

## CHAPTER IV.

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### THE RIVER AND THE RAILROAD.

A sharp man.—The Irish maid.—The river boat.—The Hudson.—West Point.—The railway *versus* the river.—Selling pets.—The New World aground.—Albany.—The sharp agency.—An Albany waiter.—The railway cars.—British delicacy.—First class trains.—The scenery.—Rome.—Oneida.—Cayuga Lake.—Geneva.—The burning spring.—Rochester.

I HAD thought myself too old a traveller to be taken in even by a Yankee sharper ; but yet I allowed myself to be persuaded, by the people of an office in New York, to take river and railway tickets from them for the whole distance to Buffalo. There are very many of these offices, which profess to forward travellers for much less than the regular fares—pretending either that they have contracted with the different companies, or that they have bought up tickets during a period of competition for less than their present value. Many are the emigrants who are thus induced to contract for their whole passage to the most distant parts of the Union, and who either pay much more

than the regular fares, or find their tickets worthless after the first few stages.

I merely mention this to show the state of morality and police in New York. I myself had ascertained what were the regular fares; and lost only some of the contingent advantages promised me by "the Agency" from buying my tickets from them.

The maid, who had besought us to take her with us, had gone home to see her friends, and did not return to the hotel. She knew that we had paid for a place for her for the first five hundred miles, and we thought that we might meet her on the packet. She was not there, and our growing feelings against Irish emigrants in America were not lessened.

On the 5th of June, we walked on board the New World steamer with that facility which my daughter has recorded when we landed at New York: the platform and the deck were so closely and evenly joined that we knew not where one ended and the other began. But what a deck was that of this steamer, which was said to have been recently built and to be the largest in the United

States! Two immense saloons covered half of it, and opened upon a terrace or balcony that ran round them, a few feet above the water. There was, moreover, the open deck in front of the saloon; the deck forward, for second-class passengers and luggage; and the flat roof of the two saloons covered by an awning. I cannot give other dimensions than that the vessel was three hundred and sixty feet long: suffice it to say that the saloons were very large drawing-rooms, receiving light and air from a score or so of windows, opening upon the gallery around, and through which the whole river scenery could be enjoyed by those reclining within. They were fitted up with all the gorgeousness and splendour that could be imparted by gilding, mirrors, chandeliers, rich carpets and couches, and sofas of satin and brocade. Well, indeed, are these steamers called floating palaces! There was one on the river, called the *Rein Deer*, not quite so large as the *New World*, but said to be swifter, and which was even more richly decorated. The only unsightly objects to an English mind were the frequent cut-glass spittoons that be-