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## 20. From New York to Montreal.

### a. Viâ Connecticut Valley.

450 M. **NEW YORK**, **NEW HAVEN**, & **HARTFORD RAILROAD** to (136 M.) *Springfield* in  $3\frac{1}{2}$ - $4\frac{1}{2}$  hrs.; **CONNECTICUT RIVER DIVISION OF THE BOSTON & MAINE R. R.** thence to (50 M.) *South Vernon* in  $1\frac{1}{4}$ -2 hrs.; **CENTRAL VERMONT R. R.** thence to (10 M.) *Brattleboro* in  $\frac{1}{2}$  hr.; **CONNECTICUT RIVER DIVISION OF THE B. & M. R. R.** thence to (50 M.) *Windsor* in  $1\frac{1}{2}$ -2 hrs.; **CENTRAL VERMONT R. R.** thence to (177 M.) *St. Johns* in  $5\frac{3}{4}$ - $6\frac{1}{4}$  hrs.; **GRAND TRUNK RAILWAY** thence to (27 M.) *Montreal* in  $\frac{3}{4}$ -1 hr. (through-fare \$10.65; sleeper from *Springfield* \$2; express from *New York* to *Montreal* in 14-16 hrs.). — Trains run to *Quebec* by this route in 21-22 hrs. (fare \$12). Through-trains run to *Fabyan's* in the *White Mts.* (R. 16) in  $10\frac{1}{2}$  hrs. (fare \$7; parlor-car \$2).

From *New York* to (136 M.) *Springfield*, see R. 4a. We here join the *Connecticut River Division of the B. & M. R. R.*, which ascends the beautiful \***Valley of the Connecticut**, chiefly on the W. bank of the river (views mainly to the right). 140 M. *Chicopee* (*Kendall*, *Columbian*, \$2 $\frac{1}{2}$ ), an industrial town of (1895) 16,420 inhab; with cotton-mills, a bronze-foundry, etc. *Chicopee Falls*, 2 M. to the E., also with cotton-mills, was the home of *Edward Bellamy* (d. 1898), author of 'Looking Backward' and 'Equality'. Tobacco is grown in this part of the valley. — The train crosses the *Chicopee River* on leaving *Chicopee*, and the *Connecticut* on entering (144 M.) **Holyoke** (95 ft.; *Windsor*, *Hamilton*, \$2-3), an industrial city with (1895) 40,322 inhab., possessing the greatest water-power in *New England* and said to be the chief paper-making place in the world (250 tons daily; value of manufactures in 1890, \$24,500,000). The river has a fall of 60 ft. and is bridled by a huge dam, 1000 ft. across. From *Holyoke* a mountain-railway, opened in 1898, ascends to the top of *Mt. Tom* (1215 ft.; \**View*; see also below). — Beyond (149 M.) *Smith's Ferry* we pass between *Mt. Holyoke* (see below) on the right and *Mt. Tom* (see above) on the left. From (151 M.) *Mt. Tom* a branch-line runs to (3 M.) *Easthampton*, a manufacturing town and the seat of *Williston Seminary*, a leading school in preparing boys for college. — We now pass the famous 'Ox Bow' of the *Connecticut*, which lies to the left and is no longer the main channel of the river.

153 M. **Northampton** (125 ft.; *Norwood*, \$2 $\frac{1}{2}$ -3; *Hampton House*, *Mansion Ho.*, \$2 $\frac{1}{2}$ ), 'the frontispiece of the book of beauty which Nature opens wide in the valley of the Connecticut', is a lovely elm-shaded city of (1895) 16,746 inhab., on the W. bank of the *Connecticut*. It is widely known as an educational centre.

The chief of its educational institutions is *Smith College*, one of the leading colleges for women (1000 students). It possesses an art-gallery, a music-hall, a gymnasium, etc. Other large buildings are *Memorial Hall* (with the *Public Library*), the *State Lunatic Asylum* (1 M. to the S.W.), the new *High School* (1895), and the *Clarke Institution for Mutes*. The last stands on *Round Hill*, which commands a good view of the town. *Mr. George W. Cable*, the novelist, is one of the instructors at *Smith College*.

The chief of the numerous delightful excursions from *Northampton* is that to the top of \***Mt. Holyoke** (955 ft.; *Prospect Ho.*, at the top, \$2 $\frac{1}{2}$ ),

2 M. to the S.E. A carriage-road leads to a small mountain-railway which surmounts the last 600 ft. (return-fare \$1; toll for walkers 50c.). The exquisite view from the summit includes the Connecticut Valley, the Hoosac Mts. and Greylock (W. and N.W.), Mt. Tom (S.W.), Springfield and the E. and W. Rocks at New Haven (S.; on an exceptionally clear day), Mt. Wachusett (E.), Amherst (p. 71) and Monadnock (N.E.), and the Green Mts. (N.). — *Mt. Nonotuck* (850 ft.; Eyrie Ho.), the N. peak of *Mt. Tom* (p. 156), is easily reached via *Mt. Tom* station (p. 156; \*View). — *Hadley* (*Elmwood Ho.*, \$1½-2), a beautiful New England village, 2½ M. to the N.E. of Northampton, is celebrated for its magnificent Avenue of elms. The regicides Goffe and Whalley lived in concealment at Hadley for 15 years (1664-79). At *South Hadley*, 1½ M. to the S., and connected with Holyoke by electric tramway, is the *Mt. Holyoke College for Girls* (400 pupils). — *Amherst* (p. 71) is 7 M. to the N.E. of Northampton. Both Hadley and Amherst are connected with Northampton by the Mass. Central R. R. (B. & M. system).

Beyond Northampton the train passes near the *Great Bend of the Connecticut* and then leaves the river. *Hadley* (see above) is seen to the right. 157 M. *Hatfield* (150 ft.). From (164 M.) *South Deerfield* (205 ft.) we may ascend *Sugar Loaf Mt.* (710 ft.), which rises to the right. *Mt. Toby* (p. 148) is on the opposite side of the river. A little farther on, to the right, is a monument marking the battlefield of *Bloody Brook*, where Capt. Lathrop and 80 young men, 'the flower of Essex Co.', were killed by Indians in 1675. 169 M. *Deerfield* (220 ft.), a pretty village at the foot of *Deerfield Mt.* (700 ft.), with (1896) 3007 inhabitants. The building of the *Pocumtuck Valley Memorial Association* contains a collection of relics. — The train crosses the *Deerfield* and at (172 M.) *Greenfield* (see p. 148) intersects the Fitchburg R. R. Beyond (179 M.) *Bernardston* the Connecticut again comes into sight on the right, and this part of the valley is very picturesque. Tobacco and maize are cultivated. 186 M. *South Vernon* is the junction of a line to *Nashua* (p. 129) and of the New London Northern R. R. to New London (p. 71).

196 M. *Brattleboro* (*Brooks Ho.*, \$2¼-3; *American Ho.*, \$2), a large village with (1890) 5467 inhab., charmingly situated on the W. bank of the Connecticut, is the centre of the maple-sugar industry of Vermont. It was the birthplace of Wm. M. Hunt (1824-79), the painter, and Richard M. Hunt (1828-95), the architect. The *Public Library* contains 15,000 vols. and some natural history collections. The *Estey Organ Works* here turn out 20,000 organs yearly. In the *Cemetery* (view) is an elaborate monument to the notorious *Jim Fisk* (1835-72). A road ascends to the top of *Wantastiquet Mt.* (1364 ft.; view), on the opposite side of the river. Mr. Rudyard Kipling's American home lay 3 M. to the N. of Brattleboro. — 220 M. *Bellows Falls*, see p. 126. — We now cross to the E. bank of the river and leave Vermont for *New Hampshire*. Beyond (238 M.) *Claremont Junction* (line to *Concord*, see p. 129) we cross the deep gorge of the *Sugar River* by a bridge 105 ft. high. We recross the Connecticut River to (246 M.) *Windsor* (*Windsor Ho.*, \$2), the station for an ascent of \**Mt. Ascutney* (3320 ft.; *Efmt. Ho.*, at the top; \*View).

260 M. **White River Junction** (*Rail. Restaurant*), see p. 130. The shortest route to Montreal diverges to the left here and runs via *Montpelier Junction* and *St. Albans* (see R. 15b). Trains for *Quebec* and *Montreal* via *Sherbrooke* continue to follow the Connecticut Valley to *Wells River* (see below). The next station on the latter route is (265 M.) *Norwich*, whence omnibuses run to *Hanover* (The Wheelock, \$2-3),  $\frac{3}{4}$  M. to the S.E., the seat of **Dartmouth College** (650 students), the *alma mater* of Daniel Webster, George Ticknor (author of a History of Spanish Literature), G. P. Marsh (the philologist), Rufus Choate, and Chief-Justice Chase. The *College Park* is pretty, and its *Art Gallery* contains some interesting portraits.

The train crosses the *Ompompanoosuc*. 296 M. *Newbury*, a pretty village in the *Ox Bow* 'intervalles' of the Connecticut.

300 M. **Wells River** (*Rail. Restaurant*), see p. 133. Route hence to *Montreal* and *Quebec*, see R. 15c.

#### b. **Viâ Albany (or Troy), Saratoga, and Lake Champlain.**

384 M. **NEW YORK CENTRAL & HUDSON RIVER RAILROAD** to (142 M.) *Albany* in  $3\frac{1}{2}$ -4 hrs.; **DELAWARE & HUDSON RAILROAD** thence to (242 M.) *Montreal* in 9-10 hrs. (through-express in 12-13 hrs.; through-fare \$10.65, parlor-car \$2, sleeper \$2; best views to the left as far as Albany, then to the right).

This is the shortest and most direct route from New York to Montreal, Lake George, and Lake Champlain. Those who have not seen the *Hudson* should go by STEAMER to Albany (see p. 161); and they may also leave the train for the steamer on *Lakes George and Champlain*.

From New York to (142 M.) *Albany*, see R. 21. Beyond Albany we follow the tracks of the *Delaware and Hudson Railroad*, which traverses a very interesting district, skirting *Lake George* (p. 200), *Lake Champlain* (p. 202), and the *Adirondack Mts.* (p. 183). — The line passes the *Rural Cemetery* and reaches (148 M.) *West Troy*, with a large United States Arsenal, situated on the Hudson, opposite *Troy* (p. 160). — 152 M. **Cohoes** (*Harmony*, \$2-2 $\frac{1}{2}$ ), a prosperous manufacturing city with (1890) 22,509 inhab., situated at the *Falls of the Mohawk River* (75 ft. high, 900 ft. wide), which the train crosses here by a long bridge (view of falls to the left). — At (154 M.) *Waterford Junction* the Albany division unites with the main line coming from (6 M.) *Troy*. — At (159 M.) *Mechanicville*, where the *Fitchburg Railroad* joins ours (see p. 149), we turn to the N.W. (left) and quit the Hudson. 165 M. *Round Lake* (Wentworth, \$2 $\frac{1}{2}$ ; Windsor, Orient, \$2), with a well-known Methodist camp-meeting ground and summer-schools (lake to the right). — 173 M. *Ballston Spa* (Lincoln, Eagle, Medberry, \$2), with mineral springs, now little visited, is the junction of a line to *Schenectady* (p. 204) and *Binghamton* (see p. 216).

180 M. **Saratoga Springs** (*Rail. Restaurant*), see-p. 198.

Beyond Saratoga the train runs to the N.E. and crosses the Hudson at (197 M.) *Fort Edward* (St. James, Hudson, \$2), where,

however, all traces of the fort, built in 1755, have disappeared. Passengers for the Lake George steamer diverge here (see below).

FROM FORT EDWARD TO CALDWELL, 15 M., railway in  $\frac{3}{4}$ -1 hr. The railway ascends the Hudson, which here makes numerous falls. — 5 M. Glens Falls (300 ft.; *Rockwell Ho.*, \$2 $\frac{1}{2}$ -3; *American Ho.*, *The Van Cott*, \$2), an industrial city with (1890) 9509 inhab., where the Hudson forms a picturesque 'Fall of 50-60 ft. The island below the fall is the scene of some well-known incidents in *Cooper's* 'Last of the Mohicans'. — Beyond Glens Falls the train passes *Glenn Lake* (r.), reaches a height of 575 ft., and then descends rapidly through a wooded defile, affording fine views of lake and mountain. To the left, 2 M. from Caldwell, is the *Williams Rock*, a boulder marking the spot where Col. Ephraim Williams (founder of Williams College, p. 156) was killed and his 1200 men were defeated by the French and Indian army of Dieskau, which was in turn defeated, also with the loss of its commander, by Sir William Johnson (Sept. 8th, 1755). Hard by, just to the left of the railway, is the *Bloody Pond*, into which the dead bodies were thrown — 15 M. Caldwell (400 ft.), see p. 201.

Beyond Fort Edward our train leaves the Hudson and descends the valley of *Wood Creek*. 209 M. *Fort Ann*, the site of a fort of 1757, near which Gen. Putnam was defeated and captured by the French and Indians in 1750. — 219 M. *Whitehall* (*Hall Ho.*, \$2), the junction of a line to *Rutland* (p. 126), is a lumbering village of (1890) 4434 inhab., situated at the foot of *Skene Mt.* (525 ft.) and at the S. extremity of *Lake Champlain* (p. 202).

The train crosses the *South Bay* and follows the W. bank of *Lake Champlain*, which is at first more like a river than a lake. — 241 M. *Fort Ticonderoga* (see p. 203), at the foot of *Mt. Defiance* (870 ft.), is the junction of a line to (5 M.) *Baldwin*, on *Lake George* (see p. 202), and the starting-point of the steamer on *Lake Champlain* to *Plattsburg*, etc. (see p. 203). — The train threads a tunnel. 243 M. *Addison Junction*, for a line to *Leicester* and *Rutland* (p. 126); 251 M. *Crown Point* (p. 203); 259 M. *Port Henry* (p. 203). The *Adirondack Mts.* now rise prominently to the left. From (270 M.) *Westport* (p. 188) coaches run to *Elizabethtown*, *Keene Valley*, and *Lake Placid* (see p. 189). The train passes behind *Split Rock Mt.* (1035 ft.; right) and emerges on the wider part of *Lake Champlain* (views). The rocks to the left rise precipitously. — 284 M. *Willsborough*. — 296 M. *Port Kent* (p. 204), the junction of a line to (3 M.) *Ausable Chasm* (p. 187) and *Keeseville*. — 306 M. *Hotel Champlain* and *Bluff Point* (see p. 204).

309 M. *Plattsburg* (100 ft.; *Fouquet Ho.*, \$2 $\frac{1}{2}$ -4; *Witherill*, *Cumberland*, \$2-3; \**Rail. Restaurant*, meals 75 c.), a small town with 7010 inhab., is pleasantly situated on the W. shore of *Lake Champlain* (comp. p. 204), at the mouth of the *Saranac River*. It is a convenient starting-point for excursions on the lake, and it is the junction of branch-railways to *Ausable* and *Saranac Lake* (p. 186). It is 10 hrs. from New York by express-train. The *U. S. Military Post* at *Plattsburg* consists of 12 companies and is one of the largest and most important in the country (dress parades, guard-mounts, etc.). About 2 M. to the S., adjoining the grounds of the *Hotel*

Champlain (p. 204), is *Cliff Haven*, the headquarters of the *Roman Catholic Summer School of America*, corresponding in organisation and importance to the Protestant gathering at Chautauqua (p. 307). The attendance is very large. The reading circles of several states have small hotels or club-houses of their own.

FROM PLATTSBURG TO AUSABLE FORKS, 20 M., railway in  $1\frac{1}{2}$  hr. (fare \$ 1). — The line runs to the S.W. through the valley of the *Little Ausable*. From (23 M.) *Ausable Forks* coaches run to *Wilmington* (\$ 1) and *Lake Placid* (\$  $2\frac{1}{2}$ ).

Our line now leaves Lake Champlain and traverses a somewhat monotonous district. 319 M. *West Chazy* (Adirondack Inn, \$ 2) is the junction of an alternative route to Montreal. — 334 M. *Rouse's Point* (Windsor, \$  $2\frac{1}{2}$ -3), at the N. end of Lake Champlain, is the frontier-station. We then descend along the left bank of the *Richelieu* to (357 M.) *St. John's* (p. 128). Hence to —

384 M. **Montreal**, see *Baedeker's Canada*.

### c. Viâ Troy, Rutland, and Burlington.

400 M. NEW YORK CENTRAL & HUDSON RIVER RAILROAD to (148 M.) *Troy* in 4-5 hrs.; FITCHBURG R. R. thence to (30 M.) *White Creek*, in  $1\frac{1}{3}$  hr.; BENNINGTON & RUTLAND R. R. thence to (54 M.) *Rutland* in  $1\frac{1}{2}$ -2 hrs.; RUTLAND RAILROAD thence to (67 M.) *Burlington* in 2- $2\frac{1}{2}$  hrs.; CENTRAL VERMONT R. R. thence to (101 M.) *Montreal* in  $3\frac{1}{2}$ -4 hrs. (through-trains in 13-14 hrs.; fares as above). — This line is the direct route from New York to *Burlington* (p. 127) and the *Green Mts.* (p. 130).

From New York to (142 M.) *Rensselaer*, see R. 21b.

148 M. **Troy** (*Troy Ho.*, from \$ 3; *Fifth Avenue*, \$  $2\frac{1}{2}$ -3; *Mansion Ho.*, \$ 2- $2\frac{1}{2}$ ; *Windsor*, R. from \$ 1), a busy industrial city of (1890) 60,956 inhab., at the head of the steam-navigation of the Hudson. Its chief products are iron, Bessemer steel, railway rolling-stock, cotton and woollen goods, collars, and shirts. The *Rensselaer Polytechnic Institute* is a celebrated engineering school. The *Music Hall*, *Post Office*, and *Court House* are among the most prominent buildings. The fine new *Public Library* contains a statue of *Miss Emma Willard* (1787-1870). The *Soldiers' & Sailors' Monument* is in Washington Square. Troy is famous for its laundries.

Troy is an important railway-centre, lines diverging in all directions (New York; Burlington and Montreal; Boston viâ the Hoosac Tunnel, etc.). The main line of the Del. & Hudson R. R. begins here and unites with the Albany division at *Waterford Junction* (p. 158).

Our train turns to the right (N.E.) and runs over the *Fitchburg R. R.* to (178 M.) *White Creek*. We then run towards the N., with the *Green Mts.* at some distance to the right. 180 M. *N. Bennington*. 201 M. *Manchester* (690 ft.; *Equinox Ho.*, \$ 4), a summer-resort at the base of *Mt. Equinox* (3816 ft.), the \*View from which includes the Catskills, the Berkshire Hills, Lake George, and Lake Champlain.

232 M. *Rutland* (Rail. Restaurant), and thence to —

400 M. **Montreal**, see R. 15a.

## d. Viâ Utica and the Adirondacks.

470 M. NEW YORK CENTRAL & HUDSON RIVER RAILROAD in 12½ 15½ hrs. fares as in R. 20b). This route crosses the *Adirondacks* (comp. p. 196), and forms the most convenient approach to many points in that district.

From *New York* to (238 M.) *Utica*, see R. 28a; from *Utica* to (405 M.) *Malone*, see R. 25e. The train here crosses the Central Vermont R. R. (from *Ogdensburg* to *Rouse's Point*; comp. p. 206) and continues to run towards the N. Beyond (413 M.) *Constable* we enter Canada. 419 M. *Athelstan*; 423 M. *Huntington*. At (435 M.) *Valleyfield* we reach the *St. Lawrence*, along the S. bank of which we now run to the right. 448 M. *Beauharnois*; 456 M. *Chateaugay*. At (461 M.) *Adirondack Junction* we connect with the C. P. R.

470 M. *Montreal*, see *Baedeker's Canada*.

## 21. From New York to Albany.

### a. By Steamer.

144 M. The finely-equipped steamers of the Hudson River Line (Albany Day Line) leave *New York* every morning (except Sun.) in summer (May 28th to Oct. 15th) from *Desbrosses St. Pier* at 8.40 a.m. and *22nd St.* (N. R.) at 9 a.m., and reach *Albany* about 6 p.m., calling at seven intermediate points (fare \$2, return-fare \$3½). The largest steamer of this line (the 'New York') is 341 ft. long and has a speed of 22 M. an hour. Passengers by this line may see the most picturesque part of the Hudson in one day, returning from *West Point*, *Newburg*, or *Poughkeepsie* by the sister boat, which reaches *New York* at 5.30 p.m. No freight is carried by the Day Line. — The *People's Line Steamers* leave *Pier 41* (foot of Canal St.) every week-day at 6 p.m., reaching *Albany* at 6 a.m. next day and making no intermediate stops (fare \$1½, return \$2½, berth 50c.). — The *Citizen's Line Steamers* leave *Pier 46* daily, except Sat., at 6 p.m. and reach *Troy* about 6 a.m., calling at *Albany* on Sun. only (fare \$1½, return \$2½, berth 50c.). — The 'Mary Powell' plies every afternoon from the foot of *Desbrosses St.* to (95 M.) *Rondout* and *Kingston* (5½ hrs.; fare \$1, return-fare \$1½).

Those who wish to see the beauties of the Hudson should, of course, select the 'Day Line'; but the night-boats afford a comfortable and easy mode of travel. Good restaurants on board all the steamers (meals à la carte). Through railway tickets to Albany by the N. Y. C. R. R. or the West Shore R. R. are available on the Day Line steamer, and vice versâ.

The Hudson River rises in the Adirondack Mts., 4000 ft. above the sea (comp. p. 183), and flows into the Atlantic Ocean at *New York* after a nearly due S. course of 300 M. Its chief tributary is the *Mohawk*, which joins it on the W., a little above *Troy*. The mountains of the Hudson are part of the Appalachian system, the Highlands (see p. 163) being a continuation of the Blue Ridge. The Hudson has sometimes been called the 'American Rhine', but this title perhaps does injustice to both rivers. 'The spacious and stately characteristics of the Hudson, from the Palisades to the Catskills, are as epical as the loveliness of the Rhine is lyrical. The Hudson implies a continent beyond. For vineyards it has forests. For a belt of water, a majestic stream. For graceful and grain-goldened heights, it has imposing mountains. There is no littleness about the Hudson. . . . No European river is so lordly in its bearing, none flows in such state to the sea. Of all our rivers that I know, the Hudson, with this grandeur, has the most exquisite episodes. Its morning and evening reaches are like the lakes of a dream' (*G. W. Curtis*). The E. bank, for many miles above *New York*, is sprinkled with handsome country-houses. The effect of the tide is perceptible as far as *Troy*, and the river is navigable for