

Werk

Titel: The United States with an excursion into Mexico

Verlag: Baedeker [u.a.]

Ort: Leipzig [u.a.]

Jahr: 1899

Kollektion: Itineraria

Werk Id: PPN242370497

PURL: <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG_0091

OPAC: <http://opac.sub.uni-goettingen.de/DB=1/PPN?PPN=242370497>

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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

large steamers for 150 M. Sailing-vessels and yachts are abundant in the lower part of its course, while numerous 'tows' of coal-barges, grain-barges, and lumber-rafts are also encountered. Beyond the influence of salt water the Hudson freezes solid in winter, affording an ample harvest to the ice cutter and a magnificent field for the exciting sport of ice-boat sailing. Its name is derived from *Henry Hudson*, a British navigator in the Dutch service, who in 1609 ascended the river in the 'Half Moon' as far as Albany, in search of a water-passage across the Continent. According to Ruttenger ('Indian Tribes of the Hudson River') the E. bank of the Hudson and part of the W. bank were occupied by the Mohicans, while the W. bank below the Catskills belonged to the Lenni Lenapes (Delawares) and above Cohoes to the Mohawks (Iroquois). The first steamboat that plied regularly for passengers was the 'Clermont' of Robert Fulton, which ran between New York and Albany in 1807.

The *Photo-Panorama of the Hudson*, published by the Bryant Literary Union (Evening Post Building, New York; price \$1), shows both sides of the river from Albany to New York, 'accurately represented from 800 consecutive photographs'.

In the following description the terms right (R., r.) and left (L., l.) are used with reference to persons ascending the river.

As the steamer starts from its dock, we enjoy a good view of New York Harbour to the S. On the right lies *Manhattan Island*, with the city of *New York*, while to the left, in the *State of New Jersey*, are *Jersey City* (p. 56), *Hoboken* (p. 56), and *Weehawken* (p. 56). Among the most conspicuous points to the right are the huge office-buildings in Broadway and Park Row (pp. 27-30), the dome of the 'World' Office (p. 30), the Post Office (p. 29), the Dakota Flats (p. 43), St. Luke's Hospital (p. 51), Riverside Park (p. 52), General Grant's Tomb (p. 52), Columbia University (p. 52), and the Convent of the Sacred Heart (p. 53). To the left are Stevens Castle (p. 56), the Elysian Fields (p. 56), *Union Hill Observatory*, *St. Michael's Observatory*, the West Shore Railroad Station (p. 6), the Guttenberg Brewery (p. 56), and *Pleasant Valley*. Near the end of Manhattan Island, 10-11 M. from the Battery, we pass between *Fort Lee* (p. 56), with its hotel, on the left, and the site of *Fort Washington*, captured by the British on Nov. 15th, 1776, on the right. At Fort Lee begin the ***Palisades**, an extraordinary ridge of columnar basaltic rocks, not unlike the Giant's Causeway, rising almost vertically to a height of 200-500 ft. and extending along the W. bank of the Hudson for about 15 M. The width of the mountains of which they form the E. escarpment is $1\frac{1}{2}$ - $1\frac{1}{2}$ M., and the W. slope is quite gentle.—The beauty of the Palisades has, of late, been somewhat marred by quarrying and blasting operations. — To the right (13 M.) is *Spytten Duyvil Creek* (p. 166).

16 $\frac{1}{2}$ M. (r.) *Mt. St. Vincent Convent*, the buildings of which include *Fonthill*, formerly the home of Edwin Forrest, the actor. It is the American headquarters of the Sisters of Charity.

17 M. (r.) *Yonkers* (p. 166), with the old *Phillipse Manor House*.

21 M. (r.) *Hastings* (p. 166). Opposite is **Indian Head** (*View), the highest point of the Palisades. About $\frac{1}{2}$ M. farther on (l.) is the boundary between New Jersey and New York, both banks henceforth belonging to the latter. — 23 M. (r.) *Dobbs Ferry* (p. 166).

24 M. (r.) *Irvington* (p. 166). *Sunnyside*, Irving's house, $\frac{3}{4}$ M. above, can scarcely be distinguished from the steamer. Opposite (l.) lies *Piermont*, with the long pier of the Erie Railroad. About 2 M. to the S.W. of Piermont is the old village of *Tappan*, where André was executed (Oct 2nd, 1780). — The Palisades here lose their wall-like character, and the Hudson expands into the lake-like expanse of the **Tappan Zee**, 10 M. long and 3-4 M. wide.

25 M. (r.) *Lyndehurst* (see p. 166), the residence of the late Mr. Jay Gould (d. 1892), loftily situated, with a tall tower.

27 M. (r.) *Tarrytown* (p. 166), whence a steam-ferry plies across the Tappan Zee to (3 M.) **Nyack** (*Prospect Ho.*, *Tappan Zee Ho.*, \$4; **St. George Hotel*, with restaurant, near the landing, \$2 $\frac{1}{2}$), a brisk little village, the terminus of the Northern Railroad of New Jersey. The *Dutch Church* in *Sleepy Hollow* (p. 166), about $\frac{3}{4}$ M. above Tarrytown, is hardly distinguishable.

30-32 M. (l.) *S. Hook Mt.* (730 ft.) and *N. Hook Mt.* (610 ft.). *Rockland* lies just beyond the latter.

32 M. (r.) *Sing Sing* (p. 166), with the low white-marble prison at the water's edge.

33 M. (r.) Estuary of *Croton River* and *Croton Point* (p. 167). Here, off *Teller's Point*, the extremity of the peninsula, the 'Vulture' anchored when she brought André to visit Arnold (see below).

The steamer now enters **Haverstraw Bay**, which is 4 M. wide.

37 M. (l.) **Haverstraw** (p. 168), at the N. base of *High Torn* (820 ft.). The *Highlands* (see below) are visible in the distance.

40 M. (l.) *Stony Point*, at the N. end of Haverstraw Bay, now marked by a lighthouse, was the site of a fort taken by the British on June 1st, 1779, and re-captured at the point of the bayonet by Gen. Wayne (p. 255) six weeks later. The river here is only $\frac{1}{2}$ M. wide, and on the E. bank is *Verplanck's Point*, the site of *Fort Lafayette*. — 41 M. (l.) *Tompkin's Cove*, with limestone quarries. — 43 M. (l.) *Kidd's Point* or *Caldwell's Landing*; r. *Peekskill*.

The river makes an abrupt bend to the left here, and the Dutch mariner Jan Peek is said to have followed the *Peekskill* (r.) under the idea that it was the Hudson, until his ship ran aground. Above Caldwell's Landing rises the **Dunderberg** (865 ft.), and to the N. of Peekskill is *Manito Mt.*, with the camp of the *New York State National Guard*. — We here pass through the S. gate of the ***Highlands**, the beautiful hill-girt section of the river extending from this point to near Newburgh (p. 164).

46 M. (r.) **Anthony's Nose** (900 ft.), a lofty summit, deriving its name, according to Diedrich Knickerbocker's familiar and humorous account, from the 'refulgent nose' of the Dutch trumpeter, Anthony van Corlear. Nearly opposite are *Iona Island*, *Bear Hill* (1350 ft.), and the sites of *Fort Clinton* and *Montgomery*.

50 M. (r.) *Sugar-Loaf Mt.* (765 ft.), near the S. base of which lay *Beverly House*, Arnold's headquarters, where he received the

news of André's capture and whence he made his escape to the 'Vulture'. Opposite are the *Buttermilk Falls*, 100 ft. high (insignificant except after heavy rain), on the bluff above which is the large and finely situated *Cranston's Hotel* (p. 168).

52 M. (l.) **West Point** (p. 168), the site of the well-known *Military Academy*, of which the domed library and other buildings are visible. The *Battle Monument* (p. 169) is conspicuous. To the N. is the *West Point Hotel* (p. 168), and above the 'Post' rises *Fort Putnam* (596 ft.). Steam ferry to *Garrison's* (p. 167).

Passing West Point, the steamer turns sharply to the left. To the right, on the point known as *Constitution Island*, was long the home of *Miss Warner* (1818-85; buried in West Point Cemetery), author of the 'Wide, Wide World'.

54½ M. (l.) *Crow Nest* (1405 ft.), immortalized in *J. R. Drake's* 'Culprit Fay'. — r. *Cold Spring* (p. 167), at the foot of *Mt. Taurus* or *Bull Hill* (1425 ft.).

56 M. (l.) ***Storm King** or *Butter Mt.* (1530 ft.), with *Cornwall* (p. 169) at its N. base. — r. *Breakneck Mt.* (1635 ft.). Between these hills is the *N. Gate of the Highlands*, issuing from which we pass the little *Polopel's Island* (r.). The mountains now trend to the N.E.

59 M. (l.) *New Windsor*. — r. *Dutchess Junction* (p. 167).

61 M. (l.) **Newburgh** (see p. 169). *Washington's Headquarters* (see p. 169), a one-storied stone building, with a timber roof, surrounded by trees and distinguished by a flag-staff, are seen just below the town. On the opposite bank lies *Fishkill* (p. 167; steam-ferry).

67 M. (l.) *Duyvil's Dans Kammer*, a low flat rock on a promontory.

70 M. (l.) *Marlborough*, with fine *Arbor Vitæ* trees.

75 M. (r.) **Poughkeepsie** (see p. 167). The boats of the Day Line meet here, and passengers who wish to return to New York make direct connection. *Vassar College* (p. 167) is not visible. — l. *New Paltz Landing*.

The ***Poughkeepsie Railway Bridge**, which here spans the Hudson, constructed on the cantilever principle, is 2260 yds. long (1¼ M.) and 200 ft. above high-water.

77 M. (r.) *Hudson River State Hospital for the Insane*. Numerous handsome residences are passed on the right, and large ice-houses on the left. It is estimated that the ice-industry of the Hudson represents a capital of \$5,000,000 (1,000,000*l.*) and gives employment in winter to 15,000 men. Many of the estates on both banks are still in the hands of the 'Knickerbocker' families to which they were originally granted.

82 M. (r.) *Hyde Park* (p. 167). Just above is the residence of *F. W. Vanderbilt*, almost opposite which (l.) is the home of *John Burroughs*, the author.

87 M. (r.) *Dinsmore Point*, with the house of the late *Wm. B. Dinsmore*, long president of the *Adams Express Co.*, which began

in 1840 with two men, a boy, and a wheel-barrow, and now has 8000 men and 2000 waggons and carries parcels over 25,000 M. of railway.

91 M. (l.) **Kingston** and **Rondout** (see p. 169), at the mouth of the *Delaware and Hudson Canal* (p. 170). Opposite lies *Rhine-cliff Landing* (p. 167; ferry 13 c.).

99 M. (r.) *North Bay* (above *Cruger's Island*), where **Fulton** built the 'Clermont' (p. 162), with the aid of Chancellor **Livingston**, a member of the influential New York family of that name.

100 M. (r.) *Tivoli*, whence a ferry runs to —

102 M. (l.) *Saugerties* (p. 170), with a lighthouse.

The **Catskill Mts.** (R. 24) now bound the view on the left. *Overlook Mt.* (3150 ft.), with its hotel, rises nearly opposite *Tivoli*, and next to it is *Plattekill* (3135 ft.), above *Saugerties*.

103 M. (r.) *Clermont*, the original seat of the **Livingston** family, descended from the **Earls of Linlithgow** (comp. above). Nearly opposite is *Malden*, above which rises *Kaaterskill Mt.*, with the *Kaaterskill Hotel* and the *Catskill Mt. House* (p. 178).

108 M. (r.) *Germantown Station*. Just beyond this point we have the best view, to the left, of the supine figure of the 'Man in the Mountain', whose knee, breast, and face (from S. to N.) are formed by different peaks of the **Catskills**. *Round Top* (3470 ft.), one of the highest of the **Catskills**, rises to the N. of the man's head.

115 M. (l.) *Catskill* (p. 177), at the mouth of the *Kaaterskill Creek*. This was the highest point reached by the 'Half-Moon' (p. 162), but **Hudson** sent small boats up as far as *Waterford* (p. 158), 4 M. above *Troy*. Numerous large *Ice Houses* to the left.

120 M. (r.) **Hudson** (p. 167). Steam-ferry to *Athens* (l.). The scenery is now less attractive. — 127 M. (l.) *Coxsackie* (ferry). — 125 M. (r.) *Stuyvesant*. Numerous flat islands are passed. — 136 M. (r.) *Schodack*. — l. *Coeymans* (pron. *Queemans*), behind which rise the *Helderberg Mts.* (p. 175). — 141 M. (r.) *Castleton*. Extensive dykes have been made from this point onwards to improve the channel.

148 M. (r.) *Van Rensselaer Place* or *Fort Oralo* (1642), the house in which a surgeon of the British army composed 'Yankee Doodle' in 1757.

150 M. (l.) **Albany** (see p. 170), with the *Capitol* towering above the other buildings, is connected by three bridges with *Rensselaer* (pp. 167, 168).

156 M. (r.) **Troy**, see p. 160.

b. Viâ Railway on the East Bank.

143 M. **NEW YORK CENTRAL AND HUDSON RIVER RAILROAD** in $2\frac{3}{4}$ - $4\frac{3}{4}$ hrs. (fare \$3.10; parlor-car \$1). This line affords good views of the W. bank of the *Hudson* (sea to the left).

New York, see p. 6. The train leaves the **Grand Central Depot**, traverses the *Park Avenue tunnel* (comp. p. 40), passes *125th Street Station*, and crosses the *Harlem River* by a huge four-track swing-

bridge of steel, completed in 1896. Among the buildings seen to the left are Grant's Tomb (p. 52), St. Luke's Hospital (p. 51), and Columbia University (p. 52). The line turns to the W. (left) beyond (5 M.) *138th Street*, and skirts the Harlem to *High Bridge* (p. 54) and (11 M.) *Spuyten Duyvil*, on *Spuyten Duyvil Creek* (p. 22), so named, says the legend, from the Dutch trumpeter *Anthony van Corlear*, who 'swore most valorously that he would swim across it in spite of the Devil (en spuyt den duyvil)', but 'sank for ever to the bottom' (see *W. Irving's 'Knickerbocker History of New York'*). The creek formed the S. boundary of the 'Neutral Ground' in the Revolutionary War. — Spuyten Duyvil lies on the E. bank of the *Hudson*, which we now follow closely, obtaining good views of the *Palisades* (p. 162), on the opposite side. The line passes several of the riverine suburbs of New York, but runs at too low a level to afford views of them (comp., however, R. 21c). 14 M. *Mount St. Vincent*, with a large convent (p. 162). — 16 M. *Yonkers (Getty Ho.; Wynnstay)*, a thriving town, with (1890) 33,033 inhab. and the residences of many New Yorkers. It occupies the land of the *Philipse estate* (comp. p. 162), and the manor-house (1682), in front of which is a *Soldiers' Monument*, is now the city-hall. — 20 M. *Hastings*. — 21 M. *Dobbs Ferry (Bellevue)*, a picturesque suburban village, affording fine views of the N. end of the *Palisades*. In the old *Livingston Mansion* here, in 1783, Washington, Carleton, and Clinton met for the final settlement of the terms on which England recognized American independence. — 23 M. *Irvington*, on the bank of the *Tappan Zee*, with 'Sunnyside', the home of Washington Irving, the E. end of which is covered with ivy, grown from a slip given to Irving at *Abbotsford* by Sir Walter Scott †. The house has lately been enlarged. The *Pauldin Manor (Lyndehurst; see p. 163)* is a fine old building. *Nevis* is a stately mansion built in 1836 by a son of Alex. Hamilton and named in honour of his father's birth-place. — 26 M. *Tarrytown (Franklin Ho., \$2-3; Mott Ho., \$2½)*, on a hill rising from the river.

This was the scene of Major André's capture in 1780 (spot marked by a monument) and is the centre of a district rich in reminiscences of the Revolutionary War. It is, perhaps, still better known from its connection with *Washington Irving (1783-1859)*, who was churchwarden of *Christchurch* here (restored in 1897) and is buried in the graveyard of the old *Dutch Church*, $\frac{3}{4}$ M. to the N., built in 1699 with bricks brought from Holland. The latter church lies in '*Sleepy Hollow*', which is traversed by the *Pocantico* or *Mill Brook*, with the bridge across which '*Ichabod Crane*' rushed helter-skelter from the pursuit of the '*Headless Horseman*'. The '*Castle*', a huge stone building with four towers, is now a girls' school. Among the most beautiful estates near Tarrytown is *Rockwood Hall*, the seat of Mr. Wm. Rockefeller. Opposite-Tarrytown lies *Nyaack* (p. 163).

31 M. *Sing Sing (American Hotel, Phoenix, \$2½)*, a prettily situated town with (1890) 9352 inhab., is the seat of the *State Prison*, the large buildings of which are seen to the left. The *Croton*

† According to another version of the story, the ivy was brought from *Melrose Abbey*.

Aqueduct (p. 54) here crosses a ravine by a stone arch, 70 ft. high and 88 ft. in span. — The train then crosses the mouth of the *Croton River* (6 M. up which is the *Croton Reservoir*, p. 54) and intersects *Croton Point*. Across the Hudson, which is here at its widest (*Haverstraw Bay*, 4 M.), is the village of *Haverstraw* (p. 163). Farther on the train is frequently carried across creeks and bays on low trestle-work. — 42 M. *Peekskill* (*Eagle*, \$2-3), a pretty little town with (1890) 9676 inhab., on *Peek's Kill*, opposite the *Dunderberg* (p. 163; ferry to *Caldwell's Landing*). The train penetrates *Anthony's Nose* (p. 163) by a tunnel 70 yds. long, passes (47 M.) *Highlands Station* (view of the hills across the Hudson), and reaches (50 M.) *Garrison's* (*Highland Ho.*, loftily situated, \$2½-3), opposite *West Point* (p. 168; ferry 15 c.). 53 M. *Cold Spring* (ferry to *Cornwall-on-the-Hudson*, p. 169); 56 M. *Storm King*, opposite the hill of that name (p. 164); 58 M. *Dutchess Junction*.

59 M. *Fishkill Landing*, the W. terminus of the Highland Division of the N. Y. N. H. & H. R. R. (p. 169), lies at the mouth of the *Matteawan Creek*, opposite *Newburgh* (p. 169; ferry 9 c.).

The NEWBURGH, DUTCHESS, & CONNECTICUT R. R. runs hence to (58 M.) *Millerton*, passing (29 M.) *Millbrook* (900 ft.; *Halcyon*, from \$4; *Millbrook Inn*, \$4), a favourite summer-resort.

74 M. *Poughkeepsie* (200 ft. above the river; *Nelson Ho.*, \$3-3½; *Morgan Ho.*, \$2½-3; *Rail. Restaurant*), a city of (1890) 22,290 inhab., was settled by the Dutch in 1698 and contains some handsome buildings, including a large *State Insane Asylum*. The name (pron. *Pokipsy*) is a corruption of the Indian *Apo-keep-sinck* ('safe harbour'). The *Eastman Park* is pleasantly laid out.

About 1½ M. to the E. lies *Vassar College* (600 students), perhaps the most famous of the American colleges for women, founded and endowed by *Matthew Vassar*, an Englishman, at a cost of \$1,000,000 (200,000!). Its main building, 500 ft. long, is modelled after the *Tuileries*. — The fine *Cantilever Bridge* (see p. 164) was built in 1836-89 to provide direct communication between New England and the coal-fields of Pennsylvania. — Poughkeepsie is the headquarters of ice-boat sailing (comp. p. 162).

80 M. *Hyde Park*; 84 M. *Staatsburg*. The river-banks are now much less precipitous. — 89 M. *Rhinecliff*, terminus of the Philadelphia, Reading, & New England R. R. About 2 M. to the E. lies *Rhinebeck* (*Rhinecliff Hotel*, \$2). A steam-ferry plies hence to *Kingston* (p. 169). The *Beekman House*, near *Rhinecliff*, is a good specimen of a Dutch house of the 17th century. — From (99 M.) *Tivoli* a ferry plies to *Saugerties* (p. 170). The *Catskills* (p. 176) are now prominent on the other side of the Hudson. From (111 M.) *Catskill Station* a steam-ferry runs to the town of *Catskill* (p. 177), the chief avenue of approach to the *Catskill Mts.* (R. 24).

115 M. *Hudson* (*Worth Ho.*, \$2½; *Waldron Ho.*, \$2), a small city with (1890) 9970 inhab., lies on the slope of *Prospect Hill* (200 ft.), at the head of ship-navigation (steam-ferry to *Athens*, p. 170). The *Kinderhook & Hudson Railway* runs hence through a pleasant country to (18 M.) *Niverville* (p. 148). — 142 M. *Rens-*

selae (comp. p. 165). Our train here crosses the Hudson, while trains for Troy and other points to the N. (comp. R. 20c) continue on the E. bank of the river.

143 M. *Albany (Rail. Restaurant)*, see p. 170.

c. *Viâ Railway on the West Bank.*

142 M. WEST SHORE RAILROAD in $4\frac{1}{2}$ - $5\frac{1}{2}$ hrs. (fare \$3.10; sleeper \$1.50, parlor-car \$ 1). This line affords better views than that on the E. bank, but starts from *Weehawken* (p. 55; ferry from Franklin St $\frac{1}{2}$ hr., from 42nd St. $\frac{1}{4}$ hr.).

The train starts at *Weehawken* (see p. 56; Rail. Restaurant) and passes through a long tunnel into the valley of the *Hackensack*, which runs through marshes to the left. As far as Nyack our line runs parallel with the *Northern New Jersey Railroad* (to the right). All view of the Hudson is at first cut off by the *Palisades* (p. 162).

11 M. *West Englewood*; 20 M. *Tappan* (p. 163); 25 M. *West Nyack*, $1\frac{1}{2}$ M. to the W. of *Nyack* (p. 163). At (27 M.) *Valley Cottage* the *S. Hook Mt.* (p. 163) rises to the right. $29\frac{1}{2}$ M. *Conger's* is the station for *Rockland Lake* (150 ft.), 1 M. to the S.E., an important source of New York's ice-supply. The train now threads a tunnel and emerges on *Haverstraw Bay* (p. 163; *View of the *Hudson*). To the left is *High Torn* (p. 163). 33 M. *Haverstraw*, with extensive brick-fields. The line now hugs the river. 42 M. *Iona Island* (p. 163); 44 M. *Fort Montgomery* (p. 163). From (40 M.) *Jones Point* a spiral railway (views) is to ascend to the top of the *Dunderberg* (p. 163; pleasure grounds). $47\frac{1}{2}$ M. *Cranston's*, a large summer-hotel (\$ 4-5), 250 ft. above the river (*View).

$48\frac{1}{2}$ M. *West Point (West Point Hotel)*, adjoining the Parade Ground, \$ $3\frac{1}{2}$ -4), the seat of the well-known *Military Academy* for training officers for the U. S. army, is finely situated on the W. bank of the Hudson, overlooking the Highlands (p. 163). The railway station is on the level of the river, but the parade-ground and the principal buildings of the 'Post' occupy a plateau about 180 ft. above.

West Point was first fortified in 1778, and this 'Gibraltar of the Hudson' was an important point in the Revolutionary War, though no actual fighting took place here. Arnold was commander of the post at the time of his treason. Washington recommended the site for a military academy, but it was not till 1802 that it was established.

The *West Point Military Academy* usually contains about 300 cadets, who are nominated, between the ages of 17 and 22, by Members of Congress and appointed by the President. The discipline is essentially military, and the course of instruction (4 years) is very thorough. The instructors are officers of the army. The cadets go into camp in July and Aug., but the most interesting drills are held in April, May, Sept., and Oct.; dress-parades are held all the year round, weather permitting.

Visitors will find an introduction convenient, but can see most of the points of interest without one.

Ascending from the landing by a good road cut in the cliffs, we pass, on the right, the *Riding School* (visitors admitted to the galleries). The horsemanship of the senior cadets is wonderfully good, and no one should neglect an opportunity to see their exercises. On the higher ground immediately to the W. of the *Riding School* is the *Headquarters Building*, and farther on we reach in succession the *Library* (with a dome), the

Chapel (allegorical painting by Weir; captured flags), the *Academic Building* (by R. M. Hunt), the *Cadet Barracks*, and the *Gymnasium*. To the S. of the Academic Building is the *Cadet Mess Hall*, with portraits of Grant, Sherman, Sheridan, and other officers.

All military exercises take place on the fine *Parade Ground*, 40 acres in area. The tall *Battle Monument* (78 ft. high), near the flag-staff, was erected in 1894; it consists of a column surmounted by a Victory by Macmonnies. In the N.W. corner is a statue of *Gen. Sedgwick*, in the S.E. corner one of *Col. Thayer*. To the N.E., in an angle of *Fort Clinton*, is a monument to *Kosciuszko*. Just below the crest of the hill, to the N. of the library, is a monument to *Dade's Command* (p. 413). On the E. side of the Parade Ground is the *Cullum Memorial Hall*.

The so-called 'Flirtation Walk', on the river side, leads to *Kosciuszko's Garden*, a spot frequented by that heroic Pole. The *Officers' Quarters* are on the N. side of the Parade Ground; and the *Soldiers' Barracks* are on a lower level, below and to the W. of the West Point Hotel.

The views from different parts of the Post are beautiful, but the visitor with a little time to spare should ascend to Old Fort Putnam (596 ft.). We follow the road ascending the hill behind the new Gymnasium and at (3 min.) the cross-roads take the third road to the left (second to the right), which brings us in 10-15 min. to the ruins of the Old Fort. Here we can walk round the ramparts, obtaining a magnificent *View in all directions: up and down the Hudson, nearly the whole of the Highlands, Newburgh, the buildings of the Post (at our feet), the red-domed observatory on a lower hill to the S., Cranston's Hotel (p. 168), etc. — A fine road (*Views) leads from West Point to (7 M.) *Cornwall* (see below) over the slopes of *Crow Nest* (p. 164) and *Storm King* (p. 164), and the energetic visitor may easily ascend one or both of these mountains (*Views).

Leaving West Point the train tunnels under the Parade Ground and skirts the bases of *Crow Nest* (p. 164) and *Storm King* (p. 164), commanding fine views of the mountains on the other side of the Hudson. 53 M. *Cornwall* (Elmer Ho., \$2 $\frac{1}{2}$ -3), a popular summer resort, with *Idlewild*, for 15 years the home of *N. P. Willis* (1807-67).

58 M. *Newburgh* (**Palatine*, \$3-4; *U. S. Hotel*, \$2), a city and coaling port of (1890) 23,087 inhab., finely situated on the W. bank of the Hudson, 130-300 ft. above the water. The chief point of interest here is the old *Hasbrouck Mansion*, to the S. of the city, which was Washington's headquarters in 1782-83 and dates in part from 1750 (interesting relics; adm. free; catalogue 25 c.). It was here that Washington was offered the title of king by the officers of the army. In the N.E. corner of the grounds is the so-called *Tower of Victory*, with a statue of Washington (view).

Newburgh is the junction of a branch of the *Erie Railway* (running into Pennsylvania) and connects across the Hudson, at Fishkill Landing, with the Highland Division of the N. Y. N. H. & H. R. R. (comp. p. 167).

The line continues to follow the Hudson closely. — 73 M. *Highland* is the station for the steam-ferry to *Poughkeepsie* (p. 167).

89 M. *Kingston* (*Rail. Restaurant*) and *Rondout* (*Mansion Ho.*, \$2-2 $\frac{1}{2}$), the one on the heights a little back from the river and the other at the mouth of the *Rondout Creek*, have been united in one city with (1890) 21,381 inhab., cement works, and a trade in coal. The *Senate House* of Kingston, built in 1676 and the first home of the N.Y. State Legislature, contains an interesting collection of Dutch and other relics. Kingston was burned by the British in 1777.

Kingston is the junction for the *Ulster & Delaware R. R.*, one of the approaches to the Catskill Mts. (see R. 24c), and connects by steam-ferry with *Rhinecliff* (p. 167). — Rondout is the termination of the *Delaware and Hudson Canal*, which was constructed in 1825-28 to tap the Pennsylvania coal-fields and runs to (108 M.) *Honesdale* (p. 251). About 2½ million tons of coal are annually brought over it.

FROM KINGSTON TO CAMPBELL HALL, 33 M., *Wallkill Valley R. R.* in 1½ 1¾ hr This line is of importance to the tourist mainly as giving access to *Lakes Mohonk* and *Minnewaska* (see below). The station for both of these is (15 M.) *New Paltz* (Locust Grove Ho., Tamney Ho., \$ 2), which may also be reached from New York via the N.Y., Ontario, & Western R. R. and the Erie R. R. (through-fare to Lake Mohonk about \$ 3½, to Minnewaska about \$ 4½). Stages run in connection with the trains from New Paltz to (6 M.) *Lake Mohonk* (fare \$ 1.25, when not included in the railway ticket, trunk 50 c.) and to (10 M.) *Minnewaska* (fare \$ 1.50). — **Lake Mohonk* (1200 ft.) is a charming little sheet of water, situated near the summit of *Sky Top* (1700 ft.), one of the *Shawangunk Mts.*, 6 M. to the W. of New Paltz. Fine views are enjoyed in all directions over a scene in which the wild and the gentle are mingled in picturesque variety. On the margin of the lake stands the **Mohonk House*, a huge hotel with accommodation for 400 guests (\$ 3-5 a day, \$ 15-30 a week, acc. to season). The mountains are traversed by fine walks and drives, and fishing and bathing are also among the attractions. — About 6 M. to the S. of Lake Mohonk and 10 M. to the S.W. of New Paltz, at an elevation of 1800 ft., is **Lake Minnewaska*, on the banks of which are two similar hotels, the *Wildmers* and the *Cliff* (\$ 2-3 a day, \$ 11-20 a week). All three hotels belong to the same owner and are managed on 'a strictly temperance plan'. Moreover 'visitors are not expected to arrive or depart on the Sabbath'. The life generally is much quieter than at most large American summer-hotels. The Mohonk House opens about June 1st and closes about Oct. 20th; the Minnewaska season begins in mid-June and closes about the end of September. — On the crest of the mountains above Lake Mohonk, overlooking the valleys of the *Rondout* and the *Wallkill*, is the *Mountain Rest*, a boarding-house for 50 guests (\$ 2 a day, \$ 9-15 a week). — The 'Mohonk Conferences', held every autumn, discuss the means of improving the condition of the American Indian.

The train now runs at some little distance from the river. 100 M. *Saugerties*, at the mouth of the *Esopus Creek* (rail. stat., 1 M. from the river), near the *Plattekill Clove* (p. 181).

111 M. *Catskill*, the junction of the *Catskill Mt. Railway* and another portal to the *Catskill Mts.*, see p. 177. 115½ M. *West Athens*; 121 M. *Coxsackie*. At (129 M.) *Ravena* the line for Buffalo and the West diverges to the left.

142 M. *Albany*, see R. 22.

22. Albany.

Hotels. *TEN EYCK (Pl. b; D, 4, 5), at the N.E. corner of State and Chapel Sts., \$ 4, R. from \$ 2; *KENMORE (Pl. a; D, 4), N. Pearl St., \$ 3; STANWIX HALL (Pl. c; D, 5), Broadway, near the railway-station, from \$ 2½, R. from \$ 1; GLOBE, State St., \$ 2-2½; KEELER'S, Broadway, for men only, R. from 75 c.; MANSION HO., 337 Broadway, \$ 2. — *Railway Restaurant*.

Tramways (chiefly electric; fare 5c.) run through the main streets and to *Watervliet* (p. 174), *Cohoes* (p. 158), *Troy* (p. 160), *West Albany*, and *Rensselaer*.

Steamers ply to *New York* (see R. 21a), *Newburg* (p. 164), *New Baltimore*, and *Troy* (p. 160), and **Steam Ferry Boats** run to *Rensselaer* (p. 167) and *Bath*.

Cabs. For each pers., 1 M. 50 c., 2 M. 75 c., 3 M. \$ 1.

Theatres. *Empire*, State St., above S. Pearl St.; *Leland Opera House*, S. Pearl St. (Pl. C, 5); *Harmanus Bleecker Hall*, see p. 174.

Post Office (Pl. D, 5), Broadway, corner of State St.