

of the city have long since been deserted by the better classes of society, but their departure has been speedily followed by a much denser packing of the localities thus deserted. In 1800 the fashionable part of the city was in Wall and Pine streets, and between Broadway and Pearl. It has gradually moved northward, lingering in our day long around Union Square, which has at last been deserted, and it is difficult deciding where the matter will end. When the plan for the erection of the City Hall was made, about seventy years ago, it was urged that the city would never extend above Chambers street; hence the rear wall of the edifice was made of sandstone, and not of marble like the rest, because it was said it would never be seen. To fill the entire island and suburbs, would produce an immensely smaller change than has already occurred since that time. There are now about sixty-five thousand buildings on the island, many of which cover several lots, and not a few twenty or thirty each; and as fully one thousand acres are covered by the parks and reservoirs, there is not as much vacant land remaining as many writers have supposed. The vicinity of Central Park is now considered the most eligible part of the city; but who can tell but even this may yet become a grand commercial theatre, as many places already have which were once held sacred by a generation long since departed? Some sections in the lower wards are now packed with a population amounting to the appalling figure of two hundred and ninety-thousand to the square mile. If this should become general, the island would contain over six millions. Hundreds of residences are annually rising on the upper parts of the island, but an equally large number farther down are being converted into places of business; and this, we opine, will continue until the entire island is one vast centre of commerce, manufacture, and storage. Thirty years will probably entirely drive the *élite* from the island. The bridges and tunnels now in immediate prospect will hasten this result, make the surrounding country for miles the real sub-

urbs of the metropolis, and fill it with wealth and palatial splendor. Already many thousands doing business here daily, reside in other places, not a few thirty, and some fifty miles up the Hudson. It has been estimated that two hundred thousand persons daily cross the East river, while not many less cross on the other side to New Jersey, Staten Island, or depart on the railroads running north. The construction of a railroad on the west side of the Hudson, and a bridge across the East river, at Blackwell's Island, will open eligible sections for suburban residences hitherto inaccessible to the business public of Manhattan. These enterprises cannot long be delayed.

III. STREETS AND AVENUES OF NEW YORK.

THE PLAN, THE PAVEMENTS, AND THE MODES OF TRAVEL—WALL STREET—BROAD STREET—BROADWAY—FIFTH AVENUE—BOULEVARD.



THE early settlers of Manhattan had no conception of the proportions the town was ultimately to assume, and, hence, formed no comprehensive plan for its outlay. In 1656 they resolved to lay out the streets of the city, which was done in a most grotesque manner. Washington Irving ludicrously describes the occurrence thus: "The sage council not being able to determine upon any plan for the building of their city, the cows, in a laudable fit of patriotism, took it under their peculiar charge, and as they went to and from pasture, established paths through the bushes, on each side of which the

good folks built their houses, which is one cause of the rambling and picturesque turns and labyrinths which distinguish certain streets of New York at this very day." Many of the streets in the lower part of the city have been straightened and improved at vast expense. On the 3d of April, 1807, an Act was passed, appointing Simeon Dewitt, Gouverneur Morris, and John Rutherford, to lay out by careful survey the whole island, which was accordingly done, and the map of the same filed in the secretary's office in March, 1811. To the commendable forethought of these gentlemen is the city indebted for the admirable arrangement of its uptown streets and avenues. This survey extended to One Hundred and Fifty-fourth street, but it has since been extended to Kings Bridge. Below Fourteenth street much irregularity still exists in the streets, and probably always will, to the infinite perplexity of strangers; but above that point the avenues and streets run at right angles to each other, the direction of the former being nearly north and south, and the latter east and west, from river to river, and numbering each way from Fifth avenue. The avenues number from south to north.

The streets, avenues, squares, and places on Manhattan now number nearly seven hundred, about three hundred miles of which are paved, and are illuminated at night by about nineteen thousand gas lamps. The first pavements were laid in what is now Stone street, between Broad and Whitehall streets, in 1658. Bridge street was paved the same year, and several others running through marshy sections soon after. These pavements were of cobble-stone, without sidewalks, and with wooden gutters running through the centre of the streets. Broadway was paved in this manner, in 1707, from Trinity Church to Bowling Green.

In 1790 the first sidewalks on Manhattan were laid. They extended along Broadway, from Vesey to Murray street, and on the opposite side for the same distance along the Bridewell fence. These were narrow pavements of brick, flag-

stone being yet unknown to the authorities. No plan for numbering the streets was considered until 1793, when a crude system was introduced. The old cobble-stone pavements have been succeeded by the Belgian or square-stone; and of late the Nicolson and the Stafford, different styles of wooden, have been introduced. A concrete pavement, composed of gravel, broken stone, cinders, coal ashes, mixed in definite proportions with tar, pitch, resin, and asphaltum, has been spread over the streets, with tolerable success in some instances, and perfect failure in others. Eighty-five miles of the Belgian have been laid, which probably gives the best satisfaction of any introduced. It consists of blocks of bluish trap-rock, made slightly pyramidal in form, and set in sand with the base upward. It is very even and durable.

The avenues, from First to Twelfth, numbering from the East river, are designed to be eight miles long (except the Sixth and Seventh, which are cut off by Central Park), are one hundred feet wide (except Lexington and Madison, which are eighty feet), and one thousand feet apart. The cross streets are from one mile to two and a half miles in length, sixty feet wide (except one in ten, which is one hundred), and two hundred and sixty feet apart. The first city railroad was constructed in 1852, and opened with great ceremony, the President of the United States officiating. There are now seventeen lines of horse cars, and numerous omnibus lines, which carry in the aggregate a hundred million passengers annually. These run continuously in all directions, though most of them pass or terminate near the City Hall, which is still the great centre of business attraction. The one hundred and ten monthly magazines, the thirteen daily, and the two hundred and forty weekly, newspapers are nearly all printed within sight of the City Hall, Park Row and Printing House square producing many of them.

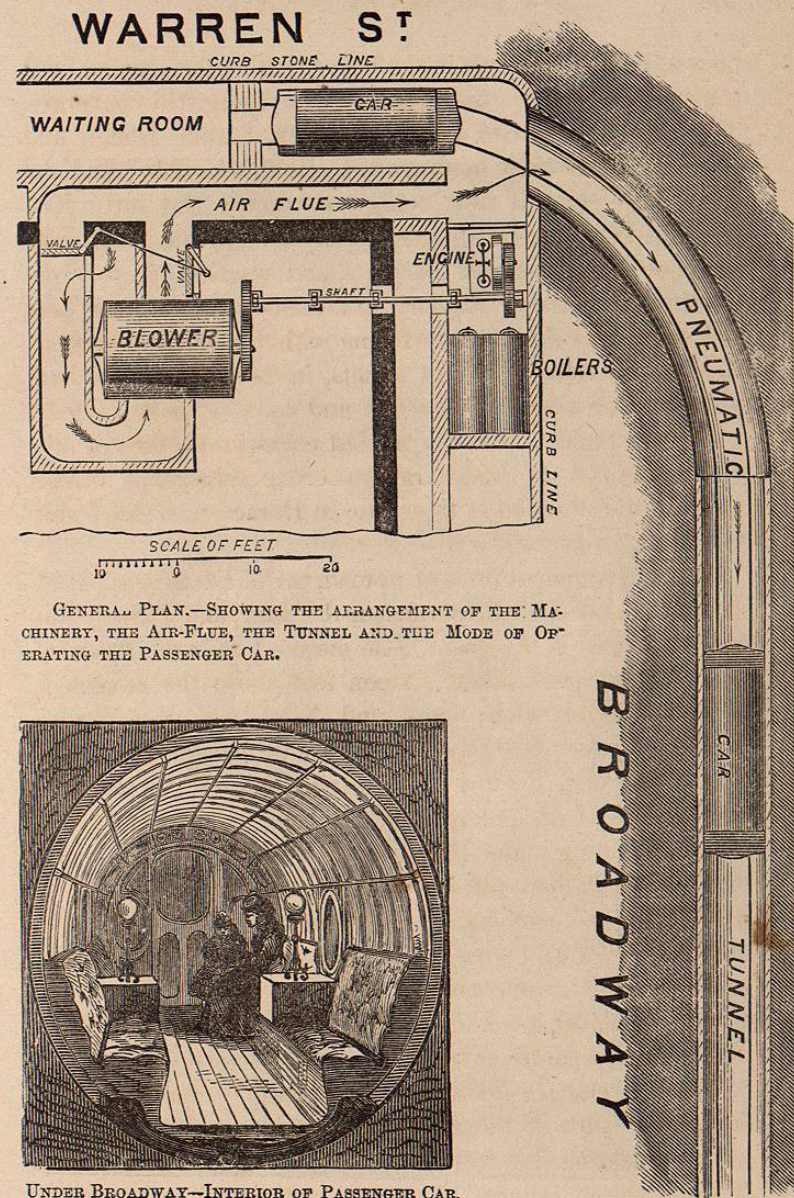
The City Hall, the centre of the city government, the Court House, the Hall of Records, the printing, the general Post Office, the principal wholesaling, insurance, and banking

houses, being clustered in the lower part of the city, make it the business centre toward which everything still converges. The principal ferries to New Jersey, Staten Island, and Brooklyn make their landings opposite this locality; and opposite this point is now being constructed the lofty East river bridge. Streets in this locality are crowded with cars, carriages, omnibuses, loaded carts, and wagons of every description, from dawn 'till dark, at all seasons of the year, heat and storm but slightly interfering with the busy programme. Bankers, merchants, clerks, agents, in fine, persons of both sexes, and of every age, calling, and country, go rushing by with such rapidity that the modest countryman, though anxious to cross one of these surging thoroughfares, finds himself much in the situation of the rustic in Horace, who stood waiting on the bank for the river to run by.

The two principal lines of uptown travel are through Hudson street and Eighth avenue on the west, and Bowery and Third avenue on the east. The elevated railroad, the track laid on iron posts about sixteen feet above the pavement, passes up Greenwich street and Ninth avenue. Various methods for securing rapid transit are being agitated at this time. The plan for the "Pneumatic Tunnel" involves the construction of an underground road, commencing at South Ferry, extending under Broadway to Central Park and above that point, together with a Fourth avenue branch to Harlem river. The company claim that, when the road is completed, they will be able to transport more than twenty thousand persons per hour each way.

The "Underground Railroad" proper, is another independent and separate enterprise.

The "Arcade Railway," if constructed, contemplates the use of the width of the streets and avenues under which it passes, excepting five feet on each side, to secure the foundations of the buildings. The road will contain sidewalks, roadway, lamp posts, telegraph wires, hydrants, and sewers, the whole covered with arches of solid masonry, rendered

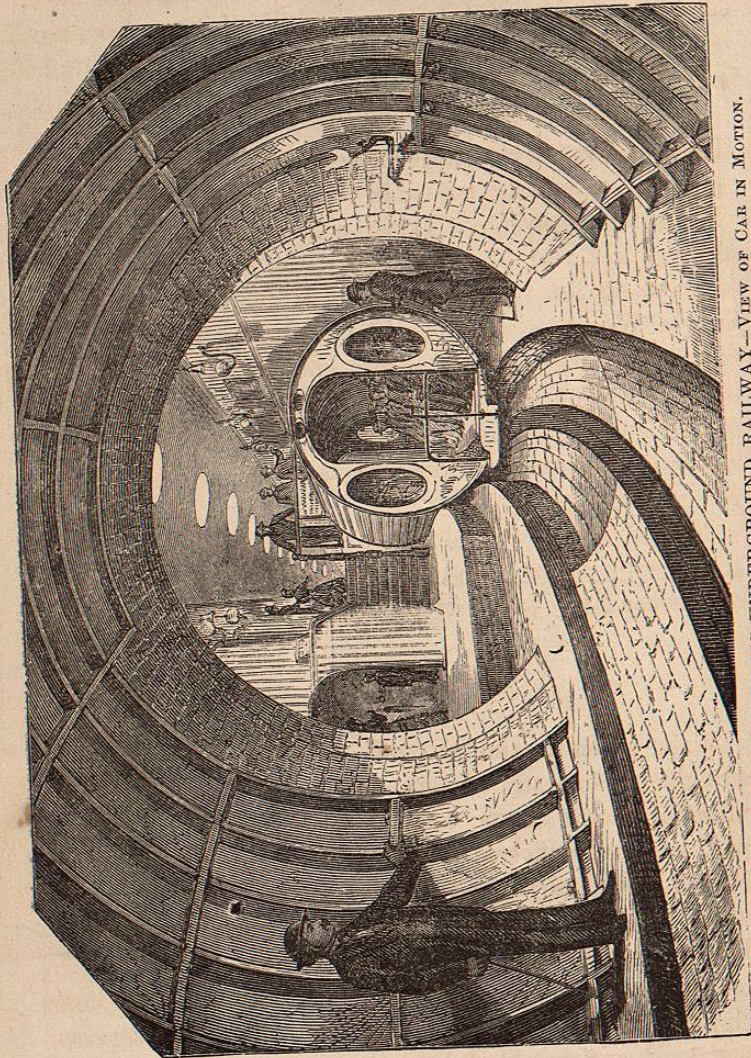


GENERAL PLAN.—SHOWING THE ARRANGEMENT OF THE MACHINERY, THE AIR-FLUE, THE TUNNEL AND THE MODE OF OPERATING THE PASSENGER CAR.



UNDER BROADWAY—INTERIOR OF PASSENGER CAR.

THE BROADWAY PNEUMATIC UNDERGROUND RAILWAY.



THE BROADWAY PNEUMATIC UNDERGROUND RAILWAY.—VIEW OF CAR IN MOTION.

water-tight, and supported by heavy iron columns. The routes selected are the line of Broadway from the Battery to the intersection of Ninth avenue, thence to Hudson river; also branching at Union square, and following the line of Fourth avenue to the Harlem river. It is estimated to cost over \$2,000,000.

The "*Viaduct Railway*" is another style of elevated road. This wealthy company proposes to erect its lower depot at Tryon Row, causing its road to form an easy connection with the East river bridge. This road, if constructed, will run through the rear of the blocks, have a line on the eastern and one on the western side of the city, each extending to Westchester County. It is to be built on brick arches, supported by heavy iron columns, which will themselves stand on inverted arches of solid masonry constructed in the ground. It is estimated to cost from \$10,000,000 to \$20,000,000. One of these roads is certain to be constructed at no distant day.

Nassau, a narrow and gloomy street, has long been the trade centre of cheap and miscellaneous books, though much of this has lately found its way up town.

WALL STREET.

Wall, a short and crooked street, though immensely straighter than many who spend their time in it, is the great financial centre of the country, and is lined for the most part with magnificent banking-houses. On the corner of Nassau, stretching from Wall to Pine, and fronting on each, stands what was originally the Custom House, now the Sub-Treasury, a white-marble fire-proof building, ninety feet by two hundred, with a rotunda sixty feet in diameter, the dome supported by sixteen Corinthian pillars. The building occupies the site of the old Federal Hall, where President Washington was inaugurated; it is a partial imitation of the Parthenon at Athens, and cost nearly twelve hundred thousand

dollars. Here the Government deposits its one hundred millions of gold, and here its great monetary transactions are made. In the basement is the pension bureau. Farther down, and on the opposite side of the street, stands what was built for the Merchants' Exchange. It covers an entire block; its portico is supported by twelve front, four centre, and two rear Ionic columns thirty-eight feet long, four and a half in diameter, each formed from a single granite block weighing forty-five tons. The rotunda is eighty feet in diameter, and the crown of the dome, which rests on eight Corinthian columns of Italian marble, is one hundred and twenty-four feet high. It was built many years ago, by an incorporated company, and cost \$1,800,000. It was purchased by the Government several years since for \$1,000,000 and is now the United States Custom House. As London is England, so, in a sense, Wall street is New York, if not America. Here "Bears" and "Bulls" in sheep's clothing meet in frequent and fierce rencounter, and alternately claw and gore each other. Beneath the frowns of the lofty spire of old Trinity, these calculating votaries of mammon play with fortunes as boys do with bubbles, and while a few rise and soar, many decline and burst. Wall street seldom contains above fifteen millions of gold outside the Sub-Treasury, but the necessary and speculative transactions in this alone amount daily to seventy millions, and on the 24th of September, 1869, amounted to several hundred millions, one broker alone purchasing to the amount of sixty millions. The gold transactions of 1869 are said to have reached thirty billions, and the aggregate business of Governments and stocks, to have also exceeded twenty billions. The rapidity with which money is counted, and vast amounts of stocks, bonds, and miscellaneous securities exchanged, is perfectly astonishing. Most of the counter-trade is performed by young men and striplings, the advanced and calculating minds spending most of their time in the private office. The most crowded and busy centres of

New York appear cheap and tame, after spending an hour in Wall street.

BROAD STREET.

The continuation of the narrow Nassau proper south of Wall street, having all at once strangely widened, is called Broad street. During the last few years brokers and speculators of every description have crowded into its silent precincts, until it has become the most noisy and tumultuous speculative centre on the island. Here stands the elegant marble structure containing the far-famed, gorgeously furnished *Gold Room*, where the daily sales take place, often amid such excitement and din as we cannot describe. The Board of Brokers was organized in 1794, and the entrance fee has risen from fifty dollars to three thousand. The Board numbers about four hundred and seventy members in good standing. Each member has a safe in the vault, with a combination lock. The Board claims to be composed of honest and honorable men only. Besides this there are various other specific boards of all kinds of speculators—*stock-brokers*, *gold-brokers*, *oil-brokers*, and *cliques*—uniting and dissolving as occasion may offer opportunities of gain to ambitious and unscrupulous men. Among these originate the gold scrambles, the railroad wars, the raid on the banks, and other panics which crowd the streets with well-dressed, but frenzied men, some flushed and violent, some pale and staggering, turning prematurely gray over the wreck of their earthly hopes.

BROADWAY.

Broadway begins at Castle Garden, the extreme southern point of Manhattan, unites at the Central Park with the Boulevard, making the longest street on the island, thirteen and one-half miles, and is lighted by over one thousand gas lamps. This street is eighty feet wide, and contains many

of the principal business houses, hotels, and places of amusement. Not a few of these cover an entire block, are built of marble or iron, are five, six, and sometimes seven stories above ground, and two below, with well-lighted vaults extending to near the centre of the streets. Broadway is the glittering promenade of wealth, beauty, fashion, and curiosity.

FIFTH AVENUE.

While Eighth avenue is the principal avenue for business purposes, Fifth avenue is distinguished for the splendor of its private residences, to which, with the exception of a few magnificent churches and institutions, it is entirely devoted. It begins at Washington square, near the centre of the city, and extends northward in a perfectly straight line for six miles, and is pre-eminently the street of palaces. The buildings are large, constructed of marble, or of the several varieties of free-stone, the fronts ornamented with cornices, entablatures, porticos, and columns, elegantly carved and sculptured. Everything is massive and expensive, and the surrounding streets so far partake of its magnificence that one may travel miles amid unbroken lines of palatial splendor. Here dwell the millionaires who control so largely the shipping, the railroad, the banking, and the legislative interests of the country. Much unoccupied space still remains on this peerless avenue for wealth and genius to lavish their dazzling inventions. For the relief of Broadway, Laurens street is now being widened and made to connect Fifth avenue with West Broadway. This opens another general thoroughfare for uptown travel, and will probably attract its share of business firms. It will greatly disturb the quiet and mar the beauty of the lower portion of this brilliant avenue, and already a number of its palaces, near Union square, have been converted into business houses.

THE BOULEVARD.

We live in a fast age, and New Yorkers are a fast people; hence, it seemed intolerable to some that the law regulating driving at the Park should restrict every man to six miles an hour, and arrest summarily every blood who dared to disregard the rule. Nor was the private trotting course between the Park and High Bridge adequate to the demand. A great *public drive*, broad and long, where hundreds of fleet horses could be exercised in a single hour, was the demand that came welling up from the hearts of thousands. One was accordingly laid out on the line of the old Bloomingdale Road, beginning at Fifty-ninth street with an immense circle for turning vehicles. On the 21st of September, 1868, the work of grading commenced; and during 1869 an average force of 740 men was employed. This street extends from Fifty-ninth to One Hundred and Fifty-fifth street, a distance of about five miles, is one hundred and fifty feet wide, with a narrow line of shrubbery and flowers extending through the centre, defended by solid curbstones. In the construction of this street it was found necessary to remove, by excavation and blasting, 350,000 cubic yards of rock and earth, and to provide and deposit 300,000 cubic yards in certain depressed localities, to perfect the grade. The bed of the street is formed of set stone, covered with pounded stone, after which it is graveled, rolled, and the surface otherwise improved. The sidewalks are very capacious. This street is expected to be one of the later wonders of Manhattan, and land is held at fabulous prices along its entire length.