

# Traveling Along The Canal Syracuse to Oswego

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From the Utica Observer.  
LAKE ONTARIO.

We recently enjoyed a most delightful ride on lake Ontario in the steamers 'LADY OF THE LAKE' and the 'ROCHESTER,' and we had it in our mind to tell the public something about the incidents of that excursion, and speak of the places at which the boats touch on their trips up and down the lake. But we have not yet had time to say what we intended, and the editor of the Baptist Register has so happily used our thoughts that we shall copy his words. We have often spoken of the route to Niagara Falls via Oswego, as being entirely superior in many respects to the one by rail road. After the traveller has enjoyed the monotony of a rail road car from the east two or three hundred miles to Syracuse, he finds it a happy relief to take the canal to Oswego, and then continue his journey in one of the fine boats of which we have before spoken. He who travels for pleasure will here find every thing to enrapture; and he who travels for business will only find himself a few hours later in Buffalo. As Mr. B. observes, 'there is no more delightful piece of canal travelling than that between Syracuse and Oswego.' The boats afford ample accommodations, and such clever captains, and such good dinners, are not found on every canal. And then it is only the little distance of 38 miles before the traveller finds himself in Oswego. Here our friend embarked in the Rochester, and soon found himself upon the broad lake, and Oswego, her fortifications, light house, and harbor fast receding from his view. Let us hear what he says:

## The Oswego palladium., August 16, 1843, About [The Oswego palladium. \(Oswego, N.Y.\) 1832-1852](#)

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"I embarked on this beautiful boat this afternoon with a number of passengers on their way to Niagara Falls. They seem to have gathered from various parts of the land — Philadelphia, Boston, New York, Troy, and other places, and some from England, France and Germany; a remarkably well behaved and intelligent company, admirably suited for traveling by the disposition evinced to please and be pleased. I find no grumblers, and none with the air of

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The Steamer Rochester is a new boat, and is a find model for speed and comfort. — Her saloon for sitting and eating is admirably arranged. I have found nothing on the lake surpassing it. It is on the main deck, and abundantly supplied with light and air in the day, and brilliantly lighted with suspended astrals at night. Her speed is from 12 to 18 miles the hour, and so free is she from all unpleasant revolution, so common to the Hudson steamers, that it is as easy to write as in one's study. Along the entire length of the saloon on both sides are elegant state rooms — the panelling of black walnut, and the doors ornamented with beautiful painted glass, with the coat of arms of the States on each. The promenade deck is remarkably neat and spacious, and free from all obstructions. There can be nothing superior to it of the kind. Capt. Weeks, the constructor, is the master on board, and probably he deems this a model boat. The Lady of the Lake, Capt. J.J. Taylor, which is associated with her, is spoken of in very high terms; but if she surpasses the Rochester, the two together must form an unrivalled attraction in lake traveling, and no one can fail of being delighted with either. We can assure our friends who are making a jaunt to the Falls, that if they take the passage in the Rochester, they will find all they desire; and if report speaks true, in the Lady of the Lake there will be no disappointment.

What a vast section of country on either side of this lake is still unsettled, and vast the regions of the west. The State of New York, the Empire, as she is called, is not one half settled, and the fertile portions of Upper Canada not a twentieth part; and yet we have Irish and Scotch on board. pressing for Illinois and Wiskonsan.



The Steamer ROCHESTER is a new boat, and is a fine model for speed and comfort.— Her saloon for sitting and eating is admirably arranged. I have found nothing on the lake surpassing it. It is on the main deck, and abundantly supplied with light and air in the day, and brilliantly lighted with suspended astrals at night. Her speed is from 12 to 18 miles the hour, and so free is she from all unpleasant revolution, so common to the Hudson steamers, that it is as easy to write as in one's study. Along the entire length of the saloon on both sides are elegant state rooms—the panelling of black walnut, and the doors ornamented with beautiful painted glass, with the coat of arms of the States on each. The promenade deck is remarkably neat and spacious, and free from all obstructions. There can be nothing superior to it of the kind. Capt. WEEKS, the constructor, is the master on board, and probably he deems this a model boat. The LADY OF THE LAKE, Capt. J. J. TAYLOR, which is associated with her, is spoken of in very high terms;—but if she surpasses the Rochester, the two together must form an unrivalled attraction in lake travelling, and no one can fail of being delighted with either. We can assure our friends who are making a jaunt to the Falls, that if they take passage in the Rochester, they will find all they desire; and if report speaks true, in the Lady of the Lake there will be no disappointment. \* \* \*

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## LAKE ONTARIO ROUTE.

1844.  1844.

Daily Line, (Sundays excepted,) between  
LEWISTON & OGDENSBURG.

THE STEAMER	THE STEAMER
LADY OF THE LAKE,	ST. LAWRENCE,
CAPT. J. J. TAYLOR,	CAPT. J. VAN CLEVE,
THE STEAMER	THE STEAMER
ROCHESTER,	ONEIDA,
CAPT. H. N. THROOP,	CAPT. R. F. CHILD,

Will run DAILY (Sundays excepted) between LEWISTON and OGDENSBURG, touching at the intermediate Canadian and American Ports, as follows:

Downwards, Leave	Upwards, Leave
Lewiston, daily, except Saturdays, at 3 P. M.	Ogdensburgh, daily, except Sundays, at 8 A. M.
Rochester, " " 11 P. M.	Kingston, " 5 P. M.
Oswego, except Sundays, at 8 A. M.	Sacketts Harbor, " 9 P. M.
Sacketts Harbor, " " 12 M.	Oswego, " 11 A. M.
Kingston, " " 4 P. M.	Rochester, " 6 P. M.
	Toronto, " 8 A. M.

Arriving at Ogdensburgh in the afternoon in time for the daily steamboats for Montreal, which run in connexion with this line.

Travellers taking this route will view by daylight Queenston Heights, Brock's Monument, and the beautiful scenery of the Niagara, and at its mouth the British and American Forts; and will travel from Kingston to Ogdensburgh by daylight, giving them the interesting view of the St. Lawrence with its thousand islands.

Passengers from the East bound for Toronto, Niagara Falls or Buffalo, should leave the cars at Syracuse, as they will find the route via Oswego much the pleasantest, and SAVE \$2.00 EXPENSE.

### Two Daily Lines of superb PACKET BOATS,

leave Syracuse for Oswego and Rochester at half past 7 A. M. and 7 P. M., or on the arrival of the cars from the East.

**CAUTION**!—The travelling public are cautioned against paying their fare at Albany, Schenectady, or Utica, any further west than Syracuse, or suffering their baggage to be put in the cars going west of Syracuse, as there are other modes of conveyance from that place to Rochester, Lewiston, Niagara Falls and Buffalo, much cheaper and pleasanter.

A. MUNSON,	Utica,	} For Proprietors of Lady of the Lake & Rochester.
T. S. FAXTON,	"	
H. WHITE,	"	
J. BUTTERFIELD,	"	
S. FARWELL,	"	
BRONSON & CROCKER,	Oswego,	} For Proprietors of St. Lawrence and Oneida.
E. B. ALLEN,	Ogdensburgh,	
G. N. SEYMOUR,	"	
H. FITZHUGH & Co.,	Oswego,	

Frontier Sentinel, July 20,  
1844.

**Questions for further research and discussion:**

1. Who travelled the canal in the mid-1800's?
2. Was 12 miles an hour considered fast or slow in the mid-1800's?
3. Try to locate images or drawings of the boats mentioned in the article. How were they similar? How were they different? How did they change during the 1800's?
4. Use a topographic map, possibly from the 1800's, to determine the height changes from Syracuse to Oswego via the canal/river. Plot those changes on your own drawing.