

## **Werk**

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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

We now pass from Connecticut into *Massachusetts* and enter the district of the *Berkshire Hills* proper (R. 19).

The *Taghkanic* or *Taconic Mts.* rise to the left, and the *Hoosac Range* to the right. Beyond (120 M.) *Ashley Falls* we cross the *Housatonic*. 124 M. *Sheffield* (see below); 129½ M. **Great Barrington** (p. 151). — 132 M. *Van Deusenville* is the junction of a line to *West Stockbridge*, *State Line*, and *Albany* (p. 170). *Monument Mt.* (p. 152) rises to the right. — 134 M. *Housatonic*; 137 M. *Glendale*. We cross the river once more and bend to the right (E.). — 139½ M. **Stockbridge** (p. 151). In the next few miles we cross the *Housatonic* several times. 140 M. *South Lee*; 144 M. *Lee* (p. 153); 146½ M. *Lenox Dale*. At (148½ M.) *Lenox Station* omnibuses from the hotels at (2½ M.) **Lenox** (p. 153) meet the trains. 151 M. *New Lenox*. We cross the river for the last time in entering —

156 M. **Pittsfield** (p. 154; *Rail. Restaurant*).

From Pittsfield to (20 M.) *North Adams*, see p. 155.

## 19. The Berkshire Hills.

The district known as the **Berkshire Hills**, corresponding practically to *Berkshire County* (pop. 86,292 in 1896) in the W. part of *Massachusetts*, is 50 M. long from N. to S. and 20-25 M. wide from E. to W., covering an area of about 1300 sq. M. On the W. it is bounded by the *Taconic Mts.* and the State of *New York*; on the E. by the *Hoosac Mts.*, a S. prolongation of the *Green Mts.*; on the S. by *Connecticut*; and on the N. by *Vermont*. The region confined between the two mountain-ranges is broken up into a number of smaller valleys, interspersed with isolated hills; and for the gentle loveliness of a hill-country, as contrasted with a mountain country, it is unsurpassed in the United States and has few rivals elsewhere. The *Hoosac* flows through the district towards the N. to join the *Hudson*, and the *Housatonic* flows S. towards *Long Island Sound*, while innumerable small lakes and brooks add to its attractions. The praises of the *Berkshire Hills* have been repeatedly sung by *Longfellow*, *Bryant*, *Whittier*, *Hawthorne*, *Beecher*, and others. — The name of the *Taconic Mts.* is well known in geology, as the non-fossiliferous *Taconic formations* are regarded as a distinct system, intermediate between the *Arch* and the *Potsdam sandstone*. — Perhaps the best SEASON to visit the *Berkshires* is in autumn, as the brilliant autumnal tints of the American woods are seen here to perfection. Fashion has decreed that the seaside sojourn at *Newport* should be followed ere returning to town by a 'fall' visit to the *Berkshire Hills*, and many people stay here till well on in November. *Lenox* (p. 153) is the most fashionable resort, but *Stockbridge* (p. 151), one of the loveliest villages in America, is perhaps an equally good centre for casual travellers; while *Pittsfield* (p. 154), *Great Barrington* (p. 151), and other places also form good headquarters. The *Hotels* are usually good and not exorbitant. The *Roads* are well-adapted for driving and cycling. *Carriage Hire* is lower than at *Newport* or in the *White Mts.*

*Pittsfield* is reached from *New York* in 4½ hrs. (fare \$ 3¼; see R. 18) and from *Boston* (see R. 17a) in 4½-5 hrs. (fare \$ 3.40).

The S. half of the district has hitherto been the best known, and the following description enumerates the chief points in order from S. to N. — Comp. the 'New Book of *Berkshire*', by *Clark W. Bryan*.

**Sheffield** (675 ft.; *Bacon House*; rail. stat., see above), a quiet little village on the *Housatonic*, attracts a few summer-visitors and is known for its marble-quarries, which supplied the material