

Werk

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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*.

164 M. *Hoosick Falls*; 166 M. *Hoosick Junction*, for a branch-line to (11 M.) *Bennington* (p. 160) and (68 M.) *Rutland* (p. 160).

At (175 M.) *Johnsonville* the railway forks, the left branch leading to *Troy* (see below), and the right to (189 M.) *Mechanicville* (p. 158) and (212 M.) *Rotterdam Junction* (p. 214).

From (188 M.) *East Saratoga Junction*, on the latter branch, a line runs to (18 M.) *Saratoga* (p. 197).

191 M. *Troy*, see p. 160. Thence to (198 M.) *Albany*, see R. 20 c.

18. From New York to Pittsfield (*Berkshire Hills*).

155 M. NEW YORK, NEW HAVEN, AND HARTFORD RAILROAD in $4\frac{1}{2}$ -6 hrs. (fare \$ 3.25; parlor-car \$ 1).

From New York to ($41\frac{1}{2}$ M.) *South Norwalk*, see R. 4a. The Danbury Division of the N. Y., N. H., & H. R. R. here diverges to the left from the main line and ascends along the *Norwalk River*, traversing a pretty wooded country, becoming hillier as we proceed. 43 M. *Norwalk* (p. 65); 49 M. *Wilton*; 54 M. *Bronchville* (340 ft.), the junction of a short line to *Ridgefield* (800 ft.), the birthplace of 'Peter Parley' (S. G. Goodrich; 1793-1860); 59 M. *Redding*, the birthplace of Joel Barlow (1755-1812), author of the 'Columbiad'. — 62 M. *Bethel*, a prosperous little place with 2335 inhabitants.

THE SHEPAUG RAILROAD runs from *Bethel* to (38 M.) *Litchfield* (1200 ft.; *Hawk-Hurst*, \$ 3-4; *U. S. Hotel*, \$ 2-3), a summer-resort in a pretty, hilly district, near *Bantam Lake* (hotel, \$ 2). Pop. (1890) 2246. It was the birthplace of *Henry Ward Beecher* (1813-87) and *Mrs. Beecher Stowe* (1812-96).

65 M. *Danbury* (*Turner Ho.*, *New England Hotel*, \$ 2), a town of 16,552 inhab., with large hat-factories, is the junction of the New England R. R. (p. 68). — At (71 M.) *Brookfield Junction* (340 ft.) we pass on to the Berkshire Division of the railway and are joined by the line from New Haven and Bridgeport. The hills now 'begin to show mountainous symptoms'. At (73 M.) *Brookfield* the *Housatonic*, the beautiful valley of which we henceforth follow, comes into view on the right. To the left is the *Still River*. We cross the *Housatonic* as we near (80 M.) *New Milford* (*New England Ho.*, *New Milford Ho.*, \$ 2), and thereafter have it to the left. Above (93 M.) *Kent* (*Kent Inn*, \$ 2), a prettily situated village, the valley contracts. $101\frac{1}{2}$ M. *Cornwall Bridge*. To the left rises the *Sharon Ridge* (1500 ft.). — 112 M. *Falls Village* (550 ft.; *Falls Village Inn*, \$ 2), near the **Falls of the Housatonic* (130 ft.). A coach runs hence to *Salisbury*. To the left ($2\frac{1}{2}$ M.) rises *Mt. Prospect* (1475 ft.), a good point of view. — $117\frac{1}{2}$ M. *Canaan* (670 ft.; *Warner Ho.*, \$ 2) is a good centre for excursions.

Canaan Mt. (1500 ft.), 1 M. to the S.E., affords a view of the *Housatonic Valley*, the *Twin Lakes*, and the *Berkshire Hills* (R. 19). The *Twin Lakes* lie $1\frac{1}{2}$ M. to the W. Excursions may also be made to *Campbell's Falls* ($7\frac{1}{2}$ M.), *Sage's Ravine* (7 M.; p. 151), etc.

Canaan is also a station on the Philadelphia, Reading, & New England R. R., which runs hence to the N.E. to *Norfolk* and *Winstead* and to the S.W. to *Twin Lakes*, *Lakeville*, and *State Line* (p. 148), all pleasant resorts