

Werk

Titel: The United States with an excursion into Mexico

Verlag: Baedeker [u.a.]

Ort: Leipzig [u.a.]

Jahr: 1899

Kollektion: Itineraria

Werk Id: PPN242370497

PURL: <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG_0054

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10. From Portland to Mount Desert. Moosehead Lake.

a. Via Bangor.

190 M. MAINE CENTRAL RAILROAD to (180 M.) *Bar Harbor Ferry* in $5\frac{1}{2}$ - $7\frac{3}{4}$ hrs.; steam-ferry thence to (10 M.) *Bar Harbor* in $\frac{3}{4}$ hr (through-fare \$5; parlor-car \$1.25, sleeper \$2). From Boston to *Bar Harbor* by this route in $9\frac{1}{2}$ 12 hrs. (fare \$6 $\frac{1}{2}$, parlor-car \$1.50, sleeper \$2).

Portland, see p. 107. The line runs to the N., affording a good retrospect of the city, and soon crosses the *Presumpscot*. 11 M. *Cumberland Junction* (p. 118). We cross the Grand Trunk Railway at (15 M.) *Yarmouth Junction* (comp. p. 124). — 30 M. **Brunswick** (*Tontine*, \$2-2 $\frac{1}{2}$; *Rail. Restaurant*), a flourishing town of 6012 inhab., lies at the head of the tidal waters of the *Androscoggin*, which forms three small falls here. It is the seat of *Bowdoin College* (near the station), one of the leading institutions of learning in New England (3-400 students). The *Walker Art Building*, belonging to the college, is adorned with frescoes by Elihu Vedder, Abbott Thayer, Kenyon Cox, and John Lafarge, and contains about 150 paintings, including some good portraits and works attributed to Hogarth, Brouwer, Berghem, [Hondekoeter, Van Dyck (*Portrait), Rubens, and Teniers. 'Uncle Tom's Cabin' was written at Brunswick, while Mrs. Stowe's husband was a professor at Bowdoin (pron. 'Bowden') College (1851-52). Longfellow was also a professor at Bowdoin College in 1829-35; and Hawthorne, Longfellow, Governor Andrew (p. 97), and Chief Justice Fuller are among its alumni.

Brunswick is the junction of the line to *Bath* and (56 M.) *Rockland* (see R. 10 b). Lines also run hence to (20 M.) *Lewiston* (p. 118) and *Leeds Junction* (p. 118).

Beyond Brunswick we cross the *Androscoggin* and run to the N. along the *Kennebec* (to the right). 48 M. *Iceboro*, with the largest ice-houses in the world (on the river; 1,000,000 tons of ice are shipped from the *Kennebec* yearly to all parts of the world); 56 M. *Gardiner*, a city with 5491 inhab., engaged in wood-sawing in summer and ice-cutting in winter.

63 M. **Augusta** (*Augusta Ho.*, *Cony Ho.*, \$2), the capital of Maine, with 10,527 inhab., lies on both sides of the *Kennebec*, about $\frac{1}{2}$ M. below the huge *Kennebec Dam*, which affords ample water-power for its factories. The principal buildings are the *Post Office*, the *Lithgow Library*, the *City Hall*, and the solid granite **State House*, the dome of which commands a beautiful **View*. On the E. side of the river are the huge *State Insane Asylum* and the *Kennebec Arsenal*. Augusta was the home of *Mr. J. G. Blaine* (d. 1893). There is a *Soldiers' Monument*. In 1898 a memorial tablet was placed on the historic *Fort Western* (1754). Steamers ply from Augusta to Gardiner (see above), connecting with large boats for Portland, Boston, etc.

In leaving Augusta we cross the *Kennebec*, which now runs to our left. Beyond (80 M.) *Winslow* we cross it again, near its confluence with the *Sebastcook*. — 82 M. *Waterville* (*Elmwood Ho.*,

\$2-2½; Rail. Restaurant), with 7107 inhab., large cotton-mills, and a Baptist college (Colby College; 220 students), is the junction of the Lewiston division of the Maine Central R. R. (see p. 118) and of a branch-line to (18 M.) *Skowhegan* (5068 inhab.). Gen. Ben Butler (1818-93) was a student of Colby College. The trotter 'Nelson', which long held the record for stallions (2.10¾), was reared on a farm adjoining Waterville. On the Kennebec near Waterville are the *Taconic Falls*. — The train now crosses and leaves the Kennebec, and passes over the watershed between that river and the Penobscot. From (96 M.) *Burnham* a branch-line runs to (34 M.) *Belfast* (5294 inhab.), on Penobscot Bay; and from (103 M.) *Pittsfield* another runs to (8 M.) *Hartland*. To the right flows the *Sebasticook*. 110 M. *Newport* is the junction of a line running N. to *Dexter*, *Dover*, and (66 M.) *Moosehead Lake* (see below).

137 M. *Bangor* (*Bangor Ho*, \$2-2½; *Penobscot Exchange*, *Bangor Exchange*, *Windsor*, \$2; Rail. Restaurant), the third city in Maine, with 19,103 inhab., is commandingly situated on the *Penobscot*, at the head of navigation and 60 M. from the ocean. Its chief industry is the sawing and shipment of timber, about five million ft. of lumber being annually floated down to it from the vast forests of Northern Maine. Among its chief buildings are the *Custom House*, the *Theological Seminary*, and *Norumbega Hill*.

FROM BANGOR TO ST. JOHN (in New Brunswick), 205 M., railway in 6¾-7¼ hrs. (from Boston to St. John, 450 M., in 15 hrs). This line is a continuation of that described above from Portland to Bangor, and passes through a district of great importance to the sportsman. The following are the chief stations — 13 M. *Oldtown*, the junction of the line to *Moosehead Lake* (see below). The second railway in the United States, opened in 1836, ran from *Oldtown* to *Bangor*. — 59 M. *Mattawamkeag*, the junction of a line to *Greenville* (*Moosehead Lake*) and thence to *Lake Megantic* and *Sherbrooke* (p. 111). — Beyond (115 M.) *Vanceboro* (Rail. Restaurant) the train crosses the *St. Croix*, enters *New Brunswick* (Canada), and passes on to the Canadian Pacific Railway. 121 M. *McAdam Junction*, for the line to (43 M.) *St. Andrews* (*Algonquin Hotel*, \$3-5). — 161 M. *Fredericton Junction*, for (22 M.) *Fredericton* (*Queen's*, *Barker*, \$2-2½; pop. 6502), the capital of New Brunswick, whence we may descend the *St. John River* (fine scenery) by steamer to (84 M.) *St. John* (see *Baedeker's Canada*). — 205 M. *St. John* (*Dufferin*, *Royal*, \$2½-4; *Victoria*, \$2-3; *New Victoria*, \$2-2½; *Aberdeen*), the commercial metropolis of New Brunswick (pop. 39,179) and sixth city of the Dominion of Canada, finely situated at the mouth of the *St. John River*. For details, see *Baedeker's Canada*.

FROM BANGOR TO GREENVILLE (*Moosehead Lake*), 89 M., *Bangor & Aroostok Railroad* in 4 hrs. (fare \$2.90). This line diverges to the left from the Maine Central R. R. at (13 M.) *Oldtown* (see above) and traverses a sparsely peopled district, with some picturesque scenery. — At (40 M.) *Milo Junction* the railway forks (branch to *Ashland*, see p. 111). — 53 M. *Dover* is the junction of the line from *Newport* and *Dexter* (see above). — 89 M. *Greenville* (*Moosehead Inn*, *Evoeth Ho.*, \$2-2½; *Lake Ho.*, \$2), at the S. end of *Moosehead Lake*. [Another railway-route from *Bangor* to *Greenville* runs viâ *Newport* and joins the above route at *Dover*.]

Moosehead Lake, the largest in Maine, with 400 miles of shore-line (35 M. long, 1-15 M. wide), lies about 1000 ft. above the sea and is drained by the *Kennebec River*. Its waters abound in trout and other fish, and the forests surrounding it are well stocked with moose, caribou, deer, and ruffed grouse. Black flies and mosquitoes are very troublesome

here in June and July. About 25 steamers ply on the lake. — From Greenville a small steamer, connecting with the regular trains, plies in summer to (17 M.) *Mt. Kineo* (1760 ft.; *View), which projects into the lake on the E. side, so as to narrow it down to a channel 1 M. across. The **Mt. Kineo Hotel* (\$2½-4; 500 beds) is a favourite resort of anglers and their families. The steamer goes on from *Mt. Kineo* to (18 M.) the N. end of the lake, whence a portage of 2 M. leads to the upper waters of the *Penobscot River*. Other steamers make the round trip every week-day. Enterprising travellers may descend the *Penobscot* and the lakes along it in birch-bark canoes (with guides) to *Mattawamkeag* (p. 110; 6-8 days). A good view is obtained to the E. of *Mt. Katahdin* or *Katahdin* (5200 ft.), which is also visible from *Moosehead Lake* (to the N.E.) in clear weather. Greenville is also a station on the Canadian Pacific Railway from St. John, via *Mattawamkeag* (comp. p. 110), to *Lake Megantic* (84 M. from Greenville; frequented by sportsmen) and *Sherbrooke* (151 M. from Greenville; see p. 110). This line traverses an excellent sporting district (comp. *Baedeker's Canada*).

FROM BANGOR TO ASHLAND (166 M.) AND LIMESTONE (204 M.), *Bangor & Aroostook Railroad* in 6½-8 hrs. (fares, \$6.40, \$7.25; parlor-car to Caribou \$1). This railway, completed in 1896, opens up the hitherto little accessible 'Aroostook Region', which is full of opportunities for the sportsman and angler. The arrangements for guides, camps, and inns are similar to those in the *Moosehead* district. Full information may be obtained from the General Passenger Agent of the railway, at Bangor. — From Bangor to (40 M.) *Milo Junction*, see p. 110. At (46 M.) *Brownville Junction*, where a short branch-line diverges to (9 M.) the *Katahdin Iron Works* (Silver Lake Ho.), we cross the Canadian Pacific Railway (comp. *Baedeker's Canada*). We then traverse the districts of *Schoodic* and *Sebois Lakes*, on which are numerous camps and sporting stations. 73 M. *Norcross* (Norcross Ho., \$2), for *Twin Lakes*; 80 M. *Millinocket*, for *Millinocket Lake*. — 90 M. *Stacyville* (East Branch Ho., \$1) and (103 M.) *Sherman* (Aroostook Ho., \$1) are the nearest rail. stations to *Mt. Katahdin* (see above), which rises about 19 M. to the W. — From (104 M.) *Patten Junction* a short line runs to (6 M.) *Patten* (Patten Ho., \$2), a sporting centre. — At (124 M.) *Ashland Junction* the line forks. The right branch runs to the E. to (140 M.) *Houlton* (Snell Ho., Exchange, \$2), where it connects with the C. P. R. (comp. *Baedeker's Canada*), and thence to the N. to (180 M.) *Fort Fairfield Junction* (for a line to *Aroostook*, see *Baedeker's Canada*), *Caribou* (200 M.; Vaughan, Burleigh, \$2), and (216 M.) *Limestone* (*Bangor & Aroostook Ho.*, \$1½). From *Caribou* the line is to be prolonged to (24 M.) *Van Buren*. — The left branch runs to the N. from *Ashland Junction* (see above) to (166 M.) *Ashland* (Ashland Ho., Exchange, \$1½).

The Bar Harbor branch crosses the *Penobscot* and runs from Bangor toward the S.E. The chief station is (167 M.) *Ellsworth*, a ship-building place with 4804 inhab., at the head of navigation of *Union River*. We pass *Green Lake* (well stocked with landlocked salmon and trout) on the left and another small lake on the right. At (173 M.) *Franklin Road* we have our first view of *Mt. Desert* (right). 180 M. *Mt. Desert* or *Bar Harbor Ferry* (Bluffs Hotel, \$2½; Rail. Restaurant). The train runs alongside the steamer, which crosses **Frenchman Bay* to (190 M.) *Bar Harbor* (p. 114), sometimes calling first at (185 M.) *Sorrento* (*Sorrento Hotel*, \$3-5, with good café-restaurant), a pleasant resort on the mainland.

b. Viâ Rockland.

156 M. MAINE CENTRAL RAILROAD to (86 M.) *Rockland* in 3¾ hrs.; STEAMER from *Rockland* to (70 M.) *Bar Harbor* in 6-7 hrs. (through-fare \$3½).

As far as (30 M.) *Brunswick* this route coincides with that above described. Here we diverge to the right and soon reach (38 M.)

Bath (Shannon, Phoenix, \$2), a small ship-building town with 8723 inhab., on the Kennebec, 12 M. from the sea.

Small steamers ply from Bath down the Kennebec to *Popham Beach* (Rockledge, \$3-4; Riverside, \$2), *Boothbay* (Boothbay Ho., \$2), *Squirrel Island* (Squirrel Inn, \$2½), and other points in the charming archipelago at the mouth of the river. A little to the E. of the estuary of the Kennebec is the historic peninsula of *Pemaquid*, off which the American brig 'Enterprise' captured the British brig 'Boxer' after a hard contest (Sept. 4th, 1814). Both commanders were killed (see p. 108).

Through-carriages for Rockland are carried across the river to (39 M.) *Woolwich*. 56 M. *Newcastle & Damariscotta*. To the left lies *Damariscotta Lake*. — 86 M. **Rockland** (*Thorndike Hotel*, \$2½; **Bay Point*), at the breakwater, \$3½-4), a ship-building and lime-burning city, with 8174 inhab., is situated on *Owl's Head Bay*, an inlet of *Penobscot Bay*. Steamers ply hence to Boston, Portland, Bangor. Mt. Desert, and several of the islands in Penobscot Bay. We here leave the railway and embark on the Mt. Desert steamer.

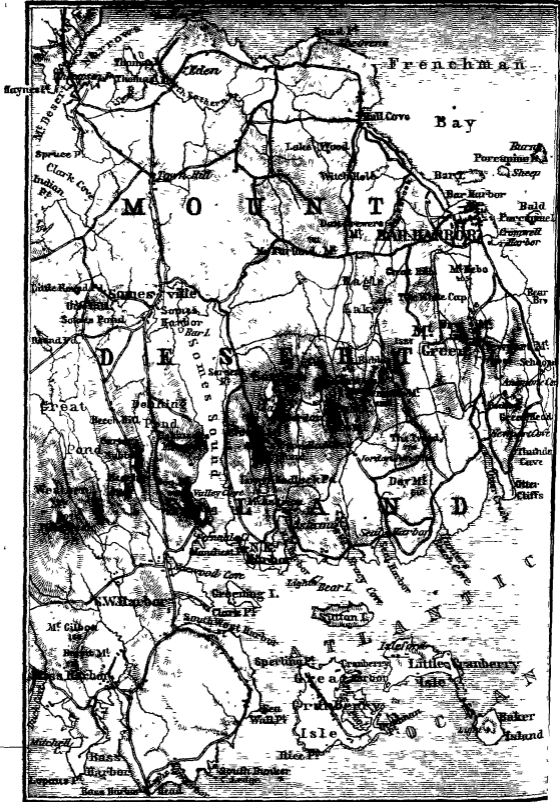
About 8 M. to the N. (reached by electric tramway or steamer) lies *Camden* (*Bay View*, \$2-2½; *Mountain View*, \$2), a favourite seashore-resort, backed by fine hills (Mt. Meganticook, etc.) rising to a height of 1300-1450 ft.

Two steamers, following somewhat different routes, ply at present from Rockland to Bar Harbor.

That of the *Boston & Bangor Steamship Co.* leaves Rockland in the morning, on the arrival of the steamer from Boston to Bangor, and steers to the E., between the islands of *North Haven* on the left and *Vinal Haven* and *Calderwood's Neck* on the right, passing through the so-called *Fox Island Thoroughfare*. It then crosses *Isle-au-Haut Bay*, with the *Isle au Haut* (so named from its height) lying at some distance to the right. We next enter the *Deer Island Thoroughfare*, threading our way amid the archipelago of small islands to the S. of Deer Isle and touching at *Stonington*, on *Deer Isle* itself (small steamers hence to *Isle au Haut*). Farther on we pass *Swan Island* and the *Placentia Isles* (both to the right), while the mountains of Mt. Desert come in sight ahead. Passing *Bar Harbor Head* (lighthouse), at the S. end of Mt. Desert (left), we soon turn to the N. (left) and steer between Mt. Desert and *Cranberry Island*. After calling at *South West Harbor* (p. 117) and *North East Harbor* (p. 116), on opposite sides of the entrance to *Somes Sound* (p. 117), the steamer steers to the E., with *Greening's Island* and *Bear Island* (lighthouse) to the left and *Sutton Island* to the right, and calls at *Seal Harbor* (p. 116). It then turns again to the N. and runs along the fine E. coast of Mt. Desert, passing *Otter Cliffs*, *Great Head* (p. 115), etc. *Egg Rock Lighthouse* lies at some distance to the right. About 5-6 hrs. after leaving Rockland we reach *Bar Harbor* (p. 114), passing the pretty little *Porcupine Island*.

The steamer of the *Portland, Mt. Desert, & Machias Co.* leaves Rockland every Wed. & Sat. at 5.20 a.m. It first steers to the N. through the beautiful archipelago of *Penobscot Bay*, leaving *North Haven* (see above) to the right, and passing the long *Islesboro* (Isles-





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boro Inn, \$ 3 $\frac{1}{2}$ -4) to the left. To the left, too, on the mainland, rise the *Camden Hills* (p. 112). About 2 hrs. after leaving Rockland we reach **Castine** (*Acadian Hotel*, \$ 2 $\frac{1}{2}$ -3; *Pentagoet Ho.*, *Castine*, \$ 2), a pleasant little town on a peninsula projecting into the bay, now a favourite summer-resort. The early historical associations with Baron Castine are celebrated by Longfellow. The steamer next retraces its course for a time, turns to the left (E.), and enters the narrow *Eggemoggin Reach*, between the mainland on the left and *Little Deer* and *Deer Islands* on the right. It touches here at *Sargentville* and *Sedgwick*, two resorts on the mainland, and at *Deer Isle*. Quitting this sound we steer first to the N.E. round *Naskeag Point* and then to the S.E. between some small islands, and join the steamer-route above described near the *Placentia Islands* (p. 112). We reach *Bar Harbor* (p. 114) about 5 hrs. after leaving Castine. Beyond Bar Harbor the steamer goes on to (4 hrs.) *Machiasport* (p. 114).

11. Mount Desert.

The island of ***Mount Desert**, the Indian *Pemetic*, lying just off the coast of Maine, in Frenchman Bay, about 110 M. to the E. of Portland, is 15 M. long, 4-12 M. wide, and 100 sq. M. in area. In 1890 it contained 5337 inhab., but this number is immensely increased during summer. Within a moderate compass it contains a considerable variety of picturesque scenery, and its mountains, or rather hills, rising abruptly from the sea, have no parallel along the whole Atlantic coast of the United States and are much more imposing than their moderate elevation would suggest.

History. Mount Desert (accent on the first syllable) was first sighted in 1604, by Champlain, who gave it the name of '*Isle des Monts Deserts*'. In 1613 a small French colony, sent out by Mme. de Guercheville, to convert the Indians, planted the settlement of *St. Sauveur* on *Somes Sound* (see below), but it was soon destroyed by the English (see Parkman's '*Pioneers of France in the New World*'). In 1638 Louis XIV. granted the island to M. de la Motte Cadillac; but it was not till 1786 that his granddaughter, Mme. de Gregoire, came over to claim the property, — a claim that was allowed by the State of Massachusetts in 1787. The island has, however, long since passed out of the possession of this family. It was about 1850 that Mt. Desert was first visited by artists and other summer-guests, but it was not till ten or fifteen years later that Bar Harbor (p. 114) began to be what it now is — one of the most frequented and fashionable summer resorts in the United States.

Physical Features. The mountains of Mt. Desert are mainly confined to the central S. parts of the island, where they run N. and S. in roughly parallel ridges, separated by narrow, trough-like valleys. The place of one of these valleys is taken by *Somes Sound*, which penetrates to the heart of the island. Thirteen main peaks are reckoned, the highest of which is Green Mt. (1527 ft.) in the S.E. corner. Numerous small mountain lakes and streams afford trout and land-locked salmon fishing. Prof. Shaler finds evidence that even the highest summits of Mt. Desert were submerged beneath the sea for some time after the disappearance of the ice of the glacial epoch. — The *Climate* of Mt. Desert is usually cool and refreshing in summer, but fogs are rather frequent. The water is too cold for much bathing. There are several good roads and numerous well marked footpaths, especially in the vicinity of Bar Harbor. The Bar Harbor