet, Watervliet, [to Lower Aqueduct,] - 360 $\frac{1}{2}$
- 4 l. The Albany & Troy 'Half-Way House,' or Houses? - - - 358
- 5 r. *Washington V.*, and road to Shaker Village, Watervliet, - 357
- $5\frac{1}{2}$ r. *United States' Arsenal, Gibbonsville*, and Basins, Watervliet, - 356 $\frac{1}{2}$
- $6\frac{1}{4}$ r. *West Troy*, Basin, Side-Cut, opposite TROY, 2 Locks & Weigh Lock, - - - - - 355 $\frac{3}{4}$
1. Turnpike to Schenectady, 13 miles; Shaker Village, 6.
- $7\frac{1}{4}$ l. V. D. Oothout, $\frac{1}{4}$ m. above Oothout's Basin, - - - - - 354 $\frac{1}{4}$
- $8\frac{1}{2}$ *Juncta*, or the Junction, where the ERIE receives the CHAMPLAIN CANAL, by a Navigable Feeder from the Mohawk, below which there is a Basin and 2 Locks, Nos. 3 and 4, 2 of the 'Nine Locks,' Nos. 3 to 11, in about a half mile, rise 78 feet, - - - - - 353 $\frac{1}{2}$
- r. From *Juncta*, by Champlain Canal, to Waterford, 2 miles.
- l. A. G. Lansing, at Lock No. 6.

Erie Canal.

29

Albany. Miles.		Buffalo, Miles.
9	Lock No. 12, rise 8 feet, - - -	353
9 $\frac{1}{4}$	The 'Three Locks,' Nos. 13, 14, 15, rise 26 feet, opposite <i>Ca-</i> <i>hoos Bridge</i> , - - -	352 $\frac{3}{4}$
9 $\frac{1}{2}$	The 'Two Locks,' Nos. 16, 17, rise 18 feet, - - -	352 $\frac{1}{2}$
10	Deep Cutting, 26 feet, 40 rods, transition argillite, - - -	352
	r. <i>Cohoos Falls</i> , perpendicular de- scent 78 feet.	
10 $\frac{1}{4}$	r. Paper Mill, on Mohawk River,	351 $\frac{3}{4}$
10 $\frac{1}{2}$	The 'Four Locks,' Nos. 18, 19, 20, 21, rise 32 feet, - - -	351 $\frac{1}{2}$
	r. Wing Dam, and Grist, Saw and Plaster Mill, Watervliet, Al- bany County.	
12 $\frac{1}{2}$	<i>Lower Aqueduct</i> over Mohawk Ri- ver, 1188 feet, 26 piers, and abutments of stone, the trunk of wood, S. end Watervliet, -	349 $\frac{1}{2}$
12 $\frac{3}{4}$	Fonda's Ferry; T. of Halfmoon, Saratoga County, [to Upper Aqueduct,] - - -	349 $\frac{1}{4}$
	l. Mohawk R., r. <i>Wat Hoix Ridge</i> .	
14 $\frac{3}{4}$	Dunsbath's Ferry, - - -	347 $\frac{1}{4}$
15	<i>Wat Hoix Gap</i> , near 40 rods, high walls of graywacke slate, -	347

This singular natural Ravine, so serviceable, was about 80 feet in width at the E. extremity, and 15 at the W., spreading in the middle, for this charming, romantic Basin, high-walled with solid rock. Before this passage was discovered, even our Engineers, full of courage as they were, felt almost

Albany,
Miles.Buffalo,
Miles.

dismayed. They had examined, and re-examined, every inch of the S. shore of the river, rock-bound and precipitous, and here first conceived the idea of twice crossing the Mohawk.

- | | | |
|------------------|--|-------------------|
| | 1. 80 rods, <i>Wat Hoix Rapid</i> , in Mohawk R., 10 feet descent, called by the Indians the ' <i>White Horse</i> ,' or <i>Evil Spirit</i> . | |
| 17 | Fort's Ferry, and old road from Albany to Ballston Spa, - - | 345 |
| 18 | Lock No. 22, rise 7 feet, - - | 344 |
| 19 | Vischer's Ferry, - - - | 343 |
| | 1. 3 m. ov. R., Shaker Village, Watervliet. | |
| 20 $\frac{1}{2}$ | 1. Rock ' <i>Young Engineer</i> ,' deep cutting, 32 feet, transition argillite; [deepest on the Canal,] - - - | 341 $\frac{1}{2}$ |
| 21 $\frac{1}{2}$ | Lock No. 23, rise 7 feet, - - | 340 $\frac{1}{2}$ |
| 22 $\frac{1}{2}$ | Lock No. 24, rise 7 feet, - - | 339 $\frac{1}{2}$ |
| 24 $\frac{1}{2}$ | <i>Upper Aqueduct</i> over Mohawk R., 748 feet, 16 piers, 25 feet above the river, 3 Locks, Nos. 25, 26, 27, rise 21 feet, - - - | 337 $\frac{1}{2}$ |
| | Below these, a Guard Lock, and Feeder of $\frac{1}{2}$ a mile from Mohawk R., and a high bank, of 130 feet. | |
| 24 $\frac{3}{4}$ | <i>Alexander's Bridge</i> , and Mills, on Ballston and Albany turnpike, Niskayuna, Schenectady Co., r. 10 $\frac{1}{2}$ miles, Ballston Spa; and 17 $\frac{1}{2}$ Saratoga Springs. There is a | 337 $\frac{3}{4}$ |

Erie Canal.

31

Albany.
Miles.

Buffalo
Miles.

	‘Hack,’ at this place, and soon will be a regular Stage, for the Springs.	
25	l. High rock, 28 feet, graywacke slate, in Schenectady, - -	337
27½	r. Rope Ferry, on old road over Mohawk River, - - -	334½
28	l. 100 rods, <i>Union College</i> , Schenectady, - - -	334
28½	SCHENECTADY, City, cap. Schenectady County, pop. 2800, -	333½
31¼	Rotterdam Flats, Lock No. 28, rise 8 feet, - - -	330¾
32½	Lock No. 29, rise 8 feet; l. Schermerhorn’s, - - -	329½
33	Aqueduct over Plattekill, - -	329
36¼	Lock No. 30, rise 8 feet, - -	325¾
37	r. Putnam’s, Rotterdam, - -	325
38½	County line, Schenectady and Montgomery, near Vedder’s Ferry,	323½
39½	l. <i>Flint Hill</i> , in Florida, Montgomery Co.; calciferous sand-rock, - - -	322½
43	The ‘ <i>Two Locks</i> ,’ Nos. 31 and 32, rise 16 feet; Aqueduct and small Pond, Florida, - -	319
45¼	r. Mears’s, Florida, Bridge; and over R., <i>Amsterdam Village</i> ,	316¼
	Aqueduct ov. Chuctenunda Creek.	
47¾	Lock No. 33, rise 8 feet, - -	314¼
49½	Lock No. 34, rise 4 feet; in the Town of Florida, Montgomery County, - - -	312½
	r. Fort Hunter, Queen Anne’s Chapel, and old Mohawk Castle.	

Albany.
Miles.Buffalo.
Miles.

50½	Schoharie Creek, Guard Lock, Horse Rope-Ferry, and Lock No. 35, rise 6 feet, on the W. bank of Schoharie Creek, - - -	311½
52½	l. 'Canal House,' an oddity, Smithtown, Glen, - - - Ishe's Kill Aqueduct, and Aries Kill Dam and Guard Locks.	309½
55	Voorhees, Lock No. 36, rise 7 feet, in Glen, - - - r. ov. R., ½ m., Caughnawaga; and 4 m. Johnstown.	307
60¾	Van Voast's Store, Root, - - -	301½
61	Little Aqueduct and Basin; and r. ov. R., Dachsteder's, and Little Nose, - - - -	301
61¾	l. Anthony's Nose, and Mitchell's Cave, Root, formerly Canajoharie, - - - - Gneiss Rock, primitive, the first on the Canal.	300¼
62½	r. over R., Kanadarox, or Bread Creek, - - - -	299½
64	Spraker's, Canajoharie, Dam and Guard Locks, Plattekill, -	298
66¾	Lock No. 37, rise 6 feet, Canajoharie V. and Creek, Guard Locks, &c. - - - -	295¼
	There are Stages, on Tuesday and Friday, from this place to Cherry Valley.	
	r. over River, Palatine Bridge Village, 67 miles from Albany.	
57	Root's, and Basin, Canajoharie, -	295

Erie Canal.

33

Albany.
Miles.

Buffalo.
Miles

69	r. over R., Stone Arabia, Palatine, [4 miles,] - - - -	293
70	Waggoner's, Lock No. 38, rise 7 feet, Guard Locks, Otsqua- ga Creek, Minden, - -	292
70 $\frac{1}{2}$	l. Fort Plain V., Minden, - -	291 $\frac{1}{2}$
72 $\frac{1}{2}$	r. Bridge to Palatine, - -	289 $\frac{1}{2}$
	l. Devendorf's Hill, Minden.	
73 $\frac{1}{2}$	r. Feeder from Mohawk R., from above the Dam, Lock No. 39, rise 8 feet, - - - -	286 $\frac{1}{2}$
74 $\frac{1}{2}$	r. Dam across R. for Feeder, tim- ber and brushwood of 42 acres used in making it; Guard Lock, op. St. Johnsville, Op- penheim, - - - -	287 $\frac{1}{2}$
76 $\frac{1}{2}$	Crous's, Minden, Lock No. 40, rise 8 feet, - - - -	285 $\frac{1}{2}$
78	r. ov. R., mouth E. Canada Creek,	284
80	Lock No. 41, rise 8 feet, Danube, Herkimer County, - -	282
	l. Mohawk Castle, Indian Church and Bell, Danube.	
81	Nowadaga Creek, Dam, Guard Locks, Towpath 400 feet, Da- nube, - - - -	281
83	Late Gen. Herkimer, slain in the Oriskany battle, - - -	279
84	r. Fink's Ferry; l. E. extremity <i>Fall Hill</i> , - - - -	278
85	Lock No. 42, rise 8 feet, the lower one of the 'Five Locks,' at the Little Falls, - - - -	277
	Entrance <i>Fall Hill Ravine</i> , walls of rock 50 to 150 feet.	

1. *Fall Hill*, 518 feet above Canal, 712 above the tides of the Hudson R., 288 above the Rome summit, *Long Level* of the Canal, and 144, or 147, above Lake Erie! Scenery a treat,—grand, imposing, and highly picturesque: 'all hands upon deck,' especially from the Ladies' Cabin: we are approaching the Little Falls. What a tremendous, awe-inspiring scene! Nature has moulded her works, here, on a grand scale,—and soon we shall see, as we may even now, that Art has caught the inspiration of the scene, and well seconded her efforts, in giving to it a sublime effect, and a finish truly admirable.

35½ Lock No. 43, rise 8 feet, - - - 276½
Here we leave the Ravine, and have a view, on the right, of the Old Canal and Locks.

26 Locks Nos. 44 and 45, rise 16 feet, bank of the river, - - - 276

r. *Little Falls*, of the Mohawk, 42 feet.

Gniess Rock, second primitive tract on the Canal, and the last, going westward.

r. over River, *Little Falls Village*, Herkimer, Town and County.

Albany.
Miles.Buffalo.
Miles.

	r. <i>Aqueduct</i> , connecting the Old with the Erie Canal, 3 arches, 1 of 70, and 2 of 50 feet each, a Navigable Feeder, and an elegant feature of the Canal. Taken as a whole, the scenery of this Pass, this gorge of the Mohawk, in works of nature and art, is unrivalled on the Canals of this State.	
	Lock No. 46, rise 8 feet, the upper one of the 'Five Locks,' rise 40 feet in 1 mile.	
88 $\frac{3}{4}$	Lock No. 47, rise 8 feet, German Flats, - - - - -	273 $\frac{1}{4}$
91 $\frac{1}{2}$	Lock No. 48, rise 9 feet, from the Old Canal, German Flats, -	270 $\frac{1}{2}$
	l. Stone Church, used as a fortress, and Fort Herkimer.	
92 $\frac{1}{2}$	r. over River, mouth W. Canada Creek, - - - - -	269 $\frac{1}{2}$
93	r. Bridge ov. Mohawk, [and 1 m. <i>Herkimer V.</i>] - - - - -	269
93 $\frac{1}{2}$	l. The Dug Way; high hill, clay and sand, - - - - -	268 $\frac{1}{2}$
94	Bridge ov. R., and road to <i>Herkimer Village</i> , - - - - -	268
94 $\frac{3}{4}$	Lock No. 49, rise 8 feet, - - - - -	267 $\frac{1}{4}$
95	Lock No. 50, rise 8 feet, Fulmer's Creek Aqueduct, - - - - -	267
96 $\frac{1}{2}$	Steel's Creek Aqueduct and Feeder, - - - - -	265 $\frac{1}{2}$
97	r. Dygert's Dry Dock, - - - - -	265
97 $\frac{1}{2}$	Lock No. 51, rise 8 feet, - - - - -	264 $\frac{1}{2}$
97 $\frac{3}{4}$	Lock No. 52, rise 8 feet, - - - - -	264 $\frac{1}{4}$

Albany. Miles.		Buffalo. Miles.
98 $\frac{1}{2}$	Myers's Creek Aqueduct, and r. Frankfort V. - - -	263 $\frac{1}{2}$
98 $\frac{3}{4}$	Lock No. 53, rise 8 feet, Frankfort, Herkimer Co., - - -	263 $\frac{1}{4}$
	The <i>Long Level</i> , 69 $\frac{1}{2}$ miles, commences at this Lock, and extends westward through Utica, Whitestown, Rome, Verona, Lenox, Sullivan, and Manlius, into Salina, Onondaga County, terminating there, at Lock 54, 3 Qrs. of a mile E. of Syracuse.	
105	Ferguson's Creek Aqueduct, Frankfort, - - -	257
106	Clark's Creek Aqueduct, 4 arches; T. of Utica, Oneida Co., -	256
	r. Starch Factory and Saw-mill.	

Utica. Miles.		Rochester. Miles.
108	<p>UTICA V., Utica, Oneida County, pop. in 1823, 4017, 400 houses, 160</p> <p>r. Bridge over the Mohawk, road to Deerfield and the Black River country, by Trenton and W. Canada Creek Falls, 15 miles.</p> <p>l. 4 m. <i>New Hartford V.</i> and <i>Hamilton College</i>, 10 m.</p> <p>☞ Utica is a kind of <i>third-shire</i> of Oneida Co., though not of the County Courts, which are holden in <i>but two</i> places; but it has a Court-House, and terms of the Supreme, and of the U. S. Circuit Court, for the Northern District of New-York, and the Clerk's Office. There are Stages, from Utica, in all directions, which will be noticed, when I can do it with</p>	254

Erie Canal.

37

Albany. Miles.	Utica. Miles.		Rochester. Miles.	Buffalo. Miles.
		accuracy, as well as the best Public Houses. The new Mill, here, merits the notice of ingenious mechanists, and many property-holders.		
111½	3¼	Sadaquada Creek Aqueduct, Whitestown,	156¾	250¾
	3½	r. late Judge White, first settler.		
112	4	Whitesborough V., a half-shire of Oneida County, Whites-town,	156	250
		r. Ferguson's Dry Dock.		
114¾	6¾	Oriskany Creek,	153¼	247¼
115	7	Oriskany Village, Whites-town,	153	247
123	15	Mansion House, Rome; r. ov. Old Canal, Rome V., another half-shire,	145	239
123¾	16	Wood Creek Feeder, Rome, r. United States' Arsenal, on Old Canal, Rome.	144¼	238¼
126	18	Wood Creek, and Old Canal, Rome,	148	236
130	22	Smith's, Verona,	138	232
136	28	l. Verona Glass Works, Loomis's,	132	226
139	31	Oneida Creek, Verona and Lenox line,	129	223
142	34	l. Lenox Furnace, Basin and Landing, Madison Co.,	126	220
144	36	Canastota V., Creek and Basin, Lenox,	124	218
148	40	New Boston V., Sullivan, Madison Co.,	120	214
152	44	Chitteningo Creek, Aqueduct, Basin, and Feeder, Sullivan,	116	210
		l. Side Cut to Chitteningo V., 1½ m., 4 Locks, rise 6 feet each.		

Albany. Miles.	Utica. Miles.		Rochester. Miles.	Buffalo. Miles.
		A twice a week line of Stages runs from Carey's, Chittenango Village, to Cortlandt Co., on Wednesday and Saturday mornings, reaches Cortlandt V. same evening, and returns on Mondays and Thursdays.		
160	52	<i>Manlius Landing, Manlius, Onondago Co.,</i>	108	202
		l. 4 miles, <i>Manlius Village.</i>		
163	55	l. Side-Cut to <i>Orville, T. of Manlius,</i>	105	199
168½	60½	Lock No. 54, fall 10 feet, W. end <i>Long Level, Salina,</i> noticed at Lock No. 53,	99½	193½
		Lock No. 55, fall 10 feet, or 20 at the 2 Locks, where the water is passed around, and supplies a saw-mill on the right.		
169	61	<i>Syracuse V., and Salt Works, Town of Salina,</i>	99	193
		l. 5 miles, <i>Onondago Court-House, Village.</i>		
		r. Side-Cut to <i>Salina, 1½ m., Salt Works.</i>		
		A small Packet Boat plies between these places, fare, each way, 12½ cents.		
169½	61½	Lock No. 56, fall 6 feet, in <i>Salina,</i>	98½	192½
170½	62½	Lock No. 57, rise 6 feet, <i>Salina,</i>	97½	191½
171	63	<i>Geddes V., and Salt Works, Salina,</i>	97	191
		r. <i>Onondaga Lake, Salina.</i>		
177	69	<i>Otisco, or 9 Mile Creek, Aqueduct, Lock No. 58, rise 11 feet,</i>	91	185
183	75	<i>Canton V., Camillus, [Half Way V. between Albany and Buffalo,]</i>	85	179

Erie Canal.

39

Albany. Miles.	Utica. Miles.		Rochester Miles.	Buffalo. Miles.
189	81	<p><i>Jordan V.</i>, Camillus, Onondaga Co., Lock No. 59, fall 11 feet, Aqueduct ov. Skaneateles Creek, . . .</p> <p>l. <i>Skaneateles V.</i>, 9 miles; no regular conveyance.</p> <p>l. 2 miles, <i>Elbridge V.</i></p>	79	173
195	87	<p><i>Weed's Basin</i>, and <i>Middleport</i>, Brutus, Cayuga Co., l. 7 m., AUBURN, cap. Cayuga County. Regular Stage, connected with Packet Boats, fare 50 cents.</p>	73	167
198	90	<p><i>Bucksville</i>, Mentz, Lock No. 60, fall 9 feet, Aqueduct over Owasco Creek, . . .</p> <p>Here are Dry Docks, & large Boat Houses, for building and repairing.</p>	70	164
202½	94½	<p>Lock No. 61, fall 9 feet, . . .</p>	65½	159½
204	96	<p><i>Montezuma</i>, Mentz, Cayuga Co., Lock No. 62, fall 7 feet, to Seneca River, . . .</p> <p>Bridge Towpath, over Rivers and Cayuga Marshes, near 3 miles westward, Junius, Seneca County.</p> <p>r. 1-third of a mile, <i>Montezuma Salt Works</i>, Turnpike Bridge, Causeway, and Prospect Hill, commanding an elegant & extensive view. This place is on the E. border of the great <i>Cayuga Marshes</i>, through which the Canal is carried, and of the Seneca River. When these marshes are well drained, here will be the garden of the State.</p>	64	158

Albany. Miles.	Utica. Miles.		Rochester. Miles.	Buffalo. Miles.
		1. 7 miles, <i>Cayuga Bridge</i> , and the Steam-Boat on <i>Cayuga Lake</i> . There is a regular Stage, twice a day, from <i>Montezuma</i> to the Bridge, fare 50 cents; and thence to <i>Geneva</i> , <i>Canandaigua</i> , &c. fare 4 cents a mile. See <i>Cayuga Lake</i> .		
205	97	1. mouth of <i>Clyde R.</i> , or <i>Canandaigua Outlet</i> , [close on the left to <i>Clyde V.</i> ,]	63	157
210	102	Lock No. 63, rise 9 feet, W. extremity of <i>Seneca R.</i> Level, <i>Galen</i> ,	58	152
215	107	<i>Clyde V.</i> , 'Old Block House,' on <i>Clyde R.</i> , Lock No. 64, rise 5 feet, Town of <i>Galen</i> , now <i>Wayne Co.</i> ,	53	147
219½	111½	Lock No. 65, rise 7 feet,	48½	142½
224	116	<i>Lyons V.</i> , cap. <i>Wayne Co.</i> , Lock No. 66, rise 6 feet,	44	138
		1. <i>Canandaigua Outlet</i> .		
225½	117½	Lock No. 67, rise 10 feet, in <i>Lyons</i> , Lower Aqueduct over <i>Mud Creek</i> ,	42½	136½
229½	121½	3 Locks, Nos. 68, 69, 70, each 8, rise 24 feet in ¼ mile,	37½	132½
230½	122½	<i>Newark V.</i> , in T. of <i>Lyons</i> , formerly <i>Phelps</i> ,	37	131½
239	131	1. <i>Palmyra V.</i> , Town of <i>Palmyra</i> , now <i>Wayne Co.</i> ,	29	123
		1. 13 miles, <i>Canandaigua</i> , cap. <i>Ontario County</i> . There is a regular daily Stage, connected with the Packet Boats, fare 75 cents; and also to the <i>Sulphur Springs</i> , fare not known.		
240½	132½	Upper Aqueduct over <i>Mud Creek</i> , <i>Macedon</i> ,	27½	121½
242½	134½	Lock No. 71, rise 10 feet,	25½	119½

Erie Canal.

41

Albany. Miles.	Utica. Miles.		Rochester. Miles.	Buffalo. Miles.
243½	135½	Lock No. 72, rise 10 feet, Macedon, Wayne County, . . .	24½	118½
252	144	Fullam's Basin, Perrinton, Monroe County, . . .	16	110
254	146	Hartwell's Basin, Perrinton, . . .	14	108
256	148	<i>Great Embankment</i> , 72 feet, whole length near 2 miles, ov. Teoronto, or Irondequot Creek, Perrinton and Pittsford, . . .	12	106
256½	148½	Lock No. 73, rise 8 feet, in Pittsford, . . .	11½	105½
258	150	<i>Pittsford Village</i> , Monroe Co., . . .	10	104
264½	156½	<i>Brighton Village</i> , Brighton, . . .	3½	97½
		Here are 5 Locks, in 1½ mile, Nos. 74, 75, 76, 77, 78, each 7.4 feet, rise 37 feet, 3½ to 2 miles from Rochester.		
		At Lock No. 78, the <i>Genesee Level</i> of the Canal, 65 miles, commences, extending westward to Lockport, Niagara Co.		
267½	159½	1. Feeder from Genesee R., 2 m. in length, Brighton, The River is navigable, above Rochester, 70 to 90 miles.	½	94½
267¾	159¾	<i>E. Rochester</i> , (now incorporated with Rochester V.,) <i>Aqueduct</i> , over Genesee R. & Mill Canals, all of hewn stone, supported by eleven arches, rather the grandest single feature of the Canal.	¼	94¼
			Lockport. Miles.	
268	160	<i>Rochester</i> , cap. Monroe Co., T. of Gates, pop. in 1823, 3700, . . .	63	94
		f. Falls of Genesee R., well worth seeing, as are the Mills and Factories.		

Albany. Miles.	Rochester. Miles.		Lockport. Miles.	Buffalo, Miles.
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r. 7 m., Port Genesee, Lake Ontario Steam-Boat, which see.

There are Stages, in all directions, from this place, fare about $\frac{1}{4}$ cents a mile.

For the best line in the State, of the same extent, on rather the best road, see *Ridge Road*, extending to Lewiston, 80 miles, fare \$3 20. The road to Avon is also very good, and by Caledonia and Batavia to Buffalo, where there is also an excellent line of Stages. If going to Niagara Falls, and intending to go by land, from Rochester, I would take the Ridge Road line westward to Lewiston, and approach the Falls from below, as the view is more interesting. See page 52.

☞ The distances, from Brockport to Buffalo, have not yet been measured, on the Tow-path, and may vary some from those here given, obtained from the Engineers. When I was along this line, in July, 1824, taking notes for this little Pocket convenience, it was supposed the water would be let in, to Lockport, by Sept. 1, 1824.

274 $\frac{1}{2}$	6 $\frac{1}{2}$	King's Basin, Greece, r. 1 $\frac{1}{2}$ mile, Eldredge's, Ridge Road.	56 $\frac{1}{2}$	87 $\frac{1}{2}$
277	9	Webber's Basin, Ogden,	54	85
278 $\frac{1}{2}$	10 $\frac{1}{2}$	Kilborn's Basin, Ogden, [2 m. from Ridge Road,]	52 $\frac{1}{2}$	83 $\frac{1}{2}$
280	12	Spencer's Basin, Ogden,	51	82

Albany. Miles.	Rochester. Miles.		Lockport. Miles.	Buffalo. Miles.
		r. 1 $\frac{3}{4}$ mile, Parma V., Ridge Road.		
281	13	Webster's Basin, Ogden, .	50	81
283	15	Bates V., Sweden, Embankment Salmon Creek, .	48	79
		r. 2 $\frac{1}{4}$ miles, Ridge Road.		
285 $\frac{1}{2}$	17 $\frac{1}{2}$	Cooley's Basin, Sweden, .	45 $\frac{1}{2}$	76 $\frac{1}{2}$
		r. 1 $\frac{1}{2}$ mile, Ridge Road.		
287 $\frac{3}{4}$	19 $\frac{3}{4}$	Brockway, or Brockport, Sweden, Monroe County, .	43 $\frac{1}{4}$	74 $\frac{1}{4}$
		The navigation of the Canal terminated here, from the autumn of 1823, to that of 1824.		
		r. 1 $\frac{1}{2}$ m., Clarkson V., on Ridge Road.		
		l. 17 miles, Le Roy V., on old Stage Road, from Buffalo eastward.		
		☞ Why not Brockway, the name of the man from whom it is named, and not Brockport? When the Canal is completed, this place will be much more like a <i>way</i> than a <i>port</i> .		
293 $\frac{1}{4}$	25 $\frac{1}{4}$	Holley V., Murray, Genesee County; <i>High Embankment</i> , 73 feet, over Sandy Creek, .	37 $\frac{3}{4}$	68 $\frac{3}{4}$
		r. 3 miles, Ridge Road.		
299 $\frac{1}{2}$	31 $\frac{1}{2}$	Smith's Basin, Murray, on transit line, [<i>Halfway Basin</i> ,]	31 $\frac{1}{2}$	62 $\frac{1}{2}$
302 $\frac{1}{2}$	34 $\frac{1}{2}$	Sandy Creek Embankment, Gaines, .	28 $\frac{1}{2}$	59 $\frac{1}{2}$
303 $\frac{1}{2}$	35 $\frac{1}{2}$	Newport V., Gaines, .	27 $\frac{1}{2}$	58 $\frac{1}{2}$
		r. 2 $\frac{1}{2}$ m., Gaines V., on Ridge Road.		
304 $\frac{1}{2}$	36 $\frac{1}{2}$	Gaines Basin, .	26 $\frac{1}{2}$	57 $\frac{1}{2}$
305 $\frac{1}{2}$	37 $\frac{1}{2}$	Otter Creek Embankment, 55 feet, .	25 $\frac{1}{2}$	56 $\frac{1}{2}$

Albany. Miles.	Rochester. Miles.		Lockport. Miles.	Buffalo. Miles.
307	39	Clarke's Brook, long Embankment, 15 feet, Gaines,	24	55
310	42	Arch Road-way, under Canal, [the only one,] and Fish Creek Embankment, Ridge-way, r. $2\frac{1}{2}$ miles, Oak Orchard V., Ridge Road.	21	52
312	44	Aqueduct over Oak Orchard Creek, and Feeder, half a mile in length, Ridge-way, l. $5\frac{1}{2}$ m., Shelby, New Channel for Tonnewanta Creek, Feeder, 100 feet in width, $4\frac{1}{2}$ m., from Tonnewanta V. through T. Swamp. r. Falls Oak Orchard Creek; and $3\frac{1}{2}$ miles, Ridgeway V., Ridge Road.	19	50
314 $\frac{1}{2}$	46 $\frac{1}{2}$	Servoss's Basin & Inn, Ridge-way, Genesee County, $\frac{1}{4}$ m. Embankment ov. Middle Branch, Oak Orch. Creek.	16 $\frac{1}{2}$	47 $\frac{1}{2}$
317 $\frac{1}{4}$	49 $\frac{1}{4}$	Middleport, [another port,] Royalton, Niagara County, $\frac{1}{2}$ mile, Embankment over W. Branch Oak Orch. Creek.	13 $\frac{1}{4}$	44 $\frac{1}{4}$
319 $\frac{1}{2}$	51 $\frac{1}{2}$	Johnson's Creek Embankment, 25 feet,	11 $\frac{1}{2}$	42 $\frac{1}{2}$
322 $\frac{1}{2}$	54 $\frac{1}{2}$	Embankment over 18 Mile Creek, 20 feet, Royalton,	8 $\frac{1}{2}$	39 $\frac{1}{2}$
323 $\frac{1}{2}$	55 $\frac{1}{2}$	—— Basin, Royalton	7 $\frac{1}{2}$	38 $\frac{1}{2}$
331	63	Lockport, cap. Niagara Co., pop. in 1823, 1458; W. end 65 Mile Level, Ravine Basin, 6 acres, 30 feet,		31

The Canal here ascends the *Mountain Ridge*, from the Genesee Level to that of Lake Erie, the latter 31 m., by 5 double combined Locks, each 12.4 feet rise, Nos. 79, 80, 81, 82, 83,

Albany.
Miles.

Lockport.
Miles.

Buffalo,
Miles.

rise 62 feet.* The Ravine, through which the Canal rises the Mountain Ridge, is a singular and interesting curiosity.

Here is the *Back Bone* of the Erie Canal, which will hardly be completed, I am afraid, by the close of 1825. Some part of it may, and I give its distances, as nearly exact as they can be known, before being measured on the Tow-path.

☞ There are no good roads leading from Lockport; but there will be by-and-by; and daily Stages, by the summer of 1825. When will the road, on the Mountain Ridge to the Falls, be finished?

☞ When at Lockport, in July, I was told the Canal would be navigated, from Brockport to this place, early in September, and that there would then be a daily Stage to and from Buffalo.

1. 2½ m., Cold Spring, on the old 'Indian Path,' and the brow of the Mountain Ridge,—a lodging-place for travellers, in 1797, when there were no houses W. of Genesee R.

333	2	Deepest Cutting on Mount. Ridge, 31 feet 4 inches, averaging about 26 feet, for near 3 miles of rock: geodiferous limerock, . . .	29
336	5	two Sulphur Springs, Niagara, . . .	26
338	7	r. <i>Pendleton V.</i> , Niagara, . . .	24

Here the Canal enters the Tonnewanta Creek, which it follows 12 miles, to the Dam, the Creek having had but 1 foot descent, in this distance. Tow-path on the left, or S. side. This C. is the boundary of Niagara and Erie Counties, and of the Towns of Niagara, Amherst, and Buffalo.

* Originally laid out 60 feet.

Albany. Miles.	Lockport. Miles.		Buffalo. Miles.
350	19	Dam, 4 feet 6 inches, just below the mouth of Ellicott's Creek, Locks to enter Niagara River, at Milltown,	12
		r. Tonnewanta, and Grand Island, Niagara River.	
352½	21½	lower end Long Meadows, 4½ m., at 2 Mile Creek, Buffalo, Erie County,	9½
358½	27½	r. lower end proposed <i>Black Rock Harbor</i> , <i>Sloop Lock</i> , Conjocketa Creek,	3½
		r. Squaw Island, and Mole, W. side Basin.	
359½	28½	<i>Black Rock V.</i> , Buffalo, and Ferry over Niagara River, half a mile,	2½
		r. over R., Waterloo V., of Upper Canada.	
360½	29½	r. <i>Bird Island</i> , in Niagara River, upper end of the Mole for forming Black Rock Harbor, or the Buffalo Harbor, as it will be called by-and-by, if it make a harbor,	1½
362	31	BUFFALO, cap. Erie County, Buffalo Creek, Light House, Lake Erie, Mole, Upper Harbor; pop. 1300.	
		r. over the Lake, <i>Fort Erie</i> , of Upper Canada.	

There are 2 lines of daily Stages to the Falls of Niagara and Lewiston, noticed under *Ridge Road*: and there are Stages, from Buffalo, in all directions,—fare, generally, 4 cents a mile. In September, there will be a daily Stage to and from Lockport, to the close of navigation this season.

☞ The times of arrival and departure of the Steam-Boat on Lake Erie, not exactly known, nor the prices of passage.

And here, after a long journey, *all the way* from New-York to Buffalo, 507 miles,—145 by

the Steam-Boat, the *very shortest distance*, and *almost* 362 by the Canal, (for it is not yet *quite finished*) by the Canal Packet,—here let us pause a little, and rest, while we look about us, and indulge in some reflections. Steam-navigation, and Canals, are working mighty changes in the aspect of things and in business. We see this every where; but here, and on these extended lines of commerce, more than any where else. Let us turn over a few pages of the Book of Fate, and read what Mother Nature long since decreed.

All hail to thee, New-York, thou Queen of Cities of the New World! What Nature had indicated, for the extension of thy sphere of power, and its perpetuity, but left undone, Art has almost effected, and soon will perfectly accomplish. This done, there will arise, far in the West, a twin-sister of thine, and yet not thy rival, though almost thy equal, in power, numbers, and splendor. Hail to thee, Buffalo, unrivalled sister, Queen of the Cities of the West! In thy very infancy, thou hast drunk deep of the cup of affliction, and hast felt the rod of chastisement and the hand of the oppressor: but fear not;—thy destiny is fixed, thy high destiny,—second, only, in rank, in numbers, power, riches, and magnificence, to thy elder sister of the Isles of the Sea.

But,—let us return to New-York, and retrace this long line. There was a time,—but that was when the Republic was young, or yet unborn, or, ‘puking and mewling in the nurse’s arms,’ when the head of Sloop-navigation, on the Hudson, was fixed upon, in the minds of many, as the extreme limit of the commerce of the metropolis. Here,

then, arose Cities, fair to the eye, confident in the felicity of local position, and in the enjoyment of advantages, commanding, and that were to last for ever. Genius, however, and science, called Steam-Boats into existence, and experience soon whispered the inhabitants of those cities to be rather less confident and presuming. Under the dominion of genius and science, which regards the prosperity and the happiness of the many, as of more importance than that of the few,—of the whole, as greater than any part,—the Canals have been called into existence, and are completing what Steam-navigation only began. What those Towns, on the Hudson, once were, to the western regions of this State, Buffalo will soon be, to the immense regions around the shores of the Lakes of the West, Erie, Huron, Michigan, Superior, and the vallies of the Missouri, and of the upper Mississippi. Here is the contrast, in extent, and the ground-work of comparative operation and prospective power. Let us turn over a few more pages, just dipping into probabilities, and conversing a little with the future, as with the past.

In passing up the Hudson, if my visual optics, dimmed somewhat by age, do not mislead my mental vision, I see something like a new Town, at the head of Ship-navigation;—but we must pass this, and go westward. What Schenectady has been, of late, to Albany, her old rival must now be to New-York, and make the most of it. What all those old Towns have been, to the Western Country, with Utica, and the trading Towns of the West, New-York is, now, excepting only in a limited degree. Transhipments, to

be sure, make some business; but agencies, and commissions, and factorage, do not replace, in amount of profits, that which has been lost by changes in the mode of business. If any thing were yet wanting to ensure these results, Monopoly will supply all the rest, in grasping at every thing.

At Syracuse, if I am not again misled, a vast space is covered with buildings, as if here were to be a great City, embracing Salina, and Geddesburgh, and Liverpool in a sort of suburb. At Rochester, also, I pause a little, to look at its mills and factories, its shops, offices, and steeples, embracing much business and a great population, but less wide-spread than the City of Salt. Thence passing to Buffalo, excepting only Lockport, all these new *ports* seem only old *ways*;—and so here we are, once more, at this Port of the American Mediterraena, fully impressed with the persuasion, that the effect of Steam-navigation, and Canals, will be to make two great-commercial Cities, and two only. Excepting at those two points, there are no very commanding positions, or none that will operate, to any great extent around them, so as to give exclusive advantages for commerce; and as to mere trade, every part enjoys its benefits so equally, as to leave, either no preference, or, so many, as to amount to none.

A passing word to the changes we have witnessed. But a few years since, this whole region was a wilderness:—not a house, in 1797, from Genesee River to this place, and here only a few huts for Indian traders. I almost remember the time, when the German Flats, which we passed

on the Mohawk, and *perfectly*, when Whitesborough was considered the very end, the extreme limit of 'the Westward,'—then Onondaga, Geneva, Canandaigua, the Genesee River, and finally Buffalo, into which the stream of emigration has long been pouring its almost countless numbers, and yet that stream is not exhausted, nor is 'the Westward' half full of people. The country around this place is not yet half stocked with inhabitants: Erie County has but 17 to a square mile. And yet I see that the stream of emigration rolls on, farther West, and would inquire, Where, now, is the end of 'the Westward?' Here are passing, as I should suppose, 500 persons, each day, all going *west*, and that in July, a season of the year rather early for the pouring out of the full stream. From all I have observed, there must be about 1000 strangers, constantly in this village, just arrived, all in a bustle. But what will be the bustle, here, some 50 or 100 years hence, when the countries, all around these Lakes, shall contain 17 to 50 persons per square mile!

RIDGE ROAD.

THE line of Mail Stages, on this road, between *Lewiston* and *Rochester*, is one of the best in the State, as the road also is; fare, 4 cents a mile. This line is a part of one that runs from *Lewiston* to *Albany*, and back, each way in 4 days, as below. Leaves *Lewiston* every day, at 3 A. M., and reaches *Rochester* same day, at 8 P. M.; leaves *Rochester* at 3 A. M., and reaches *Auburn* at 8 P. M.; leaves *Auburn* at 3 A. M., and reaches *Utica* at 8 P. M.; leaves *Utica* at 3 A. M., and reaches *Albany* at 8 P. M. of the 4th day. Returning, in the same order and time.

	Miles.	Total.
<i>Lewiston</i> to <i>Cambria</i> ,	15	
<i>Hartland</i> , (7 miles from <i>Lockport</i>),	11	26
<i>Oak Orchard</i> ,	14	40
<i>Gaines</i> ,	7	47
<i>Sandy Creek</i> ,	8	55
<i>Clarkson</i> ,	7	62
<i>Parma</i> ,	7	69
<i>Greece</i> ,	6	75
<i>Rochester</i> , (1st day, on <i>Ridge Road</i>),	5	80
<i>Pittsford</i> ,	8	88
<i>Mendon</i> ,	7	95
<i>Canandaigua</i> ,	15	110
<i>Geneva</i> ,	16	126
<i>Cayuga Bridge</i> ,	14	140
<i>Auburn</i> , (2d day,)	9	149
<i>Skaneateles</i> ,	7	156
<i>Onondaga</i> ,	17	173
<i>Manlius</i> ,	10	183
<i>Vernon</i> ,	24	207
<i>Utica</i> , (3d day,)	15	222
<i>Albany</i> , (4th day,)	96	318

Between *Lewiston* and *Buffalo* there are regular Stages, twice each day; fare the same,

on either side of the river; but passengers pay their own ferriage, if they cross the river. To see the Falls, to the best advantage, go from Lewiston to Whitney's; and after going on to the Islands, cross the river immediately below the Falls, ferriage 25 cents, descending and ascending the stairways. In my opinion, the best *single view* is from Forsyth's piazza, on the Canada side.

From Lewiston to Niagara Falls, 7 miles, passing the Devil's Hole; Tonnewanta Creek, and the Erie Canal, 11; Black Rock, 10; Buffalo, $2\frac{1}{2}$; = $30\frac{1}{2}$.

Lewiston to Queenston, 1 m., ferriage 18 cents; Forsyth's, at the Falls, passing the Queenston Heights, Brock's Monument, the Battle Ground, and Whirlpool, 7; thence by a very pleasant road, by Chippewa, to Waterloo, 18; ferry to Black Rock, 18 cents; Buffalo, $2\frac{1}{2}$, = $28\frac{1}{2}$ miles.

CHAMPLAIN CANAL.

Juncta.
Miles.

Whitehall.
Miles.

Juncta, junction of the Champlain with the Erie Canal, $8\frac{1}{2}$ miles from Albany, $2\frac{1}{2}$ from Troy, - $63\frac{1}{2}$
See *Juncta*, under *Erie Canal*.

l. Erie Canal, at the 'Nine Locks,' 2 below, and 7 above the junction.

$\frac{1}{2}$ r. Whiting's Mill, and the Cotton Factory; [l. $\frac{1}{2}$ mile, Cahoos Bridge, and Falls, 1 mile,] - 63

Dam, Mohawk River, 7 feet, Pond 1600 feet wide, back water 53 rods: Navigation through this Pond; Guard Locks, Feeder for Erie Canal, - - - 63

2 l. G. Van Schoonhoven, and Wind Mill, W. side V. of Waterford, $61\frac{1}{2}$

r. *Waterford V.*, Demarest's, and Bridge over HUDSON RIVER, which see.

r. Side-Cut to Mohawk River, 3 Locks, in Waterford, descent 32.7 feet; distance to the Sloop Lock, upper end of Troy, 3 miles, for which see HUDSON RIVER.

Stages run, in summer, daily, from Waterford to the Springs of Saratoga County; to Ballston Spa, $21\frac{1}{2}$; to Saratoga Springs, 24 miles.

Juncta. Miles.		Whitehall, Miles.
3 $\frac{1}{4}$	The 'Three Locks,' Waterford, Nos. 1, 2, 3, rise 26 $\frac{1}{2}$ feet, -	59 $\frac{3}{4}$
5 $\frac{1}{2}$	Culvert, Peebles' Farm, - -	58
6 $\frac{1}{4}$	Lock No. 4, rise 9 feet, Halfmoon, Culvert, - - - -	57 $\frac{1}{4}$
10 $\frac{1}{4}$	r. <i>Borough</i> , Vernam's, Halfmoon,	53 $\frac{1}{4}$
10 $\frac{1}{2}$	r. <i>Mechanicville</i> , Stillwater, Cul- vert, Anthony's Kill, - -	53
	r. Cotton Factory.	
	r. Cross's, Stage House.	
10 $\frac{3}{4}$	l. Creek Road, by Dunning Street to the Springs; 12 $\frac{1}{2}$ miles to Ballston Spa, and 15 $\frac{1}{4}$ to Sara- toga Springs.	
12	Lock No. 6, rise 9 feet, Stillwater,	51 $\frac{1}{2}$
12 $\frac{3}{4}$	r. ov. River, mouth Hoosac River, Schaghticoke, - - - -	50 $\frac{3}{4}$
13 $\frac{1}{2}$	r. <i>Stillwater Village</i> , Waste Wear, - r. Wing Dams, and Mills on Hud- son River; Stillwater Falls.	50
16	l. Bemus's Heights, battle ground, Oct. 7, 1777, Willard Farm, -	47 $\frac{1}{2}$
18	l. $\frac{3}{4}$ mile, battle ground, Sept. 19, 1777, Freeman Farm, - - -	45 $\frac{1}{2}$
	Morris, or Fly Farm, fenced, <i>in the</i> <i>air</i> , with rows of the poplar.	
19	r. Smith's, the house in which Gen. Fraser died in 1777, [formerly a farm-house, near the battle ground, the 'Swords house,' in 'Burgoyne's Expedition,' own- ed by the father of the Messrs. Swords, New York,] - - -	44 $\frac{1}{2}$
	l. on the hill, Gen. Fraser's grave.	
23	l. Van Deusen's, Saratoga, - -	40 $\frac{1}{2}$

Juncts.
Miles.Whitehall.
Miles.

1. Road to Saratoga Springs, good,
11 miles, by Stafford's Bridge,
7 miles.
- 26 l. Seat of the late Gen. Schuyler, - 37½
Schuylerville, Fish Creek Aqueduct,
Mills, Eastman and Houghton's
Rotary Saw-mill.
1. 11 miles to Saratoga Springs, 18
to Ballston Spa.
- 26½ r. Fort Hardy, scene of Burgoyne's
surrender, Oct. 17, 1777; l. the
Burgoyne Basin, or the *Gates
Basin*, 'as you please,' - - 37
- It should be observed, in passing, that
the military works of that day,
walls of earth, thrown up in haste,
are found on nearly all the sum-
mits of the River Hill, from a little
below Bemus's Heights, to Fort
Miller, and some above, princi-
pally, however, thence northward,
on the east side of the Hudson.
Many of them may be seen from
the Canal, and the Stage road, a
very pleasant one, close along
side.
- 27 l. ov. R., mouth Battenkill, - - 36½
- 28 Northumberland Collector's Office,
'Guard Gates,' Dam, head Sa-
ratoga Falls, where the Canal
enters the River by 2 Guard
Locks, at Vanderzee's Store;
fine Pike Fishery, - - - 35½
- r. Cramer and Granger's Mills.
1. to Saratoga Springs 12, Ballston
Spa 18 miles.

Juncts.
Miles.

Whitehall.
Miles:

The Navigation here takes the River, 3 miles, to Fort Miller, on the E. side, where there is a Dam, at Fort Miller Falls, a Canal of about half a mile, 2 Locks, Nos. 7 & 8, rise 18 feet, and Guard Locks; thence again it takes the River, 8 miles, to the Village of Fort Edward.

A Horse-Boat is employed in towing Boats on the River.

A Canal will probably soon be made, on the E. side, from the Guard Locks, head of Saratoga Falls, to Fort Edward, 11 miles, having either a Bridge Tow-path, a Rope-ferry, or an Aqueduct, over the River, at the head of these Falls.

28½	Fort Miller Bridge, - - -	35
31	Fort Miller Canal, ½ m., 2 Locks, and Guard Locks, in Town of Fort Edward, - - -	32½
34½	r. mouth Moses Kill, - - -	29
36	l. mouth Snook Kill, - - -	27½
39½	Fort Edward Village, 3 Locks, Nos. 9, 10, 11, rise 30 feet, l. Fort Edward, on bank of Hud- son, built in 1755, by Gens. Ly- man and Johnson, at the Old 'Landing,' or 'Carrying Place,' of the French Wars.	24

Just above this is the *Great Dam*, 27 feet high, 900 feet in length, across the Hudson, for supplying the summit level of this Canal with water. It cost

Juncta.
Miles.Whitehall.
Miles.

about \$ 30,000. E. end, Melanchton Wheeler's Mills.

There is now a *Packet Boat*, the Superior, on the Canal between Fort Edward and Whitehall, running in connexion with the Steam-Boat on Lake Champlain, which see. It is connected, also, with the Albany and Whitehall Coach Line, Office 365 N. Market-street, Albany. Stages leave Albany every Monday and Friday morning, meet the Packet at Fort Edward, which reaches Whitehall on the same days, at evening, through in one day. The Packet leaves Whitehall every Tuesday and Saturday morning, on the arrival of the Steam Boat, proceeds to Fort Edward, where Stages are advertised to be in waiting for Albany, Saratoga and Ballston Springs. Fort Edward to Sandy Hill, 2 miles, thence to Saratoga Springs, 20; regular Stages, in summer, from Baird's—fare \$ 1 25.

- 40 l. Feeder, from above the Great Dam, $\frac{1}{2}$ m. in length, - - - 23 $\frac{1}{2}$
 l. Road to Sandy Hill, Glen's Falls, and Lake George.
 Pine Tree, where Miss M'Crea was killed, in the Revolutionary War.
- 42 l. proposed Navigable Feeder, 7 miles in length, from the Hudson R. above Glen's Falls, not yet finished; see Queensbury,

Juncra.
Miles.Whitehall.
Miles.

	in the Gazetteer; [1. Sandy Hill V. 1½ m., Glen's Falls, 4½.] - - - - -	21½
42½	Fort Edward Creek, and Kingsbury Swamp, [8 miles,]	21
47½	r. Wood Creek, and along the right, to Fort Anne, - - - -	16½
	l. 2½ m. Kingsbury V., 2 miles N. of which is Putnam Field.	
51½	l. <i>Fort Anne V.</i> , 3 Locks, Nos. 12, 13, 14, fall 24 feet, into Wood Creek, - - - - -	12
	l. mouth of Half-Way Brook, and 7 miles, Lake George Mountains.	
	The Wood Creek Navigation, 3½ m., and a Lock of 4 feet descent, thence again in Wood Creek, 3 miles, to the Canal of 5½ miles, along the W. side of Wood Creek, to Whitehall V. and Landing, 12 miles from Fort Anne.	
55	Lock No. 15, fall 4 feet, <i>Dam Lock</i> , Narrows, Wood Creek.	8½
58	Dam, in Wood Creek, to supply the Canal to Whitehall, and make the Creek navigable, 3 miles above, to the Dam-Lock,	5½
62	r. E. side Wood Creek, mouth Pawlet River, from Vermont,	1½
63½	<i>Whitehall Village</i> , head of Lake Champlain, 3 Locks, Nos. 16, 17, 18, fall 26 feet to the Lake. 2 m., l., South Bay, and the trophies of M'Donough's Victory.	

Juncta.
Miles.

Whitehall.
Miles.

For distances, &c., northward from here, see Lake Champlain Steam-Boat; New-York to Albany, $145\frac{1}{2}$ miles; Albany to Juncta, by Erie Canal, $8\frac{1}{2}$ = 154; thence to Whitehall, $63\frac{1}{2}$ = $217\frac{1}{2}$ miles from New-York to Whitehall.

There are regular lines of Sloops, on Lake Champlain, one or more of which is said to be always in waiting for freight and passengers. The Steam-Boat, with its trips, fare, &c., is noticed under *Lake Champlain Steam-Boat*; and the Canal Packet, Superior, at *Fort Edward*, under CHAMPLAIN CANAL, with the Stages, &c., to Albany and the Springs.

☞ The Steam-Boat *Mountaineer*, on *Lake George*, is built on *Annesley's plan*.

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
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ERRATA.

Page 13, for Coeyman's, read	Coeymans.
29, " Cohoos Falls, "	Cahoos Falls.
32, " Root's, "	Roof's.
34, " Gneiss, "	Gneiss.

 A WORD TO TOURISTS.—Strangers visiting the City of New York, and intending to make the ‘*Grand Tour*,’ or to travel through any part of this State, would do well to repair to GOODRICH’S *Geographical and Map Establishment*, 124 Broadway, where they can, at once, supply themselves with maps, geographical and topographical publications, itineraries, &c.

The best large Map of this State, is *Eddy’s*, improved by Goodrich, to the present time. I have seen a very good *Map of the Northern States and the Canadas*, now in the hands of the engraver, by Goodrich, which will be published shortly: it extends S. to include Pennsylvania, embraces all the States to the N. and E., and on the N. extends to Quebec. *Vance’s Map*, of the western part of New-York, is also a good one. *Akerly’s Geology of the Hudson River*, and *Goodrich’s Map*, in book; and Hooker’s neat little Map of the City, done up in morocco, for the pocket, should at least be brought to the notice of strangers, as accurate and useful companions; as should *Randel’s Map*, of the Island of New-York, the Bay, Harbor, &c.

I suppose I may now name my own publications, the *Gazetteer and Geography of the State of New York*, noticed in the Preface, and this *Pocket Guide*, on both which I have bestowed time, and money, and labor enough, to have made them, with competent talents, instructive and interesting companions.

 TO MY PATRONS.—While travelling, to collect materials for my *Pocket Guide*, through the Canals, the Hudson River, &c., I experienced every kindness and attention from the Captains of

Canal Packets, and Steam-Boats, the Proprietors, and many others, to whom my best acknowledgments are due. I shall send copies of this work to many of them, with this general request for their assistance. They will please have the goodness to note any errors they may discover, or omissions, and to send me their notices, at Troy. The Proprietors of Steam-Boats, Packets, and Stages, *throughout the State*, would confer a favor by giving me early notice of the arrangements of their several lines.



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