

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_0092

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

Terms and Conditions

The Goettingen State and University Library provides access to digitized documents strictly for noncommercial educational, research and private purposes and makes no warranty with regard to their use for other purposes. Some of our collections are protected by copyright. Publication and/or broadcast in any form (including electronic) requires prior written permission from the Goettingen State- and University Library.

Each copy of any part of this document must contain these Terms and Conditions. With the usage of the library's online system to access or download a digitized document you accept the Terms and Conditions.

Reproductions of material on the web site may not be made for or donated to other repositories, nor may be further reproduced without written permission from the Goettingen State- and University Library.

For reproduction requests and permissions, please contact us. If citing materials, please give proper attribution of the source.

Contact

Niedersächsische Staats- und Universitätsbibliothek Göttingen
Georg-August-Universität Göttingen
Platz der Göttinger Sieben 1
37073 Göttingen
Germany
Email: gdz@sub.uni-goettingen.de

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-