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From Providence to Boston we follow the 'Old Colony Division' of the N. Y. N. H. & H. R. R. 193 M. *Pawtucket*, a city with 27,633 inhab. and large thread and other mills, was the place where cotton-manufacturing was introduced into the United States by Samuel Slater in 1790. The Slater Mill is still standing. — 201 M. *Attleboro*, in Massachusetts, with manufactories of plate and jewellery; 208 M. *Mansfield*; 218½ M. *Canton Junction*. — 223 M. *Readville* (p. 70), with its well-known trotting-track, is the nearest station for an ascent of *Great Blue Hill* (650 ft.), the highest of the *Milton Hills* (p. 97; fine view), now part of a State Reservation of 4230 acres. At the top is an observatory, well known to the scientific world. — The train approaches Boston (Park Square Station) through (224 M.) *Hyde Park* and the suburbs of *Jamaica Plain* and *Roxbury*.

232 M. *Boston*, see R. 5

d. By Steamboat.

1. STEAMBOAT to *Newport* and *Fall River* in 10-11 hrs. (Pier 19, N. River, foot of Warren St.); RAILWAY thence to *Boston* in 1½ hr. (through-fare \$4; state-room \$1-2)

2. STEAMBOAT to *Stonington* in 8-10 hrs. (Pier 36, N. River) and RAILWAY thence to *Boston* in 2¾-3¼ hrs. (fares as above). Passengers need not leave their state-rooms at *Stonington* till 7 a.m.

3. STEAMBOAT to *New London* ('Norwich Line') in 10-12 hrs. (Pier 40, N. River) and RAILWAY thence to *Boston* in 4-5 hrs. (fares as above).

4. STEAMBOAT to *Providence* in 10-12 hrs. (Pier 36, N. River; in summer only) and RAILWAY thence to *Boston* in 1¼ hr. (fares as above).

The steamers on all these lines are well fitted up and contain good restaurants, etc.; those of the Fall River Line ('Priscilla', 'Puritan', 'Plymouth', 'Pilgrim', and 'Providence') are especially large and luxurious (comp. p. 7). All run at night, leaving New York about 5 or 6 p.m., and all proceed through Long Island Sound, so that one general description suffices. Each line runs directly to its terminus, without intermediate stoppages. Cabin-berths are included in the fares on all night-steamers, but state-rooms are extra. Fares are reduced 25 per cent. in winter. The trains in connection are timed to reach Boston about 6-9 a.m. The hours in the reverse direction are similar.

The steamers of all the lines start in the North River (p. 24) and proceed round the Battery (p. 26), affording fine views of the city and harbour. To the right lie *Ellis*, *Liberty*, and *Governor's Islands* (p. 3). Passing the last, we bend to the N., enter the *East River* (p. 24), and pass under the stupendous **Brooklyn Bridge* (p. 31), which is seen to great advantage from the steamer's deck. Beyond the bridge, to the right, opens *Wallabout Bay*, with the *U. S. Navy Yard* (p. 60). On both sides are wharves crowded with shipping. Farther up we pass between *Blackwell's Island* (p. 55) and *Long Island City* (p. 61), and then thread *Hell Gate* (p. 55), with *Ward's Island* and *Randall's Island* (p. 55) to the left.

We now leave the East River and enter *Long Island Sound*, which extends for a distance of 115 M. between *Long Island* (see p. 61) on the right and the coasts of New York and Connecticut on the left. Its width varies from 3 M. to 30 M. As we enter the

Sound, we pass *Berrian's Island*, the *Brothers*, and *Riker's Island*. To the right is *Flushing Bay*, with the town of *Flushing* (p. 64). The steamer threads a narrow channel, passes *Throgg's Neck* (with Fort Schuyler; to the left), and enters a wider part of the Sound. *Little Neck Bay*, to the right, is famous for its clams. Among the islands which conceal the mainland-coast here are *City Island*, *Hart's Island* (with the paupers' cemetery of New York), and *Hunter's Island*. *Glen Island*, near *New Rochelle* (p. 64), is a favourite picnic-resort (see p. 22). On *Sand's Point*, to the right, is a lighthouse (revolving white light). Among the chief points on the mainland farther on are *Greenwich* (p. 65), *Norwalk* (p. 65), *Bridgeport* (p. 65), *New Haven* (p. 65), and *Saybrook* (p. 71), at the mouth of the Connecticut River. The lights passed are *Captain's Island* (fixed white), *Stratford Lightship* (flash white), *Falkner's Island* (revolving white), and *Cornfield Lightship* (fixed red), to the left; and *Eaton's Neck* (fixed white), *Plum Island* (revolving white), and *Little Gull Island* (fixed white), to the right. We are here about 7 hrs. out from New York. The NORWICH STEAMER now heads for shore, enters the Thames, and stops at *New London* (p. 71), where passengers disembark and proceed by train to Boston (see below).

FROM NEW LONDON TO BOSTON, 103 M., railway in 4-5 hrs. The train follows the bank of the *Thames* (view to the right). 8 M. *Massapeag*.

13 M. *Norwich* (*Wauregan Ho.*, \$2-2½; *Buckingham*, \$2), an attractive manufacturing city with 16,156 inhab., pleasantly situated between the *Yantic* and *Shetucket*, which here unite to form the Thames. Among its chief buildings are the *Court House*, the *Free Academy*, and *St. Patrick's Cathedral*. The *Slater Memorial* contains a fine collection of drawings and photographs of masterpieces of art, casts, a library, etc. The old *Indian Cemetery*, in *Sachem St.*, has been the burial-ground of the Mohicans or Mohégans from time immemorial, and contains an obelisk to their famous chief *Uncas* (d. 1683). On *Sachem's Plain*, near *Greenville* (1¾-2 M. from Norwich), another monument marks the spot where *Uncas* captured and executed *Miantonomoh*, *Sachem* of the *Narragansetts* (1643). About 5 M. to the S. of Norwich is *Mohegan*, with a handful of half-breeds who represent the 'last of the Mohicans'. Steamers run from Norwich to New York (twice weekly), *Watch Hill* (p. 72), *Block Island* (p. 71), *Fisher's Island* (p. 72), and other points.

At Norwich our line diverges to the right from the Central Vermont R. E., which runs to *Brattleboro*, etc. (comp. p. 71). 14½ M. *Greenville* (see above). At (29 M.) *Plainfield* we intersect the Providence division of the N. E. R. E. About 4 M. to the W. of (35 M.) *Danielson* is *Brooklyn*, the home of General *Israel Putnam* (see p. 103). At (47 M.) *Putnam* (p. 70) we join the main line of the N. E. R. E. Hence to (103 M.) *Boston*, see R. 4b.

The STONINGTON STEAMER passes the mouth of the Thames, runs inside *Fisher's Island* (p. 72), and reaches its landing-place at *Stonington* (see p. 72), while the FALL RIVER and PROVIDENCE STEAMERS keep on their course outside of *Fisher's Island*.

From *Stonington* to *Boston* (94 M., in 2¾-3¾ hrs.), see R. 4c.

We now pass out of Long Island Sound, *Montauk Point* (p. 64) lying nearly due S. To the left, beyond *Fisher's Island*, is *Watch Hill* (p. 72; fixed white light), while *Block Island* (p. 71; light) lies off to the right as we begin to bend towards the N. The revolving white light of *Point Judith*, 5 M. to the S. of *Narragansett Pier* (p. 72), next shows ahead, to the left; and in rounding this head-

land, if anywhere, we may experience a little rough weather. Passing *Narragansett Pier* (p. 72; left), we keep to the right of the *Beaver Tail Light* (fixed white), on *Conanicut Island* (p. 80), steer between *Goat Island* (with *Fort Wolcott*; left) and the mainland (*Fort Adams*; right), and enter Newport harbour.

Newport. — **Hotels.** OCEAN HOUSE, burned down in 1898; NEW CLIFFS HOTEL, with view of the sea, from \$4½; AQUIDNECK HOUSE, Pelham St., \$2½-3½. Few of the hotels of Newport compare favourably with those of other large watering-places, as the fashionable visitors reside almost entirely in the so-called 'Cottages' or in BOARDING HOUSES, such as the *Muenchinger King Cottage* (fashionable and expensive; from \$5 a day), the *Club Cottage*, *Robbinson's*, and *Kinsley's*.

Electric Tramways run from Commercial Wharf and Broadway to Easton's Beach (5 c.), passing near Washington Sq.; also to Morton Park and 'One Mile Corner', connecting with line to Stone Bridge and Fall River. *Public Brakes* or '*Barges*' run from Washington Sq. (also from rail. stat. and wharves) along Bellevue Ave. to *Bailey's Beach* (10 c.); also from Bailey's Beach round the *Ocean Drive* (50 c. each). — *Hack* (bargaining advisable) about \$1 per hr.; round the *Ocean Drive* (1-4 pers.) \$3-5; from the wharf or station to the hotels 50 c. (1-2 pers.). *Hotel Omnibus* 50 c.

Bathing. The use of bathing-cabin and costume at *First* or *Easton's Beach* costs 25 c. Full costume obligatory. The popular hour is 11-12.

Boats may be hired at *Kinsley's*, *Long*, and *Spring Wharves*. Newport is a favourite port for *Yachts* and *Yacht Racing*.

Steamboats ply frequently to *Block Island*, *Conanicut Island*, *Narragansett Pier*, *Providence*, *Wickford*, etc., starting from the Commercial Wharf. The *New York* steamer starts at the Old Colony Wharf.

Railway Station (for Boston, etc.), West Marlborough St., below Washington Sq. Another route to Boston (and also to New York) is by steamer to *Wickford* and thence by rail viâ *Wickford Junction* and the *Shore Line* (comp. p. 72).

Casino, Bellevue Ave. Concerts 11 a.m. to 1.30 p.m. (50 c.), and on Sun. 8-10 p.m. (25 c.); music and dancing on Mon. & Frid., 9.30 p.m. to 11.30 p.m. (\$1); adm. at other times 25 c. — The *Harbour Fête*, generally held in Aug., is attended by a brilliant illumination of the town, waterfront, and shipping.

Principal Attractions. Those who have but one day to spend at Newport should make their way to the *First Beach* (p. 78), viâ *Touro Park* and the *Old Mill* (p. 77); walk hence by the *Cliff Walk* (p. 78) to *Bailey's Beach* (p. 79); and then take the *Ocean* or *Ten Mile Drive* (p. 79). Other interesting points are *Purgatory* (p. 78), the *Hanging Rocks* (p. 78), and *Second Beach* (p. 78).

Newport, the undisputed 'Queen of American Seaside Resorts', occupies a low plateau near the S.W. extremity of *Rhode Island* (see p. 80), rising from a fine harbour which opens on the E. side of *Narragansett Bay*. It is one of the two capitals of the State of Rhode Island (comp. p. 72) and contains (1890) 19,457 inhabitants. This population is, however, very largely increased in summer (June-Sept.), when visitors flock to the town from all parts of the United States, taking up their abode for the most part in the luxurious country-houses and private villas known here as 'cottages'. The older part of the town adjoins the harbour, but the new and fashionable quarters lie higher up and farther back, extending across to the ocean side of the narrow island.

The chief reason of *Newport's* popularity is said to be its balmy and equable climate, but the natural beauty of its cliffs and surroundings

would alone justify its reputation. The fashionable people of the whole N.E. part of the United States spend the early months of summer here as regularly as they pass the later amid the Berkshire Hills (p. 150).

Newport was settled in 1639 by William Coddington and other dissenters from the Puritan church of Massachusetts, and a century later had about 5000 inhabitants. In 1770 Newport was surpassed by Boston only in the extent of its trade, which was considerably greater than that of New York. About this time a visitor to New York wrote back to the 'Newport Mercury' that at its present rate of progress New York would soon be as large as Newport. It suffered greatly during the Revolution, however, and never recovered its commercial importance, so that in 1870 its population was no larger than in 1770. During part of the Revolutionary struggle Newport was occupied by the French allies of the Americans, who were so favourably impressed with Rhode Island, that they sought to have it ceded to France. *Wm. Ellery Channing* (1780-1842) was a native of Newport, and *Bishop Berkeley* (1684-1753) lived here from 1729 to 1731 (see p. 78).

The central point of Old Newport is WASHINGTON SQUARE or the PARADE, within a few minutes' walk of the railway-station and steamboat-wharf. Here are the *State House* (1738-43; with portrait of Washington, by Stuart), the *City Hall*, a *Statue of Commodore O. H. Perry* (1785-1819), the hero of Lake Erie (p. 294), the *Perry Mansion*, and the *Roman Catholic Church* (with an Ionic portico).

Following Touro St. to the E., we pass (left) the *Synagogue* (1762; said to be the oldest in the United States), the *Newport Historical Society* (10-4; interesting relics), and (5 min.) the picturesque *Hebrew Cemetery*. Touro St. ends here and BELLEVUE AVENUE, the fashionable promenade, begins, running to the S. (right). To the right is the *Newport Reading Room*. A little farther on, to the left, is the *Redwood Library* (1748), a Doric building, containing 40,000 vols. and some sculptures and paintings (open 12-2). The fine *Fern-leaf Beech*, at the corner of Bellevue Ave. and Redwood St., should be noticed. Nearly opposite this is *Touro Park*, given to the town by Judah Touro (1775-1854), one of the numerous wealthy Hebrews who at one time lived in Newport. In this park stands one of the most interesting relics of Newport, the **Round Tower or Old Stone Mill*, the origin of which is still somewhat of a mystery, though the inferential evidence is pretty strong that it was built by Gov. Arnold in the 17th cent. and not by the Norsemen in the 11th. Arnold certainly describes it in his will as 'my stone-built wind-mill', and there is no doubt that it was used in this capacity, though Longfellow treats it more respectfully in his 'Skeleton in Armor'. The park also contains statues of *M. C. Perry* (1794-1858) and *W. E. Channing* (see above; erected in 1893); and on its S. side stands the *Channing Memorial Church*.

A few hundred paces farther on, *Bath Road* (electric tramway) leads to the left from Bellevue Ave. to the (10 min.) First Beach.

Bellevue Avenue soon passes the *Casino* (left), a long, low, many-gabled building, containing a club (introduction necessary), a theatre, etc. (concerts, see p. 76). The Lawn Tennis Championship of America is decided in the courts attached to the Casino (Aug.). A little farther on, on the same side, stood the *Ocean House* (p. 76). The avenue then passes between a series of magnificent villas (see *New York Book Co.'s Plan of Newport*, 25 c.), among which the white marble house and wall, built by

Mr. W. K. Vanderbilt but now owned by *Mrs. O. H. P. Belmont*, are conspicuous to the left (about 1 M. farther on). The avenue then turns sharply to the right and ends at *Bailey's Beach* (p. 79).

First or Easton's Beach, a strip of smooth hard sand, $\frac{3}{4}$ M. long, affords some of the best and safest surf-bathing on the Atlantic coast. Besides the bathing-houses (see p. 76) there is a handsome pavilion, 'containing a restaurant and hot and cold baths. Behind the beach lies *Easton's Pond*, and at its farther (E.) end is a group of cottages. *Easton's Point*, forming the E. barrier of the beach, affords an excellent view of Newport.

From the E. end of the beach a road leads round *Easton's Point* to ($\frac{3}{4}$ -1 M.) *Purgatory*, a curious fissure in the conglomerate rocks, 150 ft. long, 7-14 ft. wide, and 50 ft. deep, resembling the so-called *Chasms*, near *Manorbier* in S. Wales (see *Baedeker's Great Britain*). Numerous legends attach to it, one relating how a youth leaped it at the challenge of his lady-love and then renounced her in the spirit of the hero of 'The Glove' by Schiller: 'Not love it is, but vanity, sets love a task like that'. Just beyond *Purgatory* is *Sachuest* or *Second Beach*, where the surf is much heavier than at *Easton's Beach*. To the N. of *Sachuest Beach* is *Paradise Valley*, with the picturesque *Paradise Rocks*, ending in the *Hanging Rocks*, below which *Bishop* (then *Dean*) *Berkeley* was wont to sit. Here, it is said, he composed his '*Alciphron*, or the *Minute Philosopher*', and also the lyric containing the much-quoted verse: —

'Westward the course of empire takes its way,
'The first four acts already past,
'A fifth shall end the drama with the day,
'Time's noblest offspring is the last.'

Bishop Berkeley's residence (*Whitehall*), in *Berkeley Ave.*, to the N. of *Paradise Road*, is not far off. Money is now being raised to preserve it. Those who have come thus far by carriage (the road passes near the beaches) may continue along *Indian Avenue* to *Boothden*, once the residence of *Edwin Booth*.

At the W. end of *Easton's Beach* begins the famous ***Cliff Walk**, which runs along the winding brow of the cliffs for about 3 M., with the ocean on one side and the smooth lawns of the handsomest 'cottages' in the town on the other (fine views). No fences intervene between the walk and the cottage-grounds. Passing two groups of smaller cottages, clustered round a central hotel (*New Cliffs Hotel*), we pass a vacant lot and reach the finely kept enclosure of *Mrs. Gammell's Heirs*, containing four villas. At the end of it are the '*Forty Steps*', descending to the rocks, with an outlook platform commanding a fine ***View** (to the E., *Easton's Point*, *Sachuest Point*, and *West Island* in the distance; below, to the right, *Ellison's Rocks*). Crossing *Narragansett Avenue*, which leads from this point to *Bellevue Ave.* (p. 77), we enter the *Robert Goelet Place*, which contains one pretty villa and one somewhat pretentious mansion. A little farther on we pass the ***Twombly-Lorillard-Wolfe Cottage**, a long many-gabled red building, in which the low rambling style of architecture developed in the Newport cottage is seen to great advantage. The next house is that of *Mr. Cornelius Vanderbilt*, an imposing structure rebuilt in 1895, with its rustic summer-house on *Ochre Point*, where we turn to the right (W.). Farther on we cross *Marine Avenue*, and enter the grounds of *Mr. Perry Belmont*, ad-

joining which lay the enclosed rose-garden of the late *George Bancroft* (1800-1891), the historian. Beyond the red villa of *Mr. J. J. Astor* we pass the white marble palace built by *Mr. William K. Vanderbilt* (see pp. 77, 78), a magnificent dwelling, but hardly in keeping with the *genius loci*. Passing *Sheep Point*, the path descends to a lower level. Opposite the picturesque stone house of *Mr. F. W. Vanderbilt* we cross a small rocky bridge. To the left is *Rough Point*. We then cross the *Ledge Road*, leading from *Bellevue Ave.* to the *Land's End*, off which lies *Coggeshall's Ledge*. Crossing the hill, we finally reach **Bailey's Beach**, a small bay with a long row of bathing-houses, which has of late years become the most fashionable bathing-resort of the Newport cottagers.

From *Bailey's Beach* we either return to town by one of the 'barges' running along *Bellevue Ave.* (p. 76), or we may begin the beautiful ***Ocean Drive**, which skirts the coast of the peninsula to the S. of the town for about 10 M., commanding magnificent views (2-2½ hrs.; comp. p. 76). *Ocean Avenue*, forming the first part of the drive, begins at *Bellevue Ave.* and runs to the W. past *Bailey's Beach*. To the left, at the W. arm of the beach, is the *Spouting Rock*, where the water, after a storm, rushes through an opening in the rock and is forced to a height of 40-50 ft. At *Lily Pond* we turn to the left (S.). Looking over the bay to the left, we see *Gooseberry Island*, with the house of the *Newport Fishing Club*. We now cross a bridge over a small inlet and see to the left, on *Price's Neck*, the *United States Life-Saving Station*. At *Brenton's Point* (*View) the road turns to the right and runs towards the N., soon passing *Castle Hill*, the residence of *Alex. Agassiz*. We then turn again to the right, with the ocean behind us, and soon turn to the left into *Harrison Avenue* or the *Fort Road*. To the right lie the *Golf Links* and *Club House*. On the point to the left, projecting into *Narragansett Bay*, stands *Fort Adams* (see below), and ahead of us lies *Newport Harbour*. On a rocky islet to the left, a little farther on, is the *Lime Rock Lighthouse*, in charge of *Ida Lewis*, the 'Grace Darling' of America. Turning again towards the bay, we follow the road skirting the harbour, and regain the *Parade* (p. 77) through *Thames Street*, the chief business-street of the old town.

The so-called 'Neck', embracing the district between the *Ocean Drive* and the harbour, has been laid out in numerous winding drives. — Among other points of interest in or near *Newport* may be mentioned *Trinity Church*, in *Church St.*, dating from 1725 and often preached in by *Bp. Berkeley* (with old square pews, etc.); the *First Baptist Church*, in *Spring St.* (1644); *Vernon House* (tablet), cor. *Clarke St.* and *Mary St.*, headquarters of *Count Rochambeau*, the French commandant in 1780; the *Sayer* or *Banister House* (tablet), the headquarters of *Gen. Prescott*, the commander of the British army of occupation in 1777; the *U. S. Naval Training Station* and *War College*, on *Coaster Harbor Island* (3 p.m. till sunset); *Cloyne House*, a boys' school on the mainland, opposite *Coaster Harbor Island*, with many rare trees in its grounds; the new *Naval Hospital*, opened in 1897; *Fort Adams* (fine view), near *Brenton's Cove*, 3 M. from the town by road, but easily reached by boat across the harbour, with room for a garrison of 3000 men (guard-mount and dress-parade at 9 a.m. daily, ex-

cept Sun.; battalion drill, Wed. 4-5; band-practice, Mon., Wed., & Frid, at 3 p.m.); *Fort Wolcott*, with the *U. S. Torpedo Station*, on Goat Island (no admission); *Morton Park*, at the S. end of Thames St.; and *Miantonomoh Hill* (view), on the N. side of the city ($1\frac{1}{2}$ M.; at the end of Malbone Road). — The steamer to *Wickford* (see p. 72; 12 M., in 1 hr.) passes between *Conanicut Island* to the left and the islands of *Prudence*, *Hope*, and *Despair* to the right. *Jamestown* (Gardiner Ho.; Thorndike; Bay View Ho., \$2½), on Conanicut, is a growing summer-resort; the headland nearest Newport, known as the *Dumplings*, is crowned with a ruined fort. From *Wickford* to *Boston* ($2\frac{3}{4}$ -3 hrs.) and to *New York* (5-8 hrs.), see p. 72. *Fall River* (see below) is 18 M. from Newport by railway.

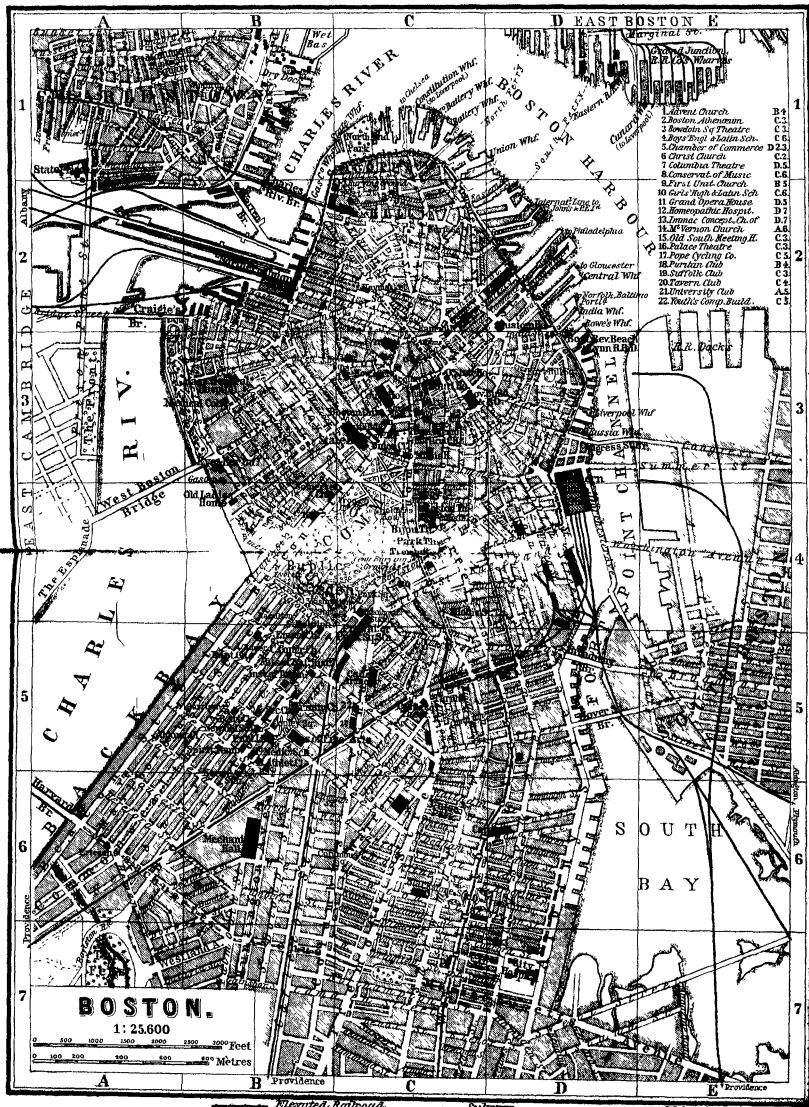
Rhode Island, the Indian *Aquidneck* ('Isle of Peace'), which was bought from the Indians in 1639, is about 15 M. long and 3-4 M. wide, with a population of 22,560. Its present name, which is supposed to have been given to it from a fancied resemblance to the Isle of Rhodes, has been extended to the whole state (its full official title, however, being *Rhode Island and Providence Plantations*), far the larger portion of which is on the mainland. It is fertile and well farmed, and much of its surface is picturesque. The island is connected with the mainland by a railway bridge and an ordinary road-bridge.

Leaving Newport, the FALL RIVER STEAMER steers between *Prudence Island* (see above) and Rhode Island, and enters *Mt. Hope Bay*, opening off the N.E. corner of Narragansett Bay. On the peninsula to the left lies *Bristol*, connected by rail with Providence (comp. p. 73). In 1 hr. we reach *Fall River* (*Mellen Ho.*, \$2½-5; *Wilbur Ho.*, \$2), which lies to the right. The river to which it owes its name rises a little to the E. and falls about 140 ft. in ½ M., affording admirable water-power to the mills which make the town one of the chief cotton-manufacturing places in New England. Total value of industrial products in 1890, \$31,335,000 (four-fifths cotton goods). Pop. (1890) 74,398. Passengers for Boston here disembark and finish their journey by railway.

FROM FALL RIVER TO BOSTON, 51 M., railway in $1\frac{1}{2}$ - $1\frac{3}{4}$ hr. — The train skirts the E. side of Mt. Hope Bay and then crosses it to (6 M.) *Somerset* 13 M. *Taunton* (City Hotel, \$2½-3), an industrial town with 25,448 inhab., is the junction of several local lines. 32 M. *Stoughton Junction*; 40 M. *South Braintree*, junction of a line to Plymouth (see p. 97). At *Brookdale Farm*, near (41 M.) *Braintree*, is the establishment of the *New England Kennel Club*, with many fine dogs. — 43 M. *Quincy*, a thriving suburban city (16,723 inhab.), famous as the home of the Adams and Quincy families. The first railroad in the United States was constructed in 1826 to carry granite from the large quarries of Quincy to (4 M.) the nearest tide-water. — Beyond (45½ M.) *Atlantic* the train crosses the *Neponset River* and various arms of Boston Harbour, traverses *Dorchester* and *South Boston*, crosses the *Fort Point Channel*, and enters the Southern Union Station at (51 M.) *Boston* (p. 81). — Trains also run from Fall River to (54 M.) Boston viâ (20 M.) *Middleboro* and (27 M.) *Bridgewater* (p. 100), connecting with the above-mentioned line at *South Braintree*. — The express-trains running in connection with the steamers diverge from the above line at Taunton and run to Boston (Park Sq. Station; p. 81) viâ *Mansfield* (p. 74).

FROM FALL RIVER TO NEW BEDFORD (p. 100), 14 M., railway in 35 min.

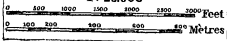
The PROVIDENCE STEAMER, on entering Narragansett Bay, steers to the left of *Beaver Tail Light* and *Conanicut Island* (see above), rounds *Warwick Neck*, and proceeds through the beautiful *Narragansett Bay* to *Providence* (p. 72). From Providence to Boston by railway (46 M., in $1\frac{1}{4}$ hr.), see p. 74.



1. Liberty Church
2. Boston Museum
3. Bowdoin St Theatre
4. Boys' High School
5. Chamber of Commerce
6. Christ Church
7. Columbus Theatre
8. Conservatory of Music
9. First Unit. Church
10. Girls' High School
11. Grand Opera House
12. Homeopathic Hospital
13. James Concert Hall
14. M. Vernon Church
15. Old South Meeting H.
16. Public Theatre
17. Pope Cycling Co.
18. Puritan Club
19. Suffolk Club
20. Tavern Club
21. University Club
22. World's Comp. Bldg.

BOSTON.

1:25,600



— Elevated Railroad, - - - - - Subway.

