

## **Werk**

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and then follow *Lake Avenue* (right), past the handsome *Armoury*, the *Academy*, and the *Fitchburg Railroad Station*, to (6 min.) *Broadway*.

**Environs.** The favourite short *Drive* from *Saratoga* is that to *Saratoga Lake*, 4 M. to the S.E. We follow *Union Avenue*, which leads to the left from *Broadway* at *Congress Hall*. On the left we pass another *Indian Camp* and on the right the *Racecourse*, one of the best tracks in the United States, and *Yaddo*, the residence of Mr. Spencer Trask, to the beautiful grounds of which visitors are admitted. The lake, on which small steamers ply, is 7 M. long and is frequented for boating and fishing. Near its N. end is the '*Lake House* (formerly *Moon's*), a favourite resort for game and fish dinners and for '*Saratoga Chips*' (fried potatoes; sold in paper packets or served with meals). *Riley's*, on *Little Lake*, 1/4 M. to the S.W., is a similar resort. An electric tramway (return-fare 25 c.) runs from the Grand Union Hotel to *Saratoga Lake*. — *Gridley's Ponds*, a fishing-preserve near the racecourse, are much frequented by ladies and others (fee \$1 per pound of trout caught). — *Ballston Spa* (7 M.; p. 158), *Round Lake* (12 M.), and *Lake Luzerne* (see p. 194; 20 M.) may be reached by road or railway; and longer excursions may be made to the *Adirondacks* (p. 183), *Lake George* (see below), *Lake Champlain* (p. 202), etc.

A branch of the FITCHBURG RAILROAD runs to (12 M.) *Schuylerville*, whence the *Battlefield of Saratoga* (p. 198), with its national monument, may be visited. Memorial tablets mark the chief points of the battle-ground.

FROM SARATOGA TO MR. MCGREGOR, 10 M., railway in 3/4 hr. (return-fare \$1). — The top of the hill (1200 ft.) commands an exquisite \*View. The *Balmoral Hotel*, burned down in Dec., 1897, had not been rebuilt when this work went to press. The cottage in which *Gen. Ulysses Grant* died in 1855, near the site of the hotel, is now State property and is shown to the public.

## 27. Lake George and Lake Champlain.

\***Lake George** (325 ft.), a picturesque sheet of water in the State of New York, to the S.E. of the *Adirondack Mts.* (p. 183), is 33 M. long from N. to S. and 3/4-3 M. wide. It is flanked on both sides by wooded mountains, sometimes descending to the water in bold crags, and is dotted with pretty islands (220 in all). It is sometimes called, perhaps with more zeal than discretion, the *Como*. — the *Windermere*, or the *Loch Lomond of America*. At the N. end it discharges into *Lake Champlain*, 245 ft. below it, from which it is separated by a ridge 4 M. wide.

Lake George has long been a favourite summer-resort, and there are many hotels, large and small, on its banks, while camp-life is also in high favour. It is usually approached by the route to *Caldwell* described at p. 159; and a steamer plies twice daily thence in 2 1/2-3 hrs. to *Baldwin*, at the foot of the lake (fare \$1.50; restaurant on board, meals 75 c.). Fair fishing for lake-trout, perch, and bass is obtained in the lake (boat with fisherman \$3 a day). — See *S. R. Stoddard's* '*Lake George and Lake Champlain*' (25 c.); and comp. *Francis Parkman's* '*Historic Handbook of the Northern Tour*'.

Lake George was first seen by white men in 1642, when three Frenchmen, including the Jesuit *Jogues*, were brought hither as captives of the Iroquois. Father *Jogues* named it the *Lac du Saint Sacrement*; the Indian name was *Andiatarocete* ('place where the lake closes'), and *Cooper* tried in vain to attach to it the romantic title of *Lake Horican* ('silvery waters'). The present name was given to it in honour of *George II.* The position of Lake George on the highway between the English colonies and Canada gave it a prominent rôle in the Anglo-French

struggles of the 17-18th cent., and more than one battle has been fought on or near its waters (comp. below and p. 202). Its associations with the romances of Cooper lend it an additional interest.

**Caldwell** (*Fort William Henry Hotel*, a large house with 800 beds, \$4-5; *Lake House*, \$3½-4; *Central Hotel, Carpenter, Arlington*, \$2), the terminus of the railway mentioned at p. 159, is a small village, beautifully situated at the head (S. end) of Lake George, and much frequented as a summer-resort (good boating and fishing). It lies at the E. base of *Prospect Mt.* (2020 ft.; *Prospect Mt. Ho.*, with restaurant, \$3½), the top of which is reached by an inclined railway (train every ½ hr.; fare 50 c.). To the E. rises *French Mt.* (1520 ft.).

The *Fort William Henry Hotel* stands near the site of the old *Fort William Henry*, built by the English in 1755 to command the head of the lake. Two years later it was captured by General Montcalm at the head of 8000 men; and the massacre of 1500 helpless men, women, and children by his Indian allies has left an indelible stain on the memory of that gallant Frenchman (see the descriptions in *Cooper's 'Last of the Mohicans'* and in *Parkman*). A few relics of the lost subsist. — About ½ M. to the E. are the picturesque ruins of *Fort George*, dating from 1759. — It was at this spot that the army of Gen. Abercrombie started in a fleet of boats for its disastrous expedition against *Fort Ticonderoga* (1758; see *Cooper's 'Satanstoe'*), and a year later Lord Amherst set out hence with the army that finally expelled the French from Lakes George and Champlain.

The STEAMER down the lake leaves Caldwell after touching at various hotel-landings and crosses to the *Crosbyside Hotel* (\$2-2½), at the foot of *French Mt.* On the same side, 1 M. to the N., is *St. Mary's Convent*, the summer-retreat of the Paulist Fathers of New York. We pass *Tea Island*, *Diamond Island*, and *Long Island*. To the right are *Kattskill Bay* and *Pilot Mt.*, at the foot of which are some small hotels frequented by anglers (\$1½-2 per day). Opposite is the *Marion House* (\$3-4).

8½ M. *Buck Mt.* (2335 ft.). — The steamer steers between *Dome Island* (r.), in the widest part of the lake, and *Recluse Island* (l.), connected by a bridge with the tiny *Sloop Island*.

9½ M. (left). **Bolton** (\**Sagamore*, situated on an island connected with the mainland by a bridge, from \$4; \**Mohican Ho.*, \$3, *Bolton Ho.*, *Lake View Ho.*, \$2½-3), the largest village on the lake after Caldwell, is a good centre for excursions. *Black Mt.* (see below) stands out well to the E.N.E. Above Bolton extends *Ganouskie* or *North West Bay*, 5 M. long, formed by a tongue of land jutting out southwardly into the middle of the lake.

11-12 M. (r.) **Shelving Rock Mt.** (1135 ft.; *Hundred Island House*, *Pearl Point Ho.*, \$2½-3), descending abruptly into the lake.

Off the shore is *Fourteen Mile Island* (The *Kenesaw*, \$2½), at the entrance to the \***Narrows**, between *Tongue Mt.*, *Three Mile Mt.*, and *Five Mile Mt.* (2260 ft.) to the left, and *Mt. Erebus* and the sombre *Black Mt.* (2660 ft.; \**View*) to the right. The Narrows are crowded with islands, through which the steamboat holds a devious course.

13 M. (r.) *Paradise Bay*, a favourite goal of small excursion steamers.

14 M. (r.) *Black Mt. Point* (to top of Black Mt.,  $1\frac{1}{2}$ - $2\frac{1}{2}$  hrs.).

17 M. *Harbor Islands*, where a body of 400 English were surprised by the Indians in 1757 and nearly all killed or captured.

18 M. (l.) *Deer's Leap Mt.* — (r.) *Hulett's Landing* (Hotel, \$ $2\frac{1}{2}$ ), whence Black Mt. is ascended from the N.

$18\frac{1}{2}$  M. (l.) *Bloomer Mt.*, forming, with Deer's Leap Mt., the *Twin Mts.*, as seen from the N.

19 M. (l.) \**Sabbath Day Point*, a fertile cape at the outlet of the Narrows, was the scene of a battle between the Colonists and the Indians and French in 1756 and between the Americans and the Indians in 1776, in both of which the first-named won. Generals Abercrombie and Amherst (see p. 201) both landed here. Good view up and down the lake.

21 M. (l.) *Silver Bay* (Silver Bay Ho., \$ $2\frac{1}{2}$ ).

26 M. (l.) *Hague* (*Phoenix Hotel*, *Uncas*, \$2; *Hillside Ho.*, *Rising Ho.*, *Trout Ho.*, \$ $1\frac{1}{2}$ -2), a favourite fishing-resort, backed by the ridge of the *Three Brothers*. — The lake again contracts.

28 M. (r.) *Anthony's Nose*, rising abruptly from the water's edge.

30 M. (l.) *Rogers' Slide* (1080 ft.) and \**Rogers' Rock Hotel* (\$3).

32 M. (l.) *Baldwin* (*Baldwin Ho.*, \$2), where we leave the steamer for the train. *Lord Howe's Point*, just to the N., was the landing-place of the English army in 1758. Offshore lies *Prisoners' Island*, where the French are said to have confined their captives.

FROM BALDWIN TO FORT TICONDEROGA, 5 M., railway in  $\frac{1}{2}$  hr. (fare 75 c.). This short railway, connecting Lake George with Lake Champlain, descends rapidly (245 ft.) round the slope of *Mt. Defiance* (p. 203). At the village of *Ticonderoga* (*Burleigh Ho.*, \$ $2\frac{1}{2}$ - $3\frac{1}{2}$ ), about halfway, the outlet of Lake George forms a picturesque waterfall (left). — *Fort Ticonderoga*, see p. 203.

\**Lake Champlain* (100 ft.), 120 M. in length,  $\frac{1}{4}$ -12 M. in width, and 50-400 ft. deep, lies between New York on the W. and Vermont on the E. and extends on the N. for a short way into Canada. Its shore-line is indented by numerous bays and inlets, and there are about fifty islands, one of which is 30 sq. M. in extent. The Vermont shore is generally level and fertile, with the Green Mts. in the background, while the W. shore is broken and diversified by the foothills of the Adirondacks. Besides the city of Burlington (p. 127) there are numerous towns and villages on its banks. A considerable navigation is carried on on its waters, and it communicates with the Hudson by a canal and with the St. Lawrence by the river Richelieu.

The name of the lake recalls Samuel de Champlain, Governor of Canada, who discovered it in 1609. Its Indian names were *Caniaderi Quaranti* ('gate of the land') and *Petoubouque* ('waters that lie between'). Like Lake George, it was for a century and a half the scene of repeated conflicts between the English and the French; and in 1759 it finally passed

into the possession of the former. The most interesting contests are mentioned below in connection with their scenes of action.

STEAMBOATS (good restaurants on board) ply regularly from *Fort Ticonderoga* (see below) to *Plattsburg* (p. 159;  $5\frac{2}{3}$  hrs.), calling at all important intermediate points; from *Westport* (p. 188) to *North Hero* (p. 204;  $5\frac{2}{3}$  hrs.); and from *Westport* to *Vergennes* (p. 127; woman-pilot). — For the RAILWAYS along its banks, see RR. 15, 20.

The S. extremity of Lake Champlain, from *Whitehall* (p. 159) to (24 M.) *Fort Ticonderoga*, is so narrow as to resemble a river rather than a lake, and has been sufficiently described in R. 20 b. Steamboat-navigation begins at *Fort Ticonderoga*.

**Fort Ticonderoga** (*Fort Ticonderoga Hotel*, near the old fort, \$2) is a railway-station and steamboat-landing on the W. side of Lake Champlain, at the foot of *Mt. Defiance* (850 ft.; \*View). The village of *Ticonderoga* (p. 202) lies 2 M. inland, while the ruins of *Fort Ticonderoga* (see below) crown a high bluff  $1\frac{1}{2}$  M. to the N.

*Fort Carillon*, the first regular fortification here, was built by the French in 1755. In 1758 General Abercrombie (see p. 201) made an unsuccessful effort to capture it, and had to retreat up Lake George, with the loss of Lord Howe and 2000 men. The following year, however, the French evacuated it on the approach of Lord Amherst (see p. 201), and the English considerably strengthened and enlarged it, changing its name to **Fort Ticonderoga**. In 1775 the fort was taken by Green Mountain Boys led by Col. Ethan Allen of Vermont, who surprised the unsuspecting commandant in his bed and called on him to surrender 'in the name of the Great Jehovah and the Continental Congress'. Gen. Burgoyne, however, recaptured it in 1777 with the aid of a battery posted on the top of *Mt. Defiance*. The fort was dismantled in 1780 and allowed to fall into decay. It long formed a quarry for the buildings of the neighbourhood; but its scanty remains, from which a fine view is obtained, are now preserved as a national memorial.

At *Fort Ticonderoga* the lake is barely  $\frac{1}{2}$  M. wide, and it does not widen materially till beyond *Crown Point*. The STEAMER makes its first stop at *Larrabee's Point* (right) and then crosses the lake to (10 M.) the landing of *Crown Point* (left), 1 M. to the E. of the village. A short railway runs to (13 M.) *Hammondville*, connecting by stage with *Schroon Lake* (p. 194). About  $5\frac{1}{2}$  M. farther on we thread the narrows between *Chimney Point*, on the right, and \***Crown Point**, on the left, the latter surmounted by a light-house and the ramparts of the old fort.

The French *Fort Frederick*, erected on this point in 1731, was abandoned at the same time as *Fort Ticonderoga* (see above). The English constructed a much larger and more formidable fortification, which, like *Ft. Ticonderoga*, was taken by Ethan Allen in 1775 and by Burgoyne in 1777.

Beyond the narrows the lake widens to 2 M. Behind *Crown Point* is *Bulwagga Bay*, the shore of which is, perhaps, the point where Champlain fought with the Iroquois in 1609.

19 M. (l.) *Port Henry* (Lee House, \$2-2 $\frac{1}{2}$ ), a prettily situated village, whence a railroad runs to (7 M.) *Mineville*, 19 M. from *Schroon River Post Office* (p. 194). A fine view of *Mt. Dix* (p. 192) and other Adirondack peaks is now obtained to the left.

30 M. (l.) *Westport*, in *North West Bay*, one of the approaches to the Adirondacks (see p. 188). — Farther on \**Split Rock Mt.*

(1035 ft.; lighthouse) rises to the left, while opposite is the mouth of the *Otter Creek*, up which a small steamer plies to (8 M.) *Vergennes* (p. 127).

40 M. (l.) *Essex*. The steamer now soon enters the widest part of the lake and steers to the N.E., passing the *Four Brothers* and *Juniper Island* (lighthouse). To the left lies *Willsboro Point*.

54 M. (r.) **Burlington**, see p. 127. This beautiful city is seen to great advantage from the lake. — From Burlington the steamer runs nearly straight across the lake to —

64 M. (l.) **Port Kent** (*Trembleau Hall*, \$2½; *Lake Side Ho*, \$2; \**Douglass*, on *Douglass Bay*, 4 M. to the S., \$2½), the station for the \**Ausable Chasm* (see p. 187). The *Ausable River* enters the lake 2½ M. farther on.

70 M. (l.) *Port Jackson*, on the narrow channel between the mainland and *Valcour Island*, where a hotly contested naval battle took place between Arnold and Pringle in 1776, resulting in the destruction of the American fleet.

Beyond this point the lake is divided into two branches by the large islands of *Grand Isle* or *South Hero* (30 sq. M.) and *North Hero* and the promontory of *Alburgh*. Our steamer follows the left (W.) arm. On *Bluff Point* (l.), 3½ M. beyond Port Jackson, stands the magnificently situated \***Hotel Champlain** (200 ft.; \$5), one of the most luxurious hotels in the United States, commanding fine views of the Adirondacks, Lake Champlain, and the Green Mts. Its grounds, 150 acres in extent, include a good golf-course (9 holes).

77 M. (l.) **Plattsburg** (see p. 159), in *Cumberland Bay*, one of the main gateways to the Adirondacks.

In 1814 *Cumberland Bay* was the scene of the *Battle of Plattsburg*, in which Commodore Macdonough defeated the British fleet under Commodore Downie. At the same time Gen. Macomb, in command of the land-forces, repelled Sir George Prevost's attempt to capture Plattsburg.

Plattsburg is the terminus of the Lake Champlain Transportation Co.'s steamer from Fort Ticonderoga, but the Westport steamer (comp. p. 203) ascends to *North Hero*, touching at various landings on the islands. The fishing at this end of the lake is excellent, and accommodation may be had at various small hotels, farm-houses, and camps.

## 28. From New York to Buffalo and Niagara Falls.

### a. Viâ New York Central and Hudson River Railway.

462 M. RAILWAY to (440 M.) *Buffalo* in 8¼-13 hrs. (fare \$9.25; sleeper \$2; parlor-car \$2); to (462 M.; 446 M. by direct route, see p. 210) *Niagara Falls* in 9-16½ hrs. (fares the same). Seats to the left. The 'Empire State Express', leaving New York at 8.30 a.m., runs at the rate of over 50 M. an hour, including stops.

From *New York* to (143 M.) *Albany*, see p. 165. The train now turns to the left (W.) and leaves the *Hudson*. 146 M. *West Albany*.

160 M. **Schenéctady** (245 ft.; *Edison*, \$2½-4; *Vendome*, \$2-2½), a quaint old town of Dutch foundation, situated on the right bank