

Werk

Titel: The United States with an excursion into Mexico

Verlag: Baedeker [u.a.]

Ort: Leipzig [u.a.]

Jahr: 1899

Kollektion: Itineraria

Werk Id: PPN242370497

PURL: <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG_0070

OPAC: <http://opac.sub.uni-goettingen.de/DB=1/PPN?PPN=242370497>

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with (19 M.) *Sherbrooke* (p. 122). *Mt. Orford*, 5 M. to the W., affords a good view of the Canadian pine-forests to the N. and W.

From Newport our line runs towards the N.W. to (266 M.) *Richford*, where we cross the Canadian frontier. Hence to (343 M.) *Montreal*, see *Baedeker's Canada*.

Montreal is also reached from Newport by the Grand Trunk Railway via *Stanstead Junction*, *Massawippi*, *Lennoxville*, and *Sherbrooke* (comp. *Baedeker's Canada*).

d. Viâ Portsmouth and North Conway.

365 M. BOSTON AND MAINE RAILROAD to (139 M.) *North Conway* in 5-5½ hrs.; MAINE CENTRAL RAILROAD thence to (50 M.) *Lunenburg* in 2½-2¾ hrs.; ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD thence to (23 M.) *St. Johnsbury* in ¾-1 hr.; BOSTON AND MAINE RAILROAD thence to (45 M.) *Newport* in 1½-2 hrs.; CANADIAN PACIFIC RAILWAY thence to (109 M.) *Montreal* in 4-4½ hrs. (through-fare \$ 10.50). Passengers for *Quebec* (fare \$ 11; sleeper \$ 2.50) may travel either viâ *Quebec Junction* and the *Upper Coos R. R.* (p. 123) or viâ *Sherbrooke* and the *Quebec Central R. R.* (p. 121). — This line forms the shortest and quickest approach to the White Mts. (R. 16) and is also one of the regular routes to Lake Winnepesaukee (see p. 131).

From Boston to (57 M.) *Portsmouth* and (67 M.) *Conway Junction*, see R. 9a. — Our line here diverges to the left (W.). 69 M. *South Berwick*; 70 M. *Salmon Falls* (p. 107); 73 M. *Sommersworth*. — 79 M. *Rochester* (*Dodge's, City, Brunswick, Wrisley*, \$ 2), a small manufacturing town with 4683 inhab., is the junction of lines to (29 M.) *Portland* (see p. 107) and to (18 M.) *Alton Bay*, on *Lake Winnepesaukee* (see p. 131). — 87 M. *Milton*. From (97 M.) *Sanbornville* (Rail. Restaurant) a branch-line runs to (12 M.) *Wolfeborough*, on *Lake Winnepesaukee* (see p. 131). Beyond (116 M.) *Ossipee Centre* we have a view of *Lake Ossipee* to the right. 122 M. *West Ossipee*. To the left are seen the *Ossipee Mts.* and the *Sandwich Mts.* (p. 131), with the finely-shaped *Chocorua* as their Eastern flankman. We pass between *Elliot Pond* (left) and *Silver Lake* (right). Near (126 M.) *Madison* is the largest erratic boulder (granite) known in the United States, and probably in the world (75 ft. long, 40 ft. wide, 30-37 ft. deep; prob. weight 7-8000 tons). 133 M. *Conway* (*Conway Ho.*, \$ 2-3), on the *Saco River*, is a quieter centre than N. Conway for the many pleasant excursions of this region. *Moat Mt.* (p. 137) is conspicuous on the left, and *Mt. Kearsarge* (p. 137) on the right.

139 M. *North Conway*, see p. 136. From North Conway to (212 M.) *St. Johnsbury*, see R. 14b; from *St. Johnsbury* to —

365 M. *Montreal*, see R. 15c.

16. The White Mountains.

The chief ROUTES FROM BOSTON to the White Mts. are given at p. 131 and above. The main gateways are *North Conway* (p. 136), reached in 4½-8 hrs. (return-fares \$ 6¼-9 acc. to route); *Bethlehem* (p. 142; 7 hrs.; \$ 9-10); and *Plymouth* (p. 132; 3½ hrs.; \$ 4¾-5¼).

The chief direct ROUTE FROM NEW YORK is viâ *Wells River* to *Fabyan's* or *Bethlehem* (comp. R. 20a; 10½ hrs.; return-fare \$ 17), but many travellers