

## **Werk**

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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*, ½ 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.) *Watersford 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,