

## **Werk**

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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.

On leaving Eastport the steamer once more heads for the E., crosses the neck of Passamaquoddy Bay, and ascends through the **Bay of Fundy** (comp. *Baedeker's Canada*). The coast of New Brunswick is in sight to the left all the way to St. John (3 hrs.). As we enter St. John Harbour, we pass *Partridge Island* on the right, while the suburb of *Carleton* is seen to the left. St. John makes a particularly picturesque effect as seen from the water.

320 M. **St. John**, see p. 110.

## 14. From Portland to Montreal and Quebec.

### a. Via the Grand Trunk Railway.

GRAND TRUNK RAILWAY to (297 M.) *Montreal* in 11-12 hrs. (fares \$7 $\frac{1}{2}$ , drawing-room car \$1 $\frac{1}{2}$ , sleeping-berth \$2); to (318 M.) *Quebec* in 12-15 hrs. (fares \$8 $\frac{1}{2}$ , \$2). This route forms a pleasant approach to Canada, skirting the N. margin of the White Mts. (p. 134; views to the left). From Boston to Canada by this route takes 3-4 hrs. more.

*Portland*, see p. 107. The train crosses (3 M.) the *Presumpscot River* (\*View of *Casco Bay* to the right). At (11 M.) *Yarmouth* we intersect the Maine Central R. R. (comp. p. 109) and then turn to the left (N.W.). As far as (27 $\frac{1}{4}$  M.) *Danville Junction* the Maine Central R. R. (see p. 122) runs parallel to our line (to the left). — We now again cross the Maine Central R. R. and turn towards the W. 29 $\frac{1}{2}$  M. *Lewiston Junction*, for *Auburn* and (6 M.) *Lewiston* (p. 118); 36 M. *Mechanic Falls* (p. 119); 47 M. *South Paris*, the station for (2 M.) *Paris Hill* (830 ft.), to the E. of which is *Mt. Mica*, where mica, beryls, tourmaline, and other minerals are found. From (62 M.) *Bryant's Pond* (700 ft.) coaches run to (15 M.) *Rumford Falls* (p. 119) and to (21 M.) *Andover* (see p. 119).

We have now fairly left the level coast districts and entered the mountains. 70 M. *Bethel* (1000 ft.; *Lovejoy*, \$2), a small summer-resort, with mineral springs, pleasantly situated above the 'intervalles' of the *Androscoggin*.

Coaches (fares \$2 $\frac{1}{2}$ ) run regularly from *Bethel* to (26 M.) *Lakeside Hotel*, at the S. end of *Lake Umbagog* (p. 119). The road leads through wild and picturesque scenery, ascending the valleys of the *Androscoggin* and *Bear River* and affording distant views of the White Mts. (p. 134).

Beyond *Bethel* we obtain numerous fine views of the *White Mts.* (p. 134; to the left), while the *Androscoggin* runs on the right. Near (86 M.) *Shelburne* (725 ft.), in *New Hampshire*, we have views of *Mt. Madison* and *Mt. Moriah* to the left and *Mt. Hayes* to the right.

91 M. **Gorham** (860 ft.; meal-station), see p. 138.

Beyond *Gorham* our train turns to the N.W., intersects the B. & M. R. R., and ascends along the *Androscoggin*, affording a good view of *Mt. Adams* to the left, to (98 M.) *Berlin Falls* (*Berlin Ho.*, \$2; *Sinclair Ho.*, \$1 $\frac{1}{2}$ -2), where the river pours tumultuously through a narrow pass, descending 200 ft. within a mile. Coaches run hence to (22 M.) *Errol's Dam* (*Umbagog Ho.*, \$2), whence steamers ascend the *Androscoggin* to (3 M.) *Lake Umbagog* (p. 119).