

Werk

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Contact

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*