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Niedersächsische Staats- und Universitätsbibliothek Göttingen
Georg-August-Universität Göttingen
Platz der Göttinger Sieben 1
37073 Göttingen
Germany
Email: gdz@sub.uni-goettingen.de

12. From Portland to the Rangeley Lakes.

a. Viâ Lewiston and Farmington.

139 M. MAINE CENTRAL RAILROAD to (92 M.) *Farmington* in $3\frac{1}{4}$ hrs. NARROW GAUGE RAILROAD thence to (18 M.) *Phillips* and (47 M.) *Rangeley* in $2\frac{3}{4}$ - $3\frac{1}{4}$ hrs. (through-fare \$5.15).

From *Portland* to (41 M.) *Cumberland Junction*, see p. 109. Our train diverges here to the left and runs parallel with the Grand Trunk Railway (p. 121), which it intersects at (29 M.) *Danville Junction* (p. 121). Coaches run hence to (5 M.) *Poland Springs* (p. 119). — 32 M. *Rumford Junction* is the point of divergence of R. 12b. — At (35 M.) *Auburn* we cross the *Androscoggin*, obtaining a good view of the *Lewiston Falls* (52 ft.). Just across the river is (36 M.) *Lewiston* (*Exchange*, \$2- $2\frac{1}{2}$), the second city in Maine, an important manufacturing place (cotton and woollen goods, etc.), with 21,701 inhabitants. The *City Hall* and *Bates College* (150 students) are among the chief buildings.

The train now follows the *Androscoggin* for some distance. To the right are the buildings of the *Maine Agricultural Society*. 46 M. *Leeds Junction*, where the *Androscoggin* Division of the *Maine Central Railway*, which we follow, diverges to the left.

The main line goes on viâ *Oakland* (junction for *Norridgewock*, *Madison*, and *Anson*) to (34 M.) *Waterville*, where it joins the route described at p. 109. *Lake Maranacook* is, perhaps, the prettiest of the numerous sheets of water passed on this line. — A branch-line also connects *Leeds Junction* with (27 M.) *Brunswick* (p. 109).

The train to *Farmington* runs through a pleasant hilly country, following the general course of the *Androscoggin*, which it nears at (75 M.) *Livermore Falls*. From (84 M.) *Wilton* coaches run to (13 M.) *Weld Pond*, frequented by trout-fishers. At (91 M.) *West Farmington* we cross the *Sandy River* on a long curved trestle. — 92 M. *Farmington* (*The Willows*, \$2-3; *Stoddard Ho.* \$2), a prosperous village of 1200 inhab., where we change carriages for *Rangeley*.

The narrow-gauge SANDY RIVER RAILWAY runs through a picturesque district, with *Blue Mt.* to the left, to (11 M.) *Strong* (junction of a line to *Kingfield*, 15 M.) and (18 M.) *Phillips* (*Phillips Ho.*, *Elmwood*, \$3; *Barden Ho.*, \$2). Thence we continue by the PHILLIPS & RANGELEY RAILWAY to (47 M.; 139 M. from *Portland*) *Rangeley* (*Rangeley Lake Ho.*, \$2 $\frac{1}{2}$ - $3\frac{1}{2}$), on the N. bank of *Rangeley Lake*. To the right of this line rises *Saddleback Mt.* (4000 ft.; *View).

b. Viâ Rumford Falls.

113 M. MAINE CENTRAL RAILROAD to (32 M.) *Rumford Junction* in 1- $\frac{1}{2}$ hr.; PORTLAND & RUMFORD FALLS RAILWAY thence to (63 M.) *Rumford Falls* in 2- $\frac{1}{2}$ hrs.; RUMFORD FALLS & RANGELEY LAKES R. R. thence to (28 M.) *Bemis* in 1 $\frac{1}{4}$ -1 $\frac{1}{2}$ hr. (through-fare \$4.50). This route is standard gauge all the way, and through-carriages run from *Portland* to *Bemis*.

From *Portland* to (32 M.) *Rumford Junction*, see above. The through-carriage for *Bemis* is here attached to the *Rumford Falls*

train, which starts at Lewiston (p. 118). — Our line runs towards the N., crossing the G. T. R. (R. 14) near (36 M.) *Empire*. — 38 M. **Poland Springs** (809 ft.; **Poland Springs Ho.*, \$3½-5, 500 beds; *Mansion Ho.*, \$2-3), the chief inland watering-place of Maine, with good mineral water. The springs are 2 M. from the station (carr. 50 c.). Stages run from the station to (3 M.) *Wilson Springs* (The Wilson, from \$3), a similar resort. — 43 M. *Mechanic Falls*, also on the G. T. R. (p. 121); 57 M. *Buckfield*. Beyond (64 M.) *Hartford* the line begins to ascend steadily. To the left lies *Lake Anasagunticook*. 69 M. *Canton*. At (71 M.) *Gilbertville* we approach the *Androscoggin*, which flows to the right. 77 M. *Peru*; 81 M. *Dixfield*.

85 M. **Rumford Falls** (600 ft.; *Hotel Rumford*, \$2-3), a new and active little town, with 3000 inhab. and manufactures of woollen goods, chemicals, and paper. It owes its importance to the *Falls of the Androscoggin*, which descend 160 ft. in three leaps and are said to have a capacity of 40,000 horse-power. Coaches run hence to (15 M.) *Bryant's Pond* (p. 121) and to (22 M.) *Andover* (*Andover, French's*, \$2), whence connection is made by buckboard with the foot of *Lake Welokenebacook* (see below).

We now follow the tracks of the *Rumford Falls & Rangeley Lakes R. R.*, passing a few unimportant stations.

113 M. **Bemis** (*Camp Bemis*, \$2) lies at the foot of *Lake Mooselucmaguntic* (see below) and is regularly called at by the steamers.

The ***Rangeley or Androscoggin Lakes**, a group of half-a-dozen small lakes, 1200-1500 ft. above the sea, connected with each other by water-ways, and covering a total area of about 80 sq. M., are a veritable sportsman's paradise and also offer the attraction of beautiful scenery and pure air. Large trout (up to 10 lbs.) abound in the lakes, and moose, deer, and other game in the forests. There are numerous hotels and camps round the lakes, with simple and inexpensive accommodation; expert guides (\$2½-3 a day) are easily procured. Several clubs for fishing and hunting have their headquarters here. Mosquitoes and black flies are not troublesome after July. Warm clothing is desirable. Small steamboats afford almost continuous passage from Rangeley Lake to Lake Umbagog (see below). For other routes to the lakes, see p. 121.

Rangeley Lake or Lake Oquossoc, the north-easternmost of the group, is 9 M. long and 1-3 M. wide. From Rangeley (p. 118) a steamer plies to *Mountain View Ho.* (\$2-2½) and the *Outlet*, at the foot (W. end) of the lake, 1½ M. to the N. of which is *Indian Rock*, with the headquarters of the Oquossoc Angling Association. — **Lake Mooselucmaguntic** (8 M. × 2 M.) is next in order, with inns at *Haines Landing*, *Bemis* (see above), and the *Upper Dam* (S. end). Connected with this lake on the N. is the smaller *Lake Cuspsytic*. — Below the Upper Dam are *Lakes Molechunkamunk* (*Upper Richardson*; 5 M. × 1-2 M.) and *Welokenebacook* (*Lower Richardson*; 5 M. × 1½ M.). From the S. arm (Lakeview Inn) of the latter to *Andover*, see above and p. 121. — From the *Middle Dam* (*Anglers' Retreat*, \$2), on the W. side of *Lake Welokenebacook*, a road leads to (5 M.) **Lake Umbagog** (1256 ft.), 9 M. long and 1-2 M. wide, at the S. end of which lies the *Lakeside Hotel*. The White

Mts. (p. 134) are visible from this lake. Coach hence to *Bethel*, see p. 121; steamer to *Errol's Dam*, see p. 121; coach from *Errol's Dam* to *Berlin Falls*, see p. 121; to *Colebrook*, see p. 124.

Steamers also run from Lakeside and *Errol's Dam* up the *Magalloway River* to (30 M.) *Lake Parmachenee* (*Camp Caribou*), another favourite sporting resort, 2500 ft. above the sea.

13. From Boston to Eastport and St. John by Sea (*Campobello; Grand Manan*).

STEAMER of the *International Steamship Co.* 1-5 times weekly (acc. to the season) to (260 M.) *Eastport* in 17 hrs. (\$ 4.25) and to (320 M.) *St. John* in 19-20 hrs. (fare \$ 5.50; stateroom \$ 1-2; meals extra). The steamers usually leave Commercial Wharf about 8 or 9 a.m. Some call at *Portland* (p. 107), while others proceed direct to Eastport. The latest information should be obtained from the agents of the company (Commercial Wharf and 211 Washington St.) or from the daily papers. Baggage for Canada is examined on board the steamer, between Eastport and St. John.

RAILWAY ROUTE from Boston to *St. John*, see p. 110. Eastport is also reached by following this route to *St. Andrews* (p. 110), and thence by the steamer down the *St. Croix* (15 M.). For details, see *Baedeker's Canada*.

For the beautiful sail down *Boston Harbour*, see p. 96. The direct steamer (see above) soon passes out of sight of land, and it is only on the longest days of summer that the coast of *Maine* becomes dimly visible to the left before nightfall. *Grand Manan* (see below), with its fine cliffs, lies to the right, but is passed in the dark. When the tide serves, the steamer reaches Eastport by the *Narrows*, between *Lubec* on the left and the island of *Campobello* (see below) on the right. At the entrance of this channel is *Quoddy Head Light* (1.), marking the E. limit of the United States. When the tide is unfavourable, we pass outside *Campobello* and approach Eastport from the E., with *Deer Island* to our right.

Lubec (*Hillside Ho.*, \$ 2-3; *Merchants' Hotel*, \$ 2), at which the steamers call in summer, is a pleasant little watering place with the easternmost lighthouse in the United States. The Young Men's Christian Associations of New England hold encampments at (7 M.) *N. Lubec* (*Theckmattano*, \$ 2½-3) in summer.

260 M. *Eastport* (*Quoddy Ho.*, \$ 2-3), the easternmost settlement of the United States, with 4908 inhab. and an abandoned fort, is finely situated on a small island in *Passamaquoddy Bay*, connected with the mainland by a bridge. Its inhabitants are mostly fishermen and keepers of summer boarding-houses.

STEAM FERRIES run at frequent intervals to (3 M.) *Lubec* (see above) and (2½ M.) *Campobello* (see below). A steamer runs regularly to (18 M.; 2 hrs.) *Grand Manan* (see below), while river-steamers ply to *St. Andrews* (p. 110) and up the *St. Croix* to *St. Stephen*, *Robinston*, and *Catais* (comp. *Baedeker's Canada*).

Campobello (*Tyn-y-Coed Hotel*, \$ 3½-5; *The Owen*), a picturesque island between *Passamaquoddy Bay* and the *Bay of Fundy*, just on the Canadian (New Brunswick) side of the international boundary, is now much frequented in summer by New Yorkers, Bostonians, and others. For a detailed account of its attractions, see *Baedeker's Canada*.

Grand Manan (*Marble Ridge Ho.*, \$ 1½), another Canadian island, 22 M. long and 3-6 M. wide, lies at the entrance to the *Bay of Fundy*, 9 M. from the American coast. It is also a frequented summer-resort, and some of its cliffs and headlands are very fine.