

If I seek her by day with the voice or hand,  
It ends in a doleful even-song,  
Or a tale of an ancient, forgotten wrong,  
To children who do not understand.

But after the twilight sheds its bloom  
Far over the meadows about our home  
The unseen angels can go and come,  
And roll the stone from the mouth of the tomb.

And she comes in the dews of a paradise;  
A holy blessing around me steals;  
I feel her presence as one that feels  
The gentle light upon closed eyes.

So when the evenings slanting grow  
In crystal rafters over the beach,  
The roofs of heaven are almost in reach  
As I think of my sorrow of long ago.

## NEW WASHINGTON.



HEAD OF THE AVENUE.

**T**HE man who discovered the singular fact that all large rivers ran by large towns could have accounted least of all for Washington city. Its existence was an after-thought, an experiment, a matter of consent and not of choice, conceded rather than presented in good-will by the States and sections to the general government, and to this day a large portion of our countrymen regard it as an adoption, an illegitimate, a pensioner.

The oft-told story of its origin in the insulted honor of Congress when hooted by a Pennsylvania military mob, and of its selection and site by the paramount influence of General Washington, is too threadbare to be here paraded. As it was stationed prior to the modern age of steam facilities, it was placed behind the wave of empire, which has long since advanced thousands of miles beyond, and now and then there arises from that wave a clamor, not without sparkle or plausibility, to fetch the capital up to the

centre, and sow the abandoned site with the traditions of a forgotten period.

Meantime the founding city has stumbled along through war and siege, without resources, in the midst of a border population wholly unconcerned in its fortunes and uninfluential with either section. The State of Virginia, on one side, has expended enormous sums of money in turnpikes, canals, and railroads, jealously directed away from the Federal city, so that the little piece of railroad from the Potomac tide-water toward the Shenandoah has been made tributary to Alexandria instead of Washington. But within a few years this same piece of road, tardily confessing the soft impeachment, has changed its name from the London and Hampshire to the Washington and Ohio Railroad. The Orange and Alexandria road, which traverses the whole State, and is Virginia property, has seen equal reason within one year to take the name of the Washington City, Virginia Midland, and



Great Southern Railroad, in order to obtain a foreign market for its bonds. In like manner, what was the Richmond, Fredericksburg, and Potomac Railroad, stopping at Aquia Creek, and thereby compelling the soldiers of the Union and the rebellion to fight their bloodiest battles along its course, far to the flank of the Federal city, which was thereby left uncovered, has been looped up with Washington, and is the Richmond and Washington Railroad. The Chesapeake and Ohio Company has been itching for some time past to have a branch from Staunton direct to Washington. In short, Washington city is to-day the second city of Virginia, and has Richmond at a moral disadvantage, containing the only progressive daily press of the region, and with such superior social advantages that the late Judge Underwood was impeached on the score of residence for moving his effects from Alexandria to the District of Columbia; and when Judge Hughes, his successor, was appointed, he announced his intention to reside in Alexandria in order to be near Washington.

Public men, like men of letters, like to swarm together from mutual tastes and temperaments. This disposition must be remembered when men seek to answer their own question of, "What is there to support Washington?" A powerful passion, whether social or political, is a commercial resource, and when the whole country faces for a part of every day toward its capital as the good Mohammedans pray toward Mecca, the national instinct is supply and demand.

In the year 1846, in the Presidency of Mr. Polk, the people of Alexandria, who were then sanguine as to their trade, railroads, security of slaves, and superior navigation, voted by more than two-thirds majority to leave the District of Columbia, although the people in the country parts paraded with banners inscribed, "What Washington has done let no one undo." Already there are symptoms of regret for a secession which in fifteen years was imitated by every thing south of the Potomac, and the Northern man can see in that impetuous little city the grass growing in the streets—the first civic grass between the North Star and Mount Vernon.

Turn now to the Maryland side of the Potomac.

The city of Baltimore at the close of the Revolution drew to itself nearly the whole trade and enterprise of the State. A judicious mingling of Scotch and Scotch-Irish merchants, German farmers, handy French *émigrés* from Acadia and San Domingo, thrifty English Quakers, and animated Methodists established at that point the most bustling and busy city which has ever been known within the Slave States. They built the fastest vessels for privateering and blockade-

running, supplied indifferently the armies of Europe with flour and produce, seized the West India and Brazilian trades, built a turnpike system which until the opening of the Erie Canal monopolized the way to the Southwest, and when the canal had flanked them they challenged it with another, which was to scale the mountains with twenty-five hundred feet of lockage, and did reach the Alleghany coal-field after being overtaken by their trunk railroad to the West, which, from a continental point of view, was the original and masterpiece of railroad art.

The enormous amount of money embarked by Baltimore and Maryland in this system of internal improvements had the effect to create a rivalry between Baltimore and Washington, the more unhappy because the State of Maryland had furnished the original population to the District of Columbia, and had also voted a large sum of money to establish a national capital within its borders. In chagrin that, after nearly a century of outlay upon the Potomac Canal, which cost above \$11,000,000, it finally terminated at Washington and not at Baltimore, the merchants of the latter city sturdily diverted their railroad from the Potomac route, and built it instead up the sinuous Patapsco. That road cost Wheeling not far from \$20,000,000; and it is a singular fact that the engineer whose genius fixed the grades, tunnels, and viaducts in the mountains was the son of the Moravian, Latrobe, who was the real architect of the present Capitol at Washington, having rebuilt it after the British had burned it. But it has been necessary for even the city of Baltimore, with its three hundred thousand inhabitants, \$400,000,000 of property, and \$50,000,000 of annual imports and exports, to follow the lines of topography and travel; and in 1873 its great railroad, which had been redeemed from poverty and difficulty by the copious expenditures of the national authority in time of war, practically abandoned the Patapsco route, built at a cost of nearly four millions a new main stem from Washington to Point of Rocks, ran all its Western trains over this stem, by which more than one thousand cars pass Washington every day, and the railroad company abolished its discriminating tolls, gave workshops to Washington, began the construction of a grand *dépôt* worthy of the capital, and announced that for the future it should know no difference between the cities.

Prior to the change of policy in the Baltimore and Ohio Railroad, the Pennsylvania company, which had been striving for years to get a charter across Maryland soil, succeeded in opening the Baltimore and Potomac Railroad at an expense of nine millions, and by expending about four millions addi-



tional in tunnels to circumvent Baltimore and reach the centre of Washington, established itself on Pennsylvania Avenue in a magnificent dépôt, and continued its line across the river Potomac, so that we can now take a sleeping-car at midnight in Washington city and be at early breakfast in Richmond. This company has also procured a site for its shops in the District of Columbia. An arm of this road penetrates the lower counties of Maryland, where Wilkes Booth chose, in their obscurities, to make his guilty flight; but a native citizen of Washington, Mr. Smoot, discontented with these new facilities, has been busily grading and laying track during 1873 for the Washington City and Point Lookout Railroad, which is the first railroad ever projected in the name and for the exclusive benefit of the District of Columbia.

The late panic of 1873 has obscured for the time being two other railroad enterprises, the one to follow the valley of Rock Creek and terminate at Frederick, thereby opening to the Washington market one of the richest regions in America for poultry, market produce, draught animals, and the proceeds of the brewery, the still, and the dairy; the other to extend the Washington and Ohio road, which is now close to Winchester, up the South Branch of the Potomac and to the Ohio River.

The effect of such extended railroad systems has been to open up the neglected and picturesque country in the environs of Washington, and a dozen little parks and hamlets, detached from the capital city, are glimmering in the valleys and on the heights adjacent, raising their white spires against the tinted bluffs and terraces which in brown or blue rise above each other from tide-water to the Catoctin Mountain. Thus a fresher life is made tributary to the turgid and saturated political citadel, the department clerk and chief of bureau assume a more yeoman independence, and a tract of country which slavery and tobacco had dealt too harshly with begins to revive and blossom.

Lest it might be supposed that this activity of railroad corporations boded a change from the tranquil resident life of men of

affairs to the whistle and din of shops, artisans, and engines, we may add that whereas there was not a foot of street-passenger railroad in the capital city prior to 1862, there are now upward of fifty miles, and the magnificent distances have been neutralized by these commodious common carriers, nearly all of which dispense with conductors, and make the citizen his own cashier.

There was no Fire Department in Washington until 1863, but at present there are seven first-class steamers, as noted for their efficiency as the police force, which, in the midst of a mingling of new elements, including nearly 50,000 persons late in servitude, has never failed to capture a notable offender since it was organized in Mr. Lincoln's administration. "All quiet on the Potomac" is as true of Washington's police administration in time of peace as when hostile pickets confronted each other from opposite banks of the river. During the war a set of camp-followers, deserters, bruisers, and discharged soldiery, too worthless to leave the city, settled in a locality between Pennsylvania Avenue and the old Tiber Canal, where rents were cheap and human health in peril, and to this resort was given the name of "Murder Bay." Nine-tenths of all the crime in Washington was committed in that Alsatia or by its refugees. How to break up such nests of vice has been an unsolved problem in almost every American city, as worldly-wise people argue that such things are mere sewer-valves, and corrective to general society, while juries and policemen administer with pity or sympathy upon such outcasts. Here in Washington the foul spot has been treated by the medicine of health and cleanliness. First, the old canal was filled up, and that raised the value of property and the price of rents, so that the criminal classes began to look for less central abodes. Next, every street passing through Murder Bay was paved with wood or asphaltum, well sewered, and supplied with gas and water, and the monopoly of the criminal classes was broken up by constant invasions of virtuous people. Finally, every license to sell liquor or keep a house of entertainment was refused with-

in this sanctuary of castaways. The three remedies bid fair to make vice suburban, where it must perish for want of patronage. It may be added that Washington is the only large American city where gambling-houses have been fully and finally eradicated, and the sporting classes have emi-



SITE OF THE OLD TIBER.





NEGROES IN WASHINGTON.

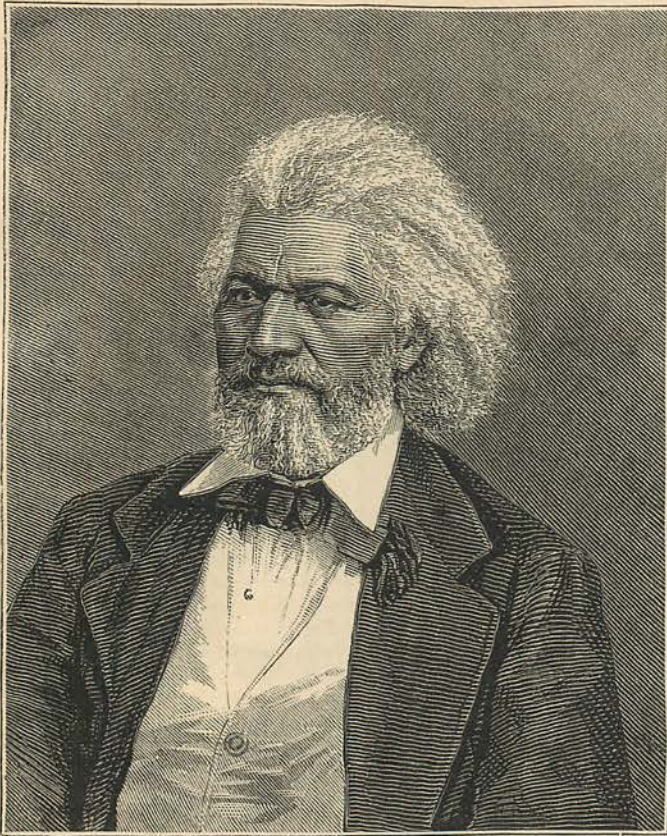
grated to Baltimore and Richmond. The United States District Attorney raided every one of these gilded dens in the year 1872, and made it penal for proprietors of houses to harbor gamblers. It may be said that there is a good deal of poker playing in the hotels and private houses of Washington, but for this there is no corrective except poverty and the social stigma. It has been long since any clerk or officer of trust has lost government funds by gaming outside of Wall Street.

Vice in Washington, among resident people, is confined to the lower classes of blacks and whites, who have but dimly apprehended the opportunities of the new era, and exist in promiscuous and idle association, seldom venturing beyond petty larceny; and to these may be added a few clerks who are employed only between the hours of nine and three, and thereafter go about tempting others into mischief. The capital of course attracts many errant, restless, and scheming men and women, a part of whom are stranded here, and become the prey of that portion of Congressmen, officials, and ne'er-do-wells which delights in intrigue. On the whole, as we shall presently endeavor to demonstrate, "the virgin capital of the country," as Jefferson called it, has had a singularly gentle population, tranquil

success, and has answered the fullest expectations of its dignified projectors.

Every experiment of the continent has been tested in the inoffensive District which enshrines the government. Here slavery and freedom began the overture of that forever memorable contest which, in the triumph of the black man's fortunes, has added Africa to the *Kindergarten* of Christendom, and made an ineffaceable element of the American type these voting children of Ham, to compete with us, perhaps, in every field, social, missionary, and heroic. The capital city is also the capital of the African race. Here they are relatively stronger in population, influence, and property than any where among the Caucasian races. They are of all religions, Catholic as well as Protestant. Their university at Washington is an exalted and striking feature in the landscape. They are employed in almost every department, and sit in Congress, and up to this time there has never been a public scandal associated with a negro. The tenacity with which they cling to property is one of the most remarkable manifestations in human development, and although graded, underpinned, taxed, and tempted, they hold to their lots and shanties in the fashionable West End of the city with a prescience and resolution as notable as that





FREDERICK DOUGLASS.

of the poor old woman who gave testimony before the Ku-Klux committee, saying: "Dey took me out an' beat me free times in dat one night wid hickory swathes, an' put de rope aroun' my neck, an' said dey was a-gwine fur to hang me onless I moved off Mr. —'s farm; but, gen'l'men, I wouldn't gib up my property. 'Any thing,' says I, 'ef I can keep my land.'"

Here it may be added that the statesmen of the African race are nearly all resident in Washington, or in frequent council there, headed, of course, by one of the first literary minds which Maryland has produced. I mean Frederick Douglass, a native of Caroline County, on the Eastern Shore, whose years have been spared to realize the extreme transformations of human nature. Once a flogged slave, with an African mother, he tempted the alphabet, letter by letter, from boys who played around the ship-yard where he was a mechanic; next, the pioneer negro on the English hustings to plead for American emancipation, and bought and redeemed by the audiences he addressed; finally, the guest of an American ship of war, and the editor of a newspaper in Washington; and, perhaps greater than all, so

self-respecting as to prefer the post of private duty rather than move into a Southern State for the sake of a Senatorship.

In this discursive article I have thus far touched upon such matters as have crossed my mind, but may interest the reader more logically by a sequential narrative.

It was probably prior to 1625 when the first white man ascended the Potomac to the head of navigation, passing, of course, the future sites of Mount Vernon, Washington, and Georgetown. At this time the Pilgrim Fathers of New England were scarcely snugly settled in their huts. The adventurer's name was Henry Fleet.

He was a fur-trader, who had his

head-quarters in New England, and his journal, kept in 1631, was found in the Lambeth Library, nearly opposite the English Houses of Parliament, after the close of the Southern rebellion, thus connecting in some manner the legislative halls of the two branches of the English-speaking family. This man appears to have suffered a long captivity among the Indians of the Upper Potomac prior to the arrival of Calvert's Catholic colony, whom he piloted up the river. His journal shows that the Indians on the site of Washington were called Nacostines, or Anacostians, and we might be amused at the similarity of his description of them with the popular understanding about the modern people of Washington. Fleet wrote the first description of the site of the capital.

"Monday, the 25th June, we set sail for the town of Tohoga, when we came to an anchor two leagues short of the falls..... This place, without all question, is the most pleasant and healthful place in all this country, and most convenient for habitation, the air temperate in summer and not violent in winter. It aboundeth with all manner of fish. The Indians in one night commonly will catch thirty sturgeons in a place where the



river is not above twelve fathom broad. And as for deer, buffaloes, bears, turkeys, the woods do swarm with them; and the soil is exceedingly fertile; but above this place the country is rocky and mountainous like Canida. The 27th of June I manned my shallop, and went up with the flood, the tide rising about four feet in height at this place. We had not rowed above three miles, but we might hear the falls to roar about six miles distant."

Persons who look kindly on Washington re-affirm this description. One hundred and twenty-eight years afterward (1759) Rev. Andrew Burnaby described the Great Falls of the Potomac while sojourning with Colonel George Washington. In 1782 Jefferson wrote an imperfect description of the falls. They have never been well described, and although within two hours' ride of Washington, and more consequential than any cataract on our Atlantic slope, they are seldom visited except by bass fishermen. The bass were put in the river only a few years ago, but have multiplied with astonishing rapidity, and have made the Potomac a game stream.

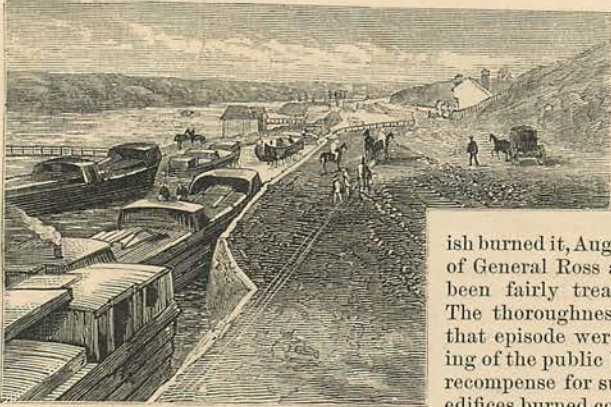
After the Catholic settlement of Maryland, in the spring of the year 1634, there was little movement toward the interior until nearly the close of the seventeenth century, when, about 1695, a number of Scotch and Irish who despaired of the fortunes of the house of Stuart settled within the limits of the District of Columbia, and their collected farms were called "New Scotland." About this time Prince George's County was erected, which adjoins the District on two sides. By 1740 there was an inspection house for tobacco in Georgetown, and Frederick County was formed in 1748, which was divided into three counties in the year of American independence, of which the lower, which bounds the District on the third side, was named for the unfortunate patriot Montgomery. Georgetown had been authorized by an act of the Maryland Assembly as early as 1751, and, like all port towns on the Chesapeake, grew by exporting tobacco and grain in vessels, and importing tools, tea and coffee, and manufactured articles. The accessions of population were derived from the German element, which had previously settled Frederick County; from the deported convicts, which it was the custom of that day to send to Maryland; and as the Scotch monopolized the trade both of Georgetown, of Belhaven (or Alexandria), of Bladensburg, and other ports, they sent for their poor kin, and were in the main severe slave-holders. Out of that little provincial society grew some men destined to eminence, like William Wirt and James Wilkinson, the first of whom lies in the Congressional Cemetery, within a few miles of the road-side tavern where he used

to beat the drum for visitors; and Wilkinson, who arranged the surrender of Burgoyne to Gates, lies in the City of Mexico, where he went to anticipate Austin in the colonization of Texas. On the Virginia side of the Potomac were even greater men. George Washington was nineteen years old when Georgetown was settled; and in 1755 old General Braddock, landing near the mouth of Rock Creek, marched overland with a part of his army. The new capital had scarcely risen from the ground when James M. Mason was born, on Annotan Island, under the heights of Georgetown, and there Louis Philippe visited the family when a traveling exile whose father's head had fallen under the guillotine. In Georgetown cemetery lies a part of the family of Thomas Johnson, of Maryland, who in 1774 nominated Washington in Congress to be commander-in-chief. The society of the future District prior to the Revolutionary period was in the main crude and hard, but with exceptional character and originality here and there. A company for the Revolution, in which Generals Lingau and Wilkinson were privates, was formed at Georgetown, and drilled by a Rhode Island Quaker. Father John Carroll, returning from his patriotic mission to Canada, began during the war, in the vicinity of Georgetown, those pastoral labors which raised him to be the earliest bishop in America, and made Baltimore the metropolitan see. During the Revolution the armies of both sides passed and repassed at Georgetown, and it was a place of supplies for the native forces. Its county seat, Rockville, twelve miles above, was established in the woods in 1776. The first labor in which Washington engaged after the war was to open canal navigation up the Potomac, and the stock books of the Potomac Company were opened in Georgetown. This work brought laborers to the site of the city, and two rival towns were plotted within the present limits of Washington, while Father Carroll began to rear Georgetown College, which has thus priority in time over the location of the capital.

Then came the great event, influenced by Washington with a perseverance which has no parallel in his usually sensitive public career, the location of the Federal city upon the plain near his estate, between Georgetown Heights and the woody ridges of the Anacostia. No man has been found in all the subsequent period to take issue with the natural beauty of the position, and the British who burned it have left their testimonial to the same effect.

A French engineer outlined with novelty and amplitude the configuration of the streets, and his plan, after eighty years, is fully vindicated as commensurate with the proportions of a ruling city, and carefully studied from the natural topography. A





POTOMAC AND CANAL, GEORGETOWN.

Pennsylvania Quaker, one of the gifted Elicott family, who subsequently defined the boundaries of a number of our States, laid out the District after L'Enfant's design. A Dublin Irishman designed the President's Mansion. The Capitol was devised between Hallet, a Frenchman, and Thornton, an Englishman. The commissioners who superintended the works in the city were all selected from the neighboring country so as to be on the spot, and the artistic and economical forces pulling against each other led to many painful quarrels where nobody was wrong and nobody wholly right. Mr. Jefferson was the ruling taste of the city for a large part of twenty years, and as Secretary of State he imported the numerous Italians whose fantastic allegories and devices continue to amuse the average visitor, and often to delight the conscientious one. The city was a compromise between the original property-holders and the government, the latter unfortunately entering into such a partnership by reason of its impecuniosity. As every locality wanted the capital, none of the rejected competitors was friendly to it. Alternations of elation and depression marked the early history of the residents and investors, and curious travelers, excited by exaggerated accounts of the republican metropolis, written at a period when nearly all literary Europe was republican, came to admire and went away to berate. Among these was young Tom Moore, nimble and without judgment, who wrote the line, which is true as far as this continent is concerned:

"And what was Goose Creek once is Tiber now."

We shall not linger over this portion of the civic history of Washington, except to say that the year of its foundation the celebrated Convent of the Visitation was established; that the corner-stone of the Capitol was laid September 18, 1793; that the Potomac was bridged at the Little Falls as early

as 1797; that Washington often visited the place, and died before Congress came to occupy it; and that the city of Washington was incorporated in 1802.

There were less than ten thousand people in the place when the British burned it, August 24, 1814. The campaign of General Ross against the city has never been fairly treated by American writers. The thoroughness, decision, and success of that episode were legitimate, and the burning of the public buildings the only possible recompense for such hazard. A part of the edifices burned contained warlike materials. The general himself was fired upon and his horse killed after military resistance had ceased. The effect of the disaster was to give a civic spirit to the people of Washington, who, after the war, were menaced with worse than the British enemy—with the spirit of American secession which attempted to crown the British victory with the humiliation of Washington, and take the capital to New York and Philadelphia. The resident people raised a new Capitol for Congress to occupy in one hundred days, and so well built was that structure that it lasted to the rebellion. Calhoun died in it; Wirz was hanged in the yard thereof; and Lyman Trumbull, William M. Evarts, and Justice Field recently owned residences in the old block.

The Capitol edifice was in such bad condition before the torch had been applied that it had to be shored up from without, and was really lighted by the shavings and refuse contained in it. Latrobe, who had been in charge of the work since 1803, recommenced it with renewed energy, searched the upland country for less perishable building stones, devised many of the quaintest bits of ornament, which remain to this day, and built the stately old Hall of Representatives as we see it now, cleared of its desks and filled with sculpture. Between 1817 and 1830, Bulfinch, of Boston, finished the Capitol, which cost about \$2,700,000 and thirty-seven years of work. Bulfinch's successor, Robert Mills, was to the Treasury, Patent-office, and Post-office buildings what Thornton had been to the Capitol, building a portion of each to be modified by subsequent architects; and it is to be noticed that among the majority of these men there existed some relation. Thus Walter, who began the marble wings of the Capitol in 1851, was a pupil of one of Latrobe's pupils, while Mills studied with Hoban. These extensions of the Capitol greatly exceeded in cost and splendor the original, which is sandwiched between them, and have brought the cost, including the dome, grading, enlarged grounds,



library, and apparatus, up to fully \$15,000,000. The Houses of Parliament in London, which are much larger, have cost less than this in figures; but as the most costly part of the Capitol was built with depreciated currency and at high wages, the investments have been about the same. The position of the American Capitol, on a lofty hill, of which the grades and terraces have been subordinated to the edifice, more than compensates for the richer Gothic ornamentation of the obscured Parliament houses, which have met with quite as much criticism for their want of adaptability to modern legislative uses as has our Capitol for its want of unity in materials.

Monroe's administration was a period of general activity in Federal constructions, the theory of limited powers being much relaxed at that time, and General Jackson greatly helped the place by removing the deposits from Philadelphia to Washington. The population, which had risen to 20,000 in 1830, gained but 3000 in the ten following years, during which the Virginia part of the District was retroceded, and the corporate affairs were in a melancholy condition. In 1850 there were 40,000 persons on the Maryland side, and the year before the war of secession broke out found 60,000 people in Washington, many of whom were attracted by the natural growth of the government business, and by the employment afforded on the great aqueduct, the Capitol, and three other public structures. When the rebellion began, and there was an exodus of one element and a corresponding incursion of another, the following was the appearance of the city:

Not one street was paved for any great consecutive distance; there was not a street car in the city; the Capitol was without a dome, and the new wings were filled with workmen. No Fire Department worthy of the name was to be seen, and a mere constabulary comprised the police, which had to call on the United States marines, as in 1857, when the latter fired upon a mob, and killed and wounded a large number of people. The water supply was wholly afforded by pumps and springs. Gas had been in partial use for several years, but little else was lighted except Pennsylvania Avenue and the public buildings. Not one of the departments was half finished. The President's House was beleaguered with stables, wooden fences, and patches of bare earth. Nearly one-half the city was cut off from the rest by a ditch, and called the Island, while an intervening strip of mall and park was patrolled by outlaws and outcasts, with only a bridge here and there for outlet. The river-side was a mass of earthen bluffs pierced by two streets, and scarcely attainable for mire and obstructions. Georgetown communicated with the capital by an

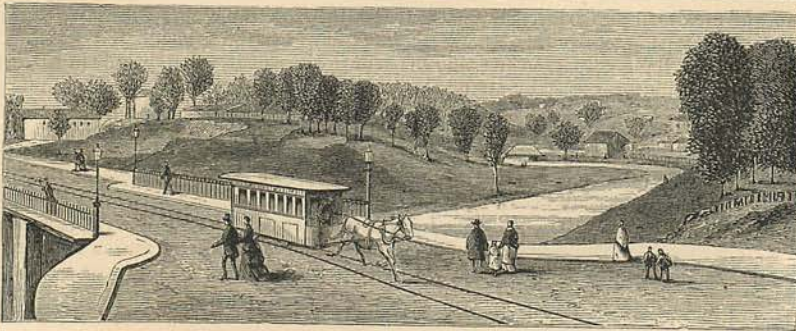
omnibus line, and there was no ferry to Alexandria to be remembered as such, except in the sensitive traditions of the oldest residents. There was a show of hotel accommodation, on which we need not linger in memory of a Congressman shooting a white waiter dead in the dining-room at Willard's, or a President welcomed to his inauguration with the National Hotel disease. Slavery seemed to take delight in pressing its exposures upon the notice of Northern men and foreigners. There was a slave-pen under the eaves of the Smithsonian Institution. Manacled men were marched down the avenue handcuffed together. To take a Northern paper was a stigma; and for an abolitionist to lecture would have been to revive the riots around the *National Era* office. There were good and social elements in the place, but society had its depths and heights. To bear arms was common, and they were used on quick occasion. In short, the city was relatively in embryo as much as when Moore, Weld, Janson, and Basil Hall described it early in the century.

A comparative description of the cities of Richmond and Washington during the civil war would epitomize the relative vigor, constructiveness, and confidence of the embattled sections. Nothing was built in Richmond which commemorates the Confederate government at this day except earth-works, and the State Capitol, devised by Jefferson, which was finished the year the national Capitol was commenced, fell in only a few years after the close of the war, burying court, Legislature, and spectators in a charnel of smoke and wailing.

But the civic portion of the national capital never grew with the rapidity which it showed when menaced by the public enemy.

At an expense of \$1,500,000 sixty-eight forts in a circuit of thirty-seven miles were thrown up, connected by thirty-two miles of good roadway, all of which is still available for the tourist and teamster. The Long Bridge, which had been opened in 1835, was rebuilt; the railroad bridge beside it constructed; the railroad from New York doubled in track; the aqueduct, which has cost above \$3,000,000, was sturdily carried on within fire of the enemy; the dome was raised on the Capitol, and saluted by the guns of all the forts as the statue of Freedom took its place on the summit; the Treasury was all completed except one wing, and has cost about \$6,000,000; the Post-office was almost all built during the war; and the Patent-office, which cost \$2,200,000, was completed in 1867. The first street railroad was opened in 1862. The fortune of the Baltimore and Ohio Railroad was made by the war, and its \$13,000,000 of debt had become a vast surplus by the time it distributed the Federal armies to their homes. Common schools followed emancipation. Every





NEW P STREET BRIDGE.

facility of modern comfort had been either supplied or suggested; and the private property which had been deserted in hundreds of cases by the owners, and offered for sale at little more than the expense of flight, in 1861, more than recovered its value a year before the surrender of Lee.

There were still grave apprehensions, however, as to the social future of the city, and many newspaper correspondents, writing in the interests of different cities, and acquainted with their comforts, had invidious things to say about a society imbittered, sectionalized, and enormously augmented by a population just out of slavery. Frequent elections for corporate officers after the war showed these animosities at the polls, although slave-owners of the District had been paid \$1,000,000 for their human property; yet in December, 1865, only thirty-five votes were cast for negro suffrage, and 7369 the other way. Congress was resolved to put the experiment in operation, and the veto of President Johnson was overridden by both Houses the same day he returned it, January 7, 1867.

The city now passed into the hands of white persons imbittered by long minority, and resentful for their ostracization in former years. The property-holders were discouraged; the rougher whites were turbulent; the negroes armed themselves to execute their new privileges; riots ensued, attended with blood and panic; bitterness prevailed in the prints; the course of improvements was suspended; and finally between the two parties a conservative Northern element felt obliged to interpose in order to save the common property and respectability of all.

This treaty movement did not begin a moment too soon.

During the war the Western cities had grown enormously, and as the taking of the census for 1870 approached they became aware of their preponderating influence in the national Congress, and began to agitate for a corresponding equity of location for the Federal city, which they alleged to be on an exposed coast, subject to Eastern in-

fluences, and among a reactionary populace which had in no manner appreciated the public bounty, had sympathized with the rebellion, and slain President Lincoln himself.

During the height of this agitation the affairs of the District were indeed desponding. There was no market for property, and the oldest citizens, brought to face the problem, felt compelled to acknowledge that without the public guests there would not be common subsistence.

In this moment of despair, itself preparatory to more chastened behavior, the Northern Congress earned the gratitude of the people of Washington by coming to their relief. Men like Justin Morrill, and others who lived as remotely as California, denounced the capital-moving project as factious and sporadic, and an appropriation was soon afterward voted for a new department, to cost several millions of dollars, while measures were taken to extend the Capitol grounds, improve the national reservations, and complete the aqueduct. Congress and the conservative leaders in the city also came to an arrangement by which the excesses of all the hostile factions were to be neutralized under a more orderly form of government, which should reduce the different jurisdictions, remove some of the offices from political strife, give the District representation in Congress, and allow it more freedom to conduct its improvements and extend its credit.

It was the task of these local leaders to carry a citizen's ticket at the polls over a compactly organized Republican majority. A Northern man was selected, who had been for many years resident in Washington, and after a hard contest sufficient of the negroes were shown to have bolted their ticket to elect M. G. Emory the last Mayor of Washington.

In February, 1871, President Grant signed a bill giving the District of Columbia a Territorial government, with a Governor, Secretary, Council, and Board of Public Works, to be appointed by the President and Senate, and a delegate in Congress and



a House of Assembly, to be elected by the people.

The same day the citizens of Washington celebrated by a carnival and masquerade the laying of wooden pavement on Pennsylvania Avenue, which had never been a respectable thoroughfare up to that time.

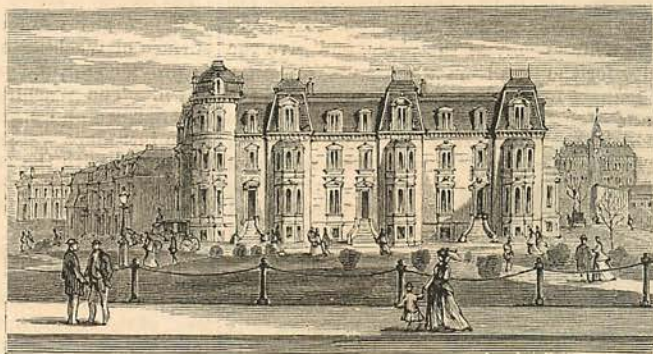
At this point we may sketch Major L'Enfant's plan of the city, as it stood upon the ground in 1871, partially executed.

It was a grand plan, reminding one of the plots of the forests of Compiègne and Fontainebleau, where long avenues meet at *carrefours*, and the number of such avenues is increased according to the importance of the point of junction, either in a scenic or central estimate. The city of Versailles, that extraordinary combination of court and forest, which remains the grand, sombre, and fantastic mirror of the time of Louis XIV., has been charged to have oppressed Major L'Enfant when he plotted Washington. There is some resemblance, indeed, but chiefly in the irregular breadth of the avenues, and in the ingrafting of an oblique plan upon a rectangular one. Versailles is a maze; Washington is a design. At Versailles the palace was the whole consideration with the engineer; Washington was laid out with an intelligent reference to the different public buildings as well as to the natural topography. Any critic can see the difference in the two plans by placing them side by side. The French monarch required a forest close at hand, with depths and pools and ponds, where the wild court should seek relief from the dissipations of the palace. The French-American engineer had a practical understanding of his business, and well merited Washington's eulogium when the general said that he thought that, for prosecuting public works and carrying them into effect, L'Enfant was "better qualified than any one who had come within his knowledge in this country, or indeed in any other."

Washington covers a parallelogram commonly alleged to be a plain between the Potomac, one of its broad arms, and Rock Creek; the other or rearward side is formed by a series of hills, through which half a dozen streams have washed their way, and probably formed the plain. Across Rock Creek, on the west, the picturesque post-town of Georgetown looks down from rocky heights. In the rear are as many different hills of peculiar sands and clays stand-

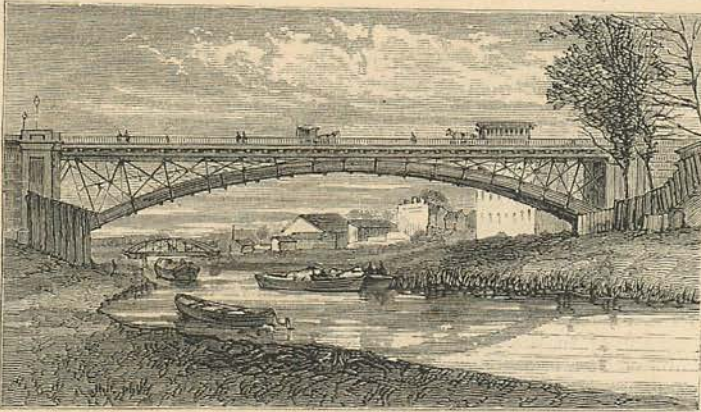
ing on stratified metamorphic rocks as the hills have defined through the general terrace. Across the Eastern Branch heights as bold as those of Georgetown regard the city, and the same is the case from the Virginia side. The circuit of forts around Washington averages nearly three hundred and fifty feet altitude above the tide, and the hills nearest the city are above one hundred feet in height. The plain which the engineer had to cover is 1440 rods from east to west, and 720 rods mean distance from the northern heights to the river. A cape, however, extended out between the two arms of the Potomac, so that L'Enfant was able to make one transverse avenue (Delaware) nearly eleven hundred rods in length. The avenues, it may be understood, are those great streets of Washington intended to point to effects both in buildings and natural positions; the streets, which are numbered by letters and by numerals, obey a rectangular system of their own, though in some degree harmonized with the avenues.

Over the plain, so called, of Washington there were great irregularities of surface. The President's House is only about fifteen feet above low tide, while the Capitol, one mile to the east, is nearly ninety feet above tide. Yet Observatory Hill, which is only 260 rods to the west of the White House, is six feet higher than the base of the Capitol. Observatory Hill, said to be the place of debarkation of Braddock's army, is almost at the river-bank; the Capitol Hill, which covers much of the eastern plain of the city, creating, somewhat like Quebec, an upper and lower town, is at the nearest 320 rods from either river. And yet within the range of streets there is a ridge nearly in mid-distance separated from both the hills mentioned, which is 103 feet above low tide. These inequalities of surface are due to a soil friable under the action of water, and affected by three brooks or creeks, of which the most considerable, called the Tiber, rises only about 600 rods back of the city



EX-GOVERNOR SHEPHERD'S ROW.





ROCK CREEK CONDUIT BRIDGE.

on the terrace grounds, and yet its springs are 236 feet above tide-water, or 158 feet higher than the base of the Capitol. This stream has the impulsiveness of all the streams in the hilly country of the Chesapeake tide-water, draining a large area of upland through a narrow channel, which undermines the clay through which the water rushes, and can be a dry bed in the morning and a roaring sluice in the afternoon. Two other streams, one flowing west and the other east, had the same peculiarities in a less degree. The middle stream, or Tiber, repulsed from the base of Capitol Hill, ran off obliquely, and entered the Potomac. The consequence was that long after Major L'Enfant had planned his city, practical hydrographic difficulties were found out which kept the lower plain of the city in alternate freshets and fever and ague; and yet, to obviate the expense of grading, the engineer had placed his main promenade across the swamp, which seemed to be so prettily suspended between Capitol Height and the White House knoll. Portions of the promenade, now known over the world as Pennsylvania Avenue, are below high water.

In the light of modern knowledge, and to comply with the sanitary demands of American society, it has been necessary for the new government at Washington to correct the hydrography of the place, and give the city for the first time a system of sewerage adequate for the health of Congress and the inhabitants, and to counteract the floods which continue to visit Baltimore annually. The mouth of the Tiber was filled up, and a new mouth given it down stream; the whole stream and its three branches were arched over with brick, and the former outlet also sewered. This central system of main sewerage, of which 16,500 feet had been completed in 1873, is nowhere less than nine feet span, and for much of the distance thirty feet. A buggy can be driven through it all, a space of three miles. It empties into

a broad canal, which the tide cleanses twice a day, and which will make hereafter the chief port of the city, having been dredged out to a proper depth. Thus a pestiferous gutter, occasionally a torrent, which, according to a board of army engineers appointed in 1868, received annually 300,000 cubic feet of vileness, was a vast fermenting vat without a current, useless for navigation, and deadly, became an arborescent and monumental system of sewerage, covered with grass, paved streets, and files of houses; while another sewer, tapping the Tiber as it emerged from the heights back of the city, led the natural brook and its deluges off by the rear to the Eastern Branch. The third creek, which underlies the West End, or new fashionable part of Washington, has been incased in a sewer of ten feet span, so that there are no longer puddles or ponds or open sinks in any part of Washington. At the same time Georgetown was given a great main sewer, and these four systems comprise, with their arteries of Scotch pipe and iron sewerage, 123 miles of under-ground work, hidden away so that one must seek it out, and yet a formidable expense to a population mainly clerical. There are no such sewers in extent or dimensions on the Western continent.

Before any work could be begun on the surface of Washington the sewerage had to be provided for, and gas and water mains put down. The Washington Aqueduct, which was finished on December 18, 1863, sufficiently to introduce water into Washington, was connected with the city by two mains only, designed to supply the public buildings. The old corporation had tapped these mains, but the growing needs of citizens for ablution, comfort, and fire rendered it necessary for a comprehensive government to lay its own mains from the reservoir, two miles west of Georgetown, through the streets of that borough, and across Rock Creek into those portions of the city hitherto without



water provision. Another vast underground system was thus incumbent upon the authorities, with extensive ramifications in almost every street, and with high service reservoirs fed by force-pumps from the mains to accommodate those citizens whose thrifty homes had been advanced across the boundary and into heights above the ordinary flow of the aqueduct. In two years the city laid thirty miles of water mains, and lowered below the new street grades about nine miles more, so that the city has at present 133 miles of water pipe. Washington has the greatest supply of water per head of any modern municipality—127 gallons *per diem*. The distributing system is fed through an infinite number of hydrants, drinking fountains, fire plugs, and ornamental fountains; and as the new government had to consider also the country district, the old springs have been cleansed and protected for miles thereabouts, and pumps put down on the neighboring roads.

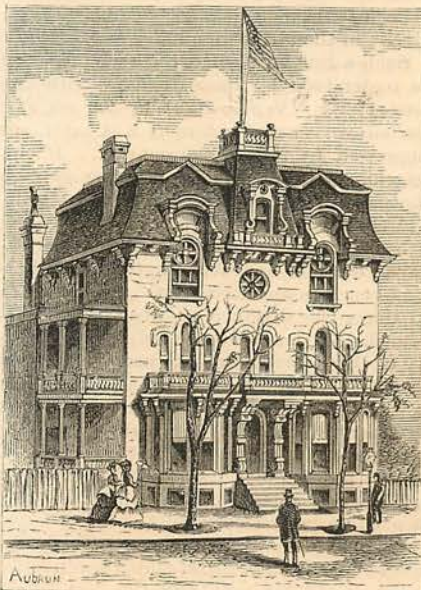


NEW RESIDENCE OF SENATOR STEWART.

While the sewerage and water supply were thus enlarged, the Gas-light Company was incited to equal exertion in extending its mains below the surface, and the former city, which was wrapped in comparative darkness, showed in 1873 above three thousand public lamps, partly lighted by electricity.

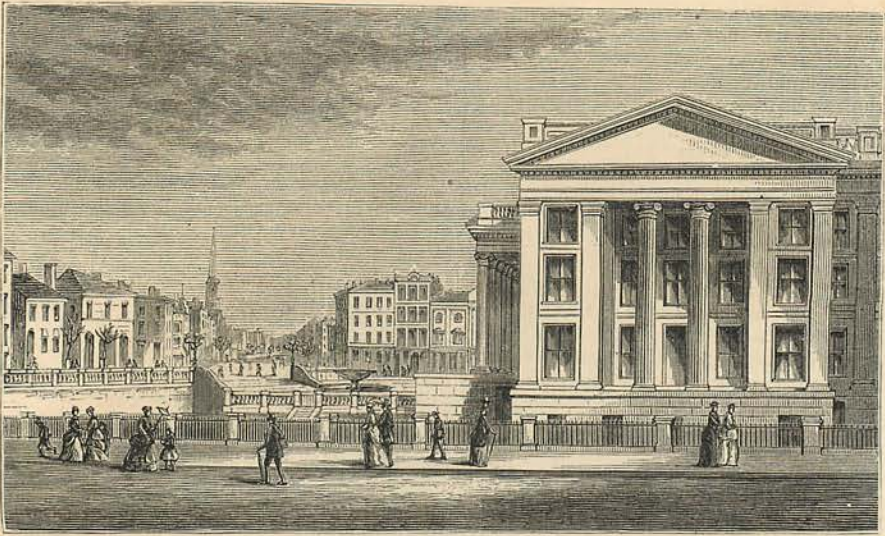
The renovators might nearly say as to things out of sight, with Richelieu, that they had recreated Washington, and from the ashes of the old feudal and decrepit systems brought luminous civilization. While they were ministering to the hidden needs of a modern capital, that sewerage of which Victor Hugo said that Paris had labored ten centuries upon hers without being able to finish it, another efficient office-holder was draining the public grounds, reservations, and parks, so as to make all parts of the capital healthful at once, ready to receive abundant water and silently export the rapidly collecting nuisances of a Southern city. Few citizens or strangers would have shown patience until the completion of the subterranean work had not the authorities kept up a certain proportion of landscape and surface improvements. All the instrumentalities and materials were being collected, however, to proceed at once with the streets and avenues when the work underneath should be well enough advanced; for Congress itself had only less instability than the public.

There were some things to exhilarate the moving spirits in the work, and the chief of these was the steady flow of private capital to Washington, increased demand for dwell-



THE WASHINGTON CLUB-HOUSE.





NEW YORK AVENUE AT THE TREASURY.

ing-houses, the growth of population, and the voluntary removal thither of some of the most accomplished architects from the North. The contractors gathered from all parts of the country, and invested their profits almost invariably upon new constructions in the District. The very enemies of the improvement were observed to be doing the same, and when the work began to show under the sun on the broad highways, and the grades were adjusted to the under stratum, the poorest inhabitant appreciated the transformation, and struggled to hold his property as if it were his existence.

We next come to that portion of the work which is the visible beauty and superiority of modern Washington over all other American cities—the streets.

The first work to be done was to assemble the engineers of the larger municipalities of the North and West for mutual consultation as to improved pavements. During the past few years great perfection has been attained in the use of asphaltum, lime, concrete, and so forth, particularly in Europe. Mr. W. W. Corcoran, the eminent Washington banker, laid a broad square of concrete in the year 1869 before the Arlington Hotel, where it was subjected to constant wear, and it proved so adapted and durable that there was a general feeling in favor of such pavements in a city where there is no heavy commercial travel, and which should have less noisy street materials than cobblestone. Similar motives turned the attention of the Washington authorities to the various block pavements of the West. The park commissions of the cities of New York, Brooklyn, Philadelphia, and Buffalo met the Board of Public Works in conference in the spring of 1872, and for two weeks inspected

samples of all the forms of pavement in use, and learned the tests and prospective improvements of them all. Mr. Mullett represented Washington. The board afterward proceeded to Boston and the West, and their report, which will be found in the investigation of 1872, will probably be an original documentary authority in the future history of street-paving. The result has been to lay in Washington 28½ miles of concrete pavement and 58½ of wood pavement, making 87 miles of what is certainly the most agreeable roadway in the world out of a total of 180 new miles in the city, the rest being cobble, macadam, gravel, and Belgian block; of the latter nine miles and a half.

Such a revolution in streets can scarcely be understood by those familiar with the former city. Venice built in the sea, and the site of Venice before it was built, are suggested by the transformation. If you remember that from the Treasury gate to the gate of the Capitol is about one mile, and then multiply the distance by 180, you will begin to perceive the difference between old and new Washington. The Belgian concrete and wood paving alone make 96 times the distance between the points named. All doubts of the ordinary durability of these pavements are met by the fact that the Arlington concrete is as good as new after five years' wear, and the block pavement on the avenue, which was laid on low ground not previously tiled and drained, affords the common thoroughfare for light and heavy teams, and had been three years in position in February, 1874.

Lining the above streets are nearly 208 miles of new sidewalks, of which seven miles are flag and concrete, and the rest brick, and 154 miles of new curb-stone has been



set. Of the wood pavement, 850,000 yards were pneumatically treated before being laid. Behind the sidewalks, and at the open crossings and reservations, grass sod has been used, involving no other expense than labor and hauling, and more than 6000 trees have been set out; while below the turf the new sewerage, gas, and water have been laid, so that there will never be necessity for disturbing the paved streets.

The problem which had fretted the city authorities for three-quarters of a century was how to pave such extravagantly broad streets as Major L'Enfant delineated. The main avenues were 160 feet wide; some of the streets are from 130 feet to 160 feet wide; and it seems almost incredible, although the surveyor leaves no doubt of the fact, that the streets and avenues cover two-thirds of the entire area of Washington, being 264 miles long, and of the united area of 2554 acres. The streets of New York are but thirty-five per cent. of the area of the city.

The architect Mullett, whose rapid mind had designed so many enormous constructions in the great cities of the Union, lighted upon the idea of reducing the width of the portions of the streets necessary to be paved by advancing the curb-stones toward the centre, and at the same time reducing the cost of the sidewalks by sodding between them and the houses. It was next suggested to devise some kind of railing, characteristic and pretty, to inclose the sodded portions, that every house might seem to have its own front yard. Afterward the renovators resolved to plant the streets with trees. Our illustrations will suggest what changes have thus been effected in streets hitherto mere commons of apparently unreasonable proportions, and generally filled with goats and cattle, which had mistaken them for open fields. More than four millions of dollars were spent upon this work.

It was not until the assembling of Congress in December, 1873, that the reveal-

ment of the new city was made to strangers. Such an enormous amount of civic work had never been done with a proximate thoroughness in the same space of time. The grading alone had amounted to 3,340,000 cubic yards. And such was its unity and efficiency that the whole surface of the city came to light like some tracery in invisible ink when held to the fire. Old L'Enfant, in his grave since 1825, might have said of his plan thus resuscitated, like Longfellow's *Student*:

"The rude peasant sits  
At evening in his smoky cot, and draws  
With charcoal uncouth figures on the wall.  
The son of genius comes foot-sore with travel,  
And begs a shelter from the inclement night.  
He takes the charcoal from the peasant's hand,  
And by the magic of his touch, at once  
Transfigured all its hidden virtues shine."

Not only were the streets of the capital covered with the most noiseless and perfect pavements in the world, and embowered in the greenest borders of grass-plots, inclosed with panels of post and chain or graceful paling, and planted with trees, but at all the points of junction new squares and circles appeared, their verdure relieved with flashing fountains, or bits of statuary, or effects in sodden terraces, all ready for the sculptor; Rock Creek also was newly bridged, so that Georgetown Heights and the West End of Washington were the nearest neighbors; while old gulfs and commons, dreary to the passenger, were embanked, leveled, and brought into the common civilization of the city. The grades of Capitol Hill, by act of Congress, had been adjusted to those of the city. The public grounds, swept of their cemetery-like palings and wholly rejuvenated, lay open to equestrian and urchin. Where the old creek yawned through the heart of the commercial city a noble mall, grand market, and dépôts were revealed, and the old lodges and gate-posts around the Capitol were placed for one mile along this vista. Between the President's House and Capitol Hill a green park with graveled



GRANT ROW, CAPITOL HILL.



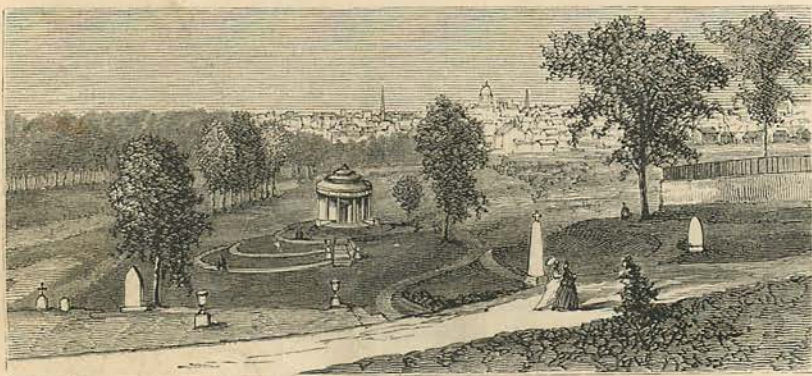


FRANKLIN SQUARE AND SCHOOL.

drives rolled away like a carpet of velvet. The river-side, with its bluffs tamed down to easy quays and paved with granite block, was at every point attainable, and from far back in the city its broad expanse gave object and vista to the perspectives. The country roads in every direction were culverted, ditched, prepared, and in some cases macadamized and graveled, without toll-gates any where; and the park was found made to hand in Corcoran model farm of Harewood, which the common soldiers of the regular army purchased and added to their Asylum grounds, thus making five hundred acres of pleasure-ground which will compare, for the smoothness of its drives, landscape effects, natural woods, and strong prospects, with any park in the world. Here Launt Thompson's statue of General Scott in bronze, ten feet high, stands regarding the city, and in its streets he is placed as well, mounted upon the finest horse art has chiseled, and adding another proof to the sagacity of Major L'Enfant, who has dotted the town with sites and spaces purposely left for statuary.

Washington society has been remodeled like the topography, and the North, the West, and California approximate to a numerical superiority over the old Maryland and Southern element. The old square bar-rack houses of brick have in many cases

been pulled down and rebuilt in lighter forms, with Mansard-roofs, crotched pinnacles, airy verandas, and such a plenitude of bay-windows in all forms as to show the geniality of a climate and people and open-air habits. In the year 1873 the sales of real estate to and fro aggregated twelve millions of dollars, where for many years formerly a few hundred thousand had been thought promising. The British government and sagacity secured a piece of ground in the new part of the town, and put up a permanent building for its legation at a cost of \$150,000. A colony of Californians in the same quarter began to build a style of residences astonishing not only to Washingtonians, but audacious to Eastern people at large. Considerable tracts in the environs were divided in mutuality, and cottages built through them which gave property all its satisfaction with no appearance of its selfishness. The oblique course of the great avenues toward the building lots as surveyed required such ingenuity in the architects that many of the façades are wholly novel, the houses overlapping each other, and decorated in such a way as often to appear fanciful and grotesque. Terraces adapted to the changed grades start up in all parts of Washington, and this again has led to a variety of stairs, balustrades, and vase and fountain ornaments charming to the eye. Meantime public institutions other than national have grown with magical rapidity, and several of these enjoy a certain support from government, in compensation for aid extended or promised to its employés. The public schools are all new and elaborate, and our illustrations give incidental views of two of them. The Summer



VAN NESS MAUSOLEUM, OAK HILL.



School, called for the distinguished Massachusetts Senator, and containing his portrait, ordered by the colored population, has cost \$70,000. The Jefferson School gives desks to 1200 pupils. The Franklin School model took the prize at the Vienna Exposition. What changes are not probable in Washington society when nearly four hundred thousand dollars are now spent per annum on the public schools where formerly poverty and slavery went equally uncultured? There are three universities at Washington, besides the Howard University for negroes, whose buildings and grounds cost \$600,000, and form a prominent feature in the metropolitan landscape. The Roman Catholic college at Georgetown is the oldest in the United States, receives pupils from Mexico, Spanish America, and the West Indies, and has a large library and valuable farm. Attached to this college is the Convent of the Visitation, founded in 1816, and partly endowed by the Abbé Clorivière, its first director, a Breton soldier and priest who fled from France after setting off an infernal machine to kill Napoleon Bonaparte. He is recognized in French history under the name of Limoelan. Washington was the original colony of the Catholic Church in America, Bishop Carroll, a native of the vicinity, having spent thirty years at that point laboring to revive his sect. As a consequence, the Catholics have a fair element of the population and several institutions. The Columbian University has been taken out of denominational hands, and efforts are made to found a national school, with all the collections in geology, books, natural history, ethnology, etc., tributary to it. This idea was recently arraigned by the president of Harvard College, but it has the authority of Washington and a decided hold upon the Congressional mind. A large university of spirited young men working in specialties, and imbued with the fine patriotism of the Polytechnic School at Paris and of West Point, would exercise a salutary influence upon official life, and give the capital city an element at once refining and intellectualizing; for Congress needs a school-master like the rest of us. The special institutions of Washington are numerous, and each has the official fatality of never resigning and seldom dying. The Coast Survey Office is one of the many edifices built for a bureau, by an un-

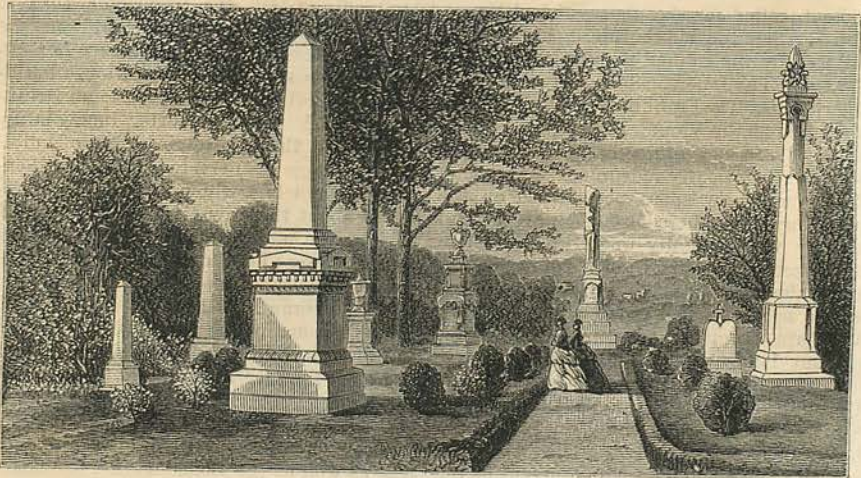
derstanding with the proprietor that it would certainly be rented and maybe bought. Next door to this edifice is General Butler's new castle. The large building to the left is the "Congressional Drinking Saloon." In this quarter, immediately adjacent to the Capitol, is a row of buildings (see page 319) erected in 1872 for Senators and officials, which illustrates our remarks about the new civil architecture of Washington, and which is, besides, to become the great hotel of the place by extension and incorporation with other blocks.

The Corcoran Art Gallery, opened in 1874, has an income of between sixty thousand and one hundred thousand dollars per annum; its founder, an eminent banker, acquired the bulk of his fortune in District of Columbia real estate, and gave the popular cemetery of Oak Hill to his fellow-citizens as well as the Louise Home, the latter being an institution on the English pattern for impoverished gentlewomen. Oak Hill has been called the most perfect miniature cemetery in the world, a sort of Capitoline *Campo Santo*. Here are buried Stanton, Chase, General Reno, and the Van Ness family, which possessed the farm over which a large part of Washington was built. Our illustrations are descriptive of these subjects. There is a university at Washington for the deaf and dumb, founded by Amos Kendall, and endowed by government, which has a fine estate. The Insane Asylum on the heights of the Anacostia has also an ample park and farm. Three government cemeteries close at hand are almost parks, and



CHAPEL, OAK HILL CEMETERY.





MONUMENTS OF STANTON AND RENO.

particular Arlington, the patrimony of the Lees, thrown away for an erroneous tradition of State allegiance. A new jail, based on the most humane principles, has replaced the old whitewashed structure in the heart of the city. A new orphan asylum crowns the parapets of one of the highest forts in the surrounding landscape. The region of the President's House is perfected by the superb *Renaissance* pile of the State, War, and Navy departments. Since the war an Agricultural Building, with a noble conservatory, two new theatres, two new club-houses, and several of the most elegant churches in the country have been erected. The banking capital of the city has been increased by the bodily transfer of certain distant banks to the District, and it is the head-quarters of the Freedmen's Bank, which drains the earnings, or much of the earnings, of the emancipated population of the South.

Thus Washington, sharing in the revival of all the great Northern cities, has clothed itself anew, thrown away its staff, and achieved a transformation bewildering to its old residents, but very grateful to the patriotic sense which had so long felt the stigma of a neglected and forlorn capital apparently without a destiny. The exact degree in which official and legislative life is controlled by the social surroundings of its capital can not be ascertained; but the influence is certainly sufficient to make us wish that Congress may always keep the best company, and be seen in places neat enough to make strangers see that we do not think of every thing but that which concerns both our dignity and our freedom. When localism accepts the fact that the people must love their capital to love their country, it will become unfashionable to sneer at whatever is achieved there. When the boisterous youth of our frontiers and

their towns shall be succeeded by a milder and more equal civilization, they must regret that ever in their competitions they included their common *protégé*, the Benjamin among the brethren, whose little sack might well receive the cup of kindness and excite no jealousy. Among the possibilities of this most premeditated of all our cities is that it may become a very great one. The ultra-commercial life of the American people will some day be relaxed, and the precious intellect of the country will be diverted from mere schemes of Mammon to the vision of quiet enjoyment in a town where fleets of ships, the smoke of mills, the cackle of the counting-house, and the procession of ward politicians do not disturb. There is but one Washington, and it is there in the centre of the camp that refuge is most inviting.

#### THE DIFFERENCE.

THIS is the path, there stands the tree,  
And on the rock the shadows play;  
And here we met, and I shall be  
As blest as on that blessed day.

Now Nature knows—did she not rise  
That day and hearken to our troth,  
Made in the haste of love's surprise,  
And happy secrets tell to both?

Besides the spell of looks and words,  
There were sweet whispers from our tree,  
From bough and brake sang back the birds,  
The grasses owned the mystery.

Sweet-fern and briers along the wall  
Sent message by the steadfast wind;  
Afar we heard the blue sea call—  
All things and we were of one mind.

No blessing comes—he is not here;  
Thus all is changed, nor shall I see  
How Nature makes herself so dear  
Till he returns to her and me!