The construction of the New Reservoir, &c., now in progress, has already cost upwards of $300,000; these extensive works will, on their completion, entail a sum more than double that amount. By the report of the past year, the receipts by the authorities, including appropriations by the City Government, amounted to $1,764,112, the disbursements $1,291,826, leaving a balance of $472,286 for all contingencies, as well as the completion of these important improvements.

The New Reservoir is located at York hill, in the Central park, between Eighty-fifth and Ninety-seventh streets. The gate-houses, which are to cost $193,513, are to be built in the outer reservoir bank, and at the ends of the central bank of the new reservoir, the aqueduct will extend therefrom to about 50 feet east of the existing aqueduct, near the Ninth Avenue. The south gate-house will be located near Eighty-sixth street; 80 feet long, 40 feet wide, and 42 feet above the pavement of the bays, which are to be divided. The masonry will be very massive, and supported by buttresses four feet wide and sixteen feet high. The north gate-house will be 72 feet by 40, and correspond with the other so far as relates to distribution and waste-pipes, &c.

At the distance of about eight miles from the City Hall is

THE HIGH BRIDGE,

The most important structure connected with the Croton Aqueduct. It is thrown across the Harlem valley and river. It spans the whole width of the valley and river at a point where the latter is 620 feet wide, and the former a quarter of a mile. Eight arches, each with a span of 80 feet, compose this structure; and the elevation of the arches gives 100 feet clear of the river from their lower side. Besides these, there are several other arches rising from the ground, the span of which is somewhat more than half that of the first mentioned. The material employed throughout the whole of this
imposing object is granite. The works cost $900,000. The water is led over this bridge, which is 1450 feet in extent, in iron pipes; and over all is a pathway, which, though wide enough for carriages, is available to pedestrians only. The fare by a carriage, allowing passengers to remain two or three hours at the bridge is $5. It can be reached pleasantly and expeditiously by the Harlem Railroad. Cars leave the depot, corner of Fourth Avenue and Twenty-sixth street almost every hour. Fare, 12½ cents.

SHIP-BUILDING YARDS AND DRY DOCKS.

Of the numerous works in and around New York, the stranger must not fail to pay a visit to the Ship-Building Yards and Dry Docks, where gigantic steamers may be seen in every stage of progress, and all the most approved machinery connected with ship-building in active operation.

THE NOVELTY WORKS,

At the foot of Twelfth street, are of themselves a perfect marvel, and here the stranger may spend an hour with the greatest pleasure and profit in witnessing all the wonders of the steam-engine.

THE NAVAL DRY DOCK,

A stone structure, said to be the largest of the kind in the world, and a perfect monument of engineering skill, will also well repay the trouble of a visit. The dimensions of this gigantic dock are 400 feet in length by 120 in breadth at their base. The work took ten years in its construction; it cost $2,150,000.

THE SECTIONAL DOCK,

At the foot of Pike street, East River, is an object well worth visiting. The dock is constructed for the purpose of lifting vessels, by means of tanks filled with water. There is also another process of raising a vessel, by means of pulleys, worked by hydraulic power.
CLIPPER SHIPS, PACKETS, ETC.

The docks along the North River, from the Battery northward, and also especially along the East River, exhibit a complete forest of masts of the naval architecture of the city. Splendid packet-ships, clippers, and steamboats, of all descriptions and sizes, hem in the margins of these rivers. On the North River may be seen the stately ocean-steamers. These also are objects of interest to strangers, and they may inspect the elegant cabins of these splendid vessels on application.

FORTS AND FORTIFICATIONS.

The national defences of New York comprise the following: the strong fortifications of the Narrows—on the one side, Forts Hamilton and La Fayette, the latter having three tiers of guns, &c.; on the other side, Forts Tompkins and Richmond, situated on Staten Island heights. To protect the inner harbor, there are Forts Columbus and Castle William, on Governor's Island, and the works on Bedlow's and Ellis' Islands.

Castle William, measuring 600 feet in circumference, and 60 feet high, is a circular stone battery, with magazines, &c.

Fort Columbus, on the same island, connects with the former. Here are barracks and a corps of the United States troops.

Governor's Island, formerly known as Nut Island, from its formerly being covered with nut-trees, was, in colonial times, used by the English governors as
pleasure-grounds. The several fortifications here, may be easily seen, by taking a boat from Castle Garden, foot of the Battery. There are other fortifications for the defence of Long Island Sound, and also towards Sandy Hook.

PRINCIPAL RESTAURANT SALOONS.

These are Taylor's Saloon, the largest and most sumptuous in the city or country, No. 385 Broadway, corner of Franklin street.

Maillard's Saloon, in Broadway, adjoining St. Thomas' Church, corner of Houston street. There are two or three others on Broadway, in the neighborhood of Tenth and Twelfth streets.

The Refectories and Oyster Saloons are too numerous to detail, being accessible in almost every section of the city. The more important are the following:

Florence's, 609 Broadway.
Keefe's, 594 Broadway.
Pieris & Purcell's, 734 Broadway.
The Merchants' Restaurant, Astor House.
Clark & Brown's, 86 Maiden Lane.
Berry's, 6 Broad street.
Delmonico's, corner of Broadway and Chambers st.
Geo. W. Browne's, 123 Water street.
Thompson's, 25 Pine street.
Sherwood's, Broadway, corner of Worth street.

The consumption of oysters in New York is immense; it having been computed that the daily consumption is valued at $15,000, and that some 1500 boats are constantly engaged to obtain the supply for this city alone.
PRINCIPAL HOTELS.

The Astor House, Broadway, near the City Hall Park.
The Metropolitan, Broadway, corner of Prince street.
St. Nicholas, Broadway, corner of Spring street.
Prescott House, Broadway, corner of Spring street.
The Everett House, north side of Union Square.
La Farge House, Broadway, opposite Bond street.
New York Hotel, Broadway, cor. of Washington Place.
The Clarendon, cor. Fourth Avenue and Eighteenth st.
St. Denis, corner of Broadway and Eleventh street.
Union Place Hotel, Union Square.
Brevoort House, Fifth Avenue and Clinton Place.
St. Germain, Fifth Avenue and Twenty-second street.
The Julian, Washington Place, near Broadway.
The Fifth Avenue Hotel, corner of Fifth Avenue and Twenty-third street.

In addition to the above, there are numerous other hotels and houses, which may readily be ascertained.

NEW YORK MARKETS.

THE FULTON MARKET.

Built in 1821, at a cost of $220,000, is located on a block described by Fulton street on the south, Beekman on the north, Front on the west, and South street on the east.

WASHINGTON MARKET

Is on the western side of the city, on the North River, at the foot of Vesey street and Washington street. This market receives the produce from the West, as the Fulton does from the East district.
CATHARINE MARKET
Is smaller than the above, occupying a square between Cherry and South streets, East River. There are also

CHELSEA MARKET,
In the Ninth Avenue, near Eighteenth street;

JEFFERSON MARKET,
Corner of Greenwich and Sixth Avenues;

CLINTON MARKET,
Situated at the foot of Canal street, between the North River and Washington street; and

TOMPKINS MARKET,
Between Sixth and Seventh streets, Third Avenue.

There is yet another, more central, and on a larger scale, known as

CENTRE MARKET,
In Centre street, extending from Grand to Broome streets. This is a well-built and commodious place, adapted for the various departments of a public market. The building is substantial, built of brick, two stories high; the upper portion being used as armories and drill-rooms by military companies, &c.

THE OCEAN STEAMSHIPS.
The offices of the several lines of steamships are as follows:
Cunard Steamers.—E. Cunard, 4 Bowling Green.
Vanderbilt's European Line.—D. Torrance, 5 Bowling Green.
U. S. Mail Steamship Co., for Aspinwall.—J. W. Raymond, 177 West street.
Glasgow Steamers.—R. Craig, 17 Broadway.
Charleston Steamers.—Spofford, Tileston & Co., 29 Broadway.
New Orleans Steamers.—Livingston, Crocheron & Co., 1 Park Place.
N. Y. & Virginia Steamship Co.—Ludlow & Pleasants, 82 Broadway.
Pacific Mail Steamship Co.—88 Wall street.
Savannah Steamers.—Samuel L. Mitchell & Son, 13 Broadway.
North German Lloyd S. S. Co.—Gelpcke, Ketger & Reichelt, 84 Broadway.

TELEGRAPH LINES.

The following are the Telegraph offices of the city
American Telegraph Co., 145 Broadway.
New York and Erie Railroad, 145 Broadway, for the line of that road.
New York, Albany, and Buffalo, 145 Broadway, for the North, West, and South.
FOREIGN CONSULS.

Great Britain—E. M. Archibald, 17 Broadway.
France—Chas. De Montholon, 17 William street.
Spain—Francisco Stoughton, 121 Leonard street.
Mexico—Joseph M. Duran, 110 Pearl street.
Russia—J. de Nottbeck, 7 Broadway.

For a full list of the Consuls of Foreign States, see Trow's New York Directory.

THE NEW YORK FIREMEN.

One very marked peculiarity of the municipal government, is the efficiency of its Fire police: the more essential to New York from the fatal frequency of its fires.

The firemen constitute something like a distinct power in the state, and when pleased to unite for any particular object, can make themselves felt to a large extent.

It is altogether a gratuitous and voluntary service—the only sort of compensation for their services being immunity from jury and militia duty.

We gather the following facts respecting this important institution of the city, from the last annual report of the Chief Engineer. The working organization of the department consists at the present time of the following force: 14 engineers, 1922 members of engine companies, 1283 members of hose companies, and 502 members of hook-and-ladder companies—making a total of 3700 men. The above are divided into 47 engine companies, 57 hose companies, and 15 hook-and-ladder companies. The first-class engine companies have 74 men, the second 60, and the third 50; the hook-and-ladder 50, and the hose 30.

Total number of fires in New York during the year 1858, is estimated at 261; the total loss of property, at $1,108,646—including the destruction of the Crystal Palace in October, which forms a large item in the amount. It is designed to extend Beekman street through the Park to Park Place, and to erect a large central building for the Fire Department on the southern extremity of the Park. The city of New York is protected by a volunteer Fire Department, whose efficiency is worthy of all praise. During the past year, two large steam fire-engines have been adopted, but except for extraordinary occasions, they are considered less successful in operation than those ordinarily in use. There is a Widow and Orphan Fund of the New York Fire Department established.

OMNIBUSES AND RAIL-CARS.

The omnibus lines are 29 in number, comprising 671 vehicles, which average about 10 down and as many up trips daily. Besides these stages there are five lines of commodious city cars, drawn by horses or mules along rails laid on the streets. The fare is only 5 cents. They run as follows:

Harlem Co.'s City Cars—From Park Row to Centre street, through Centre to Grand, Grand to Bowery, up Bowery to Fourth Avenue and Twenty-seventh street.
Second Avenue Cars—From Peck Slip, through Pearl, Chatham, Bowery, Grand, and Allen streets, First Avenue, East Twenty-third street, and Second Avenue, to Harlem.
Third Avenue Railroad—Park Row, Bowery, Third Avenue, to Yorkville.
Sixth Avenue Railroad—Vesey, through Church and Chambers streets, West Broadway, Canal, Varick, and Carmine streets, Sixth Avenue, to fifty-ninth street.

Eighth Avenue Railroad—Vesey, through Church, Chambers, West Broadway, Canal, Hudson streets, and Eighth Avenue, to West Fifty-ninth street.

Ninth Avenue Railroad—Barclay, corner of Church, through Church, Chambers, West Broadway, Canal, Greenwich, and Ninth avenue to Fifty-ninth street.

For the several stage and omnibus routes throughout the city, see the New York Directory. Most of them have their route designated on the outside of the vehicle. A large proportion of them pass up and down Broadway almost incessantly.

THE HACKNEY-COACH STANDS

are in Park Place; in Broadway, around the Bowling Green; in Hudson street, near Duane; and in Chatham Square.

Carriage Fares.

For any distance not exceeding one mile, 50 cents is the authorized charge; for two passengers, 75 cents; for every additional passenger, 38 cents.

For any distance exceeding one mile, and less than two miles, 75 cents; and for every additional passenger, Thirty-seven and a half cents.

For the use of a hackney-coach or carriage by the day, with one or more passengers, $5.00.

For a carriage or hackney-coach by the hour, $1.00 per hour.

Porterage.

For any distance within half a mile, if carried by hand, 12 cents; if on wheelbarrow or hand-cart, 25 cents; if exceeding half a mile, and less than one mile, one half more is charged, and so on in proportion.

NEW YORK AND NEW HAVEN.

This is much frequented; the distance to New Haven is 76 miles; but the route is continued on to Springfield, 66 miles further, and thence a distance of 100 miles more reaches Boston. The whole journey, which saves the passage on the Sound, is accomplished in about 8 hours. The depot is on the corner of Fourth Avenue and Twenty-seventh street. This road cost $4,388,000.

NEW YORK AND HARLEM.

The trains run on this road as far as Albany, stopping at intermediate places. As far as Williams' Bridge, which is 14 miles from the city, they run on the same track as the New Haven trains, afterwards they branch off. The Harlem tunnel, a quarter of a mile in length, is a wonderful excavation, being cut through solid granite;—while it is approached by a long deep cut of more than a mile in length. Cars leave the depot opposite the Astor House, every five minutes, for Twenty-seventh street, from half-past 7 A.M., to 8 P.M.; and the night line every 20 minutes, from 8 to 12. Cars for Harlem, only, leave from the same place every hour throughout the day.

THE HUDSON RIVER.

The city depot of this road is at the junction of Chambers and Hudson streets, whence passengers are conveyed to the depot at Thirty-first street, corner of Tenth Avenue, for the locomotive. This road extends to Albany, and stops at the intermediate places. Its time-table varies, but can be had on application. This is considered the best-constructed road in the country; its cost, for 144 miles, is stated at $9,300,000.
THE FERRIES.

TO BROOKLYN.

Fulton Ferry, from Fulton street, New York, conveys passengers to Fulton street, Brooklyn, every five minutes during the day, and continues running all night; but after 12 o'clock P. M., the interval of the trips is half an hour.

South Ferry—from Whitehall street, as at Fulton ferry.

Hamilton Ferry—from Whitehall street, every 15 minutes.

Catharina Ferry—from Catharine street, every 6 minutes.

Jackson Ferry—from Gouverneur street, every 15 minutes.

Wall Street Ferry—from Wall street, every 5 minutes.

Roosevelt Ferry—from Roosevelt street, every 10 minutes.

TO WILLIAMSBURGH.

Peck Slip Ferry—from Peck Slip, every 5 minutes.

Grand Street Ferry—from foot of Grand street, every 10 minutes.

Houston Street Ferry—from Houston street, every 10 minutes.

James Street Ferry—from James street, every 15 minutes.

TO JERSEY CITY.

Jersey City Ferry—from foot of Courtland street, N. R. The boats make trips every 16 minutes.

From foot of Chambers street to Pavonia avenue.

TO HOBOKEN.

Barclay Street Ferry—from foot of Barclay street.

Canal Street Ferry—from foot of Canal street.

EXPRESSES AND DEPOTS.

Christopher Street Ferry—from foot of Christopher street.

TO STATEN ISLAND.

Ferry from foot of Whitehall street to New Brighton, Fort Richmond, and adjacent places, every hour and half.

To Quarantine, Stapleton, &c., boats run every hour.

TO BLACKWELL'S ISLAND.

From foot of 61st street.

TO ASTORIA.

From 86th street, every 15 minutes.

TO GREENPOINT.

From foot of 10th street, E. R.

TO FORT LEE AND BULL'S FERRY.

From pier 43, N. R.

TO GUTTENBURG.

From foot of 42d street, N. R.

STEAMERS TO ALBANY.

And intermediate places, leave Pier No. 18, foot of Courtland street, and Pier 24, foot of Robinson street.

EXPRESSES AND DEPOTS.

Adams', East, South, and California, 59 Broadway.

American Express Company, North and West, Hudson, corner of Jay.

Erie Railroad, Broadway, corner of Jay.

Harnden's, East and South, 74 Broadway.

Kinsey's, East and South, 72 Broadway.

National Express to Canada, 74 Broadway.

Harlem Railroad, Tryon Row, east of City Hall.
LIST OF PIERS.

East River.

1, 2, foot Whitehall.
3, " Moore.
4, bet. Moore and Broad.
5, " Broad and Coenties slip.
6, 7, & Coenties slip.
9, 10, bet. Coenties and Old slips.
11, 12, Old slip.
13, b. Old sl. & Gouverneur’s la.
14, foot Jones’ lane.
15, 16, foot Wall.
17, foot Pine.
18, " Maiden lane.
19, " Fletcher.
20, 21, foot Burling slip.
22, " Fulton.
23, " Beekman.
24, bet. Beekman and Peck slip.
25, 26, foot Peck slip.
27, foot Dover.
28, bet. Dover and Roosevelt.
29, foot Roosevelt.
30, bet. Roosevelt and James.
31, 32, foot James’ slip.
33, " Oliver.
34, 35, " Catharine.
36, 37, " Market.
38, (2, Bng’s) bet. Market and Pike slip.
39, 40, foot Pike.
41, (Sectional dock) bet. Pike and Rutgers.
42, 43, foot Rutgers.
44, " Jefferson.
45, " Clinton.
46, bet. Clinton and Montgomery.
47, foot Montgomery.
48, not built.
49, foot Gouverneur’s slip.
50, not built.
51, 52, foot Walnut.
53, 54, " Grand.
55, 56, " Broome.
57, " Delancey.
58, bet. Rivington and Stanton.

North River.

1, foot Battery place.
2, 3, bet. Battery place & Morris.
4, foot Morris.
5, 6, & bet. Morris and Rector.
7, foot Rector.
8, 9, bet. Rector and Carlisle.
10, foot Carlisle.
11, bet. Albany and Cedar.
12, foot Cedar.
13, foot Liberty.
14, bet. Liberty and Courtland.
15, 16, foot Courtland.
17, 18, bet. Courtland and Dey.
19, 20, bet. Dey.
19, " Fulton.
20, bet. Fulton and Vesey.
21, " Vesey.
22, bet. Vesey and Barclay.
23, 24, " Betty Clark.

THE CITY OF BROOKLYN.

Being by far the largest and most important place adjacent to New York, claims more than a passing notice.

Brooklyn has, within the past few years, been characterized by the same degree of advancement as New York. Its present population is estimated at 200,000; while its numerous and elegant churches, public buildings, and stately private residences, render it equally conspicuous. It is a favorite place of residence by the New Yorkers, from its pure air, as well as its numerous trees, which line most of its streets, and impart to it a rural aspect. Fulton Avenue, Flatbush Avenue, and the intersecting great highways, are fine thoroughfares.

Brooklyn, as to its name, is supposed to be derived from the Dutch, Breucklen (broken land). It was incorporated as a village in 1816. It has but few relics remaining. There is an old house, dated 1896, on the route to Gowanus, by the Fifth Avenue. It is known as the Cortelyou House.

The first European settler in this town is supposed to have been George Jansen de Rapelje, at the Waal-
The 70th Regiment of Artillery have their quarters here. The cost was $40,000.

**THE POST-OFFICE,**

Formerly on Fulton street, is located in Montague street, in the building of the Mechanics' Bank, corner of Court street. The mail delivery between the General Post-Office of New York and Brooklyn, occurs two or three times every day.

**THE ACADEMY OF MUSIC.**

This is a noble edifice constructed of brick, and costing about $125,000. It is located on Montague near Court street, nearly opposite the City Post Office.

**THE WATER-WORKS.**

This great desideratum of Brooklyn has recently come into operation, and promises an abundant supply to its inhabitants of pure water. It has already been introduced into the streets and houses. The sources from which the supply is obtained is Rockville reservoir, and others adjacent to Hempstead, L. I. From thence it is conveyed by an open canal to Jamaica reservoir, through a conduit to Ridgewood reservoir, where it is forced up to an elevation sufficient to answer all purposes required. The water is pronounced equal, if not superior, in purity of taste to the Croton water.

**THE KING'S COUNTY JAIL**

Is situated in Raymond street, at the foot of Fort Greene. It is a dark, heavy-looking, castellated Gothic edifice in front, built of red sandstone, with Gothic windows at each side, and a large yard at the back.

**THE UNITED STATES NAVY YARD,**

At Brooklyn, well deserves the notice of visitors. It
is situated upon the south side of Wallabout Bay, in the northeast part of the city. It occupies about forty acres of ground, inclosed by a high wall. There are here two large ship-houses for vessels of the largest class, with workshops, and every requisite necessary for an extensive naval depot. A dry dock constructed here cost about one million of dollars.

The United States Naval Lyceum, an interesting place, also in the Navy Yard, is a literary institution, formed in 1833, by officers of the navy connected with the port. On the opposite side of the Wallabout, half a mile east of the Navy Yard, is the Marine Hospital, a fine building, erected on a commanding situation, and surrounded by upwards of thirty acres of well-cultivated ground. At the Wallabout were stationed the Jersey and other prison-ships of the English, during the Revolutionary war, in which it is said 11,500 American prisoners perished from the bad air, close confinement, and ill-treatment. In 1808, the bones of the sufferers, which had been washed out from the bank where they had been buried, were collected and deposited in thirteen coffins, inscribed with the names of the thirteen original States, and placed in a vault beneath a wooden building, erected for the purpose in Hudson Avenue, opposite Front street, near the Navy Yard.

It is estimated that the Navy Yard contains property to the amount of over $23,000,000.

THE ATLANTIC DOCK.

These extensive works are situated below the South Ferry, within what is called Red Hook Point, the outside pier extending some 3000 feet on the “Buttermilk Channel.” They are owned by a Company, which was incorporated in 1840, with a capital of one million of dollars. The basin within the piers comprises about 42 acres, with a sufficient depth of water to receive ships of the largest size. The masonry of these granite works is very well worth visiting. The Hamilton Fer-
ture-room in the centre of the edifice, which is lighted by a long Gothic window.

There are in Brooklyn and its suburbs over 30 ward schools, some being of the largest dimensions, capable of accommodating 1500 to 1800 children, besides primary schools and schools for colored children.

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**BROOKLYN HOTELS.**

**THE PIERREPONT HOUSE,**

In Montague Place, overlooking the Wall Street Ferry, is a very spacious and elegant establishment, possessing all the modern accessories of a first-class hotel, being adapted to every conceivable want.

**THE MANSION HOUSE,**

On Henry street, not far from the corner of Pierrepont street, is another of the large hotels, furnishing elegant accommodations for some 250 guests.

**THE GLOBE HOTEL,**

No. 244 Fulton street, is a conveniently located house for visitors. The Brooklyn cars pass it every five minutes. It is much frequented by officers of the navy.

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**PUBLIC INSTITUTIONS.**

**THE BROOKLYN ATHENÆUM,**

On the corner of Atlantic and Clinton streets, is a literary institution, containing a fine library, reading-

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**BROOKLYN PUBLIC INSTITUTIONS.**

room, lecture-room, &c. There is a Mercantile Library Association connected with it, on the plan of the New York society of that name. It is a handsome brick building, with stone facings. There is a good library connected with the Association.

**THE LYCEUM,**

Situate in Washington street, corner of Concord street, is a literary institution of repute. It contains a good library, designed for youth; also, a museum of natural history, lecture-room, &c.

**THE BROOKLYN SAVINGS BANK,**

On the junction of Concord and Fulton streets, has long been one of the architectural ornaments of this city. It is one of the most elegant, externally and internally, of the numerous elegant edifices of Brooklyn.

**HALSEY BUILDINGS,**

A splendid range of iron buildings, on Fulton street, facing the City Hall, present a fine specimen of architectural skill. The same remark will apply to the stately mansions that cluster along Montague street, Remsen street, and the vicinity of Wall Street Ferry, and several parts of South Brooklyn.

**GREENWOOD CEMETERY.**

(Office No. 30 Broadway.)

The situation of this cemetery is on Gowanus Heights, about two and a half miles from the South Ferry, whence visitors can easily be conveyed to the cemetery in an omnibus.

The cemetery is laid out in the most tastefully variegated manner, with fifteen miles of avenues, besides numerous paths. In its more elevated parts it commands beautiful and attractive views, such as the city of New York, with its bay and harbor, its islands and forts,
and reaching away beyond all interjacent objects, it carries out the eye to the great ocean itself.

On the margin of "Sylvan Lake" stands the memorial of the fair, yet hapless girl of the forest "Do-hum-ma," who so soon exchanged her bridal for her burial. Not far from this monument is the tomb of the friendless poet, McDonald Clarke, and near by, that of the young and beautiful votary of fashion, Miss Canda, whose sudden death caused such deep sympathy some years since. This magnificent tomb cost $10,000. Among the numerous costly monuments, ought to be named the Pilots' and the Firemen's columns.

This cemetery is 330 acres in extent, and is of undulating and varied character. Free admission is granted to the public on week days, by tickets obtainable from any undertaker, but on Sabbath this privilege is restricted to proprietors, their families, and persons who may be of their party. The principal avenue is named The Tour, and by keeping in this, strangers will secure the most favorable general view. A little careful attention, however, to the guide-boards in the grounds, will enable them, ere long, to thread their way through the more retired, but not less beautiful passages, within this solemn inclosure.

Some four or five miles eastward of Brooklyn are the Cemeteries of the Evergreens and Cypress Hills; they do not, however, compare with Greenwood for beauty of scenery or architectural adornment.

The vicinity of Brooklyn possesses many points of interest; we can but name some of them: Williamsburg—which, were it not now incorporated with Brooklyn, would be considered a city of itself—Flushing, Flatbush, Jamaica, Bath, Fort Hamilton, Coney Island, New Utrecht, Rockaway, &c. Near Guildford, on a rocky peninsula, is the cave of the notorious pirate, Capt. Kidd; it is marked with his initials.
CHURCHES OF BROOKLYN.

In addition to numerous elegant stores and private mansions, that in many instances vie with those of the Fifth Avenue of New York, Brooklyn possesses about 80 churches. The most notable of these are

CHURCH OF THE HOLY TRINITY,
Corner of Clinton and Montague streets, is a splendid Gothic edifice, of brown stone, measuring, with the rectory adjoining, 160 feet; width, 80 feet. The windows are of richly-stained glass. That in the church, representing the scene of the Ascension, is especially noteworthy. This elegant edifice cost $100,000. The Rev. Dr. —— is the rector.

THE CHURCH OF THE PILGRIMS,
On the corner of Henry and Remsen streets, erected in 1845, is of stone, and built in the early Norman style. It is very spacious, measuring 135 feet by 80. In the main tower, about six feet from the ground, may be seen inserted a piece of the "Pilgrim Rock," from Plymouth. The lecture-room is at the rear of the church, and is very spacious. The cost of the building was about $50,000. Rev. Dr. Storrs, Jr., is the pastor.

GRACE CHURCH,
Situated in Hicks street, near Remsen street. It is built of brown stone, and presents a fair specimen of the florid Gothic. Its interior is very beautiful—length of the nave, 85 feet; width, 60 feet; and the chancel, 28 by 24 feet. There is an adjoining chapel, 60 by 23 feet. The cost of the church was $42,000.

CHURCH OF THE SAVIOUR
(Unitarian), on the corner of Pierrepont street and Mon-
roe Place, is of red sandstone, in the pointed Gothic. It is an elaborately-decorated and symmetrical structure. The cost is estimated at $60,000. Rev. Dr. Farley is the incumbent.

**FIRST REFORMED DUTCH CHURCH,**

At the rear of the City Hall, was erected in 1834. It measures 111 feet by 66; is of the Grecian order, and has a deep pediment, supported by eight massive Ionic columns, which impart to the edifice a fine effect. In the rear of the pulpit is an effectively-painted recess. The Rev. Dr. Dwight is the pastor.

**PLYMOUTH CHURCH,**

In Orange street, between Hicks and Henry streets, is perhaps the largest church in Brooklyn, and is yet found insufficient for the large concourse which attends the preaching of the Rev. Henry Ward Beecher, since the society contemplate the immediate erection of a yet more spacious building, on the Heights, near the Wall Street Ferry.

**CHRIST CHURCH,**

In Clinton street, is a Gothic building, measuring 100 feet by 60, with a tower 100 feet high. There is, in the rear of the church, a lecture-room. The cost was $28,000.

**STRONG PLACE CHURCH,**

South Brooklyn, is another fine Gothic edifice, built of stone, and much ornamented in the interior. The Rev. Dr. Taylor is the pastor.

**THE FIRST PRESBYTERIAN CHURCH,**

In Henry street, near Clarke, is a massive-looking structure; lecture-rooms, &c., attached.

**THE DUTCH REFORMED CHURCH,**

In Pierrepont street, is a remarkable structure, and well worth visiting. Its interior is exceedingly beautiful, and said to have been modelled after the earliest Christian church, built by the mother of Constantine. Its elaborate, yet chaste decorations present a rich effect. The Rev. Dr. Bethune, till recently, was the pastor.

**ST. ANN'S CHURCH,**

Corner of Sands street and Washington, is one of the early churches of Brooklyn; and although of a modest exterior, has a plot of green sward surrounding it which is very inviting to the eye. The Rev. Dr. Cutler is the rector.

**THE METHODIST CHURCH,**

In Clinton street, near Atlantic, is a rough-hewn stone edifice, of the Norman style; over the principal entrance there is a large circular window. The interior is neat and attractive in its arrangement. The Rev. H. Milburn, the blind preacher, is the minister. Crowded audiences attend his eloquent discourses.

There are numerous other religious edifices, which proves that it is no misnomer which has been applied to Brooklyn—"the City of Churches."

**CITY RAILROADS.**

The Brooklyn City Railroads take the following routes, starting from the Fulton Ferry: one line runs through Fulton street, up Fulton Avenue, terminating at East New York, about 7 miles from the City Hall; another passes through Sands street to Williamsburgh; a third line goes up Fulton street, Myrtle Avenue, to Division Avenue; a fourth passes up Fulton street, through Court street, to Greenwood Cemetery, and the fifth from South Ferry, through Atlantic Avenue to Bedford.
PLEASURE EXCURSIONS.

The environs of New York abound in picturesque retreats for the lover of rural beauty. Not only are abundant facilities rendered available to the pleasure tourist, in the multiplicity of modes of conveyance by land or by water, but the geographical position of the metropolis places within the circuit of a few miles almost every variety of beautiful scenery, as well as villages, towns, and localities of historic interest. For a cool sea-breeze and pleasing aquatic excursion, the trip by the steamer for Shrewsbury and Long Branch, or Coney Island, will be found full of interest. Boats for the former leave foot of Robinson street, North River, and Peck Slip, East River, daily; for the latter the boat starts from the foot of Battery Place.

STATEN ISLAND

Is a place of much attraction as a summer resort, and the boats make the trip every hour, from Whitehall dock, near the Battery. The scenery is exceedingly fine, and the drives to the Telegraph station, Stapleton, Richmond, New Brighton, with their clusters of beautiful villas and country seats, are full of attraction.

HOBOKEN,

On the New Jersey shore, is Hoboken, with its Elysian fields and pleasure grounds, the bold bluffs of Weehawken, the Sybil's cave, and the memorable spot of the duel between Col. Burr and General Hamilton. The boats for Hoboken leave every half-hour from Canal street, Barclay street, and Christopher street ferries.
PLEASURE EXCURSIONS.

THROG'S POINT

Is another pleasing excursion. Sixteen miles from the city. It is the termination, at Long Island Sound, of Throg's, or rather Throgmorton's Neck. From this headland, which divides the East River from the Sound, a very splendid view is obtained. Fort Schuyler, on the point, and Pelham Bridge, may be embraced in this excursion.

ASTORIA.

A third excursion may take for its terminus the thriving village of Astoria, six miles to the northeast of New York. The academy, botanic gardens, &c., are worthy of notice; but its most interesting feature is the singular whirlpool in its neighborhood, denominated Helle Gat—"Hell Gate"—by the Dutch.

CROTON DAM.

A visit to the great Croton Aqueduct is one of the most interesting expeditions, as well as the easiest, that could be devised. The village of Croton is about 35 miles from the city, which is reached best by the Hudson River Railroad. The famous Dam pertaining to the works is well worthy of a visit. The lake, measuring 5 miles, covers an area of 400 acres; it is formed by a dam 250 feet long, and 38 feet wide at the base, allowing a discharge of 60 million gallons of water daily. Cars leave the Chambers-street depot, at the junction of West Broadway, every hour.
THE ENVIRONS OF THE CITY.

FLUSHING.

A pleasant trip to the entrance of Long Island Sound, brings one to Flushing, a remarkably rural and picturesque town, with extensive botanic gardens, nurseries, and numerous elegant residences. It is a chosen suburban retreat of the New Yorkers. The Flushing boat leaves, twice a day, the dock adjoining the Fulton Ferry.

FORT HAMILTON,

An attractive place on the southwestern shore of Long Island, about five miles from the city; and

CONEY ISLAND,

A short distance beyond, forming a part of Gravesend Township, is a sea-girt barren sand-heap, but commands a splendid view of the ocean, and is a place of much resort by bathers. Stages from Brooklyn, and boats from pier No. 1 North River, New York, leave daily for these places.

JAMAICA,

Which is easy of access by the L. I. Railroad, South Ferry, which leaves three or four times a day, is an interesting old rural town, and is the highway of communication to Hempstead, Greenpoint, Rockaway, and Montauk: the last named, on the extremity of the island, affords a magnificent view of the broad ocean, which there skirts the horizon in almost every direction. There is a remnant of pure Indians still living on this eastern extremity of the coast.

ROCKAWAY BEACH

Is another fashionable watering-place; there is a splen-

did hotel here, and every accommodation for the comfort of the valetudinarian. Turning again to the shores of New Jersey on the west, we find no less inviting attractions.

JERSEY CITY,

With its prodigious Depot of the Philadelphia and other trains, its noble Ferry Depot, and its numerous factories, streets of busy merchants, &c., first greet us. This city is the starting point of several important railroad trains, which convey the tourist at almost any hour to the several places we shall briefly specify: namely—

PATERSON,

A large manufacturing village, with its picturesque Falls of the Passaic—one of the most romantic cascades that are to be seen. The water is not of great volume, but its precipitous leap over rocky precipices, gives to the scene a beautiful effect.

ELIZABETH CITY

Is another place of interest, not only from its being one of the oldest settlements in the State (1664), but also on account of its handsome buildings, and beautifully arranged streets, which are garnished with the richest foliage.

NEWARK,

One of the most important manufacturing cities of the State, is fast becoming a great centre of activity in all the useful arts. Being a convenient halting-place for the Philadelphia trains, this city has increased with wonderful rapidity during a few years. It abounds with magnificent churches, and is considered in all respects a model city for its municipal and civil order. Newark's first settlement is ascribed to an ancient date, 1666, by a colony from New England. Many other adjacent places might be mentioned, as worthy of note, such as
NEW BRUNSWICK,
Also an incorporated city, with its celebrated Princeton College, &c.,

PERTH AMBOY,
So named from its originally having been chartered to the Earl of Perth in 1683, is a neat and picturesque watering-place.

**DISTANCES IN THE CITY.**

<table>
<thead>
<tr>
<th>FROM BATTERY</th>
<th>FROM EXCHANGE</th>
<th>FROM CITY HALL</th>
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<tbody>
<tr>
<td>¼ mile.</td>
<td>¼ mile.</td>
<td>Hector street</td>
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<td>City Hall</td>
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<td>Leonard</td>
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<td>2¾ mile.</td>
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<tr>
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<td>One Hundred and Twenty-sixth</td>
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_Broadway, looking up from Exchange Place._