

Werk

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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 1½ 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* (\$ 2½).

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, \$2½-3), 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 1½ hr.; BENNINGTON & RUTLAND R. R. thence to (54 M.) *Rutland* in 1½-2 hrs.; RUTLAND RAILROAD thence to (67 M.) *Burlington* in 2-2½ hrs.; CENTRAL VERMONT R. R. thence to (101 M.) *Montreal* in 3½-4 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*, \$ 2½-3; *Mansion Ho.*, \$ 2-2½; *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