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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,

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.