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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

p. 136), the junction of the Boston & Maine R. R. We now ascend more rapidly. To the right are Middle Mt., Hurricane Mt., and Mt. Kearsarge (comp. pp. 136, 137); to the left, the long ridge of Moat Mt. (p. 137), with the 'Ledges'. 62½ M. *Intervale* (p. 136). The train traverses the beautiful Conway 'intervalles'. From (65 M.) *Glen Station* (p. 137) coaches run to (3 M.) *Jackson* (p. 137). The train turns to the left and crosses the Saco. Beyond (71 M.) *Upper Bartlett* (Bartlett Ho., \$2; Rail. Restaurant), where an 'observation-car' is added to the train, we twice cross the Saco, then turn to the N., and cross *Sawyer's River* (station) and *Nancy's Brook*. To the left rises the triple-peaked *Mt. Carrigain* (4700 ft.). 78 M. *Bemis*. To the right are *Mt. Crawford* (3130 ft.), *Mt. Resolution* (3436 ft.), and the *Giant's Stairs* (3512 ft.); to the left is *Mt. Nancy* (3944 ft.). — The line now bends to the N.W. and enters the famous ***Crawford** or **White Mountain Notch**, a narrow defile, about 3-4 M. long, with the towering walls of *Willey Mt.* (4313 ft.) on the left and *Mt. Webster* (3928 ft.) on the right. The train ascends rapidly (1:44), at a height of 100-350 ft. above the river, and affords, perhaps, better views than the road (comp. p. 140). The deep ravine below (82 M.) *Frankenstein Cliff* (stat.) is crossed by a dizzy trestle, 80 ft. high and 500 ft. long. 83 M. *Willey House* (p. 140). To the right (ahead) we have a good view of *Mt. Washington*. The *Willey Brook* is crossed by another lofty trestle (80 ft. high). To the right are the *Silver* and *Flume Cascades* (p. 140). The train skirts the E. slope of *Mt. Willard* (2570 ft.; p. 140), leaves the Notch by its narrow *Gateway* (p. 140), and reaches the plateau on which lies the (86 M.) *Crawford House* (1890 ft.; p. 139). We now begin the descent, with the *Ammonoosuc* to the right. Near (89 M.) *Mt. Pleasant House* we cross the *Ammonoosuc* and begin to descend along its right bank. At (90 M.) *Fabyan's* (p. 141) we connect with the railway to the summit of *Mt. Washington* (see p. 144). 92 M. *White Mt. House*; 93 M. *Zealand*, the junction for the line to *Be'hlehem Junction*, *Maplewood*, *Bethlehem Street*, and the *Profile House* (see p. 142); 94 M. *Twin Mountain House* (p. 141). We now skirt the shoulder of *Cherry Mt.*

100 M. *Quebec Junction*, where the Quebec (Upper Coos) Division of the Maine Central R. R. diverges to the right, connecting with the Canadian Pacific and the Quebec Central Railways.

FROM QUEBEC JUNCTION TO QUEBEC, 221 M., in 10 hrs. We pass *Cherry Pond*, cross the *B. & M. R. R.*, and reach (5 M.) *Jefferson* (p. 144), situated on a spur of *Mt. Starr King* (4030 ft.), which rises to the right. The railway skirts the *Israel River*. — 12 M. *Lancaster* (870 ft.; *Lancaster Ho.*, \$2½-3; Rail. Restaurant), pleasantly situated on the *Israel River*, with 3373 inhab., is a favourite summer-resort and commands distant views of the White Mts. *Mt. Prospect* (2090 ft.; Prospect Ho., \$3), 2 M. to the S.E., is a good point of view. To the E. are the *Pilot Mts.* *Jefferson* (p. 144) is 7 M. to the E.S.E. — We now pass from the White Mt. district and enter the *Coos District*. The train again crosses the *B. & M. R. R.* at *Lancaster*, and farther on twice crosses the *Connecticut*, which here forms the boundary between Vermont and New Hampshire. At (33 M.) *North Stratford* our line intersects

the *Grand Trunk Railway* (see p. 122). We ascend to the N. through the valley of the *Connecticut*. From (46 M.) *Colebrook* (1030 ft.; Nirvana, \$4-7; *Monadnock Ho.*) a coach runs to (10 M.) the **Dixville Notch* (*The Balsams*, \$3-4), a fine ravine, 2 M. long, with its most striking points (*Table Rock*, etc.) marked by sign-posts. Coaches run from the Notch to (11 M.) *Errol's Dam* (p. 121). From (52 M.) *West Stewartson* stages run to the (12 M.) *Connecticut Lakes* (2550 ft.; *Connecticut Lake Ho.*, \$1½-2), the source of the *Connecticut*.

At (55 M.) *Beecher's Falls* we enter Canada (luggage examined). Hence to (221 M.) *Quebec*, see *Baedeker's Canada*.

From *Quebec Junction* the main line descends along the *Ammonoosuc* to *Whitefield* (p. 133) and (107 M.) *Scott Junction*, where it crosses the B. & M. R. R. It then crosses the *Connecticut* and enters Vermont. At (110 M.) *Lunenburg* (*Heights Hotel*, \$1½-2) we pass on to the *St. Johnsbury & Lake Champlain R. R.* Beyond (118 M.) *Miles Pond* we meet the *Passumpsic* and follow it down to (133 M.) *St. Johnsbury* (p. 133), where we join the main route of the B. & M. R. R. to Canada. Thence to (286 M.) *Montreal*, see R. 15c.

15. From Boston to Montreal.

a. Viâ Rutland and Burlington.

336 M. *FITCHBURG RAILROAD* from Boston to (114 M.) *Bellows Falls* in 3¾-4 hrs.; *RUTLAND RAILROAD* from *Bellows Falls* to (120 M.) *Burlington* in 3¼-5 hrs.; *CENTRAL VERMONT RAILROAD* from *Burlington* (to 76 M.) *St. John's* in 2¾-3 hrs.; *GRAND TRUNK RAILWAY* thence to (27 M.) *Montreal* in ¾-1 hr. (through-fare \$9; parlor-car \$1½; sleeper \$2½).

Boston, see p. 81. Leaving the *North Union station* (p. 81), the train crosses the *Charles*, affording a view to the right of the *Bunker Hill Monument* (p. 95). At the *State Prison* (right) the line wheels to the left (W.) and passes through *Somerville*. To the left lies *Cambridge* (p. 93), where we have a glimpse of the *Harvard College* buildings. — 10 M. *Waltham* (*Crescent*, \$2-3; *Waltham*, \$2-2½), a city of 20,876 inhab., with cotton-mills and the works of the *American Waltham Watch Co.* (the largest in the world, producing 550,000 machine-made watches annually). We have our last view of the *Charles* here, to the left. To the right is *Prospect Hill* (480 ft.). — 13 M. *Kendal Green* is the station for *Weston*, with golf-links and the country homes of many Bostonians. A little farther on we pass *Lake Walden* (right), a favourite haunt of *Thoreau* (1817-62; see 'Walden'), but now frequented by picnic parties instead of recluses.

20 M. *Concord* (*Thoreau House*, \$2½), a village with 5175 inhab., situated on the *Concord River*, here formed by the junction of the *Sudbury* and the *Assabet*, is of abiding interest as the home of *Hawthorne* and *Emerson*, *Thoreau* and the *Alcotts*. It may be fittingly described as the *American Weimar* or *Stratford-on-Avon* and has kept its literary association less tainted by commercialism than either of these places. The following brief account should be supplemented by *Mr. George B. Bartlett's* interesting little volume on 'Concord: Historic, Literary, and Picturesque' (with plan).