

uating with honor at Princeton, in 1772, at the early age of sixteen, he had two or three years for reading and observation before the outburst of the Revolution. The times were fraught with great events, and the military ambition with which his whole soul was aglow soon burst forth in rapid and dashing strides for glory and renown. In those perilous northern campaigns under Arnold, he bore a distinguished part; and, though a beardless youth, he had the honor of carrying General Montgomery bleeding from the field, and



RICHMOND HILL HOUSE.

of supporting his dying head. He was for a short time associated with Washington as one of his aids, the connection being soon dissolved with mutual disgust, which never afterwards suffered any abatement. At the close of the war, Burr and Hamilton, neither of whom had spent much time in the study of law, on being admitted, began to practice in New York, where each rose with the rapidity and brilliancy of a rocket—entering regions which rockets could not. The old members of the bar being mostly legally disqualified on ac-

count of their former disloyalty, these intrepid young military celebrities, with scarcely more than a single bound, placed themselves at the forefront of the profession, from which they were never subsequently displaced. Burr, in particular, from his family associations, soon became immensely popular, drawing numerous and wealthy clients, in whose service he speedily amassed a fortune. In the meantime his success in politics was equally brilliant. In 1784 he was elected to the State legislature, and the following year appointed Attorney-General of New York. In 1791 he entered the United States' senate, where he continued six years, when he was again sent to the State legislature. Here he fought a bloodless duel with Mr. Church. The electoral college of 1800, having by some mischance cast an equal number of votes for Burr and Jefferson, the House of Representatives, on its thirty-sixth ballot, elected Jefferson President, leaving Burr the Vice-president of the United States. It was during this term that the fatal duel occurred between him and Hamilton. Burr had purchased the famous Richmond Hill mansion, where he lived with his family in much splendor. This building, erected previous to the Revolution, stood on a fine eminence, on what is now the corner of Varick and Charlton streets, then far out in the country, and was surrounded with richly cultivated gardens and parks. It had been the headquarters of General Washington, and at a later period was occupied by one of the British Generals commanding New York. Hamilton owned a fine country residence on the Kingsbridge road (near Central Park), but at the time of his death lived in Park Place, near Broadway. Burr's popularity having much waned, and seeing no prospect of being returned to the presidency, sought to be elected Governor of New York. In this he was also overwhelmingly defeated. Hamilton was virtually the head of the opposition; and Burr believed his failure owing to certain disparaging utterances made by this distinguished opponent. He accordingly demanded a general and uncondi-

tional retraction, which, not being instantly complied with, was followed by a challenge for a duel. Burr had been observed by the boys of the neighborhood for some time, to be practising with a pistol in his park; and while Hamilton in the encounter innocently discharged his piece in the air, the aim of Burr produced deadly effect. These facts, coming to the knowledge of the people, produced the belief that he had sought the deliberate murder of Hamilton, who had long

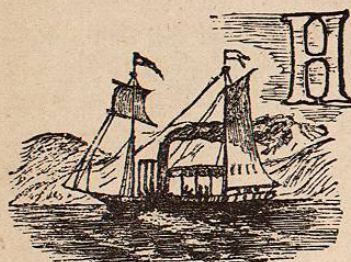


HAMILTON'S RESIDENCE.

been his victorious opponent. Burr was found several hours after the occurrence in his arbor, reading one of his favorite authors as composedly as if nothing had happened, and even refused to credit the statement that Hamilton had been injured, and was then lying in a dying condition. The remains of Hamilton were interred amid the sighs and wails of

the people, in the grounds at old Trinity, where they still remain. Having slain the nation's favorite, the indignation of the populace burst forth against Burr with such intensity that he was glad to abandon his palace home and seek refuge in the Southern States. We cannot trace minutely his later career. Arrested soon after and tried for treason, he consumed all his means in making his defence successful, after which he sailed for Europe. Sunk in deepest poverty and distress, he begged a passage back to the States in 1812. His wife had died some years previously, his only daughter, Mrs. Governor Alston, of South Carolina, and her son being the only surviving friends to claim his affection. About the time of his return from Europe, Aaron Burr Alston, his only grandchild, was laid in a little grave. The mother of this boy, a gifted woman, with unchanging affection for her doting father, soon after started North to visit and console him in his despised and wretched condition. But she was lost at sea, and never heard from after embarking; and her sorrow-stricken husband, after long, anxious, and disappointed search, expired suddenly under a burden of woe. By a singular providence, Burr lived on and passed his eightieth year. Like a shrivelled and fire-scorched oak, he still lifted his guilty head and looked down upon the desolation of his business, his popularity, his honor, his family, and his hopes for time and for eternity. What a sad and melancholy comment upon the insecurity of worldly fortune, and the unhappy fruit of deliberately abandoned principle!

## ROBERT FULTON AND THE "CLERMONT."



THE "CLERMONT"

HOW long and anxiously the world waited for human genius to control and utilize material nature! How slow is philosophical progress!

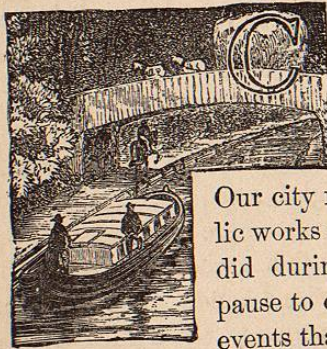
Though the properties of steam were treated of, and mechanical effects produced by its agency, more than two centuries previous to the beginning of the Christian era, the steam engine proper was not patented until the time of Watt (1768-9), and not successfully applied to the use of navigation until 1807. It is amusing, in these days of rapid travel, to think of the early ferries of New York, and the slow progress made on all the rivers and lakes. Until 1810, row-boats and pirogues were the only ferry-boats plying between New York and Long Island, or used anywhere else on the rivers. Horse power was introduced in 1814, the boat being constructed with a wheel in the centre, propelled by horses, who operated on a sort of horizontal treadmill. The first steam ferry-boat was the Nassau, constructed by Fulton, and placed on the ferry bearing his name May 8, 1814; but as steam was considered too expensive, no additional boats of this kind were added for more than ten years.

Experimenting in steam navigation had been going on in New York under the direction of Stevens, Fitch, and Robert R. Livingston, for more than twenty years previous to the successful attempt of Fulton. A monopoly had been granted to John Fitch in 1787, but in 1798 the legislature of New York transferred to Chancellor Livingston, who claimed to be the discoverer of this new power, the exclusive right of steam navigation on all the waters of the State for twenty years, provided that he should within the next twelve months

place a boat on the Hudson river, with a speed of not less than four miles per hour. This he failed to do. Several years later he made the acquaintance of Fulton, in France, who, though born in Lancaster, Pennsylvania, and essentially an American, had hitherto gained all his notoriety in the old world. Fulton had studied painting under Benjamin West, the new canal system under the Duke of Bridgewater, had been intimate with Watt, the inventor of the steam engine, had invented machines for making ropes, spinning flax, excavating channels and aqueducts, and had spent much time in inventing and patenting a torpedo. Fulton has been described by those who knew him as tall and slender in form, graceful in manners, simple in all his habits, and so intelligent and prepossessing as to readily captivate the young and win golden opinions from the talented and learned. Entering into an arrangement with Mr. Livingston, he returned to New York, planned and launched the "Clermont," the first steam-boat that ever ploughed the Hudson, and thus obtained the monopoly on the waters of the State. The vessel was constructed at Jersey City, amid the jeers of the populace, who derisively christened it "the Fulton Folly." Scarcely any one believed he would succeed; but he knew the fate of men who live in advance of their time, and coolly proceeded with his undertaking. On the 7th of August, 1807, he announced his vessel ready for the trial trip to Albany. Thousands of eager spectators thronged the banks of the river, to mingle their glee over the long-predicted failure; but as the machinery began its movement, and the vessel stood toward the centre of the river, the cry of "*she moves! she moves!*" ran all along the line, and it is said that some sailors on vessels anchored in the river, and not acquainted with the secret, fell down on their knees and prayed to be delivered from this wheezing monster. The passage to Albany was made in thirty-two hours, the banks of the river being thronged much of the way with excited thousands, witnessing with peculiar pleasure this marvellous triumph of human genius. But

while Fulton won the first laurels with the "Clermont," Mr. John Stevens, and his son, R. L. Stevens, launched the Phoenix immediately after, which they ran to Philadelphia, gaining equal notoriety; and as soon as the State monopoly was abolished they launched an improved steamboat with a speed of thirteen and one-half miles per hour, thus producing a complete revolution in the system of navigation. Fulton died suddenly in the plenitude of his powers, February 24th, 1815, in the fiftieth year of his age.

PUBLIC IMPROVEMENTS OF 1825.



CAPITAL is one of the mighty engines of national progress, and internal developments can only keep pace with the accumulations of the people.

Our city rulers now expend more on public works in a single year than our fathers did during a lifetime. Still, we must pause to chronicle a few of the prominent events that transpired in the earlier part of this century. Passing over the events

of the war with England, in 1812-14, when the city wore a martial air, and the populace almost unanimously engaged in constructing the fortifications at the Narrows, on the islands of the bay, and elsewhere; and the imposing reception of General Lafayette, in the summer of 1824, we pause to glance at the internal improvements of the following year. The year 1825 was the beginning of a new era in the development of the city, since which its population has more than quadrupled, and the volume of its commerce enlarged at least twenty-fold. The great event of this year was the opening of the Erie Canal, commenced eight years previously. The

first flotilla of boats, containing Dewitt Clinton, Governor of the State, and many other distinguished gentlemen, left Buffalo October 26th, and arrived at New York on the morning of November 4th. The triumphant starting was signaled by the discharge of a cannon, which was replied to by another and another all along the line, the report reaching New York in eighty minutes, and the return salute finding its way back to Buffalo in about the same time—the raciest telegraphing of that period. The construction of this great artificial thoroughfare, as well as its subsequent enlargement, was an unpopular measure with a large minority of the people, on account of its costliness; but in 1866 it was ascertained that, besides enlarging many of the principal cities, and adding to the comfort and wealth of nearly all the people of the State, it had returned into the public treasury \$23,500,000 above all its cost, including principal, interest, repairs, superintendence, etc., etc.

It was in May, 1825, that the first gas-pipes were laid, by the New York Gas-light Company, which had been incorporated in 1823. No system for lighting the streets was introduced until 1697, when the aldermen were charged with enforcing the duty that "every seventh householder, in the dark time of the moon, cause a lantern and candle to be hung out of his window on a pole, the expense to be divided among the seven families." At a later period, the principal streets were dimly lighted with oil lamps. This first gas-pipe innovation extended on either side of Broadway, from Canal street to the Battery, and soon grew into public favor, so that in 1830 the Manhattan Gas-light Company was incorporated with a capital of \$500,000, to supply the upper part of the island. A network of gas-pipes now extends over the entire island, conducting this brilliant illuminator into nearly every building.

The same year were introduced the joint-stock companies, which were speedily followed by great commercial disasters, almost paralyzing the commerce of the whole country.

The Merchants' Exchange, and other architectural monuments, were begun the same year. Marble was then first introduced for ordinary buildings, the City Hall and the American Museum being the only buildings then standing on the island in the construction of which this material had been employed. The records of that otherwise bright year were somewhat darkened with the introduction of the Italian opera and the Sunday press.

In this connection we may also add that the New York and Erie Railroad was opened to Goshen in 1841, and through to Dunkirk in 1851. The Long Island Railroad was opened in 1844, the New York and New Haven in 1848, the Harlem to Chatham Four Corners in 1852, the Flushing in 1854, the Hudson river to Peekskill in 1849, and to Albany in 1851. All these have greatly enlarged the commerce and growth of the metropolis.

The first telegraphic communication with New York was established by the Philadelphia and Washington line in 1845, and was the second in the country, one having been established the previous year between Washington and Baltimore.