

Werk

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reached by a detour of $\frac{1}{2}$ hr. from the main path, commands one of the best near views of Mt. Washington. The path next passes the gap (5100 ft.) between Mt. Monroe and Mt. Washington, and ascends over the rocky ledges on the S. side of the latter (the last part, up the cone, steep) to (1- $\frac{1}{2}$ hr.) the top of *Mt. Washington* (p. 144).

The *Davis Path* (6-8 hrs.) from the Crawford Ho., ascending between *Mts. Crawford* and *Resolution* and over the *Giant's Stairs*, is now seldom used and is not easily found without a guide.

ASCENT FROM THE FABYAN HOUSE ($4\frac{3}{4}$ - $5\frac{1}{2}$ hrs.).

This path diverges to the right from the railway, halfway between the Fabyan House and the Base Station, follows an old 'logging road' for some distance, and ascends the W. side of *Mt. Pleasant*, at the (1 $\frac{1}{2}$ -2 hrs.) top of which it joins the Crawford Path (see above).

ROUTE OVER THE NORTHERN PEAKS (1-1 $\frac{1}{2}$ day, with guide).

The *Walk over *Mts. Madison*, *Adams*, *Jefferson*, and *Clay* to the summit of *Mt. Washington* forms a fine but trying excursion for good mountaineers with trustworthy guides. It is possible to do it in one long day, but it is preferable to take two days and pass the night in the *Madison Spring Hut* of the Appalachian Mt. Club (4900 ft.; open to all).

The *Views are very grand. *Mt. Madison* (5380 ft.) may be ascended from the Glen House site by a somewhat overgrown path in 3-4 hrs.; it may also be ascended on the N. side by a path beginning at the Ravine House, $6\frac{1}{2}$ M. to the W. of *Gorham* (comp. p. 139). In passing from *Mt. Madison* to *Mt. Adams*, we dip about 450 ft., and the *Madison Spring Hut* is in this depression, near *Star Lake*. *Mt. Adams* (5805 ft.) may also be ascended by the path ('Lowe's Path') mentioned at p. 144. *Storm Lake* (4940 ft.) lies in the hollow between *Mt. Adams* and *Mt. Jefferson* (5736 ft.); *View of *Mt. Washington*. Between *Mt. Jefferson* and *Mt. Clay* (5554 ft.) we descend 735 ft., and between *Mt. Clay* and *Mt. Washington* (p. 144) 940 ft.

17. From Boston to Albany.

a. By Boston & Albany Railroad.

202 M. RAILWAY in $5\frac{3}{4}$ -9 hrs. (fare $\$4\frac{1}{2}$; parlor car \$1; sleeper \$1.50). To (38 M.) *Saratoga* in $1\frac{1}{4}$ hr. more (see p. 197). Through-trains run by this route to *St. Louis*, *Chicago*, *Cincinnati*, etc.

From *Boston* (p. 81) to (99 M.) *Springfield*, see R. 4a. The line to *New York* (see p. 68) diverges here to the left (S.), while our line crosses the *Connecticut* and runs nearly due W. through the valley of the *Agawam*. 108 M. *Westfield*, with manufactures of whips and cigars. The train now begins to ascend along the *Westfield River*, and the hills grow higher. 119 M. *Huntington* (400 ft.). Beyond (126 M.) *Chester* (620 ft.) the line climbs rapidly through a rocky and wooded valley, contracting at places to a wild ravine. Deep rock-cuttings. Numerous small lakes. Near (134 M.) *Becket* (1200 ft.; *Claffin Ho.*, \$2) we reach the flat top of the *Hoosac Range* (ca. 1400 ft.), and farther on we begin to descend again into the *Berkshire Valley*, skirting the *Housatonic River*. For a description of the *Berkshire Hills*, see R. 19. The descent to (145 M.) *Dalton* (1050 ft.; *Irving Ho.*, \$2) is rapid and the scenery picturesque. — 151 M. *Pittsfield* (1010 ft.), junction of the Berkshire Division of the N. Y. N. H. & H. R. R., see p. 154.

FROM PITTSFIELD TO NORTH ADAMS, 20 M., railway in $\frac{3}{4}$ hr. 9 M. *Cheshire*; 14 M. *Adams*, the nearest station to *Greylock* (p. 155; ascent arduous from this side). — 20 M. *North Adams*, see p. 155.

To the N. (right), at some distance, rises the double-peaked Greylock (p. 155). The train now crosses the Housatonic, turns to the left (S.), passes (155 M.) *West Pittsfield* (with a settlement of Shakers), and at (162 M.) *State Line* enters the *State of New York*. We leave the Berkshire Valley by crossing the *Taghkanic* or *Taconic Range* (ca. 2000 ft.) and then traverse an undulating wooded district. 177 M. *Chatham*, the junction of lines to Hudson (p. 167), Lebanon Springs (p. 154), and New York (comp. p. 57); 185 M. *Niverville*, with a fine park, much resorted to from Albany. Beyond (200 M.) *Rensselaer* we cross the *Hudson* by a fine bridge (view).

202 M. *Albany*, see R. 22.

b. Via the Hoosac Tunnel.

198 M. *FITCHBURG RAILROAD* to (191 M.) *Troy* in 6-8 hrs.; *NEW YORK CENTRAL OF DELAWARE AND HUDSON RAILROAD* thence to (7 M.) *Albany* in $\frac{1}{3}$ hr. (fares as above). *Saratoga* (p. 197) is reached by this line, via *Johnstonville*, in $6\frac{1}{2}$ -8 hrs. Through-trains run to the Western cities. The line skirts the N. margin of the *Berkshire Hills* (R. 19; views to the left).

From Boston to (60 M.) *South Ashburnham*, see pp. 124-126. At (65 M.) *Gardner* the branch from Worcester (p. 68) to *Winchendon* crosses the main line.

From *Princeton*, on this branch, midway between Worcester and Winchendon, stages run to *Mt. Wachusett* (p. 125).

From (82 M.) *Athol* a branch of the Boston & Albany R. R. runs to Springfield (p. 68). Beyond (97 M.) *Miller's Falls* we see *Mt. Toby* (1275 ft.) to the left and *Lake Pleasant* to the right. We then cross the *Connecticut* and the *Deerfield* and reach (105 M.) *Greenfield* (*Mansion Ho.*, \$2 $\frac{1}{2}$, well spoken of; *American Ho.*, \$2; *Rail. Restaurant*), a favourite summer-resort and the junction of the Conn. River Division of the B. & M. R. R. It has a tasteful Soldiers' Monument. Excursions may be made hence to (3 M.) *Deerfield* (p. 157), *Turner's Falls* (4 $\frac{1}{2}$ M.), the *Coleraine*, *Leyden*, and *Shelburne Gorges*, etc.

The train now follows the pretty valley of the *Deerfield*, with *Arthur's Seat* (930 ft.) to the right, and beyond the **Deerfield Gorge* reaches (119 M.) *Shelburne Falls* (Hotel, \$2), where the river descends 150 ft. in two or three distinct falls. To the N. (right) of (128 M.) *Charlemont* rises *Pocomtuck Mt.* (1890 ft.). The stream is crossed, and the scenery becomes wilder. A little farther on we penetrate the *Hoosac Range* (2400 ft.) by the (135 M.) **Hoosac Tunnel* (765 ft.), which is $4\frac{3}{4}$ M. long (transit of 9 min.; *Mt. Cenis Tunnel* $7\frac{1}{2}$ M.) and was constructed in 1855-74 at a cost of \$20,000,000 (4,000,000l.). It is the longest tunnel in the United States.

143 M. *North Adams*, see p. 155. The train descends the valley of the *Hoosac*. To the left rises *Greylock* (p. 155), to the right *East Mt.* (2200 ft.). 148 M. *Williamstown*, see p. 155. We turn to the N.W. (right), cross a corner of *Vermont*, and enter *New York State*.