

## **Werk**

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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).

FROM BERLIN FALLS TO WHITEFIELD, 29 M., railway in 1-1/4 hr. (fare \$1.04). — This line crosses the Grand Trunk Railway at (5 M.) *Gorham* (p. 138) and runs to the W. along the *Moose River*. 10 M. *Randolph*; 19 M. *Highlands*. From (21 M.) *Meadows* a branch runs to the right to (3 M.) *Jefferson* (p. 144). 24 M. *Waumbek Junction*; 26 M. *Hazen's Junction*. — 29 M. *Whitefield* (p. 133)

The train now leaves the *Androscoggin*, which turns to the N. Beyond (103 M.) *Coperville* (1080 ft.; view) we follow the *Upper Ammonoosuc* to (122 M.) *Groveton* (*Melcher Ho.*, \$2), the junction of the *Boston & Maine R. R.* (to the *White Mts.* and *Wells Junction*; see p. 133). This is the starting-point for an ascent of the *Percy Peaks* (3150 and 3335 ft.; 2 1/2-3 1/2 hrs.). The line now passes into the *Connecticut Valley* (to the right, the white *Percy Peaks*). From (134 M.) *North Stratford*, where our line intersects the *Maine Central R. R.* (see pp. 123, 124), coaches run to (1 1/2 M.) *Brunswick Springs*. We now cross the *Connecticut*, enter *Vermont* (the 'Green Mountain State'), and run through forest. 149 M. *Island Pond* (1500 ft.; *Stewart Ho.*, \$2; *Rail. Restaurant*), with the frontier custom-house (baggage examined).

At (165 M.) *Norton Mills* we enter *Canada*. Hence, viâ (196 M.) *Sherbrooke* and (221 M.) *Richmond*, to (297 M.) *Montreal* and (318 M.) *Quebec*, see *Baedeker's Canada*.

#### b. Viâ the *Maine Central Railroad*.

To (236 M.) *Montreal* in 12-16 hrs. (fare \$7 1/2; parlor-car \$1 1/2; berth \$2); to (321 M.) *Quebec* in 14 1/2 hrs. (fare \$8 1/2; sleeper \$2). This line traverses the centre of the *White Mts.* (seats to the right; observation-cars attached to the trains in the mountain-district). Through parlor and sleeping cars run from *Portland* to *Montreal* and *Quebec*.

*Portland*, see p. 107. The train starts from the *Union Station*, crosses the *Presumpscot* twice, and runs towards the W. 6 M. *Cumberland Mills*, with manufactures of paper. — 17 M. *Sebago Lake Station*, at the S. end of *Sebago Lake* (265 ft.; *Sebago Lake Ho.*, \$2), a pleasant, islet-dotted sheet of water, 13 M. long, 10 M. wide, and 100 ft. deep in its deepest part.

Steamers ply from this point across *Sebago Lake*, through the *Songo River* (6 M.), and across *Long Lake* (13 M. long and 2 M. wide), to (32 M.) *Harrison* (*Elm Ho.*, \$1 1/2; there and back in 8 hrs.; a pleasant trip). From *Harrison* coaches run to (14 M.) *South Paris* (p. 121).

Beyond (25 M.) *Steep Falls* we follow the valley of the *Saco*, the falls of which are seen near (34 M.) *West Baldwin*. From (37 M.) *Bridgton Junction* a narrow-gauge line runs to (16 M.) *Bridgton*, on *Long Lake* (see above), the usual starting-point for an ascent of (10 M.) *Pleasant Mt.* (2020 ft.; \**Mt. Pleasant Ho.*, on the top, \$2), which commands a splendid \**Panorama* of the *White Mts.* — 50 M. *Fryeburg* (420 ft.; *Oxford Ho.*, \$2-3), a summer-resort, is 10 M. to the N. of *Pleasant Mt.* (see above). *Daniel Webster* taught in the *Academy* here. — We now enter *New Hampshire* (p. 105). Beyond (55 M.) *Conway Centre* we cross the *Saco*, and enter the district of the *White Mountains* (R. 16). 60 M. *North Conway* (520 ft.; see