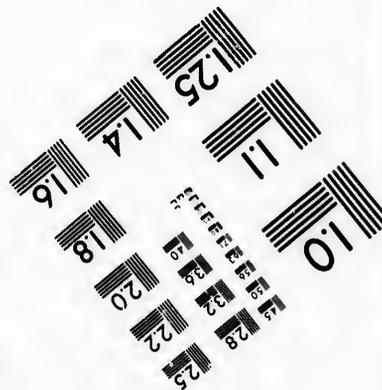
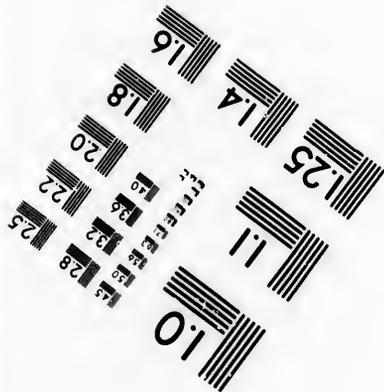
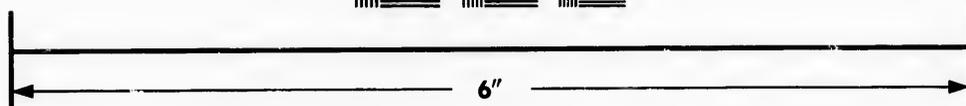
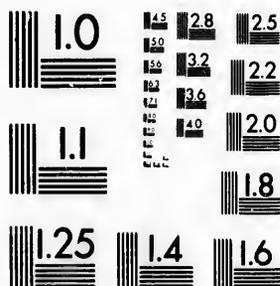


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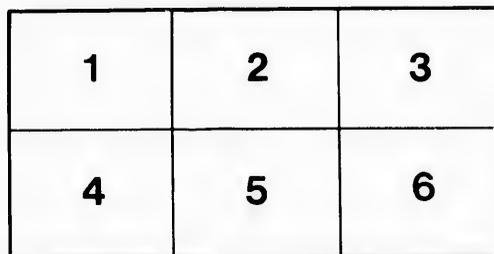
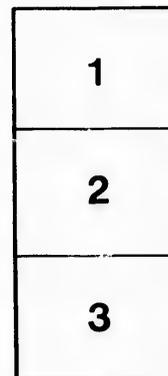
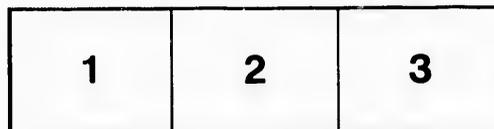
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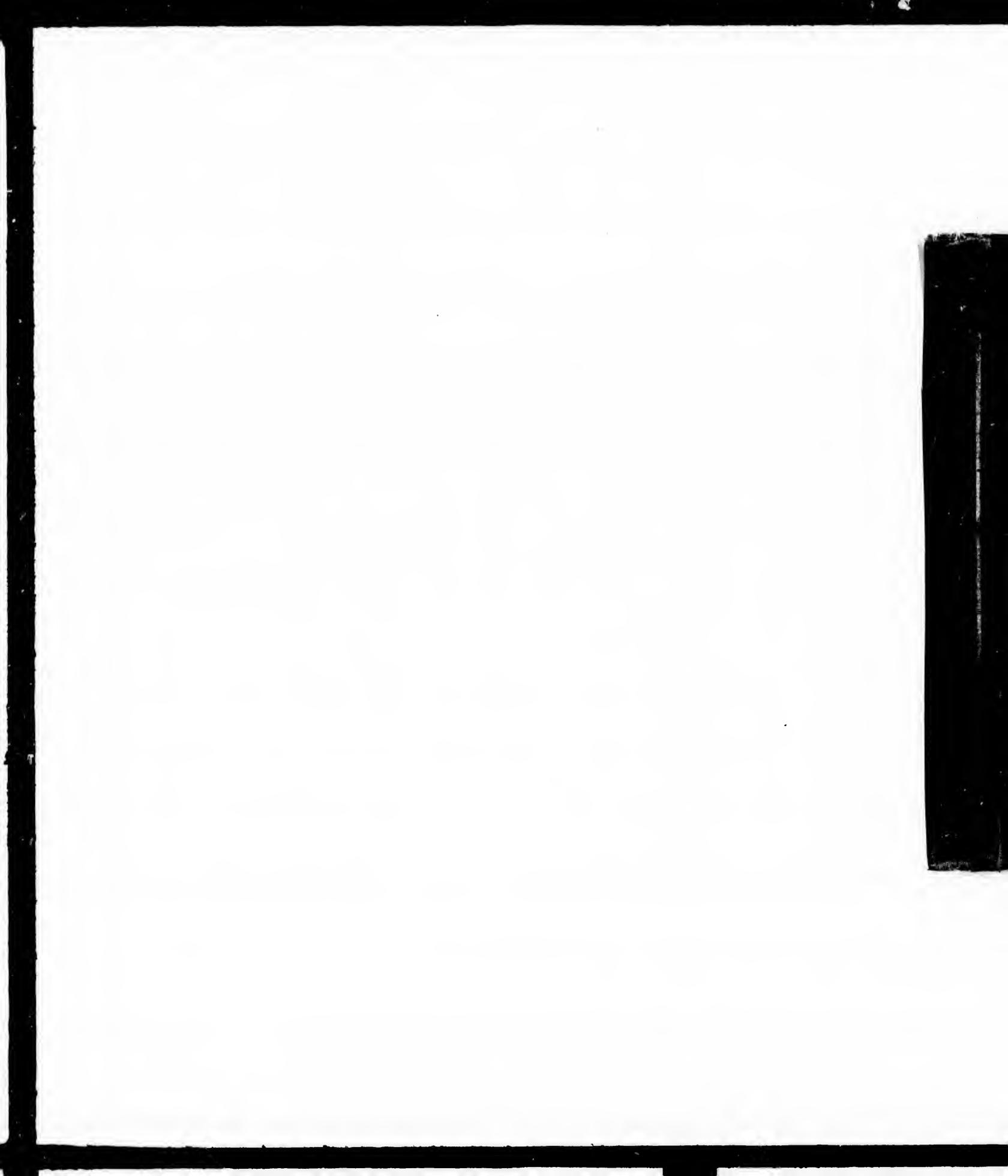
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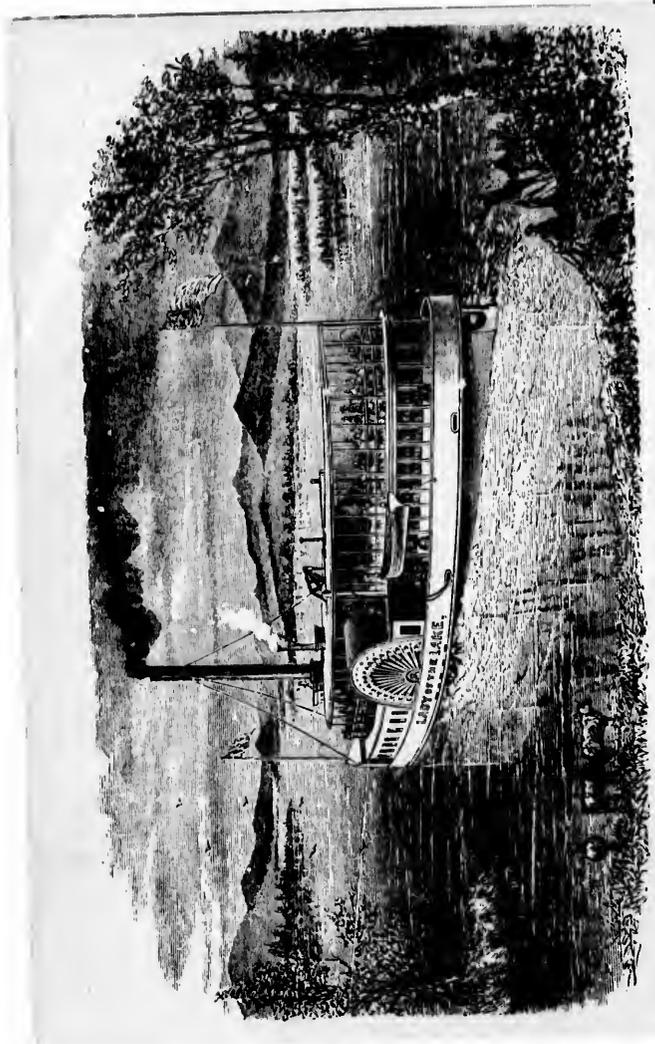
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FAXON'S

Illustrated Handbook of Travel

TO

Saratoga, Lakes George and Champlain, the Adirondacks,
Niagara Falls, Montreal, Quebec, the Saguenay
River, the White Mountains, Lakes Mem-
phremagog and Winnipiseogee.

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REVISED EDITION, 1874.



BOSTON:
PUBLISHED BY C. A. FAXON,
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1874.

W. W. C.

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Introduction



THE success which attended the first issue (in the summer of 1873) of FAXON'S HANDBOOK would have been alone sufficient to justify its presentation this year. Its facts and suggestions met a ready response from the travelling and pleasure-seeking public; and the trips therein described proved immensely popular. Its design — to afford in small compass, attractive form, and convenient arrangement the necessary information as to routes, distances, stopping-places, and attractions

at the various summer resorts, and to furnish at the same time pleasant reading for the tourist — won the most flattering approval; and its execution, in the main, was acceptable. But, with the advent of warm weather each year, people begin to ask each other anxiously, "Where shall we go this summer?" and to feverishly scan the railroad guides and summer-resort advertisements.

A new handbook is, therefore, needed for each year, or, better still, an old favorite corrected and improved from year to year. Accordingly, the present season, FAXON'S HANDBOOK has been thoroughly revised and edited, — new places of resort described; fuller information as to routes, time, &c., given; descriptions of scenery which has never before been mentioned in a handbook, and fresh and readable chapters on familiar scenes, written; the typography and mechanical execution of

INTRODUCTION.

the work throughout greatly improved; fine engravings from the original sketches of eminent artists executed expressly for this book; and all the details of time-tables, fares, &c., corrected to the latest date. With these improvements, it is believed FAXON'S HANDBOOK will be more than ever popular with the travelling public, and will — to use the terse and beautiful language of the advertisements of new inventions — “meet a want long felt in the community.”

[NOTE BY THE EDITOR. — The reviser (who is a severely practical person, with a purely utilitarian and mercenary turn of mind) had written the above very solemnly, when the author came in. He is a jocose and humorous individual; and on glancing over the above he said at once that it would never do. “It would condemn the thing from the start,” said he. “Why, the reader who had got through that sermon would never have the courage to tackle the untold horrors beyond. What we want is something brief and breezy. Let me try it on.” So he sat down, and wrote the following, which he thought was about right.]

PREFATORY AND EXPLANATORY.

In presenting this little volume to the public, the author does it simply and solely from philanthropic motives, into which no hope of gain, no selfish considerations, no desire for fame, enter. He does it timidly (of course), but still with an earnest desire to do some good in the world. If the perusal of the following pages shall make one poor soul happier, shall shed a ray of light on the dark pathway of some poor wretch driven to the verge of despair by vain attempts to comprehend railway time-tables and summer-resort advertisements, and shall turn his mind from thoughts of suicide to a hopeful departure in search of rest and recreation, the author's purpose will have been accomplished, and his fondest ambition realized.

[ANOTHER NOTE BY THE EDITOR. — The author, having written the above, wants to know what I think of it. I think it is very bad. I don't like this trifling with a serious matter; and I don't believe in deceiving a too-confiding public. So I shall have to write a preface myself, after all.]

AT THE OUTSET.

THE tired resident of the city, seeking rest and relaxation, will find in the following pages the information needed as to several or more very desirable resorts, and how to reach them. By following the directions herein contained, a most delightful vacation trip can be enjoyed.

THERE, I think that will do.



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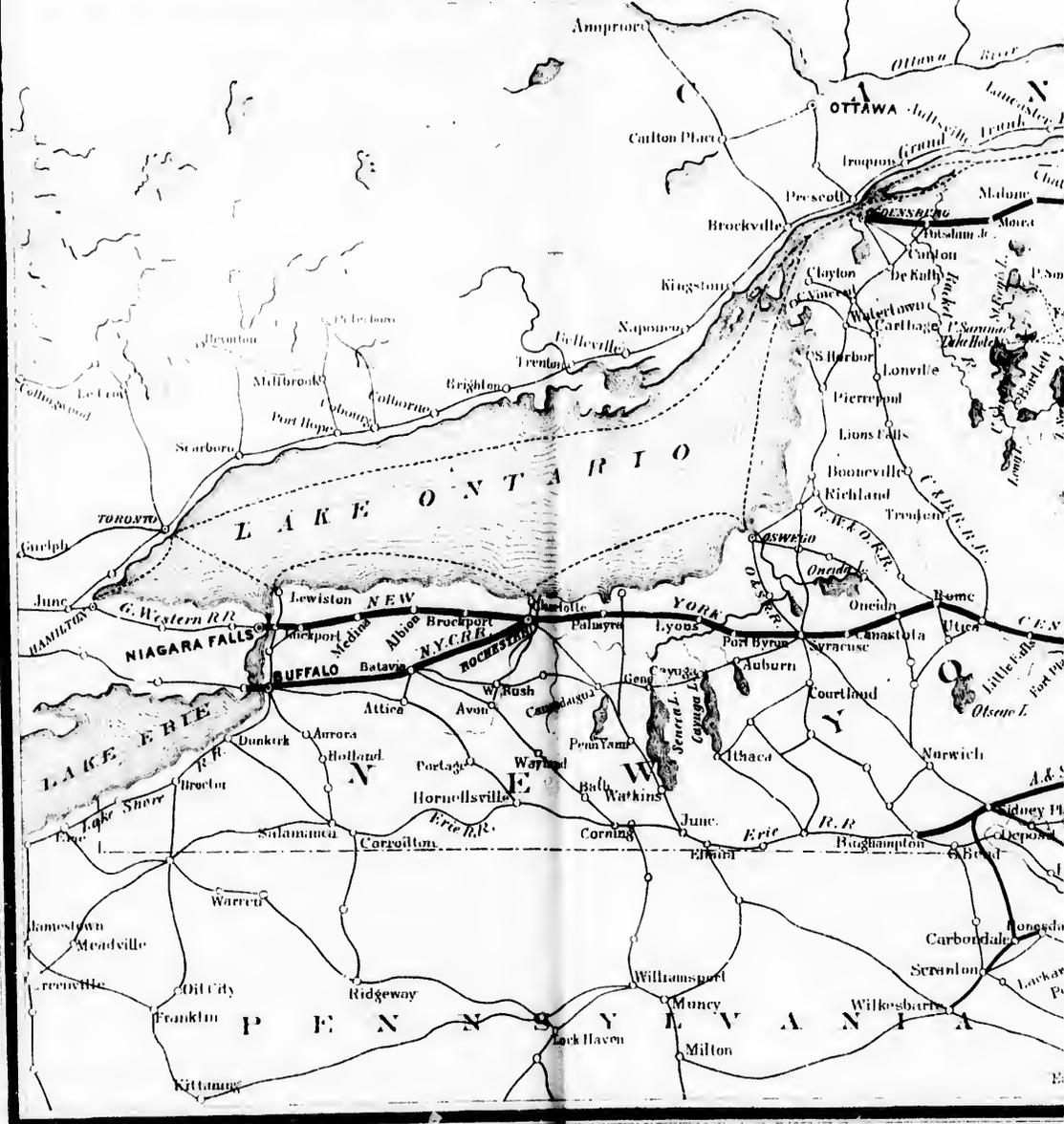
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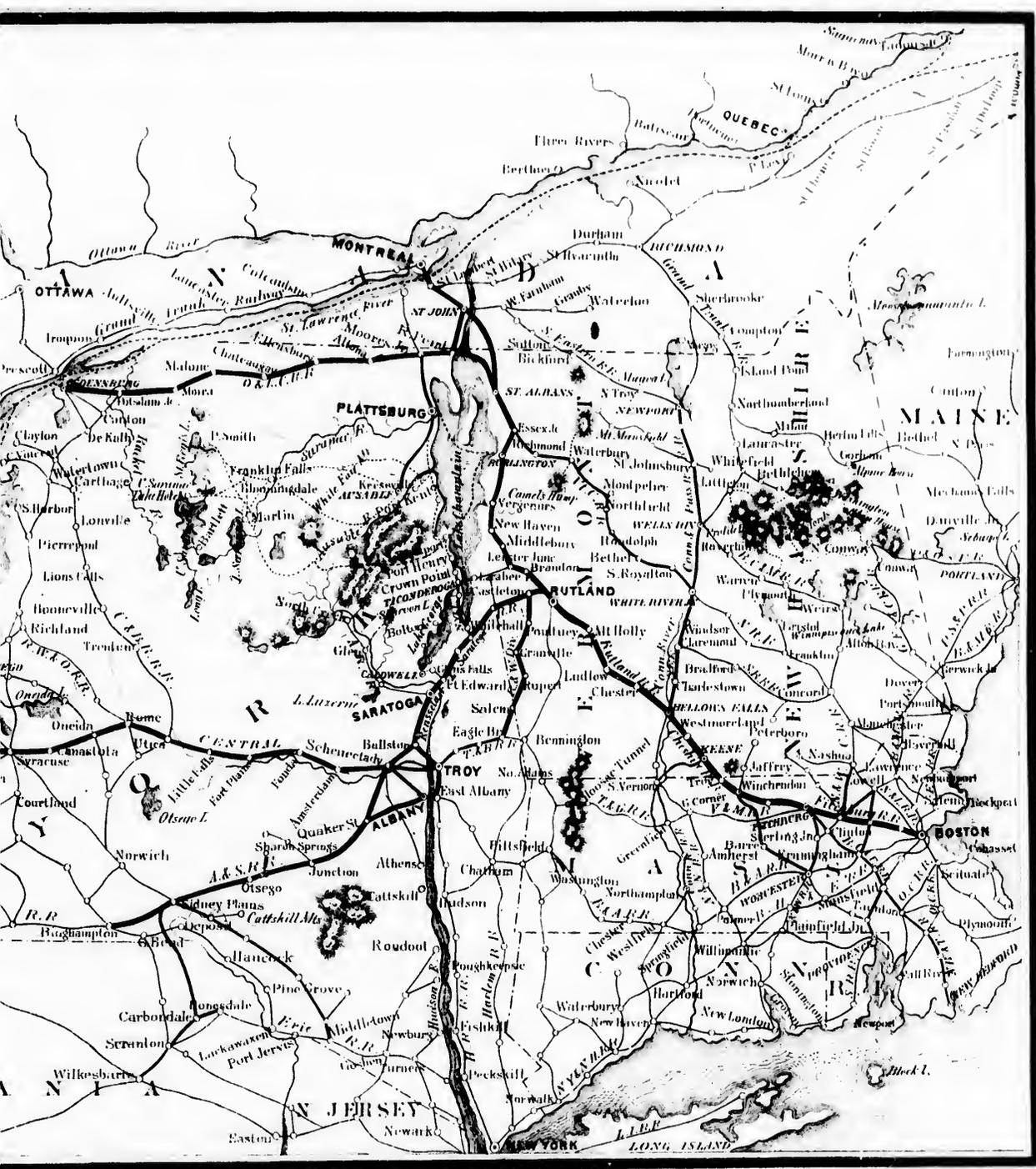


TOURISTS' MAP

Engraved for,
FAXON'S HAND BOOK

Lithol Forbes & Co Boston







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CHAPTER I.

From Boston to Saratoga, via Fitchburg and Rutland.



IN accordance with the plan announced in our introduction, we purpose first to speak in detail of each of the most prominent routes from Boston to the first point in the line of excursions, Saratoga. In many respects the route known as the Fitchburg, Cheshire, and Saratoga Railroad Line is the most advantageous; and for that reason we devote to it the opening chapter. It is the line that unites the highest attractions of scenery and natural advantages with cheap and easy access from all the New England cities, and constant and rapid communication with business and friends at home.

Some Stale Premonitions.

Just here seems the place for a word of advice relative to the purchase of tickets, and the care of baggage. It is hackneyed and threadbare counsel; but it is founded on experience, and if followed will save heaps of vexation, and scores of scowls, and mayhap, as the phrase goes, an undignified appeal to divine wrath.

Tickets are sold at the railroad stations; but travellers will do well to take advantage of the fact that in all large cities there are agents who sell tickets over the principal routes. Those who are not perfectly familiar with the route they intend to travel will gain by purchasing their tickets of these agents. The ticket-seller in a railway station, for ten minutes before the through train starts, is passing out tickets and taking in money at railroad speed. Twenty people are waiting to be served at the same moment; and he has no time to answer extra questions. The baggage-men and porters are hard pressed for time. There is then no time for talk: you have fifty questions to ask; but if the man whom you are chasing about and questioning stops to answer, a dozen men's trunks may be left behind them, or be misdirected. So, by all means, if you have questions to ask, go to the office of the General Agent. He knows all the routes, has the latest accurate time-tables, is familiar with the regulations of the different roads and all their connections. He will answer all the questions that are so often shrieked out in despair by half-frantic men and women at the last moment, in our great stations. Of the line now under consideration, Mr. C. A. Faxon is the General Agent in Boston, and may be found personally or by letter at 82 Washington Street, ready to supply tickets, and furnish all needed information.

Having secured the necessary tickets, on the day appointed for departure, repair in good season to the starting-point, the Fitchburg Depot, at the corner of Causeway and Beverly Streets. First see that your baggage is properly checked; and be sure that the little piece of brass you get in return for it is safely ensconced in a pocket that has a button. This done, sink into the cushions of the palace car, and wait for the "All aboard!" of the conductor. Not that this latter injunction is an essential condition of enjoyment; for the ordinary cars furnished by this line are commodious, elegant, and comfortable: but rather that the luxuries of the Pullman car are such as

need only to be enjoyed once to secure their appreciation. Sit on the left side of the car if your blood be vigorous, and need not the solar heat to boil it.



Scenes along the Way.

Bostonians may be supposed to know Bunker Hill Monument when they see it, and to recognize any other chimney-like structure which comes into view as the train moves out of the depot and across the Charles River. To others it may not be amiss to say that this same monument is by no means to be confounded with the tall piles of the East Cambridge Glass Works. The march of Yankee iconoclasm has not yet reached the sacred structure that marks the spot where Warren did not die. Not yet has it been turned into a smoke-stack; and thus may the distinction be made. Smoothly along the well-kept track the cars trundle, past Cambridge, Belmont, and Waverly to Waltham, ten miles from Boston, the favorite haunt of "Old Father Time," who hasn't missed a single day since the Waltham Watch Company started.

The large brick factory on the left is where the first power-loom for weaving cotton in America was worked. The immense interest that has built up Lowell, Lawrence, Manchester, and many other of the cities and large towns of New England, here had its origin.

A short distance from the village there is seen on the right

hand Prospect Hill, so called from the extensive view it commands. Next is the town of Lincoln, in the border of which are the Walden Woods and Pond, a favorite resort of Boston picnickers. Near the pond Thoreau had his hermit experience, and cooked his famous rock soups, and roots-and-herb hashes. As the train approaches the next town, take off your shoes if it is not too much trouble; leastwise make bare your heads: for it is Concord, the town where the great American eagle, the proud bird of freedom, gave one of his first screams of defiance. It was the 19th of April, 1775. Eight hundred British soldiers started from Boston on the previous evening, to capture some stores at Concord. They were met at Lexington by about one hundred militia, who dispersed before these superior numbers, after a short engagement, in which eight American patriots were killed. The British then passed on to Concord, and entered the town at seven o'clock in the morning, under the command of Major Pitcairn. They committed some depredations in the village, and passed to the place where the North Bridge crossed the Concord River. This bridge was near a hill on which the patriots were posted, who resolutely marched down the hill to dislodge the enemy: the British fired, and killed two men. "As the British fired, Rev. Mr. Emerson (grandfather of Ralph Waldo Emerson), who was looking out of his chamber window near the bridge, was for one moment uneasy, lest the fire should not be returned. It was only for a moment: the order was given to fire on the British; and at the first volley two of them fell dead, and several wounded. In two minutes all was hushed: the British retreated in disorder towards their main body; and the countrymen were left in possession of the bridge. This is the world-renowned battle of Concord, more renowned than Agincourt or Blenheim." *

"By the rude bridge that spanned the flood,
Their flag to April's breeze unfurled,
There once the embattled farmers stood,
And fired the shot heard round the world."

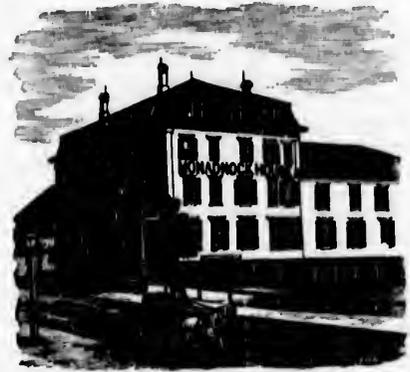
* Bancroft.

At South Acton the Marlboro' Branch, thirteen miles in length, leaves the main line; and at Ayer's Junction, formerly a part of Groton, is the intersection of railroads from Worcester, Nashua, Lowell, Clinton, Peterborough, and Shirley. Here may be seen, on the arrival of the morning trains, a bridal party from Nashua or Worcester starting for the tour of the Mountains, the Lakes, the Falls, the Springs, or all of them; or a group of young men from Lowell setting out for a fortnight's sport in the Adirondacks, to come back in due season browned and weather-beaten, with marvellous stories of fishing and hunting prowess.

The City of Fitchburg, and Neighboring Towns.

This city is distant from Boston an hour and a half's ride. It is one of the great manufacturing cities of New England, and is built upon the Nashua River, a most remarkable water-power, giving streams supplying twenty-five distinct privileges. A modest little hill near the city is visible just after leaving the depot. It is pompously designated Rollstone Mountain. Fitchburg is an important railroad centre; and without doubt at this point you will be joined by parties from Worcester, Providence, Newport, Taunton, and New Bedford, bound for Rutland and places north and west. The last station before coming to the New Hampshire line is Winchendon, a large manufacturing town on Miller's River. It is from the factories of this town that myriads of wooden vessels and utensils for domestic uses come. One of the largest of these is that of E. Murdock, jun., a visit to which will prove of interest. Here the Monadnock Branch makes off to Rindge, Jaffrey, and Peterborough; and many people transfer themselves and their luggage to the cars of this road for a trip to the famous mountain, of which more will be said hereafter. Others go by carriage from Winchendon; and in the summer season it is quite customary for residents of the surrounding country, especially if they have visitors from the city, to get up picnic parties to the top of Monadnock.

At Winchendon travellers will find a commodious, comfortable, and pleasantly located resting-place in the



MONADNOCK HOUSE,

H. A. Crocker, proprietor. The beautiful scenery and the delightful air of this location can be fully enjoyed at this house; and teams are provided, on application, for drives to the points of interest in the vicinity.

In the town of Jaffrey is the well-known mountain Monadnock. One can make the ascent of this mountain with perfect ease, leaving Boston at 7 1/2 o'clock in the morning and reaching home at 7 o'clock in the evening,—a delightful and highly invigorating trip.

A grand and beautiful panoramic view of Southern New Hampshire and Northern Massachusetts is obtained from the summit of Monadnock. Travellers over the Cheshire Road obtain a good view of this mountain on the right, passing up through Troy and Marlboro'.

Entering the Granite State.

Fitzwilliam is the first New Hampshire town on the line of the road. It abounds in beautiful and sightly hills, and is a favorite resort of those who were born under the last of the signs of the zodiac. It is three hours' ride from Boston, and is well known to the lovers of rural beauty and mountain scenery. Keene is the next town of importance, and is forty-two miles from Fitchburg. It is one of the most charming towns in New Hampshire, and at the same time one of the most enterprising. It is a favorite resort, in summer, of those who would combine the recreations of country life with the thrift of a busy town. The Ashuelot Railroad has its terminus here. Over this railroad passengers reach Keene from New York, Springfield, Northampton, and Deerfield. North of Keene the traveller passes through some of the most striking scenery along the road, the track following the course of the Connecticut nearly ten miles, through the towns of Westmoreland and Walpole, at the feet of a chain of magnificent hills, prominent among which stands Fall Mountain, a spur of Mount Toby, seven hundred and fifty feet high. Just beyond Walpole the railroad crosses the Connecticut, and the train rolls into Vermont and into the depot at Bellows Falls, one of the most flourishing towns of the Green Mountain State.

Bellows Falls, and Beyond.

Leaving the cars at this station, and looking across the river to the eastward, Mount Kilburn rises an abrupt wall to the height of nine hundred feet. From the railroad bridge a full view may be had of the falls that give name to the town. The Connecticut River, at this point, is compressed into a channel less than fifty feet wide; and the rush of waters through this narrow gorge is truly magnificent, and especially so when the freshets of spring come foaming and roaring with their mighty torrents. There is no place along the route where a week can more profitably be spent, so numerous and so varied

odious, comfort-



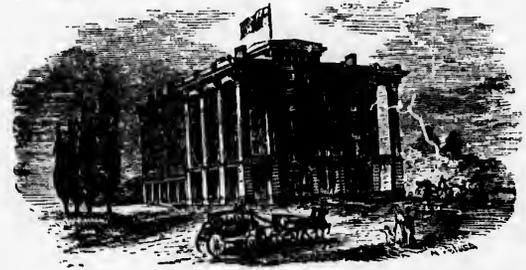
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are the objects of interest in the vicinity. No one who has a failing for geology should miss seeing the grotesque natural carvings of human faces in the rocks of the neighborhood.

The Abenakis Iron Springs are in the immediate vicinity, and the great natural basin in the Connecticut Valley. Warren's and Minard's Ponds, Saxton's River, and a host of mountain streams, furnish excellent fishing. Three-fourths of a mile to the north, in New Hampshire, is the famous trout-breeding establishment of J. D. Bridgman. Visitors who wish to look about here for a few days, or who may desire to spend the season and enjoy all the comforts and luxuries of home, while revelling in country amusements, can do so by securing quarters at the



ISLAND HOUSE,

a handsome, commodious, and long-established hotel, universally popular with the travelling public, and for the past two years ably conducted by Mr. Charles Towns. This house stands on a beautiful elevation, commanding a view of the Connecticut River Valley for miles, and almost under the precipitous sides of Mount Kilburn. It is within two minutes' walk of the station, but so much retired from the public highways as to be free from dust and noise. Rich and tasteful residences surround it; and it is in every respect a charming and comfortable resort for travellers to step into. It has large and airy halls,

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and is surrounded by lofty piazzas fifteen feet in width. From this house, as a centre, visits can be made to points of rich and varied interest in every direction. A generous and well-appointed table, and prompt attention to personal comfort, are among the prominent features of this favorite hotel. The carriages and porters of the house are at the station on the arrival of every train. Persons going up on the first train from Boston, and wishing to spend the afternoon in driving about the neighborhood, can secure teams beforehand by addressing the proprietor of this house. Thus, if they desire to go north the next morning, they will have time for a complete general view of a large part of the surrounding country.

At Bellows Falls, besides the Cheshire Road, which forms a part of the great thoroughfare from Boston, connections are made with the route to Brattleborough and thence to Northampton, New Haven, and New York, by the Connecticut Valley Railroad; with the road leading to White River Junction; and with still another road, which, crossing Vermont in a north-westerly direction, leads up to Rutland. Taking this last route, the train soon reaches Bartonville, ten miles from Bellows Falls, and then begins the ascent of the Green Mountains. At Chester, which caps the summit of a long green slope to the banks of the Williams River, appears the first strong intimation of approach to the Green Mountains, in the shape of a grand old hill towering up on the right. At Gassetts is the station for Springfield; and seven miles distant are the Black River Falls, chiefly celebrated for the illustration they afford of the old couplet, —

“Water falling day by day
 Wears the hardest rock away.”

Cavendish is the next station, and Proctorsville the next. Here travellers get the first view of the Green Mountains looming up in the distance on the right. At Ludlow the railroad passes over a most remarkable mountain, euphoniouly designated “Hog’s Back.” For years the peculiar formation of this mountain has puzzled geologists, and is still a most prolific

source of friendly squabble. Ludlow is quite famous for the antique marble and magnetic iron ore found within its borders. Healdsville surmounts an ugly-looking chasm, out of whose rocky sides trickle here and there several charming little waterfalls. At Summit the road passes the highest point on the line between Bellows Falls and Rutland. The descent from this point to Rutland, eighteen miles distant, is one thousand feet, an average of fifty-five feet to the mile.

Rutland and the Neighboring Summer Resorts.

Rutland is one hundred and sixty-seven miles from Boston, and is noted especially for its marble quarries. Several mountains are in the vicinity, of which the ones most favored by excursionists are Shrewsbury and Killington, high peaks of the Green Mountains. Capitol Rock on the north side of the latter is quite a famous natural curiosity.

Visitors to Rutland who may wish to remain for a longer or shorter time have only to step across the street from the railroad station, and they find the



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Paige and Tollurst, proprietors, a large and elegant hotel, complete in its appointments, and furnishing all that is needed for a luxurious home to rest and take comfort in, and every means for making excursions about the region.

The railroads that centre here, besides the Rutland Division of the Vermont Central, are the Harlem Extension, running through Manchester and Bennington, Vt., and thence, *via* Chatham Four Corners, to New York City; the Rutland and Burlington Road, over which passengers pass north through Brandon and Middlebury, touching the eastern shores of Lake Champlain, about twenty miles south of Burlington, and making connections for St. Albans, Ogdensburg, and Montreal; and the Rensselaer and Saratoga Railroad by which travellers are taken from Rutland to Saratoga Springs.

Leaving Rutland for Saratoga, the first place reached is West Rutland. Here are to be seen the celebrated marble-works where the material is quarried to furnish mantles, tables, and other articles in marble, for the whole country. West Rutland is the stopping-place for visitors to the Clarendon Springs, which are of considerable medicinal value. These waters contain nitrogen gas in solution, sulphate and muriate of lime, sulphate of soda, sulphate of magnesia, and a large amount of carbonic acid: they are said to resemble the German Spa Waters, and have made this place a favorite and popular resort for more than a quarter of a century. For diseases arising from impurities of the blood, the waters have been used with great success.

Castleton is the next station, a beautiful village of about one thousand inhabitants. The situation of the town is picturesque, lying in the lap of the Green Mountains, which rise abruptly on the east, with a rolling country on the west extending to the Adirondacks. It contains within its limits Lake Bomoseen, a body of water nine miles long and three miles wide, dotted with islands and surrounded by mountains; the water clear and cool, and full of fine fish. Glen Lake, a feeder

of Bomoseen, is a smaller sheet of water to the west. The Castleton River, which flows by the southern extremity of the lake, is a clear, beautiful stream rising in the Green Mountains. It joins the Poultney River at Fair Haven, whence the two find their way to Lake Champlain over three falls whose combined descent is two hundred feet. Bird, Herrick, and Gilmore Mountains, east of the village, afford attractive scenery. Between Bird and Gilmore Mountains is a narrow pass called "The Gate." Through it is laid the highway and railroad to Rutland.

An Historic and Legendary Region.

Twenty-six miles from Rutland is Whitehall, a town of about six thousand inhabitants, at the southern extremity of a branch of Lake Champlain. This was a place of much importance during the French and Indian wars, also in the war of the Revolution, in connection with the invasion by Burgoyne, in 1777. It was then called Skenesborough, and is referred to by that name in early histories. The Champlain Canal, which runs from Whitehall to Troy, and connects the waters of Lake Champlain with the Hudson River, taps the lake at this place. Boats that run the length of the lake have a landing-place here. Passing south from Whitehall, the country is more level. The canal is in view much of the way from the car windows; and the slowly-moving boats and tugging horses are often to be seen. In about half an hour after leaving Whitehall, Fort Ann is reached. This village takes its name from the fort which was erected at the head of boat navigation on Wood Creek, in 1756, during the wars with the French. Some of the remains of this fort may still be seen. Still farther south is Fort Edward, the site of another fortification in our early wars. It was at this place that Jane McCrea was murdered by the Indians in 1777, during the invasion of Burgoyne. Miss McCrea, the affianced bride of an American royalist in Burgoyne's army, was at the house of a friend near the fort. A party of Indians in the employ of the British attacked the

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house, and butchered all the inmates save only Miss McCrea. Her they carried away, and would have taken alive into camp, but that they feared pursuit. So they killed her, and, throwing her body into a spring, bore her bloody, dripping scalp into the presence of their English leader, and demanded the price of a traitor's life. Miss McCrea's lover witnessed their entrance, and recognized the beautiful hair. From that moment his life was all blank; and, deserting from the army, he wandered pitifully from place to place till by his own hand he perished.

It was here that in the winter of 1757 and 1758 General (then Major) Putnam performed one of his daring exploits. The barracks, near a powder-magazine, took fire close by a place where three hundred barrels of gunpowder were stored. There was a high wind blowing; the fire was raging within twelve feet of the powder; and a man might well hesitate before venturing near. At first an effort was made to demolish the barracks, by directing the fire of the cannon against them. When this failed to stop the flames, Putnam ordered a line of men to be formed from the river, and the buckets to be passed rapidly as possible. Putnam himself stood on a ladder near the fire, and threw on the water. He was urged to leave his dangerous position, but wouldn't start an inch. The men began to shrink; but his example kept them to their work. The outside plank sheathing of the magazine took fire; and there was but the thickness of a single plank to avert the explosion. Just then the barracks fell in; and the fire was subdued, and the catastrophe averted. The traces of the fort are nearly all erased at present.

The *St. James's Hotel*, on Broadway, will be found a good place to stop at in Fort Edward. The proprietor, J. N. Moore, has an eye to the welfare of guests, and knows how to make them feel at home. At Fort Edward the railroad first touches the Hudson River. A branch leaves the main line at this point for Glen's Falls. Southward the country is level, and devoid of any special objects of attraction.



CHAPTER II.

IN forty minutes after leaving Fort Edward, the cars arrive at Saratoga. The first intimation one has of approaching the springs is the appearance of buildings to the left; the roof erected over the most northerly of the springs comes into view; the valley in which the springs lie is seen from the car windows; and in a few minutes the cars stop at the station. The passenger steps out upon an immensely long covered platform, and finds carriages waiting to take him to any of the numerous hotels, that are open to give generous entertainment and welcome to all travellers who stop at this world-renowned and delightful watering-place and summer resort.

When the visitor has made himself comfortable in some one of the many excellent hotels, he begins to look about him to see and enjoy the wonders at

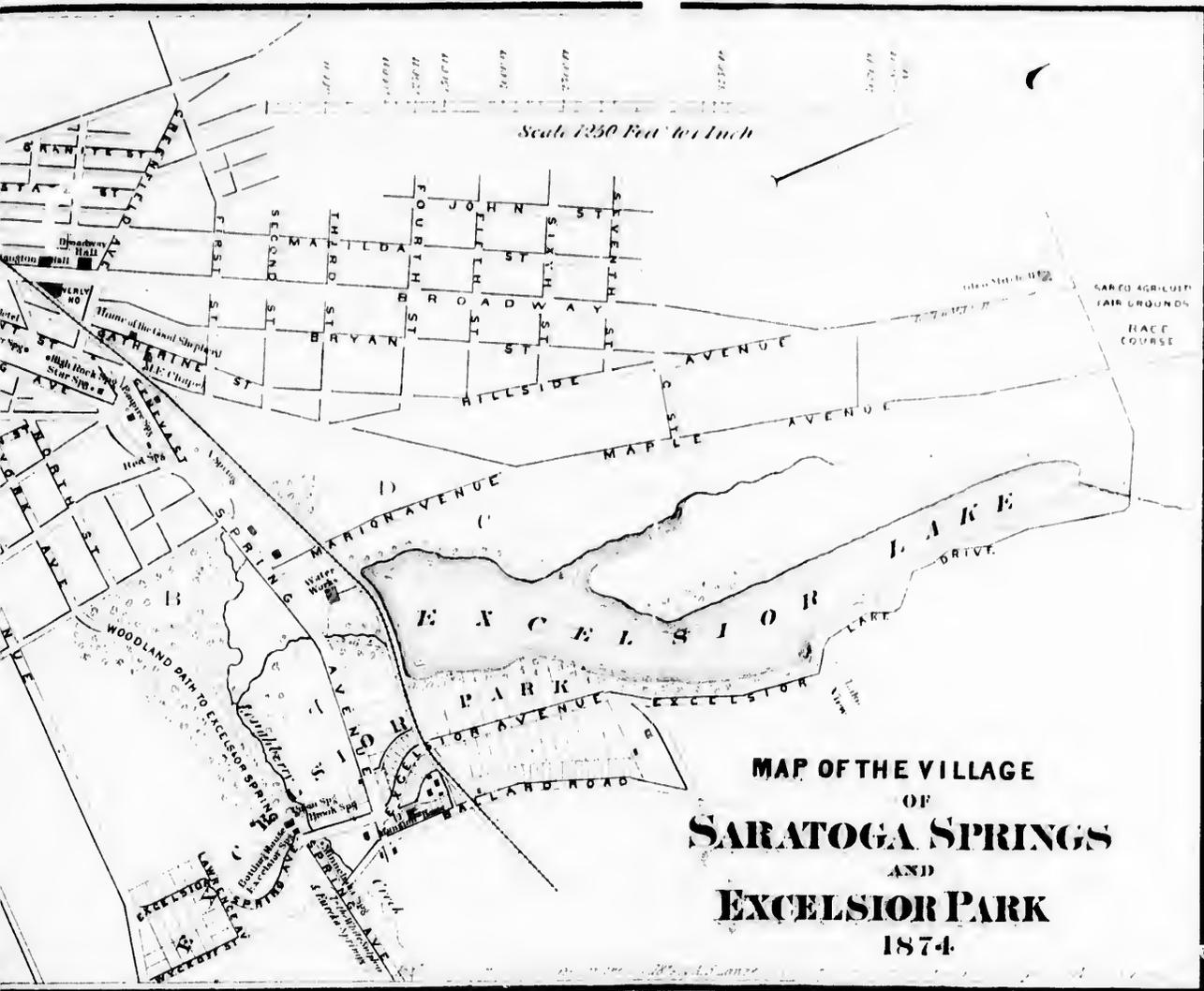
Saratoga-Springs.

There are no special attractions in the natural scenery of the place. A long, wide avenue, nearly straight, named Broadway, stretches through the village. East of this avenue the land slopes off into a valley, the general direction of which is north-



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east and south-west. This valley extends through the village and to some distance on each side of it. Thirty springs within the limits of the village, or but little beyond it, constitute the Saratoga Springs proper. The valley curves to the south on leaving the village, and includes the Ballston Springs at the southern end. Beneath the surface of this valley are the causes which have given to this thronged summer resort its great celebrity. The forces of nature are quietly at work in the laboratories far under the ground, compounding medicines to strengthen the weak, and heal the sick in every part of the earth. Men can find the ingredients of these medicines; but they cannot put them together so as to give the effect which they here produce. It is only when they are taken direct from the hand of nature, that they exercise their best power: hence the numbers that first came here to be cured of their diseases; and hence the rapidly increasing numbers that are finding, from experience, the value of the health restorers which nature here pours out so bountifully for all. What was at first a place of healing merely, has become a place where the wealthy and fashionable, from all over our own land and from foreign lands, come every year for recreation and rest, as well as for health. Yet the amount of room and the accommodations are so ample, that people of moderate means, even in the height of the season, can always be provided with rooms and board of good quality, and at moderate expense. Nothing can easily surpass the elegance that is displayed on every hand, when the *élite* of American wealth, fashion, and culture assemble here in the height of the season, to rest from the toil and tumult of action, business, or wearing study, and join in the exhilarating festivities that make this place, of all the fashionable watering-places in the country, the highest representative of American society.

To people who have been conversant with Saratoga heretofore, and have seen its hotels of well-deserved, world-wide renown, — palaces, in fact, into which every thing that can

minister to the comfort or convenience, or enhance the pleasure, of their patrons has been brought, — it would seem almost in vain to attempt the construction of an edifice which should as far surpass all others in its appointments and surroundings as it towers above them in size. This task, difficult as it may seem, has nevertheless been accomplished. Phoenix-like, from the ashes of the old structure, has arisen the grandest building of its kind in the world.

The New United States.

At a cost of over a million dollars, Messrs. Perry, Tompkins, Ainsworth, & Co. have erected upon the site of the old United States — around which so many pleasant memories clustered, and which was unfortunately destroyed by fire a few years ago — this immense structure. It is situated on Broadway and Division Streets, extending on the latter fully back to the depot, with which it communicates by a lofty arched passage for the convenience of guests who arrive in rainy weather.

To say that the building is immense, conveys no idea of its proportions; that its internal arrangements are unequalled, will not describe them to the comfort-loving *paterfamilias*; that its park, promenades, ball-room, and wide verandas are beautiful, lovely, exquisite, and delightful, cannot picture them even to our romantic young lady friends. The building covers seven acres of ground, and is arranged in the form of an irregular pentagon, having a frontage of two hundred and thirty-two feet on Broadway, five hundred and three on Division Street, and one hundred and fifty-three on Railroad Place, extending back through all its length fifty-four feet. At the south end of the "main front" commences the "Cottage Wing," and extends back at right angles to the main building five hundred and sixty-six feet. This wing is one of the prominent and peculiar features of the building, being intended to give families and parties the same quiet and seclusion which

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THE NEW UNITED STATES.

they could get in a private cottage, with the addition of the attention and conveniences belonging to a first-class hotel. In this wing the rooms are arranged in suites, containing from one to seven bedrooms, with parlor, bath-room, and water-closet attached to each suite. Here families can dine at their own tables if they choose, and be in every way as much isolated as if in a private villa of their own. In the main front, on Broadway, is the grand drawing-room, eighty-six feet in length by fifty in breadth, furnished in blue, with the finest Axminster carpets, carved black walnut and marble furniture, superb curtains and chandeliers. The chandeliers in this room cost each one thousand dollars.

North of the entrance hall is the ladies' parlor, furnished with exquisite taste. Aladdin would have rubbed his potent lamp in vain if the genie which it summoned had been commanded to construct its like.

Next comes the gentlemen's reading-room, on the corner of Broadway and Division Streets, connected with the business offices, in which is the largest telegraphic annunciator in the world, sixteen feet square. West of this is the grand dining-hall, fifty by two hundred and twelve feet, also the private dining-parlors, offices, wine-room, &c.

The grand ballroom is situated in the second story of the Division-street wing, and is without doubt the finest room of its kind in the world. Connected with it is a quiet and secluded veranda overlooking the lawn. This retreat, dimly lighted, and secure from inquiring eyes as it is, where the strains of music from the ballroom are faintly heard, mingled with the plashing of the fountain beneath, and the murmur of the wind in the tree-tops which bend above it, must all conspire to make this a perfect elysium for that large class of people who have "something sweet to say" to each other, and perhaps, *perhaps*, a gentle caress to bestow if no one is peeping. It is to be feared that the lovely surroundings of this place will have to be blessed or blamed, ere the season closes, for the capture of many a susceptible heart.

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All the various rooms throughout the house are furnished in the richest and most tasteful style, with running water in each, — an advantage which only those who have heretofore mourned its absence in Saratoga hotels can appreciate. The elevators, two in number, are of the Otis Bros' manufacture. One is intended solely for the use of arriving and the other for departing guests.

It would be not only superfluous but impossible, to give any thing like an accurate description of this palace among hotels in a work like this. To be appreciated it must be seen; and before the close of the season many hundreds of the seekers after pleasure, who annually visit Saratoga, will have had occasion to own that the New United States is the finest hotel in the world. The management is in the hands of Mr. J. M. Marvin, the long-time proprietor of the old hotel. His return to the business will be hailed with joy by scores of his former guests.

There are many other fine hotels in Saratoga; but they will not require a detailed description, for they have been long and favorably known to the travelling public. Each has some special point of attraction; but these have been so often enlarged upon, that the tourist feels perfectly acquainted with them. Prominent among them is the

Grand Union,

on Broadway, a short distance south of the United States, this season under the control of Messrs. Breslin, Purcell, and Acker. It accommodates twelve hundred guests.

Across the street, directly opposite the Grand Union, is

Congress Hall.

This structure is four hundred and sixteen feet in length, and is supplied with every thing that can give pleasure, and add to the comfort of guests. At each extremity there are

two large wings that extend back three hundred feet, and greatly enlarge the accommodations. Like the Grand Union, it occupies an entire square, covering all the space between Spring and Congress Streets. There is a piazza twenty feet in width running along the Broadway front, affording ample space for promenades. Three promenades are built upon the roof of Congress Hall, which provide delightful resting-places in the cool of the evening, and give a splendid view of the neighboring localities. A large ball-room beautifully frescoed and fitted in every way for the assemblies that gather there, is one of the improvements added in 1869. An elevator transports guests from story to story. Congress Hall occupies the site of a former house of the same name, which was consumed by fire in May, 1866.

On Broadway, south of the Grand Union, is the

Grand Central Hotel,

which was last year leased by Major W. W. Leland. Its success was not such as to warrant him in the continuance of the lease; and this season it has been opened by Mr. John B. Cozzens, one of the famous West Point Hotel family.

Still south of the Grand Central, we come to another of the older Saratoga hotels, the

Clarendon,

Mr. Charles Leland, proprietor. This house is one of the most aristocratic at the Springs, and is too well known to require other than this passing mention.

Let us now turn our attention to another class of houses, of which there are many, more modest in their pretensions, more homelike in their appointments, and more moderate in their charges, hence better suited to that class of health or pleasure seekers who either do not choose, or cannot afford, to pay the highest prices of the largest houses, and are willing to forego the nightly hop, the weekly grand balls, the music, and other

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inducements, at the places above mentioned. There are many of these minor hotels, and very good ones too; but we can only mention a few of the most prominent.

The Waverly House,

Roberts & Riggs, proprietors, situated on Broadway, a few rods north of the town hall. It accommodates 150 guests, without over-crowding, and is as well arranged as any of the large hotels in the place. The parlors and dining-rooms are large and airy, and furnished in excellent taste. The sleeping-rooms and private parlors are arranged in suites for the convenience of families and parties, or singly; and all communicate with the balconies, which extend around the house, and afford some of the loveliest views of the surrounding country to be obtained in this place. Among the chief attractions which this excellent house has for those who prefer health, quiet, and comfort to heat, dust, noise, and discomfort, are its large, airy, and well-arranged rooms. A further advantage is its moderate price.

The Holden House

is on Broadway, a few doors north of the United States. Although this is one of the smaller hotels, yet every thing is complete in its way: the bill of fare is good, the rooms neat and clean, and furnished in an excellent manner. Its prices are low; and, what is of far greater interest to the traveller, its proprietor, Major W. J. Riggs, is a man whom the visitor will be glad to meet. An old soldier, all one has to do to draw him out is to allude to the late "onpleasantness;" and he will entertain you for an evening with tales of what he saw in "Dixie," when he wore the shoulder-straps.

The Mineral Waters.

The medicinal springs within its precincts have given a celebrity to the town of Saratoga, which few other places

possess. Wonder at its growth and long-continued prosperity, as smaller watering-places may seem to do, its citizens have something *substantial* on which they may pin their faith in its increasing prosperity, namely, its matchless mineral waters and its natural attractions.

The valley famous for its healing waters is crescent-shaped, extending from Ballston Spa to Quaker Springs, some seventeen miles. In the very centre of this valley, the village of Saratoga Springs is situated; and the waters which bubble up in its precincts come from the very fountain-head of a neighborhood which surpasses the known world in its hygienic advantages, and in the value and variety of its mineral springs.

Beginning at the northern extremity of this valley, the first which will claim our attention is



THE STAR SPRING.

located on Spring Avenue, near the termination of Circular Street. Star Spring Co., proprietors; Melvin Wright, superintendent. Under the name of President Spring, and afterward Iodine Spring, the fountain now called the Star has been

long-continued prosperity, to do, its citizens have may pin their faith in its matchless mineral waters

waters is crescent-shaped, near Springs, some seven miles in this valley, the village of the waters which bubble up from the mountain-head of a neighborhood in its hygienic admirability of its mineral springs. The history of this valley, the first



SPRING.

The termination of Circular Springs; Melvin Wright, superintendent of President Spring, and afterward called the Star has been

known for nearly a century, — long enough to test its merits, and long enough to sink it in oblivion if it possessed no merits. Its lustre is undimmed; and it promises to be a star that shall never set. During these many years a goodly proportion of tottering humanity have found in this spring an amendment to their several crippled constitutions. It was first tubed in 1835. In 1865 the Star Spring Co. was formed; and in the following year the spring was re-tubed under their direction. In 1870 they erected the finest bottling-house in Saratoga. Great care is taken to preserve the spring in a pure condition and perfect repair. The water has become immensely popular in New England, where it is "the spring," and throughout the United States and Canada. The proprietors of this spring, feeling the need of some method of transporting the water in bulk, to avoid the heavy cost of bottling; and the heavy freights upon the same, commenced in 1866 to send the water in barrels made of rock maple. This method proved a failure, as it was impossible to confine the gases in wood, and impossible to prepare the wood in a manner not to impart to the water its peculiar taste. They then prepared the tin-lined barrels (patent dated November, 1867), which proved a success. These barrels are used to convey the water to all parts of the country. It is then drawn into fountains, and charged lightly with gas to restore it to its original condition, and is dispensed by the glass, and is as palatable and effective as at the natural fountain. This method has become very popular where known.

For commercial use, the water is sold in cases of quarts and pints; and besides, owing to the large amount of gas which is finely incorporated with the water, the company are enabled to supply families with it in kegs of fifteen gallons, in which the water keeps as well as in bottles, and at one-fourth to one-sixth the cost. This method seems to give entire satisfaction, and is fast coming into general use. This is the only spring that supplies the water in bulk to families. The price to drug-

gists, in bulk, is twenty cents per gallon; to families, four dollars per half barrel; to the trade, in cases, at twenty-one dollars per gross for pints, and thirty dollars per gross for quarts. The large and pleasant office in the bottling-house is adorned with flowers and shrubs, rare exotics of great beauty. Visitors will find here ample accommodations for rest and recreation, as the office is open to all.

The Star water is mildly cathartic; has a pleasant, slightly acid taste, gentle and healthy in its action, and yet powerful in its effects. It is far more desirable for general use as a cathartic, than the preparations of the apothecary. Rev. Dr. Cuyler, in one of his peculiarly charming letters, gives the Star water preference over all others as an active and efficient cathartic. While the immediate effects of the Star Spring are cathartic, its remote effects are alterative; and these, after all, should be considered the most important, as the water thus reaches and changes the morbid condition of the whole system.

In this part of the village, and near the Star, is the famous High Rock Spring. It is the oldest, in point of discovery, of any of the Saratoga springs. It takes its name from the dome-shaped rock,—the deposit which the water, flowing for centuries, has thrown down,—which covers it, and through which the gas-charged water still bubbles up. Until recently, the water did not overflow the rock, but escaped underneath it. In 1866, the present proprietors, however, removed the rock from its bed by the aid of a powerful derrick, tubed the spring, and, replacing the rock, fixed it in its present position.

There were numerous reasons assigned in the traditions of the Indians, why the Great Spirit was displeased and the water ceased to overflow. In our researches about Saratoga, we found a legend, that, far back when the deer made this their resort, and were shot by hunters while regaling themselves at the fountain, an Indian maiden who was impure bathed in the spring, since which time the water did not rise to the top of the mound. As a bit of fantasy, we present the legend as thus narrated:—

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" Far in the forest's deep recess,
Dark, hidden, and alone,
'Mid marshy ferns and tangled woods,
There rose a rocky cone.
It was a strange, mysterious spot;
And near no mortal dwelled;
But there, retired, the sorcerer priest
His sacred orgies held.

There the fierce tenants of the wood
On one another preyed;
And, though the timid deer were slain,
Yet fondly round they strayed.
Their natures craved the saline draught;
For that they eager sought;
And oft one single hasty sip
Was with their life-blood bought.

Within that rocky cone a spring
Of healing water rose;
And o'er the top it glittering spreads;
And down the sides it flows;
It looked as if with brilliant gems
That curtained rock was bound,
As sparkling hung the airy stream,
Like floating drapery round.

From forth the forest's deepest gloom,
There moved with stealthy pace
A female form of lovely mould
And beauty's witching face;
Upon her brow the summer sun
And the free desert air
Had cast a mellow auburn tint,
With love to revel there.

She came to bathe in that pure spring,
As forth the waters boiled;
Her hand she raised to touch the fount:
Back! back! the stream recoiled.

Deep printed on that beating heart,
 Forever to remain,
 In spite of tears and cleansing founts,
 There was a gully stain.

Down in the bosom of the rock,
 The gurgling fountain fell;
 There still it flows; and its lone sound
 As notes of warning swell.
 That gully one in frantic fear
 Flew with desponding shame;
 Nor was she ever heard of more;
 And none recalled her name.

The Saratoga "A" Spring.

In the same vicinity and under the same proprietorship is the Saratoga "A" Spring. The memory of man runneth not to the time when mineral water was not to be found somewhere in this immediate vicinity. In 1865 Messrs. Western & Co. purchased the property, and at once instituted plans for securing the fountain; and a shaft twelve feet square was sunk to the depth of sixteen feet. The surface above the rock consists of bluish marl, similar to that found all along this mineral valley. A tube, in the usual form, was placed over the spring; and clay was used as packing around it. In the spring of the next year the fountain was more perfectly secured by a new tubing; and the water was bottled, and shipped all over the country.

An ill wind seemed to be blowing; and in 1867 the bottling-house was nearly destroyed by fire. And the spring was again re-tubed to the depth of *thirty-two* feet, going down to the solid rock, where one of the most perfect veins of water was found flowing in all its original purity, which was secured with the greatest care, in order to prevent the mixture of sulphurous or other waters, and carried to the surface through a tube made of maple.

At present the spring itself is protected by a temporary structure, while the water is bottled in a portion of the original building which was not destroyed by fire. The spring is at some little distance from the business part of Saratoga; and, since the bottling-house was destroyed, no special efforts have been made to attract a crowd of visitors, though many who know the virtues of the water take the pains and trouble to go out of their way to obtain it fresh from the spring in all its purity, as it is held in the highest estimation by all who have used it.

The officers of the present company are John F. H. , President; B. S. Barrett, Secretary; and Edwin F. Stevens, Treasurer.

In this locality are also to be found the Red and Empire Springs, and some others of lesser note.

The Pavilion Spring.

Coming down the valley we reach the Pavilion Spring, which for more than thirty years has been favorably known. It is central in position, and with the neat park around it is a pleasant place of resort. Church Street bounds the park on the north. Spring Avenue extends northward, from about the middle of the park.

The Congress Spring.

Proceeding still a little farther south on Broadway, we come to the beautiful Congress Park, and the far-famed Congress Spring. The oblong pavilion that covers it stands on East Congress Street, near Broadway. This spring was discovered in 1792 by a party of men who were hunting in the neighborhood. The Hon. J. T. Gilman, who was at that time an ex-member of Congress from Exeter, N.H., was in the party; and in honor of him it was named Congress Spring. Bottling of this water began in 1823, since which time immense quantities of it have been carried to every part of the globe. This spring,



CONGRESS PARK.

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and also the Empire Spring, are owned by an incorporated company, which also owns Congress Park, on the edge of which the Congress Spring pavilion stands.

When taken before breakfast the water is a pleasant and very effective cathartic. Drank in moderate quantities throughout the day, it is a delightful, wholesome beverage, its effects being alterative and slightly tonic. It is successfully used in affections of the liver and kidneys; and for chronic constipation, dyspepsia, and gout it is highly valued. It has been employed in cases of renal calculi with decidedly beneficial results. Invalids have been often surprised and delighted, after using the waters a few weeks, to find themselves rapidly gaining flesh and strength; the real secret of their improvement being in the effect of the water, which greatly increases the power of assimilation, thereby securing a larger proportion of the nutrition contained in food, much of which is lost when the digestive functions have become impaired. In cases of chronic dyspepsia, a persevering use of the water, with proper dietetic restrictions, and suitable attention to the ordinary rules of health, gives the sufferer a speedy sense of relief, and in the end is certain to eradicate the disease with its attendant miseries. As a general renovator and preserver of health, as a home remedy at once innocent and efficient, Congress water is of incalculable value. It is prescribed by the faculty in certain diseases with as much confidence as any preparation known to the apothecary.

Where there is a debilitated condition of the stomach and bowels, resulting in chronic *diarrhœa*, the water produces free dejections, without languor or debility, thus removing the fetid and irritating accumulations induced by the inflated state of the system, and which provoke the disease; and it also acts as a gentle stimulant, by which the digestive functions are improved, and such additional strength imparted to the body as enables nature successfully to combat with the disease. The use of the water as a cathartic is also beneficial in jaun-





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dice, the various forms of neuralgia, enlargement of the liver and spleen, rheumatic affections, cutaneous diseases, and in nearly all disorders occasioned by that round of fashionable indulgences generally termed "high living." Instead of causing nausea or disturbance of the stomach, as is the effect of ordinary cathartics, the water, while it produces copious evacuations, seems at the same time to invigorate the whole system, giving a relish for the coarsest and most common articles of food. The freedom from griping pains, which is noticeable in the cathartic operations of the water, is owing to the sedative effects of the carbonic acid gas, which also tends to prevent that sense of languor usually accompanying the operation of ordinary medicines of this class. Prof. C. F. Chandler, of the New York Board of Health, says that the peculiar excellence of Congress water is due to the fact that it contains, in the most desirable proportions, those substances which produce its agreeable flavor, and satisfactory medicinal effects; neither holding them in excess, nor lacking any constituent to be desired in this class of waters; and he recommends this water as a cathartic above all others, on account of its almost entire freedom from iron, which is frequently irritating and constipating, and when largely present in mineral waters requires more of the saline properties in order to give them a cathartic effect. Most of the Saratoga waters generally contain a larger percentage of iron. In submitting a new analysis (which appears elsewhere), Prof. Chandler writes, "A comparison of this with the analysis made by Dr. John H. Steel in 1832, proves that Congress water still retains its original strength, and all the virtues which established its well-merited reputation." It should be remembered that the water of this spring is sold in bottles only. What purports to be Congress water, for sale on draught in various places throughout the country, is not genuine. The artificial preparations thus imposed upon the public may have a certain resemblance in taste and appearance, but are frequently worse than worthless for medicinal purposes.

CONGRESS SPRING.



The Columbian Spring,

In Congress Park, under the Grecian Dome, near the Congress spring; Congress and Empire Spring Co., proprietors. This spring was opened in 1806 by Gideon Putnam. The water issues from the natural rock, about seven feet below the surface of the ground, and is protected by heavy wooden tubing. It is the most popular spring among the residents of Saratoga. The escaping bubbles of free carbonic acid gas give to the fountain a boiling motion. Large quantities of the gas can easily be collected at the mouth of the spring at any time. It is a fine chalybeate or iron water, possessing strong tonic properties. It also has a diuretic action, and is extensively used for that purpose. The water is recommended to be drank in small quantities during the day, generally preceded by the use of the cathartic water: taken before breakfast.

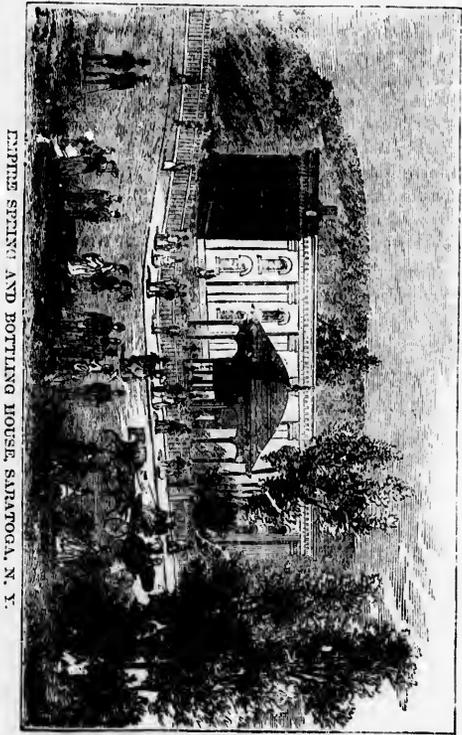
The Empire Spring,

Situated on Spring Avenue, at the head of Circular Street, and near the base of a high limestone bluff, in the northerly part of the village, a few rods above the Star Spring, and about three-fourths of a mile from the Congress. Owned by the Congress and Empire Spring Company. O. H. Cromwell, Superintendent. Mineral water was known to trickle down the bank at this point ever since the land was cleared of its primitive shrubs. It was not till the year 1846 that the fountain was taken in charge. The tubing is eleven feet, and fits closely to the rock. Messrs. Weston & Co., the early proprietors, made extensive improvements in the grounds surrounding it, planting shade-trees, &c.; and during the past year the opening of Spring Avenue has rendered the place more attractive. The water of this spring has a general resemblance to that of the Congress. In the cathartic effects of the two waters the difference is scarcely appreciable, although, from the presence of a larger quantity of magnesia in the Con-

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 Empire is highly esteemed for the treatment of obscure and



EMPIRE SPRING AND BOTTLING HOUSE, SARATOGA, N. Y.

chronic diseases requiring astringent and diuretic remedies.

It is also recommended as a preventive or remedy for the diseases natural to warm climates, especially intermittent, gastric, and bilious fevers, dysenteries, and disorders of the liver. The directions for using are the same as for the Congress. It cannot be predicted with certainty in any instance, which water, as a cathartic, will be most effective; and, after trial and comparison of the effects of both waters, the preference is frequently given to this. The water is especially adapted to the successful treatment of rheumatism and gout, cutaneous diseases, &c. It acts freely as a cathartic, without producing the debility, pain, and nausea, that usually attend the use of cathartic drugs; gives vigor to the circulation, removes constipation, creates an appetite, and promotes a healthy condition of all the secretions and excretions of the system.

The Excelsior Park.

Following Lake Avenue for about a mile from Broadway, we find ourselves in a most romantic and beautiful valley, known



THE EXCELSIOR SPRING.

as Excelsior Park. Although but recently projected, there are indications that the unusually fine natural features of this

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THE EXCELSIOR SPRING AND PARK.

charming locality are appreciated, and that many of the citizens of our large towns will be attracted thither as a very suitable spot to locate their summer residences. The park comprises that portion of Saratoga Springs formerly known as the "Valley of the Ten Springs," with the adjacent slopes and table-land on either side. Broad avenues have been made, and nicely graded; and large and small villa plats have been laid out, many of which command fine views of the mountains in Vermont, and the Lake George Hills, while, for immediate surroundings, they overlook the valley with its fountains of invigorating mineral waters. Some of the lots in this park are situated upon the shores of Excelsior Lake, a beautiful sheet of water, which adds many charming bits of scenery to the richly diversified landscape of hills and dales, and woods of stately evergreen and deciduous trees. We know of no place more desirable for the summer homes of such as desire to escape the heat and noise of the city, and secure the benefit of Nature's healing waters, without entering into the whirl of a fashionable season among the throngs that congregate at the large hotels. Excelsior Park is reached from the village by either Lake or Spring Avenues, while between the two is the broad foot-path leading through the shady and picturesque woods, so well known to the frequenters of Saratoga.

The Excelsior Spring.

This is found in a beautiful valley, amid most romantic scenery, about a mile east of the town hall, and near the centre of "Excelsior Park." The principal entrance to this spring is on Lake Avenue, about half a mile east of Circular Street. Another route is *via* Spring Avenue, by which we pass a majority of the other springs, and also the Loughberry water-works, which supply the village of Saratoga Springs with water from the Excelsior Lake by the celebrated Holly system. Just before us, as we reach a point where the avenue turns to-

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ward the Excelsior, is the fine summer hotel known as the
 Mansion House, and the pretty cottage residence of Mr. Henry
 Lawrence. The Excelsior Spring has been appreciated for its
 valuable qualities by some of the oldest visitors of Saratoga
 for at least half a century. The water, however, was not gen-
 erally known to the public until in 1859, when Mr. H. H.
 Lawrence, the former owner, and father of the present propri-
 etors, retubed the spring at a considerable expense, having
 excavated it to a depth of fifty-six feet, eleven of which are
 in the solid rock. By this improvement the water flows with
 all its properties undeteriorated, retaining from source to out-
 let its original purity and strength. Since then, the present
 proprietors, under the firm of A. R. Lawrence & Co., by a
 new and improved method of bottling and barrelling the Ex-
 celsior water under its own hydrostatic pressure, have given it
 an increased reputation; and it is rapidly attaining a wide-
 spread popularity. The water of this spring is a pleasant *ca-*
thartic, and has also alterative and tonic properties, and is,
 moreover, a very delightful beverage. Two or three glasses in
 the morning is the dose as a cathartic. As an alterative and
 diuretic, it should be taken in small quantities during the day.
 We have seen stronger commendations of this water from the
 highest medical authorities than of any other. After a re-
 freshing draught from this sparkling and delicious fountain, let
 us not fail to examine the proprietors' peculiar and very per-
 fect method of bottling and barrelling the Excelsior water by
 its own hydrostatic pressure. Entering their handsome brick
 bottling house, we find our way to a capacious and well-lighted
 cellar, in which we discover a perpendicular opening some ten
 feet in diameter. In this subterranean chamber the process of
 filling is performed at a point twelve feet below the surface of
 the spring.

To this point the Excelsior water is conveyed from the
 spring by means of a block-tin pipe, through which it runs into
 reservoirs lowered into the chamber for that purpose. These

reservoirs are strong oak barrels lined with pure black-iron in such a manner as to be perfectly gas-tight, and furnished with two tubes, one quite short, and the other extending from the top to the bottom of the reservoir. By filling the reservoirs through the long tube by the simple weight of the water, the air is excluded, while the gas is not allowed to escape. When sold on draught, it is only necessary to connect the long tube with the draught-tube, and the short tube with an air pump, when the water can be forced out by the pressure of the air, and will flow forth sparkling and delicious as at the spring, without being recharged with gas. The BOTTLING HOUSE of the Excelsior Spring is one of the most complete in its appointments of any at Saratoga. One of its peculiar features is the underground vaults outside of, but connected by iron doors with, the main cellar. In these vaults is stored the bottled water, secure alike from winter's frost or summer's heat until packed for market.

Having concluded our investigation, and tarried to notice the UNION, MINNEHaha, and other springs which bubble up in this immediate vicinity, we have now the choice of continuing along the banks of a winding stream to the Eureka and White Sulphur Springs, or of returning by the way of Lake Avenue. But, should we prefer the healthful exercise of walking, we may dismiss our carriage, and stroll into those magnificent woods that border the hill and valley for half a mile between Excelsior Spring and the village. Through them there is a wide and shady path, well known to visitors who love the picturesque; and along its winding way is found the shortest walk to the centre of the village.

"Nor is the stately scene without
Its sweet secluded treasures,
Where hearts that shun the crowd may find
Their own exclusive pleasures,—
Deep charming shades for pensive thought
The hours to wear away in,
And vaulted aisles of whispering pines
For lovers' feet to stray in."

The beauty of this region would seem to indicate it as the proper site for the future Central Park of Saratoga.

Bottling the Waters.

The process of bottling is similar at all the springs; and, as



CONGRESS SPRING BOTTLING HOUSE, SARATOGA.

the Congress bottling-house is the most famous, a description of it will suffice for the whole.

For the following we are indebted to Mr. C. C. Dawson of New York:—

“Probably not one-fifth part of the waters of these springs which are used medicinally are drunk in Saratoga. Multitudes, it is true, flock here during the summer months; but their stay is usually limited to a few brief weeks,—a time, in many cases, too short for these mild natural remedies to accomplish their perfect work. Thousands of visitors, therefore, find it necessary to continue the use of the waters after leaving the springs; and great numbers of other sufferers from the various ills which flesh is heir to, who are not able to visit Saratoga, still find the waters a source of comfort and health. Thus, while the benefit of these springs is enjoyed at Saratoga only by a comparatively limited number of persons, and principally during a brief season, their blessings are carried, by means of the bottled waters, all over the world, and are dispensed to multiplied thousands, without regard to season or climate. A large and important branch of commerce has thus sprung into existence, involving a liberal expenditure of capital, and furnishing employment, directly or indirectly, to a great number of persons.

“The bottling and packing is carried on throughout the year; and, except during the height of the visiting season, when so much is consumed at the springs as materially to decrease the supply for bottling, the work is prosecuted night and day. The arrangements for this purpose are the most complete of any thing of the kind in the country; and all the various operations are carried on with a care, skill, and perfection unsurpassed.

“In order to increase their facilities, the Congress Spring Company have erected a glass-factory near the village, where they not only make all the bottles required in their own immense business, but fill large orders for all kinds of bottles for other purposes. Some eighteen or twenty neat cottages in the

to Mr. C. C. Dawson of

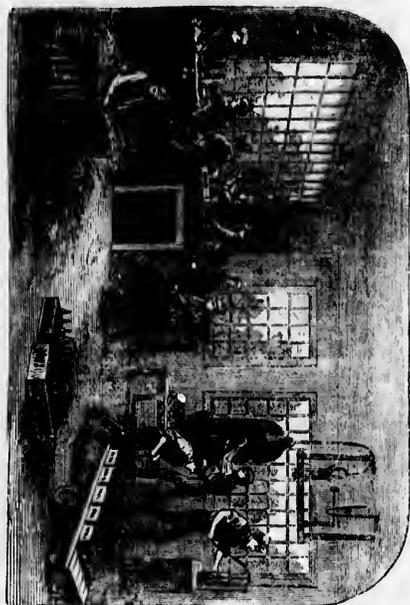
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same part of the village have been erected by the company
 for the use of their factory operatives.

“Each bottle, before being filled, is thoroughly washed and
 rinsed with both warm and cold water, a stream of each of



WASHING AND FILLING.
 SCENE IN CONGRESS SPRING BOTTLING HOUSE, SARATOGA.

which is constantly pouring into the tanks before the washers.
 To detach any impurities that cannot be removed by other
 means, a small brass chain is dropped into each bottle, and
 thoroughly shaken out. The substitution of this simple and

effective method of cleansing for the use of shot or pebble is an improvement which might well be adopted by every housewife.



PACKING-ROOM AT CONGRESS SPRING, SARATOGA.

"None but the finest corks are used: the brands used for branding them are set into a small table, their lettered faces being nearly level with its surface. They are kept hot by a jet of gas turned on them from below; and the corks receive their brand by being rolled over the heated types, — an expert boy performing the simple operation with great rapidity.

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PACKING-ROOM AT CONGRESS SPRING, SARATOGA

ed: the brands used for table, their lettered faces. They are kept hot by a w; and the corks receive heated types, — an expert with great rapidity.

"The water is pumped from the spring through pure block-tin pipes into a receiver holding from five to six gallons, from which it is drawn into the bottles; the pipes, pump, and receiver being so constructed as to prevent any escape of the natural gases. The corks, after being soaked in warm water until they become so soft as to be easily compressed, are driven into the bottles by machinery, the process reducing their size before entering the bottles about one-third. It requires a strong bottle to stand the pressure of their expansion after being driven in; and even strong men sometimes find it difficult to pull them out. A single workman will fill and cork from fifteen to twenty dozen bottles per hour.

"After being filled and corked, the bottles are laid upon their sides in large bins holding from one hundred and fifty to two hundred dozen each, where they are allowed to remain four or five days, or longer, to test the strength of the bottles by the expansion of the gas, and also to detect any corks that may be leaky or otherwise imperfect. The breakage, while in this situation, is about five per cent of the whole number filled, and sometimes more. The bottles frequently burst with a sharp report, like the firing of a pistol or the cracking of champagne bottles. Every bottle that breaks, either while in the testing-bins or in any of the various processes of washing, filling, or packing, is registered in the office of the company, by means of wires going from different parts of the establishment, and centring there in an apparatus arranged for the purpose. All leaky corks are drawn, and the bottles refilled with water direct from the spring. While all these precautions add largely to the expense of putting up the waters, they render a leaky, and consequently a bad bottle of Saratoga water almost impossible; and they also render the breakage of bottles in subsequent handling a matter of rare occurrence.

"When the bottles and corks have been thus thoroughly tested, the corks are securely wired, this operation being performed with great rapidity by employees long trained to the work.

"The next process is the packing in cases, which is also done with great care and remarkable dexterity. The neck of each bottle is firmly wound with clean new straw; and the bottles are placed on their sides in tiers of equal number, a part-



STORE-ROOM, CONGRESS SPRING, SARATOGA.

ing strip of straw being laid between each bottle and its neighbor on either side. A layer of straw is also placed between the tiers of bottles, as well as at the top and bottom of the box. When the box is filled, the packer walks over the bot-

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STRONG'S REMEDIAL INSTITUTE.

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STORE-ROOM, CONGRESS SPRING, SARATOGA.

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ties for the double purpose of settling them properly in their
places, and as a further test of their strength, before the lid is
put in its place and nailed down."

There are a number of public institutions of various kinds
in Saratoga, which are patronized by visitors, not only during
the summer season, but also, to a greater or less extent, during
the whole of the year. One of them is

Strong's Remedial Institute.



STRONG'S REMEDIAL INSTITUTE.

on Circular Street, a short distance from Broadway and all the principal hotels and springs. Drs. S. S. and S. E. Strong, regular physicians, graduates of the University of New York, are the proprietors.

The Institute was established several years ago, and has enjoyed a superior reputation for its treatment of invalids, as well as for its hotel and boarding accommodations. During the spring of 1871 the building was greatly enlarged, and now affords accommodations for two hundred guests. Its parlors, dining-halls, and bath-rooms are fitted up in the most modern and elegant style; and the general appointments are of the first order. Being somewhat removed from the bustle and confusion of the larger hotels, it affords a delightful retreat for persons of impaired health; while refined and cultivated people will find its society more congenial than that of the more public houses. Among its annual patrons are Rev. Theodore L. Cuyler, D.D.; Ex-Gov. Wells of Virginia; Mr. Robert Carter, of the firm of Carter Brothers, publishers, of New York; and many others of like position in society. The Institution is supplied with new and the most improved appliances now known to medical science, among which are the Electro-thermal, Sulphur, Air, Turkish, and Russian Baths; Swedish Movement Cure; the Equalizer or Vacuum Treatment; Oxygen Inhalations; Gymnastics; and other varieties of hydro-pathy and medicine.

Temple Grove Seminary.

This institution is beautifully situated in a grove, on what was formerly called Temple Hill: hence the name. The grounds occupy the whole square on Spring Street, between Circular and Regent Streets. All the noted springs of Saratoga are within a few minutes' walk of the Seminary, while Congress Park is but one block distant. The institution for the last five years has been under the efficient management of Charles F. Dowd,

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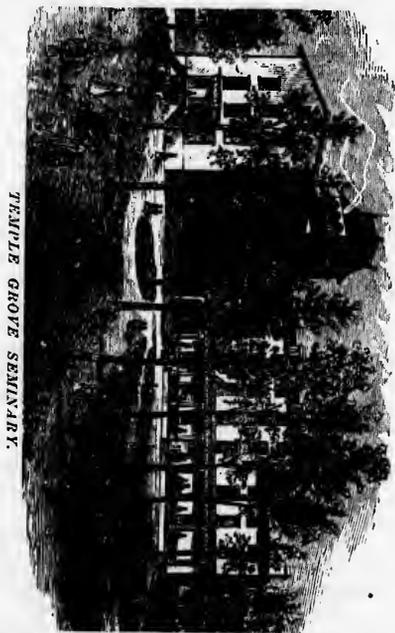
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the city, while Congress Park is
the location for the last five years
of the management of Charles F. Dowd,

A.M., a graduate of Yale College; and it affords the best of
advantages for a complete solid and ornamental education.
The "regular graduating course" occupies a period of four
years, and embraces the principal studies pursued in our best



TEMPLE GROVE SEMINARY.

colleges for young men; while much liberty is allowed to
"optional studies," which afford facilities for the more modern
and artistic accomplishments. Not only is every advantage

afforded for intellectual improvement; but the religious and moral culture of the students is conscientiously cared for in a liberal and faithful Christian spirit. Among the patrons of the Seminary are some of the best families of the leading cities of the country. These superior advantages are afforded at very reasonable charges, as may be learned from the annual catalogue. The terms are lower than could be offered were it not that, during the summer months, the Seminary receives a practical endowment through the use of its building for boarding purposes. From June to September, its spacious and well-furnished rooms and well-supplied tables dispense to its patrons the comforts and luxuries of a first-class hotel. Porters are at the depot to meet all trains. With its delightful grove and grounds, a few steps removed from the bustle and confusion of the great hotels, and its accessibility to all the springs in Saratoga, this Seminary is particularly desirable to lovers of health and comfort. It is designed, specially, for the Christian and literary public.

There are many other institutions of both a public and private character, which our space forbids our noticing. The visitor will, without doubt, find them himself if so inclined.

Prominent among the professions represented in Saratoga, is that of architecture. In addition to the large hotels, which are famous the world over, some of the finest villas, cottages, and private residences in the country are to be found here.

Mr. G. B. Croff the well-known architect, whose works on architectural design have been extensively sold in all parts of America, is located here; and a visit to his reception-rooms is quite equal to a visit to an art gallery.

Mr. Croff has recently made an extensive European tour for the purpose of professional study, and has brought to his library many beautiful studies in architecture, horticulture, and floral decoration, gleaned from the elegant botanical gardens and parks of England and the Continent. From his designs many beautiful villas and quiet cottages are growing

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up in various localities. Among the most beautiful of the residences recently erected by him is the fine villa of Frank Leslie, of which a view is given. It will be well worth the visitor's while to pay a visit to his rooms.



FRANK LESLIE'S VILLA.

At this point let us make a brief mention of some of the business men of Saratoga, whose advertisements appear elsewhere. Although there are many of different trades and professions in the place, and all, or nearly all, good, we have endeavored to select a few of the best for the convenience of our readers.

William M. Searing & Son are real-estate brokers, and insurance and collecting agents; are recommended to all who need their services. Office on Broadway.

Dexter's stable, Dexter Bros., proprietors, is situated on Division Street, opposite the United States Hotel, and is an excellent place to get teams for the unrivalled drives which Saratoga offers.

If one wants a good cigar, a thing which is extremely rare here, give Clapp, on Division Street, a call. Or, if any thing is needed in the line of drugs or medicines, we would advise a call at Gates's drug-store on Broadway, where will be found every thing needed.



CHAPTER III.

The Lake Drive.



GR^{EAT} improvement has been made within the last few years in the roads in the vicinity of Saratoga; and the drives in every direction are yearly becoming more convenient and attractive. One of the most fashionable drives is over Union Avenue to Saratoga Lake, distant six miles. The drive is a continuation of East Congress Street, and has a row of trees each side and one in the middle. A most gay and brilliant scene is presented on a bright August morning or afternoon, as the long procession of carriages in all the richest styles pass down on one side of the drive and back on the other. The lake itself is nine miles long and five miles wide. On a high bluff near the outlet is *Moon's Lake House*, kept for the accommodation of the many visitors who every fine day ride down from the Springs. A mile beyond the Lake House is Chapman's Hill, which rises 180 feet above the surface of the lake; and three miles farther on is Wagner's Hill, 240 feet high.

The Legend of Saratoga Lake.

That charming author, N. P. Willis, relates in his own charming style the following tradition of Saratoga Lake:—
"There is," he says, "an Indian superstition attached to

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this lake, which probably has its source in its remarkable loneliness and tranquillity. The Mohawks believed that its stillness was sacred to the Great Spirit, and that, if a human voice uttered a sound upon its waters, the canoe of the offender would instantly sink. A story is told of an Englishwoman, in the early days of the first settlers, who had occasion to cross this lake with a party of Indians, who, before embarking, warned her most impressively of the spell. It was a silent, breathless day; and the canoe shot over the smooth surface of the lake like an arrow. About a mile from the shore, near the centre of the lake, the woman, willing to convince the savages of the weakness of their superstition, uttered a loud cry. The countenances of the Indians fell instantly to the deepest gloom. After a moment's pause, however, they redoubled their exertions, and in frowning silence drove the light bark like an arrow over the waters. They reached the shore in safety, and drew up the canoe; and the woman rallied the chief on his credulity. 'The Great Spirit is merciful,' answered the scornful Mohawk: 'he knows that a white woman cannot hold her tongue.'

The Saratoga Race-Course

is a mile from Broadway, near Union Avenue. It is kept in the best order; and at the annual races, which occur in the height of the season, there is always a crowded attendance. There is ample shelter for a great number of spectators, where they can command a view of the entire track. In the neighborhood of the race-course are several stables, where some of the finest horses in the country are kept through the winter, and held in readiness for the summer races. The drivers and grooms may often be seen upon the course early in the morning, training the racers.

Bemis's Heights,

where the decisive engagement between Burgoyne and Gates took place in 1777, are fifteen miles distant over a good car-

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riage-road, and may be visited in a day from the Springs. Small parties may easily be made up for the purpose. There is a charming walk out to the Excelsior Spring, through the grove at the eastern extremity of York Street; and one never tires of strolling in Congress Park. The number of visitors increases every year; but the accommodations are equal to the demand.

Chapman's Hill is about a mile beyond the Lake House, and one hundred and eighty feet above the level of the lake. A charming view is afforded. Immediately below, the lake presents a mirrored surface of several square miles; while the meadows and table-lands on its western shore may be traced, with all their simple beauty, until they merge into the Kaya-derossens range of mountains. Wagman's Hill, which is about three miles beyond, affords a still more extended view. This hill is two hundred and forty feet above the lake. Hagerty Hill, six miles north of the village, toward Luzerne, brings to view a fine landscape. But the most extended view and the boldest landscape may be seen from Wearing Hill, on the Mount Pleasant road, and about fifteen miles from Saratoga Springs. Saratoga, Ballston, Schenectady, Waterford, Mechanicsville, Schuylerville, Saratoga Lake, Round Lake, &c., by the aid of the glass can all be discerned from this hill.

Lake Lovely.

This is the euphonious name of an interesting little sheet of water not far from the village, on the boulevard to Saratoga Lake. Though not of very great extent, it has many points of considerable attraction, one of which is a glen on the eastern bank of the lake, which forms an echo, said to be almost as distinct and powerful as the celebrated one in the ruined bastion of the old French fortress at Crown Point.

"Many a laugh and many a shout
The busy echoes toss about."

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Social Life at Saratoga.

The delights of Saratoga, which have given it world-fame, are not wholly natural: indeed, no watering-place exists where nature alone is relied upon to make existence desirable. But here the results of human improvements are mainly relied upon by the guests for their enjoyment; and the social life at the Springs is to most visitors its chief attraction. Some one has classified Saratoga amusements as dancing and drinking; and, to a certain extent, these are the prominent features; the *élite* of society gathering in the morning at the springs to imbibe their one, two, or six glasses apiece, and at night congregating in the

"great hotels ablaze with light;
Where youth and beauty, wealth and rank,
Hold revel through the night."

Whom we meet at Saratoga.

Intellectual men, stylish men, the beaux of society, men of the world, and occasionally fast men, are to be seen at Saratoga.

Women, — blondes and brunettes of either extreme, — the fluttering bee of fashion; the gentler bird of beauty; the lady of social rank, who has enjoyed prerogatives that would have wrecked more than one cooing pair; and her less rotund maiden sister, — these make up some of the people found in this sample-room of American society flourishing at Saratoga; and throughout almost the whole there runs the pervading leaven of wealth.

Of maiden ladies who still struggle and twist to look enchanting in spite of Time's effacing fingers, and of widows dangerous and desperate, as they endeavor to recall their early charms, there are not a few. Of dazzling beauty there is a fair proportion; but where are the young men, beaux for all these? Where, oh, where? Echo answers, "Nowhere!"

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The absence of young men has been commented upon for several seasons.

Saratoga is cosmopolitan, complex. It embraces a half dozen places, each attracting its own "set." One realm is ruled by the millionaire and the managing mother. There is a Saratoga for the invalid; still another Saratoga for the sportsman. Here, also, are the flirts, and those whose paragon is the ball-room. Here, too, undoubtedly, comes more or less of oddy, and in shoddy fashion.

Clergymen and merchants, bankers and lawyers, politicians and gentlemen, jostle against each other. Coming from Cuba, with their dark eyes and raven hair; coming from the South, with their soft, melting beauty; coming from New England, with their lofty notions and self-esteem,—there gathers here a wonderfully variegated collection of people, each *sui generis*, and affording the rarest facilities for the study of human nature. "Tis pleasant, through the loop-holes of retreat, to peep at such a world."

Routine for a Lady.

Rise and dress; go down to the spring; drink to the music of the band; walk around the park; bow to gentlemen; chat a little; drink again; breakfast; see who comes in on the train; take a *siesta*; walk in the parlor; bow to gentlemen; have a little small talk with gentlemen; have some gossip with ladies; dress for dinner; take dinner an hour and a half; sit in the grounds, and hear the music of the band; ride to the lake; see who comes by the evening train; dress for tea; get tea; dress for the hop; attend the hop; chat a while in the parlors, and listen to a song from some guest; go to bed. Varied by croquet, ladies' bowling-alley, Indian camp, the mineral springs, grand balls twice a week, concerts, &c., and the races.

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The Balls and Hops.

The three largest hotels have elegant ball-rooms, where hops take place every evening. Balls are held every week at each of the houses. Upon the latter occasion, the dressing becomes a matter of life and death, and explains why such numbers of those travelling arks known as "Saratoga trunks" are docked at the station every summer.

Balls are reported in the papers far and near; and the anxiety of some to secure a good report of their costume is amusing. Brown's dismay at the bills is somewhat appeased, as he reads in the morning paper, "Miss Brown of —, a charming, graceful blonde, was attired in a rich white corded silk, long train, with ruffles of the same, overdress of pink gros-grain, looped *en panier*, corsage low, *decolleté*, with satin bows and point lace; hair *à la Pompadour*, with curls, white feathers, pearls, and diamonds. *She was much admired.* Miss Brown is the accomplished daughter of Mr. Brown, one of the leading citizens of the metropolis."

Romance and Flirtation.

But, though Saratoga has its specialties, — the race-track, the lake, Moon's, Congress Park, and the springs, — and though the gay crowd of visitors year by year reverses the order of things at Newport, as Saxe wittily remarks, —

"At the one you go into the water;
At the other it goes into you," —

yet, but for that delight of all summer resorts, before which all others go for nothing, — flirtation in its varied phases, — even life in Saratoga would lose its chiefest charm. The hops at the Clarendon, the Congress, the Union, or the Central; the "holding hands" on the benches in the park; the whispered words at the spring, when the morning glass is quaffed in company; the drive by moonlight to the lake, — these give

the zest to society at the Springs, and prove never-failing attractions. As an instance of what a flirtation may do to upset a young and impressible man's ideas, we quote the following graceful and apt verses by Mr. J. Cheever Goodwin, a talented young writer of Boston:—

It was up at Saratoga that I met her,
Where I went to drink the waters for my health;
And her stylish way (I never shall forget her)
Seemed to me a sure concomitant of wealth.

In her figure and her face she was a Venus:
Like the evanescent lightning shone her eyes;
In the dining-room one table was before us;
But love such paltry distances defies.

I smiled my adoration o'er my coffee,
Drank deep of tender passion with my tea:
As the waiter took my trout untasted off, he
Little thought it was so typical of me.

I was caught as fast as ever were the fishes;
And the hook went deeper in with every meal:
But my hopes were all as empty as the dishes;
And my sorrow cut as deep as knife of steel.

'Twas in vain I promenaded the piazzas:
She was never in the parlor night or day;
And I thought, "She is uninvited, and has a
N injunction in her room to always stay.

"For I never find her drinking at the Hathorn;
To the hops or balls I never see her go;
She is never betting Belmont or McGrath on,
At the races where so many beauties show."

My suspicions were, alas! substantiated;
For excepting at our meals we never met:
You'd have surely thought I was a man she hated,
Excepting for the smiles I used to get.

"Does she ever think of me?" I sadly wonder:
 "When she's seated at her breakfast or her tea,
 Through the many miles that keep us now asunder,
 Does her memory ever send a thought to me?"

And I sadly fear I'm utterly forgotten,
 That my presence would not cause her heart to stir,
 That she'd give to see me not a single button,
 Though I'd gladly give a dozen to see her.



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CHAPTER IV.

The Hoosac-Tunnel Route East.



AFTER leaving Saratoga, the traveller who has only a limited amount of time at his disposal, and wishes to return to Boston, will in all probability do so by the way of Troy, North Adams, and Hoosac Tunnel. Arriving at North Adams in the afternoon, he will stop over at the Ballou House, where he will find every thing he could wish in the shape of entertainment, — large, airy rooms, good cookery, prompt attendance, and gentlemanly and obliging men in the proprietors, Ballou and Sons.

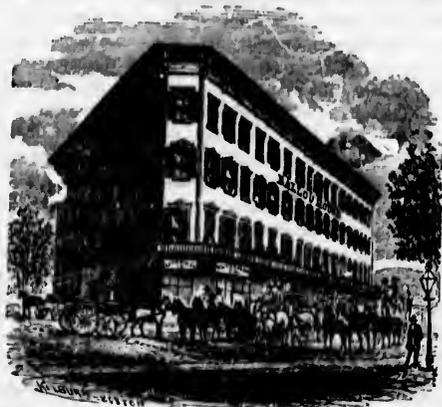
Leaving North Adams the following morning at ten, by stage, the tourist crosses the famous Hoosac Mountain, the tunnel through which is now nearly completed, and, dining at Hoosac, arrives in Boston *via* Vermont & Massachusetts and Fitchburg Railroads, at ten minutes past seven in the evening.

But those visitors at Saratoga who are yearning for green fields, high mountains, and waterfalls, and the fragrant breath of the wildwoods, or the moist breezes that fan the lakes, will set their faces northward. A few hours' ride will take them

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through places that vie in grandeur and wild beauty with the most romantic scenery of Switzerland. Excursions from Saratoga are frequent over the Adirondack Railroad to



THE BALLOU HOUSE.

Schroon Lake.

This lake is situated in the townships of Schroon and Horicon, fifty miles north of Saratoga. It is ten miles long, by two miles wide. It presents some of the finest combinations of scenery in lake, river, mountain, and valley, to be found in the Adirondack region. It is higher than Lake George, being a thousand feet above the sea level. There is only one island in it. The mountains around it are seven hundred or eight hundred feet high. At Jessup's Landing, seventeen miles from Saratoga, the Hudson River passes over a perpendicular fall of seventy feet: the rapids extend half a mile

East.

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above the falls. Here the mountain region of the Adirondacks proper begins. The present terminus of the road is North Creek, fifty-seven miles from Saratoga. North of Jessup's Landing, the road follows the Hudson River. The Sacandaga River is twenty-two miles from Saratoga: it is spanned by a bridge four hundred and fifty feet long, and ninety-six feet above the bed of the river. Just beyond this bridge is the Hadley Station, the stopping-place for visitors to Lake Luzerne. There is a well-furnished hotel near the lake. The hills rise on each side of the village to the height of about six hundred feet; and the walls of the Hudson are compressed into a narrow gorge, forming several boisterous rapids.

Thirty miles from Saratoga, the railroad crosses Stony Creek, over a bridge of a hundred and twenty-five feet span. Six miles further up is Thurman, the stopping-place for travellers who take this route to Lake George, which is connected with Thurman by a regular line of coaches. The station at which tourists stop for Schroon Lake is Riverside, fifty miles from Saratoga. Thence the passage is over a good road, in four-horse coaches, six miles to the foot of Schroon Lake. A new steamer plies upon the lake, and takes the stage-load of passengers, on their arrival, over the lake to Schroon Lake Village. Several first-class hotels have in former seasons supplied all the wants of guests at reasonable rates; \$2.00 to \$2.50 per day, and \$10.00 to \$16.00 per week, being the rates the last season.

A railroad is now building, connecting Glen's Falls with Caldwell at the head of Lake George. But for the present, travellers must avail themselves of the excellent carriages that give easy conveyances. One can engage a private team, and thus get leisure to examine some of the objects that will interest him on the way. Mount Pharaoh and Lake Peabody are noted places near Schroon Lake.

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ern edge of the Fulton chain of lakes, thus opening up to com-
merce the vast lumber and mineral districts that have so long
been undeveloped. This road is already much in favor with
visitors at Saratoga, who wish to make a sojourn of a few days
in the wilderness. Many who bid a permanent good-by to the
springs, for the sake of giving considerable time to lakes and
woods and mountains, bend their course to Lake George.

The Route to Lake George.

Taking the Rensselaer and Saratoga Railroad to Fort Ed-
ward, and then passing over the Glen's Falls Branch, a ride of
twenty minutes brings you to Glen's Falls, which are on the
Hudson River, two hundred miles from its mouth. The *sub-*
stratum of this region is black limestone, which is crystallized
in places, and which is in flat *strata*, so regular that a perpen-
dicular section looks like hewn stones in the wall of a building.
The action of the water has worn some of these *strata* away,
a few at the top, and more farther down the falls; so that a
kind of irregular series of steps has been formed, over which
the waters of the river go thundering down a descent of over
seventy feet. Seen in the sunlight, rainbows appear in the
clouds of spray that are tossed into the air just below. The
river has worn its way deep into the black limestone, which
rises in some places to the height of seventy feet above the
surface of the river. A bridge six hundred feet long, which
rests on a marble island in the centre, crosses the Hudson at
this point. By a private stairway that goes down near the
bridge, one may reach two objects of interest, viz., Indian
Cave and Big Snake. The cave runs through a small island,
from one channel to another. This is said to be the place of
concealment of Cora and Alice, Major Hayward and the ring-
ing-master, characters familiar to the readers of Cooper's
novels. Big Snake resembles a petrified snake on the surface
of a broad flat rock. Thin veins of satin spar have been found

in the fallen rocks below the bridge; and also trilobites occur frequently, imbedded in the rocks. Caldwell, at the head of Lake George, is nine miles distant from Glen's Falls, by a road that runs through a wild and picturesque district.

Williams Rock.

Five miles from Glen's Falls, on the right-hand side of the road, is a huge boulder, known as Williams Rock, from the fact that Col. Williams was killed here on the 8th of September, 1755. Gen. Johnson was at this time at the head of Lake George, with a number of provincial troops, and a force of Indians who were commanded by their sachem, the famous Hendrich. Baron Dieskau was on the march from the neighborhood of St. Edward, with a body of French and Indians, to attack the camp of Johnson. Williams, with one thousand men (among whom were Israel Putnam, and the sachem Hendrich commanding two hundred warriors of the Six Nations), met Dieskau at Rocky Brook, four miles from Lake George; and a most bloody engagement at once took place. Hendrich, who alone was on horseback, was killed on the spot. Col. Williams was killed near the rock that bears his name. The English were forced to retreat to Lake George. Near Williams Rock is a small pond about three hundred feet in diameter, thickly covered in summer with pond lilies, known as

Bloody Pond.

This name is given to it from the fact that the French threw the Englishmen slain in the engagement into the pond. There is a tradition that, for years afterwards, the water had a bloody tint. The mountain near by is called French Mountain, from the fact that upon it the French first made their sudden appearance.

Two miles to the north of Williams Rock, the brow of the highlands is reached; and here one may well stop and take in

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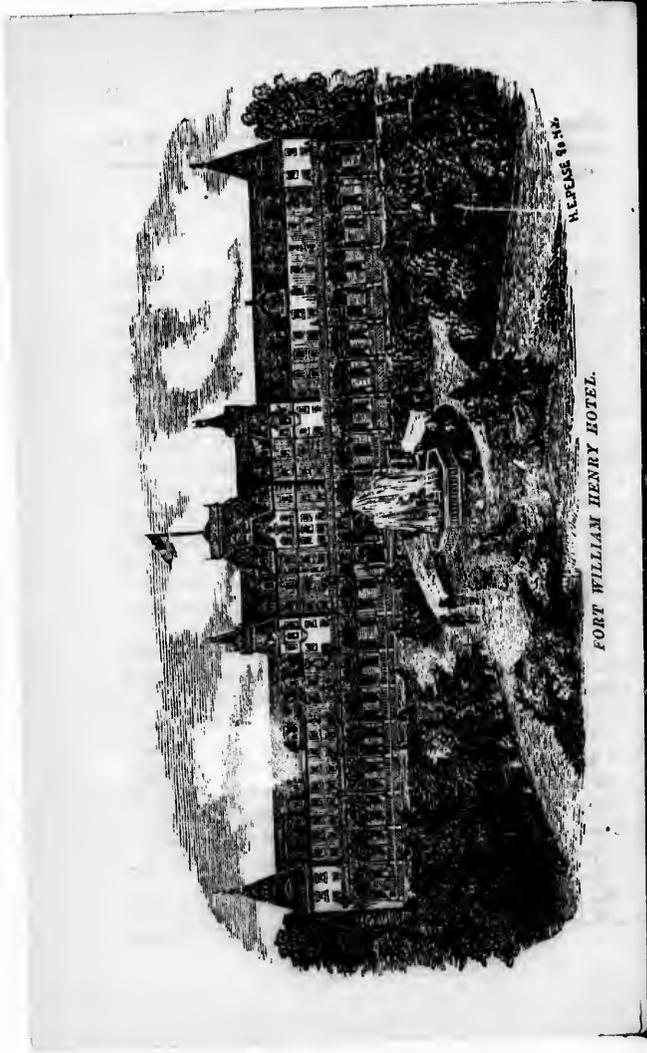
the broad view of the lake that lies before him. It is at the township of Caldwell that the first complete view is presented of the southern extremity of Lake George.

Our First View of Lake George.

This beautiful sheet of water lies wholly in the State of New York. The Indian name was Horicon (a silver water); sometimes, also, they called it Caniderivoit, or Tail of the Lake, on account of its situation in relation to Lake Champlain. The village of Caldwell is near the site of Fort William Henry, which was erected by Gen. Johnson in 1755, after the battle near Bloody Pond already referred to. It was at this fort, in 1757, that the Indian allies of the French marquis, Montcalm, fell upon the English who had surrendered themselves to the French as prisoners of war, and murdered in cold blood or carried away captive fifteen hundred men. The ravine in which the slaughter took place is called Bloody Defile, and lies between French Mountain and the road from Glen's Falls to the lake. Men and women had their throats cut: the miserable prisoners were tomahawked without mercy; and as many as sixty, certainly, were murdered in cold blood.

Near the ruins of Fort William Henry stands the Fort William Henry Hotel, — a spacious and beautiful house, containing accommodations for nine hundred guests. The grounds are laid out with great elegance and taste, and slope down to the edge of the waters of the lake, and afford fine views of the southern end of the lake. Broad promenades running the whole length of the house fronting the lake, a sparkling fountain constantly playing in the grounds, thrifty and well-arranged shrubbery, are some of the external points that first catch the eye; and all the appointments of the interior fully correspond with the impression given by this outward view.

The ruins of Fort George are about a mile south-east from the Fort William Henry Hotel. All that is now left of the old



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fort is the ruins of the rectangular citadel that was built inside of the breastworks. A part of the old wall nearly twenty feet high is standing. It was built on a foundation of solid black marble, of the same kind that is found at Glen's Falls.

Lovely and Diversified Scenery.

Lake George is thirty-six miles long, and varies in width from three-quarters of a mile to three or four miles. The water is in some places more than four hundred feet deep, and is everywhere remarkably clear, so much so that a white earthen plate can be seen at a depth of more than thirty feet. More than a hundred years ago, the French who came down from Canada gave it the name of Lake Sacrament, and used sometimes to transport the waters, on account of their purity, to use in their churches as holy water. The lovers of the sublime and beautiful visit Lake George for its scenery; patriotic men who are interested in the history of the country, to stand in the place where their fathers fought bravely, and baffled the invaders; and the epicure turns his face hitherward, not so much for the tender and soul-stirring associations of the place, as for the more practical motive of a good digestion that waits on an appetite gratified by the choicest dainties of the mountain and lake. This lake holds in America much the same place that Loch Katrine does in Scotland, and hardly falls behind it in witching beauty. Let any one read Scott's "Lady of the Lake" just before making the trip across Lake George, or, better still, take it along with him if he is to spend any time there, and he will be surprised to see how many points there are common to Scotch scenery and what he witnesses here. Salmon trout weighing from five to twenty pounds are caught here, and also fine perch and pickerel in great abundance. Scarcely any thing can be imagined more beautiful than the scenery along the banks of the lake; and we can readily believe the statements of travellers who say, that, in





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romantic beauty, there is no natural scenery in Switzerland that surpasses the views in this neighborhood. The charm of the prospect is greatly increased by the number of islands of different forms and sizes that are seen in every direction. Of these there are more than three hundred; some say as many as three hundred and sixty-five. Several of these are quite large and are cultivated; others rise in steep rocky ledges from the water, with tufts of grass and bushes upon their tops, and shrubs striking their roots into the cracks and crevices of the sides. Some are mere bare rocks, affording a place for the wild fowl which formerly resorted hither in great numbers. It is two hundred and thirty feet above the level of Lake Champlain. A fine view of the lake is obtained from the top of Rattlesnake Hill, just south of Caldwell. A mountain path leaves the highway opposite the William Henry Hotel, and passes around the base of a mountain through a wood. Over this path one can go half way to the top: the road is then left, and the summit reached by a hard climb over rocks and fallen trees. There is an open space on top, from which there is a good outlook on to the lake.

A few words about

The Minerals of Lake George

may not be out of place. Compact dove-colored limestone forms ledges near the head of Lake George; and the walls of Fort George were largely made of it. Quartz crystals were once common on the islands of the lake, but are now more rare on account of the numbers that have been carried off by visitors. Diamond Island took its name from the abundance of clear and limpid quartz that occurred there, and the geodes that were quite frequent. Specimens of calcareous spar have been found in the same vicinity. Vermatite abounds in the mountains about the lake; and eight miles from Ticconderogs, on the west side of the lake, flesh-red feldspar and compact epidote have been found,—the feldspar in large plates in

HEAD OF LAKE GEORGE.



granite, and the epidote in loose stones. Plumbago occurs near Ticonderoga, both massive and scattered, in brilliant plates. Other minerals more familiar, such as garnet and black tourmalin, are observed on the western shore of the lake.

The Sail down the Lake

from Caldwell is now made in a few hours in one of the elegant and easy steamers that ply between Caldwell and Ticonderoga. Before starting, take a stand upon the high bank that overlooks the head of the lake. French Mountain is in full view, Rattlesnake Hill rises to the height of fifteen hundred feet at no great distance; and the enchanting bosom of the lake itself seems to call you to embark upon it, and enjoy the delicious sensations that come from the novelty and beauty of the changing panorama. Pass down to the landing, and step on board the steamer that is ready to receive you, and in company with the many tourists who are ready to share your delight, wait for the moment of starting. "All aboard for Ticonderoga!" The bell rings, the shriek of the whistle reverberates among the surrounding hills, and you are borne off on one of the most delightful excursions that the world can furnish. French Mountain rises high and well-wooded, on the east side of the lake, terminating in Plum's Point. A mile or so down the lake, close by the shore on the west side, is Tea Island, where years ago a tea-house was kept for the convenience of visitors. A mile and a half further on is Diamond Island, named from the crystals of quartz found here; and off behind it, on the east side of the lake, is Dunham's Bay. In 1777 the British General Burgoyne had his stores here; and there was a hard skirmish between the British who held the island, and the Provincials.* North of Dunham's Bay is Long Point, a long stretch of land running like a causeway out into the water; and near the extremity of this point is Long Island. North of

* See Bancroft's Hist. U.S., ix., 406.

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Long Point the water reaches up under the mountains, and forms Harris's Bay, the place where the French commander Montcalm moored his transports and landed his troops in 1757. Twelve miles from Caldwell is Dome Island, large and heavily wooded, named from its appearance when seen from a distance. Recluse Island, just west of Dome, may be identified by a pretty cottage nestling among the trees. The steamer makes a landing at Bolton on the west side of the lake, and, starting out again, when four miles from Bolton reaches Fourteen Mile Island at the foot of Shelving Rock, just at the entrance to the Narrows. Before reaching Fourteen Mile Island, Phelps's Point is seen on the right extending from the mainland; and north of the point, nearly opposite the island, is Deer Pasture Mountain. Just north of Bolton, North-west Bay runs inland five miles. To the east of this bay, Tongue Mountain runs into the lake, and reveals the shape whence it derives its name. Opposite this mountain, on the east side of the lake, is Shelving Rock; and here, as we travel north, we enter the part of the lake known as the Narrows. Here we come in sight of some of the boldest and most rugged outlines of the lake shore. North of Shelving Rock, on the east side of the lake, is Black Mountain, rising to the height of two thousand eight hundred feet, and covered with a thick growth of spruce, cedar, and pine. Three or four miles north of the entrance to the Narrows, on the west side of the lake, is Buck Mountain, so called from the fact that years ago, when deer were more abundant than they now are, a buck pursued by dogs leaped from the summit that overhangs the lake, and was spitted alive upon a sharp-pointed trunk of a tree that was standing below.

Historical Localities.

North of Buck Mountain is the cape known as Sabbath Day Point. The origin of the name is doubtful. Story-writers tell us that in July, 1758, the army of Abercrombie, sixteen thou-

sand men, landed here. They had embarked at the head of the lake in one hundred and twenty-five whale-boats and nine hundred *bateaux* to attack Ticonderoga and Crown Point. One Saturday night the force landed on this point for refreshment; and, as they were not fairly away from it until the next morning, the low cape has since been called Sabbath Day Point. It is a pity to spoil such a pretty story; but, as Abercrombie landed here on Wednesday, and not on Saturday night, and as the name was applied to the point at least one year before the time of his landing, the common story of the origin of the name must be set aside. Oulell Island, Scotch Bonnet, and Cook's Island are passed after leaving Sabbath Day Point. McDonald's Bay is seen upon the left and on the right the huge precipices of Anthony's Nose. On the west side of the lake, nearly opposite Anthony's Nose, is a steep, bare, rocky precipice, four hundred feet high. In one place is seen a smooth descent of two hundred feet reaching down to the lake. This is known as Rogers's Slide. In the winter of 1758 Major Rogers, who commanded a company of Colonial soldiers, was scouting near the outlet of the lake, and was discovered and pursued by the Indians. He came to the high bluff, near the summit of the slide, and made his way down to the upper edge of the inclined plane: here he unfastened his snow-shoes, turned about in them, and, with his toes towards the heels of his shoes, walked away from the rock, took a circuit down to the ice, and made his escape to Fort George. The Indians came to the top of the rock; and, seeing apparently the tracks of two persons directed towards the lake, they supposed that two men must have slid down the rock: this belief was strengthened by the sight of the major running across the ice. The Indians were filled with wonder that any man could go down this long and steep descent, and find himself alive afterward; and they felt sure the major must have been under the protection of the Great Spirit, and dared not further molest one who had defied such danger.

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Two miles north of Rogers's Slide is Prisoners' Island, where, in the time of the French war, the French confined the prisoners taken from the English. This island is nearly covered with shrubbery. Just west of it is Lord Howe's Point, where Lord Howe landed with Abercrombie after leaving Sabbath Day Point. Shortly after leaving Prisoners' Island we come to the landing-place, and take our leave of the steamer. Near by are part of the rapids over which the waters of Lake George are discharged in the Champlain.



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CHAPTER V.

To Ticonderoga, and down Lake Champlain.

HAVING feasted the eye and refreshed the weary body by the sail down Lake George, few tourists are willing to return the way they came. There is still so much to be seen that is interesting and attractive so near at hand, that they almost without exception push on to Ticonderoga, with its charms of scenery and its historic associations, and generally do not stop short of a trip down Lake Champlain to Burlington and Plattsburg.

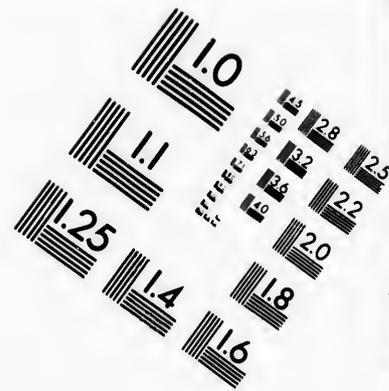
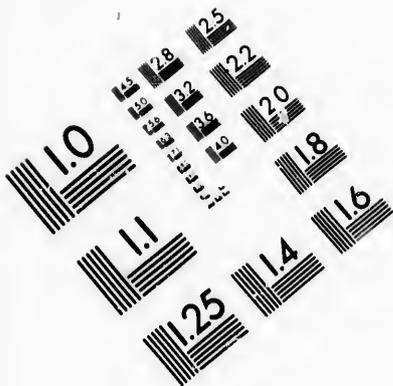
The distance from the landing-place to Fort Ticonderoga is four miles. Carriages will be found ready upon the arrival of every boat to convey us thither. The road much of the way follows the outlet of Lake George, affording occasional views of the rapids; and in a short time the traveller finds himself at old Fort Ticonderoga. The stage-ride from the steambot landing on Lake George to Fort Ticonderoga will soon be among the things of the past. A route has already been surveyed for a railroad to connect these points; and possibly before these words are in print the passage may be made in a few minutes from the wharf on Lake George to that on Lake Champlain in a rail-car. This fort stands upon a point of land that runs down between the outlet of Lake George and the head of Lake Champlain. It therefore has water on three

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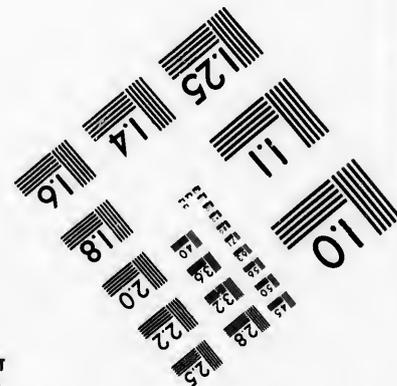
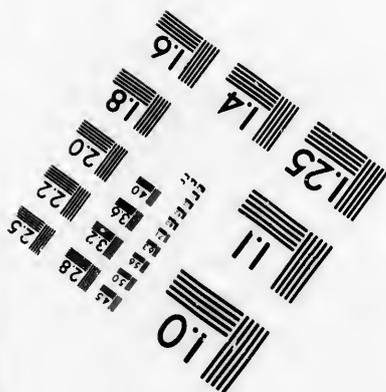
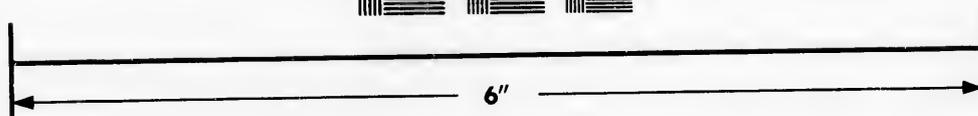
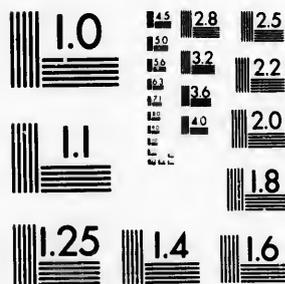
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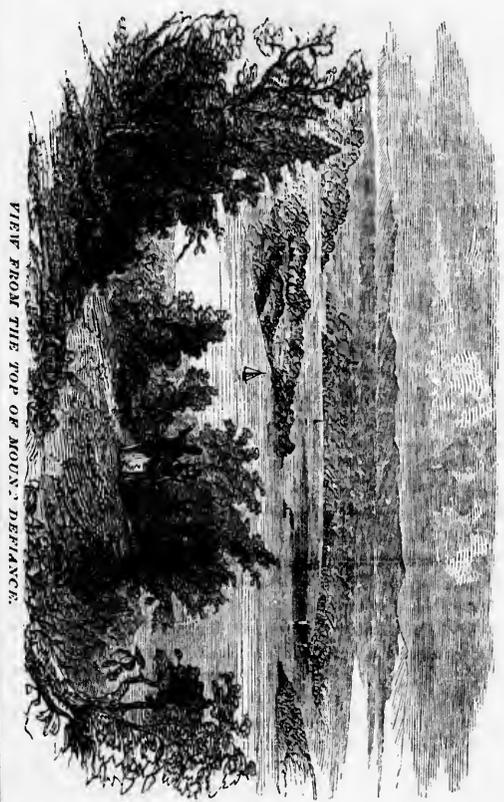
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VIEW FROM THE TOP OF MOUNT DEFIANCE.





VIEW FROM THE TOP OF MOUNT DEFIANCE.

sides, and is admirably situated for defence. The whole point embraces five or six hundred acres, and is about one hundred feet above the level of the lake. It was named Fort Carillon, when built in 1756, by the French. Bancroft refers to it by this name in his account of the French and Indian war; but it was afterwards re-christened Ticonderoga, the Indian name being preferred, especially by the Colonists who were opposed to the French. The name is derived from an Indian word *Cheonderoga*, which means "sounding waters," and was first given to the rapids in the outlet of Lake George.

As the stages reach the ruins of the old fort, the proprietor, who always accompanies them, signals all to stop; and, dismounting himself, thus addresses the passengers:—

"You will observe, if you please, the ruins of old Fort Ticonderoga, built in 1756 by the French; taken in 1759 by the English, under Gen. Amherst; taken again in 1775 by the Americans, commanded by Col. Ethan Allen, one of the grand old Revolutionary patriots [applause], whose arms were rusty flintlocks, whose uniforms were uniformly rags without hats or shoes, whose beds and blankets were Mother Earth, whose shelter tents were the canopy of heaven, whose marches through the country could be traced by the blood from their sore and bleeding feet [applause]; and yet this noble band of brothers struggled on, that they might give to our country the independence which we now enjoy [applause]. God in his infinite mercy grant that it may continue [great applause] hold your horses, hold your horses! [laughter] till the elements with fervent heat shall melt, each in its turn; the genial moon refuse her light; the sun to darkness turn!—Drive on, George!"

Just across the outlet, to the north of the fort, is Mount Defiance, on which Burgoyne planted his cannon in 1777; over on the Vermont side, Mount Independence, on which military works may still be seen. Mount Hope, a mile north of Ticonderoga, was also fortified by Burgoyne.

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RUINS OF "OLD FORT TIP"



The ruins of old Fort Ticonderoga, standing on the high point already mentioned, are visited every year by thousands who love to dwell on the thrilling historical associations that cluster about this spot. Many of the old walls remain; and the original plan of the fortifications can be distinctly made out. Walking among the crumbling ruins, and recalling the past, one may easily imagine how every thing looked here a hundred years ago, and almost hear the thumping of Ethan Allen's sword as he rapped on the door for De Laplaen, the commander, to make his appearance, and demanded of him the surrender in the name of the Great Jehovah and the Continental Congress.

It is somewhat remarkable that Ticonderoga was three times captured without active resistance. — first by the English in 1759; next by Ethan Allen in 1775; then by Burgoyne in 1777. This was the place of rendezvous of the French under Montcalm. Near the fort Lord Howe was killed, and Abercrombie was defeated with the loss of two thousand men, in July, 1758; in 1759 Lord Amherst marched from Fort Edward with eleven thousand men, and took the fort from the French, who dismantled it, and fled to Crown Point. Ethan Allen, at the head of the Green Mountain Boys, received the surrender of the fort on the 10th of May, 1775. From the capture by Allen till the 5th of June, 1777, the Americans held it: then it was captured by Burgoyne, who planted his cannon on Mount Defiance, and thus had the garrison completely at his mercy. Boats that run from Whitehall to Plattsburg touch at Ticonderoga.

The New York and Canada Railroad.

This is the name of the road which is to connect Ticonderoga with Plattsburg, and extend to Whitehall. It is already partly built. From Ticonderoga to Port Henry, the road is completed; and the work is going briskly on between Ticonderoga and Whitehall. A tunnel seven hundred feet long

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through the old fort grounds, and a bridge over a quarter of a mile in length across the outlet of Lake George, are among the labors to be done in the way of engineering. This road will give an all-rail connection between Plattsburg and Boston or New York. From Plattsburg cars have for some time been running to the Ausable River.

Lake Champlain.

This lake, lying between the States of Vermont and New York, has a length of one hundred and thirty miles from Whitehall at the southern extremity, to its northern outlet. It varies in breadth from half a mile to ten miles, and in depth from fifty to two hundred and eighty feet. Among the rivers that flow into it are the Chazy, Saranac, Ausable, and Boquet on the west; the Winocski and Mis-isquoi on the east. The lake discharges into the St. Lawrence River through a river known by various names, as the Sorel, St. Johns, or more generally the Richelieu.

The first forty miles of the passage northward from Whitehall is more like a ride upon a river than a lake, as in this portion it often narrows to less than half a mile in width, and in some places to fifty or sixty rods. The boat glides over the even surface of the lake; the woods, hillsides, and farmhouses are in full view; a fresh, balmy air floats from the pastures and hilltops to the waters of the lake; there is none of the monotony of a sea voyage, none of the pitching and tossing experienced on the great western lakes, but perfect comfort, easy motion, reviving air, constant changes of view, and most enchanting scenery. All these make a sail from Whitehall to Ticonderoga more like the motions of fairies wafted through realms of beauty, than the ordinary locomotion of mortal men.

South Bay is on the west side of the lake, about one mile from Whitehall Landing; and near here, at a bend in the lake,

Railroad.

s to connect Ticonderoga and Whitehall. It is already in operation from Fort Henry, the road is now being extended to Ticonderoga, a distance of about one hundred feet long

known as the "Elbow," is "Put's Rock," where Major Putnam with a small body of men opened fire upon five hundred Indians who were in their canoes upon the lake, a few days before Putnam was taken prisoner at Fort Ann. From the junction with Lake George, the passage is still northward through scenes of such beauty, that any description, or attempt to convey to the reader the impressions they make upon the beholder, would seem extravagant to one who has never sailed on this lake. The green hills of Vermont, surmounted by the lofty summit of Mount Mansfield, the glancing of the curtains of foliage that overhang the precipitous heights and the jutting peaks of the Adirondacks, constantly challenge the attention, and add novelty to the scenery. At Ticonderoga the boat from Whitehall takes on board passengers bound north, who have arrived from Lake George.

Crown Point.

Twelve miles north of Ticonderoga, opposite the mouth of Bulwagga Bay, is Chimney Point, where the French made a settlement in 1731, the first they made in this neighborhood. But in a few years the shock of battle disturbed their quiet colony so much that the settlement was abandoned; and the colonists made their way to the northern extremity of the lake. Years afterwards the chimneys of their abandoned dwellings, remaining on the eastern shore long after the houses themselves had crumbled to dust, gave to the cape the name of Chimney Point. The lake at this point is but half a mile wide. On the west side, directly opposite Chimney Point, is Crown Point, familiar as Ticonderoga itself, to all interested in early American history. Bulwagga Bay runs in from the lake, west of Crown Point. The first fortification erected here by the French in 1731 was called Fort St. Frederick, the history of which is much the same as that of Fort Ticonderoga; but the works are much better preserved.

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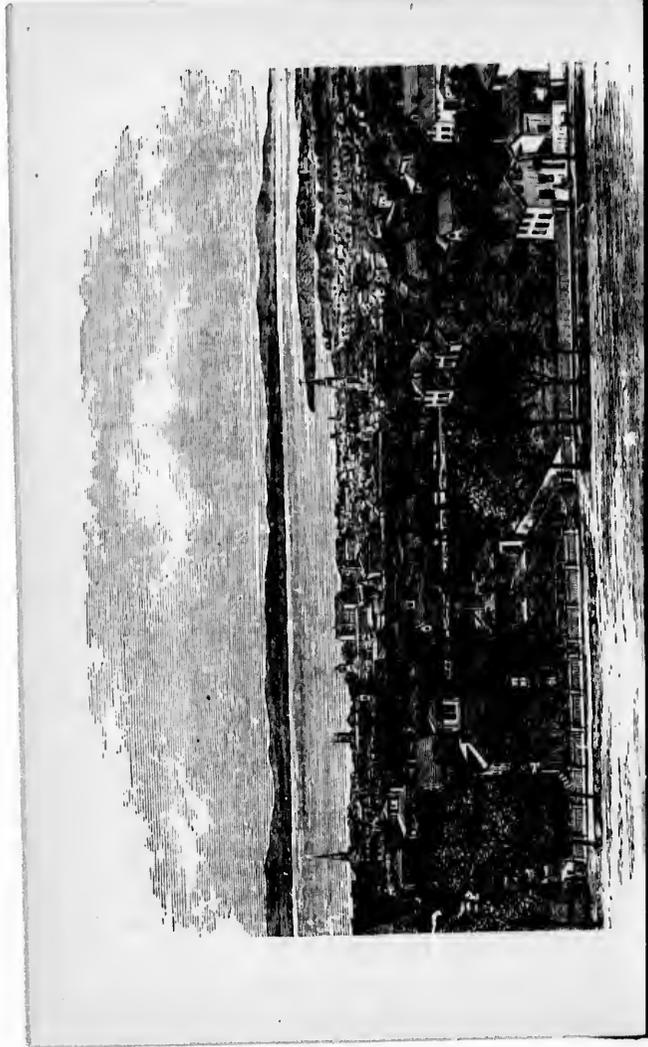
Objects of Interest.

Just above Westport, on the east side of the lake, is the mouth of Otter Creek, on which Vergennes, Vt., is situated, seven miles from its mouth. This town has special advantages for shipbuilding; and here the flotilla was built and equipped, which captured the British fleet at Plattsburg. Thirty miles north of Crown Point, on the west of the lake, is a geological curiosity known as Split Rock. Near the light-house a point runs out into the lake, at the end of which there is an island of half an acre or more in extent, separated from the main land by a fissure fifteen feet wide. The water flows through this fissure; and in its soundings have been made five hundred feet without finding bottom. Several theories have been broached to account for this formation; but none of them are perfectly conclusive.

At this point the lake grows wider, giving greater room for navigation; and eight or ten miles above Split Rock the lake is five miles wide. At the town of Willsborough, eight miles north of Split Rock, is the mouth of Boquet River, a stream which rises in the Adirondack Mountains, and is the outlet of some of the most attractive ponds found in that range. On this river, two miles from the mouth, Burgoyne encamped, and gave a war feast to about four hundred Indians, Iroquois, Algonquins, and Ottawa savages. Here he made the speech to the Indians, given in vol. ix. of Bancroft's History, — a speech memorable as calling out the severe condemnation of Edmund Burke, and a remonstrance from some of the ablest British statesmen against employing savages as the allies of Britons in war.

The City of Burlington.

After passing Willsborough, Burlington soon appears, on the east side of the lake, at the head of Burlington Bay. A light-house on Juniper Island, and a breakwater that protects the shipping in the harbor, are the objects that are passed in ap-



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proaching the landing. At Burlington the ground slopes up from the lake, and at the distance of a mile rises to the height of three hundred and seventy feet. At the summit of this ascent are the buildings of the University of Vermont. A fine panorama is presented from the dome of the main building of the university, Lake Champlain, the mountains of Vermont, and the Adirondacks being in sight, and over sixty mountain peaks distinctly visible. Beautiful drives stretch away in every direction; and the billowy mountain ridges, swelling into countless pointed waves, and scooped into deep hollows, abound on every side. Here is the Green Mountain Cemetery, where Ethan Allen was buried. His grave is marked by a granite foundation supporting a plain marble slab which bears this inscription:—

THE
CORPOREAL PART
OF

GENERAL ETHAN ALLEN

RESTS BENEATH THIS STONE.

THE 12TH DAY OF FEBRUARY, 1789,

AGED 30 YEARS,

HIS SPIRIT TRIED THE MERCIES OF HIS GOD,
IN WHOM ALONE HE BELIEVED AND STRONGLY TRUSTED.

A statue of Allen was July 4, 1873, placed above the grave. From this cemetery the Winooki or Onion River may be seen, and the roar of its cascades distinctly heard. Mount Mansfield (four thousand two hundred and seventy-nine feet high), lies twenty miles to the north-east of Burlington; and Camel's Hump (four thousand one hundred and eighty-three feet), the same distance to the south-east. Conveyances may be obtained at Burlington for both these mountains. High Bridge,

Howard's Summit, and Point Rock Institute are the places of interest which all travellers who can spare the time want to see. For this purpose many stop over night, and get a few hours in the morning to drive about the city and the suburbs. Excellent accommodations for guests are found at the American Hotel, managed by A. J. Crane. This is the largest and best located hotel in the city, and is an excellent and well-kept house.

Leaving Burlington Harbor, to cross the lake to Plattsburg, the boat passes four small islands, which are seen on the left, and known as the Four Brothers. They are seven miles from Burlington, marking nearly the points of compass. These were named by the French, *Isles des Quatre Vents*. A point of bare rock, twenty-five feet high, rising abruptly from the water, near at hand, is called Rock Thunder. It is a curious object, and is said to have excited the suspicions of one of the British commanders so much, in the war of 1812, that he opened fire upon it, thinking it might be some deadly engine of war. As the boat passes out into the middle of the lake, the view of the eastern shore becomes truly grand. A view of Burlington is presented. The city is so abundantly ornamented with shade-trees, that it has the appearance almost of a city built in a forest. The surface of the water on all sides is broken by islands, peninsulas, and headlands. The outline of the Green Mountains completes the background, with Lion Mountain conspicuous in front. Mount Trembleau is seen on the western shore, forming a graceful promontory; and the peaks of the Adirondacks join to complete the picture. South Nero is right ahead; and passing west of this island Valcon Island appears upon the left. Just south of Valcon Island was the first naval engagement of the Revolutionary war, on the 11th of October, 1776, between the American fleet commanded by Benedict Arnold, and the British under Gov. Carleton and Capt. Pringle. North of Valcon Island, just at the entrance of Plattsburg Bay, is Battery Island, known also as

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Crab Island, on which a small battery was posted by the Americans during the naval engagement in 1814. Plattsburg Bay is bounded by the main-land on the west, and on the east, or rather north-east, by Cumberland Head, a point of land running far out, with a light-house at the end of it. Leaving the light-house behind, the boat is soon at the landing in Plattsburg.



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CHAPTER VI.

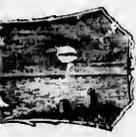
Plattsburg and its Famous Battle.



THIS town, the most important on the lake north of Burlington, is situated on both sides of the Saranac River, at its mouth. The place is chiefly memorable in our history as the scene of the famous battle fought here in September, 1814. Lake Champlain and Lake George had been looked upon by the British as the most favorable routes for the invasion of the States, both in the Revolution and in the war of 1812. In the year 1814 preparations were made to struggle for the control of the lake on both sides. There was the greatest despatch in getting vessels ready for defence. "The Saratoga," which carried twenty-six guns, being the largest American vessel on the lake, was built at Vergennes, and launched on the twentieth day after the first tree in her frame was brought from the forest. By the 1st of September, 1814, the British had finished their preparations. With a powerful fleet, and an army of more than twelve thousand men, they might well expect to overwhelm by sheer force of numbers. Capt. McDonough, the commander of the American fleet, anchored in Plattsburg Bay on the 3d of September, and waited for the fleet of the enemy. On the morning of Sept.

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11, soon after sunrise, the British fleet was seen coming down from the north; and Capt. McDonough made full preparation for action. The hostile ships came on, swung round Cumberland Head, on which the light-house now stands, took up their position carefully, and the desperate fight began. The water was smooth, the weather fine; the ships were within easy range. The guns were carefully aimed; and fearful execution was done. In three hours the British squadron was completely vanquished; and no further effort was made to invade the States from that quarter. A land attack was planned by the British, but was not pushed after the defeat on the lake. Standing on the piazza of

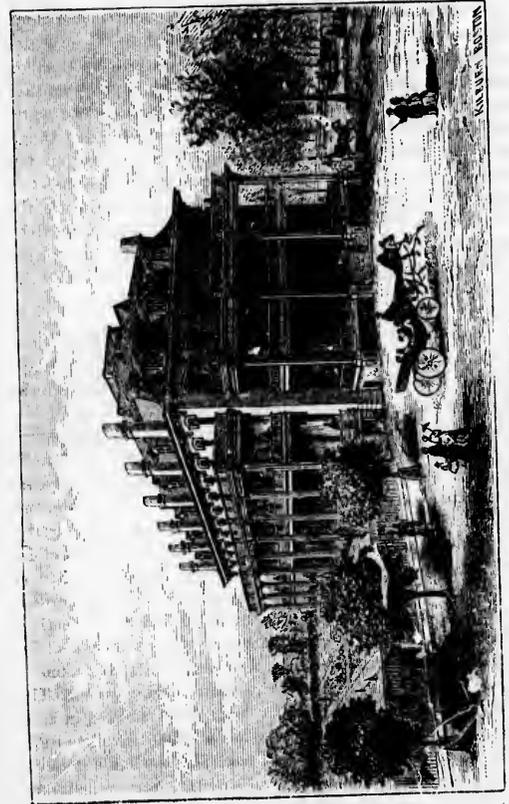
Fouquet's Hotel.

a complete view is obtained of Cumberland Head, Crab Island, and all the points connected with this great victory. The sites of three forts, Scott, Moreau, and Brown, can be identified just south of the Saranac River.

Fouquet's Hotel is *the* feature, *par excellence*, of Plattsburg, and has given it more celebrity than any other one feature. No person visiting the Adirondacks — which in recent years have become no less a fashionable resort than a sanitarium, and a paradise for the sportsman — fails to stop at Fouquet's going or coming, to test the wonders of its *cuisine*, the luxury of its cool, fragrant bedrooms and sleep-wooing beds, and to revel in the balmy enchantments of its delightful flower-garden. From Fouquet's, by teams, which can be had on application, from the stables, sight-seers are conveyed to all points of interest in and about Plattsburg. This house has been known to the travelling public for more than seventy years. The family of Mr. Fouquet has met with great success in hotel keeping, having an appreciative sense of what travellers want, and providing accordingly. In June, 1864, the house standing on the site of the present beautiful structure was burned; and the present hotel was erected a year or two later.

Battle.

important on the lake
 situated on both sides of
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FOUGERE'S HOTEL.

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The grounds and fragrant flower garden afford a most agreeable retreat. The broad piazzas on two sides of the house, and the promenade upon the roof, give a wide view of the lake, battle-ground, the scene of the naval engagement, the village, the surrounding country, and the mountains on every side. The house by its beautiful and spacious grounds furnishes safe and pleasant accommodations for ladies and children through the summer. There are large brick stables on the grounds, intended for the accommodation of guests who bring their own horses and carriages, as well as to furnish teams for rides and excursions.

There are several delightful excursions which may be made from Plattsburg before starting out into the wilderness for a long tour, if one has time for them. One of these is to the town of Dannemora, sixteen miles north-west of Plattsburg, in which is situated the Clinton Prison, as it is called. Here is an elevation 1700 feet high; but the ascent is so gradual that in riding up from Plattsburg it is scarcely observed to rise at all. This is visited chiefly for the beautiful view that is afforded of the surrounding country,—the Green Mountains in the east, Lake Champlain stretching to the south-east, the winding course of the Saranac to the south, and the high Adirondaek peaks to the westward.

Five miles beyond in the town of Dannemora is Chazy Lake, a little gem, set in the most picturesque and beautiful surrounding. This lake is about four miles long by two wide, and is a favorite resort of the sportsman, as well as the admirer of natural scenery. This lake is nowhere surpassed as a place for fishing. Trout weighing twenty pounds have been taken from it. The road to the lake was built with great care, at the expense of the State, and is in good condition. Near Chazy Lake stands Lion Mountain, sometimes called on the maps Lynn Mountain; Bradley Pond is two miles west of Chazy Lake; and west of this there is a path running three miles farther to the Upper Chateaugay Lake. West of the



FOUQUET'S HOTEL.



GROUNDS OF FOUQUES HOTEL.

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Upper Chateaugay Lake is Ragged Lake, six miles long and half a mile wide. There are good paths from Ragged Lake to Chateaugay Lake, and also to Ingraham's Pond, two miles north-west. Carriages can proceed to Chazy; and the northern woods can be penetrated in any direction from that point. These places may well be taken in an excursion from Plattsburg. Another favorite point often visited from Plattsburg, as a kind of side attraction, is the world-renowned

Au Sable Chasm.

On the west side of Lake Champlain, about twelve miles from Plattsburg, the Au Sable River coming down from the Adirondack Mountains, finds its way down to the lake. Port Kent, near the mouth of the river, is only fifteen miles from Plattsburg, and three miles from the chasm. Just at the head of the deep defile the plank-road crosses the river, so that the chasm is easy of access throughout its whole extent, and may be visited easily by ladies without fatigue or annoyance of any kind. There are several convenient lines of approach to the place; one may cross the lake by boat from Burlington, or take a carriage road of two miles from Plattsburg, or come from Plattsburg over the Whitehall and Plattsburg Railroad as far as Peru, and then get conveyance in carriages by the way of Keesville to the chasm, a distance of not more than seven miles. The rushing torrent of the Au Sable, aided perhaps by some convulsion of nature, has formed a channel through the deep layers of sandstone, which looks as if rent asunder by an earthquake, or furrowed by some giant's plough.

Near Keesville the banks rise above the river on each side to the height of fifty feet; then the river glides along a low valley, pours over a precipice, and surges away on a rocky bed till it reaches the village of Birmingham, when it suddenly bursts into a dark chasm sixty feet deep. A bridge, with one pier resting upon a rock that divides the stream, crosses the



GROUNDS OF FOUQUET'S HOTEL.

river at the head of this cataract; below this bridge the wall rises on each side to the height of from seventy-five to one hundred and fifty feet, and in places even higher than this. The width in a few places is more than thirty feet, and at several points not more than eight or ten feet. Deep rents penetrate at right angles into the high banks, through one of



AU SABLE CHASM.

which clefs the river-bed is reached by a stairway of two hundred and twelve steps. The banks are composed of sandstone laid so regularly as to produce much the effect of an artificial wall. Cedars and pines strike their roots into the crevices of the rock, and reach their branches over the depths of the gorge.

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A Graphic Description.

A graphic and readable article in "Scribner's" for June, 1874, gives the following descriptions of a visit to this wonder of nature:—

"A ride of one mile (from Keesville) brought us to the precincts of Au Sable Chasm, and the rustic lodge which guards its portal. Entering it, and arming ourselves with alpenstocks, we were shown through to the opposite door, which opened upon a stairway leading down the cliff, and informed that the freedom of the chasm was ours. . . . The moment we reached the bottom, Birmingham Falls, the Niagara of Au Sable Chasm, and a charming prelude to the grander panorama about to be unfolded, flashed upon our sight.

Birmingham Falls.

"The falls are twins, separated by a rocky tower, on either side of which the massive current pours down the abyss, an amber sheet of water. Just as we neared the base of the cataract the sun painted a prismatic arc upon the up-leaping spray. From this point the tour began. We stood upon the level adamantine shore of the Au Sable River, near the centre of an immense amphitheatre, with lofty vertical walls of rock on either side, and a rocky pavement beneath our feet. We were in the bowels of the earth, in a natural canal, threaded in the middle only by a stream which careered through it from end to end, no particle of soil adhering to either the bottom or side of the gurge. Every spring and autumn the swollen torrent sweeps through it, often rising fifty feet above the usual level, carrying every thing movable in its path, and polishing the floor and walls of the chasm as thoroughly as an army of stone-masons could do it. Nature was the builder, and is still the janitrix of Au Sable Chasm. Its Cyclopean walls bear the impress of her architectural skill; she laid the

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tossellated floor with variegated stones; she dusts it with the wind, waters it with the rain, and cleans house always twice a year in good orthodox style; and woe be to him who has the temerity to linger within doors on either of these grand occasions! . . . Turning a sharp angle at this point, we were face to face with a galaxy of wonders. Foremost was the battle



BIRMINGHAM FALLS.

of the waters, waged between the rival cascades, the Devil presumably viewing it from his Oven opposite, and Jacob from his Ladder, — we together forming a mixed throng of beholders. The ceaseless conflict of those watery foes, every wave-crest

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being a tongue and having a voice, I never can forget. One of our married ladies took a domestic view of it, and termed it a dancing caldron; while the other saw in the spray sparkle a setting of diamonds.

Jacob's Ladder, and the Devil's Oven.

"The scene, looking up the current from the foot of the Ladder, is inexpressibly lovely, while that below, where the gorge contracts, and assumes the appearance of embattled ramparts, the one side almost touching the other, is akin to the sublime. Jacob's Ladder scales the heights on the middle line between the two, and is well named, since it can only be climbed in one's dreams; while the Devil's Oven is a deep, dark hole, just like many another named for him the world over. Why is it that those who father these chasms and glens cannot name their offspring with some regard to originality as well as propriety? Go where he will, the traveller is met by the same stale nomenclature. . . . A rustic bridge spans the river opposite the Devil's Oven. Crossing by it, we scaled the heights beyond by an airy stairway. Proceeding along the cliff, we speedily came to a descending flight of steps, where we were all charmed into a silence which was only broken by exclamations of surprise and wonder. The reach of view is stupendous, both in length and depth.

The Flume.

"Through a gigantic buttressed aisle, for nearly a thousand feet the flow of water is as straight as an arrow, moving with such depth and calmness that its liquid pavement wears the similitude of solid glass. The towering walls, with their fragmentary edges all water-worn, exhibit plainly the action of freshet and flood. From no point is the view grander than from the summit of this stairway. Cedars and pines brood over the gorge, overspreading its gulf with an evergreen



THE FLUME FROM TABLE ROCK.

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canopy. Below, to the rear of the stairs, embosomed in a vast rocky fissure, unnumbered ferns are grouped, carpeting the cave with their delicate fronds, and completing this bower of greenery. If the fairies haunt this dell, this nook must be their presence-chamber. Moving from the enchanted spot, the vista to the right is as singularly picturesque.

The Devil's Punch-bowl.*

"On a ledge below, not accessible to man, but readily so to the Prince of Darkness, is the Devil's Punch-bowl. The story goes that Satan, after cooking his daily meal in the Oven, resorts to the Punch-bowl to inaugurate his midnight debauch. To us the basin seemed to hold only pellucid water. If any other liquor is brewed in it, it is done so mysteriously as to leave no after-trace. . . . To adequately describe all the freaks of Nature here, would require a book rather than the brier compass of a magazine article; and we must hurry on, merely naming Mystic Gorge, a deep lateral fissure extending on both sides of the river; Cape Eternity, a beetling promontory on the side opposite to the spectator; Hyde's Cave, another rift in the rocks, forming a double cave; Castle Rock; Tarpeian Cliff; and Druid Rock."





CHAPTER VII.

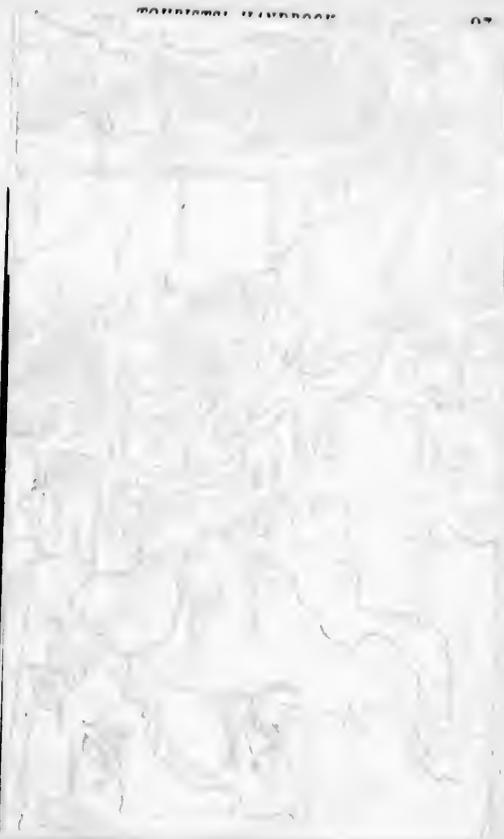
The Adirondaok Region.

THIS renowned region is conveniently reached from Plattsburg by several routes. The mountains extend from the north-east corner of New-York State, in a south south-westerly direction, occupying portions of Clinton, Essex, Franklin, and Hamilton Counties.

The range finds its greatest elevations in the western part of Essex County, which contains the highest peaks of the Northern Appalachian Chain, Mt. Washington alone excepted. There is a plateau running north and south one hundred and fifty miles, and east and west one hundred miles, the height of which is about two thousand feet above the level of the sea. From this plateau the mountains rise in ranges, formed, for the most part, of granite rocks. They therefore do not have the regularity of outline that is found in stratified formations. The peaks are conical in form; the slopes of the mountain sides are abrupt, the scenery more wild and grand than is found among the mountains of the sedimentary rocks; and the valleys take their shape somewhat from the mountains about them. The system of mountain ranges and valleys may be readily traced by observing the course of the rivers that have their source in the mountain region: the Boreas, the Hudson, and the Cedar Rivers, which, farther south, unite

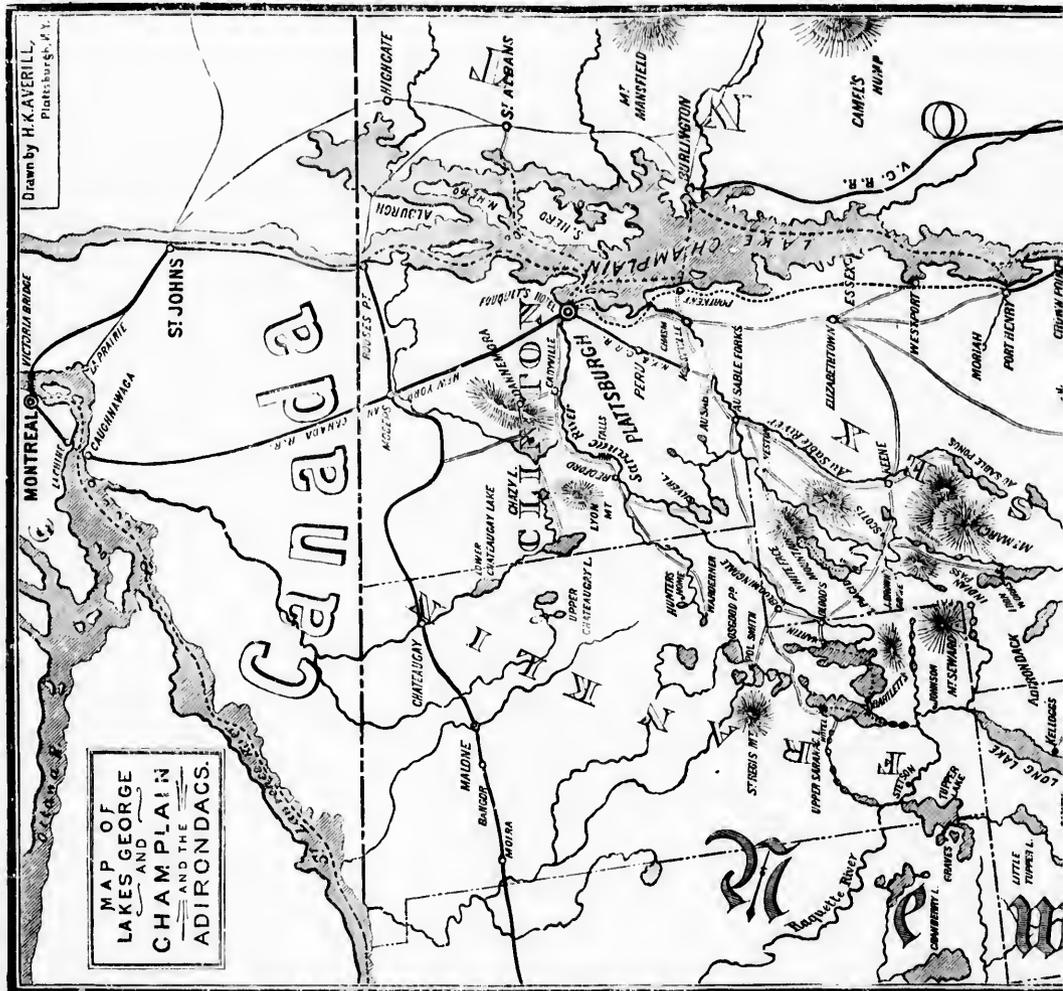
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in the Hudson, define the position of the valleys in the southern slope of this plateau. The drainage of this table-land is toward Lake Champlain on the east, the Hudson on the south, and the St. Lawrence on the north-west. The sources of some of the streams which flow in different directions are often connected with each other, many of the lakes and ponds lying on the same plane. Most of these bodies of water vary in height above the sea-level from one thousand five hundred feet to one thousand seven hundred and thirty-one feet, the latter being the elevation of Racket Lake. The great numbers of these lakes and rivers, each navigable by the light canoe of the Indian, with occasional portages past the rapids and falls, gave to the district in former times features of great interest. Easily penetrated in every direction, the wild solitudes of the mountains afforded no sure protection to the deer and moose, nor could the beaver and otter find hiding-places so remote as to get beyond the reach of the Indian's canoe. These animals, together with the excellent fish of the lakes and rivers, gave to the Indians their living. Game and fish in abundance are still found through all the district; and the number of adventurers who penetrate these rugged wilds in summer is every year on the increase. The mountains are well covered with a growth of trees, — birch, beech, maple, ash, hemlock, spruce, fir, cedar, and white-pine, in the higher lands, and along the courses of the streams almost impenetrable thickets of tamarack, hemlock, and cedar. The pine affords the most valuable timber, which is run down the various streams in the time of the spring freshets. Masses of magnetic iron ore of enormous extent have been found, which have led to the establishing of smelting-works, some of the principal of which are in the village of Adirondack, in the township of Newcomb, on the western border of Essex County. This village is situated on Lake Sandford, about fifty miles from Lake Champlain. On the shores of this lake, and to the north-west of it, are great beds of this magnetic iron ore,

thousands of feet in length and hundreds in width. It has been wrought for more than forty years; but so many difficulties have been encountered, that some of the works have been abandoned.

Routes into the Adirondacks.

Of these there are many. Rivers run in every direction from the lakes and ponds that abound in the central portion; and railroads run around the mountain district on every side except the east, which is accessible from Lake Champlain. We give by themselves the favorite routes, as follows:—

Persons visiting the Adirondacks direct from Boston would pursue the course laid down for our Saratoga pilgrims as far as Rutland, Vt.; but, instead of branching off from that point to the south-west, over the Ren-selaer and Saratoga Railroad, would continue on northward to Burlington, on the east shore of Lake Champlain. Thence, by the elegant steamer "Oakes Ames," a speedy and easy transit is effected to Plattsburg. This portion of the trip—from Rutland to Plattsburg—is one of the most beautiful on the entire journey, especially if taken in the afternoon and evening, and is thus glowingly eulogized by Mr. Edward S. Sears, a Boston journalist who recently visited this region:—

"One scene of that ride will long live in the memory of the two who viewed it from the cab of the engine. The sun was just sinking to his rest, and half-veiled in an amber haze, while his warm beams lighted up the purple peaks with a tender glory. We were running due west; and the rays of the sun, glancing adown the rails before us, transmuted them, as by the crucible of an alchemist, to ribbons of molten gold stretching away into the land of enchantment. Only too soon the bright scene faded: we turned to the northward, and were soon on the dock at Burlington, where the beautiful, airy, and fast boat, 'Oakes Ames,' was waiting to receive us, and Capt. N. B. Proctor, her popular commander, was smiling a welcome at the gang-plank. Fifty minutes spanned the twenty miles of lake,—minutes spent in sounding the praise of charming

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By Rail and Stage to the Lakes.

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From Plattsburg, we take the Whitehall and Plattsburg Railroad to Au Sable Station, on the Au Sable River, twenty miles below, where we find coaches in waiting to take us to the St. Regis and Saranac Lakes. The various specific routes that may be taken to reach the different points will be found grouped together in their proper place. Elizabethtown, in the centre of Essex County, is easily reached by stage from Point of Rocks on the Au Sable River. This is a favorite resort of quiet people, artists, ladies, and families who do not wish to get far from the base of home supplies. The hotels there are numerous, elegant, and well-furnished, and naturally are well filled in the summer. Elizabethtown is situated on the banks of the Boquet River, and surrounded by high mountain peaks. There are two high summits on the west, of which the southernmost (called the Giant of the Valley) is one of the highest of the range. There is a perpendicular precipice on the north side of this, nearly seven hundred feet high. Five miles to the north-west is Hurricane Peak, a pyramid of naked rocks, graceful in shape, rising from a densely wooded base. Cobble Hill, one mile west of the village, has a precipice two hundred feet high on the east side of it. The valley of the Boquet runs eight miles south-west from Elizabethtown. At the head of this valley, the Boquet has a fall of one hundred feet, through a narrow gorge, over an inclined plane of rough and broken rocks. Black Pond is one mile long and half a mile wide: it is six miles south-east of the village, and well stored with fish. On the south-east of the town is a hill two hundred feet high, covering forty acres, supposed to be nearly a solid mass of iron ore. In the south-west

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of the town is New Pond, surrounded by high mountain-peaks and dense forests. The stage from Schroon Lake to Keesville runs through Elizabethtown. By travelling south from Elizabethtown towards Schroon Lake, a point is reached south of New Russia, where a fine view is obtained of Dix's Peak, Giant of the Valley, McComb's Mountain, and Bald Peak. The town of North Hudson, joining Elizabethtown on the south, contains large iron works and a little village. The Schroon River runs through the town, on which is "Root's Place," from which Mud Pond, Boreas Lake, and Clam Pond may be visited.

The Au Sable Ponds

may be visited from Elizabethtown. These ponds, two in number, — the Upper and Lower, — are in the south part of the town of Keene, in the midst of scenery bold and wild. Hurricane Mountain and Skylight are easily reached from Au Sable Ponds. Deep gorges, lovely little ponds, and wild cascades are found in the vicinity. About one-eighth of a mile west of the road leading from Keene Flats to Au Sable Ponds, are the falls of the Au Sable River, known as Russell's Falls. Here the water darts through a crooked passage one-third of a mile long, in which space it makes a descent of one hundred and fifty feet, between rocky banks that rise to the height of two hundred feet. Two miles farther up the Au Sable, are similar falls, known as Beaver Meadow Falls. Rainbow Falls are one-eighth of a mile north-west of the Lower Au Sable Pond, and have one hundred and twenty-five feet of perpendicular descent. Roaring Brook Falls, four miles east of Rainbow, consist of two separate falls, — one over a vertical precipice into a deep gorge; the other two hundred and fifty feet along a groove worn into the solid rock. Chapel Pond, the source of Roaring Brook, is about a mile east of Roaring Brook Falls, in a deep ravine between the Au Sable and Boquet Rivers.

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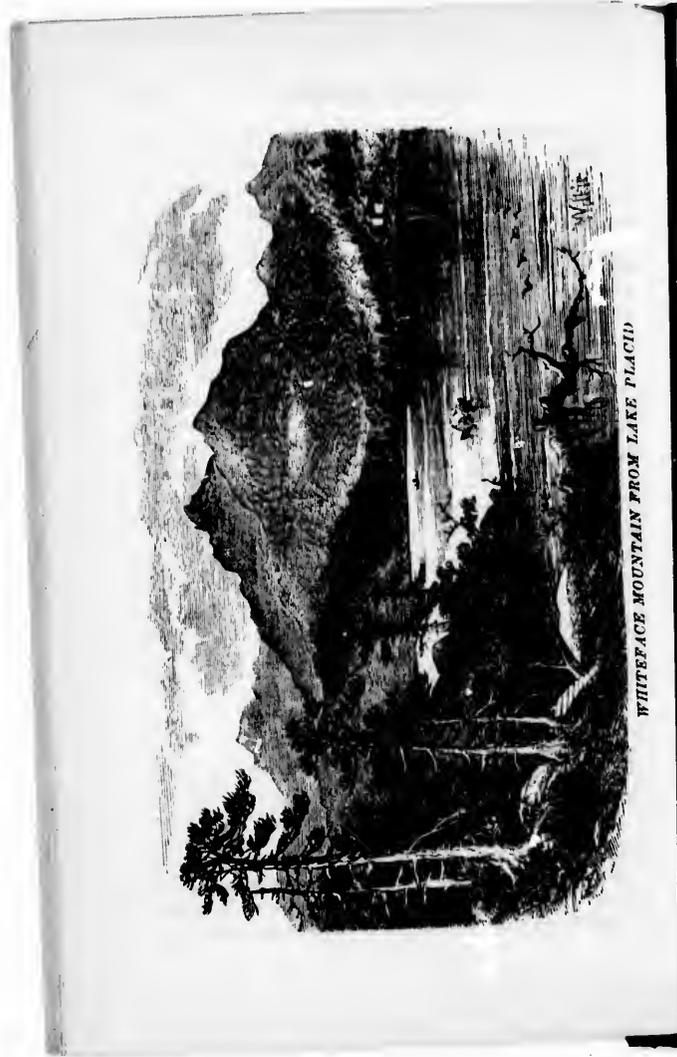
North Elba, on the western side of Essex County, twenty-five miles by stage from Point of Rocks, is only four miles from Clear Pond, which has four mountains reflected in its waters, viz. McIntyre, Colden, Mount Marey, and The Bear. This is a good place from which to visit Whiteface Mountain, Wilmington Notch, Mount Marey, Indian Pass, John Brown's grave, and Placid Lake.

Whiteface Mountain,

the ascent of which is beautifully described by Mr. Murray in his lecture on the Adirondacks, is north of Placid Lake, between the towns of Wilmington and St. Armands. It takes its name from a mark left by an avalanche that slid down the west side seventy years ago. The distance from the base to the summit is seven miles. Carriages go two and a half miles, and horses the rest of the way. The Whiteface Mountain House, a hotel on the West Au Sable River, stands near the base; and there is also a small hotel at the top. The view from the summit towards the west and north reaches to Lake Ontario, the St. Lawrence River, and in a clear day to Montreal; to the east can be seen Lake Champlain, and the Green Mountains beyond; while Lake Placid lies close under the base at the south. Sixty-four different bodies of water are visible to the naked eye from the top of this mountain.

Wilmington Pass or Notch.

This is the local title of the narrow valley through which the Au Sable pours the waters of its west fork, and through which the carriage-road from Wilmington to North Elba, twelve miles, has been constructed with immense labor and at great expense. We quote again from the graphic description of Mr. Sears:—
 "The scenery in the pass is of wild and savage magnificence. The carriage-road is cut into the bank on the right side of the Au Sable River; and above it tower, hundreds of feet, the rug-



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god and perpendicular rocks. Across the river looms up old Whiteface, its cloud-capped peak four thousand two hundred feet above the sea, and its sides clothed with evergreen for a great part of its height. Midway of the notch is the celebrated Wilmington Falls, one hundred feet high; and below, the Flume, — the whole forming a grand and wonderful exhibition of nature's power. Emerging from the pass, the peaceful, broad, and fertile valley of the Au Sable stretches away for miles in the distance; and at our feet lies the little village of Wilmington."

Mount Marey, or Tahassus, the "sky splitter," monarch of this mountainous region, is partly in Keene and partly in the south-east corner of North Elba. It is the highest of the Adirondacks, but may be readily ascended, provided there be good courage and power of endurance.

Indian Pass,

known also as Adirondack Pass, lies east of Wallface, but between Wallface and McLutye. It is a deep gorge, eight to ten rods wide, and more than a mile long. The steep sides of Wallface rise to different heights, from five hundred to fourteen hundred feet. The floor of the pass is covered with enormous rocks; and there are big caverns on the sides in which ice is found during the entire year.

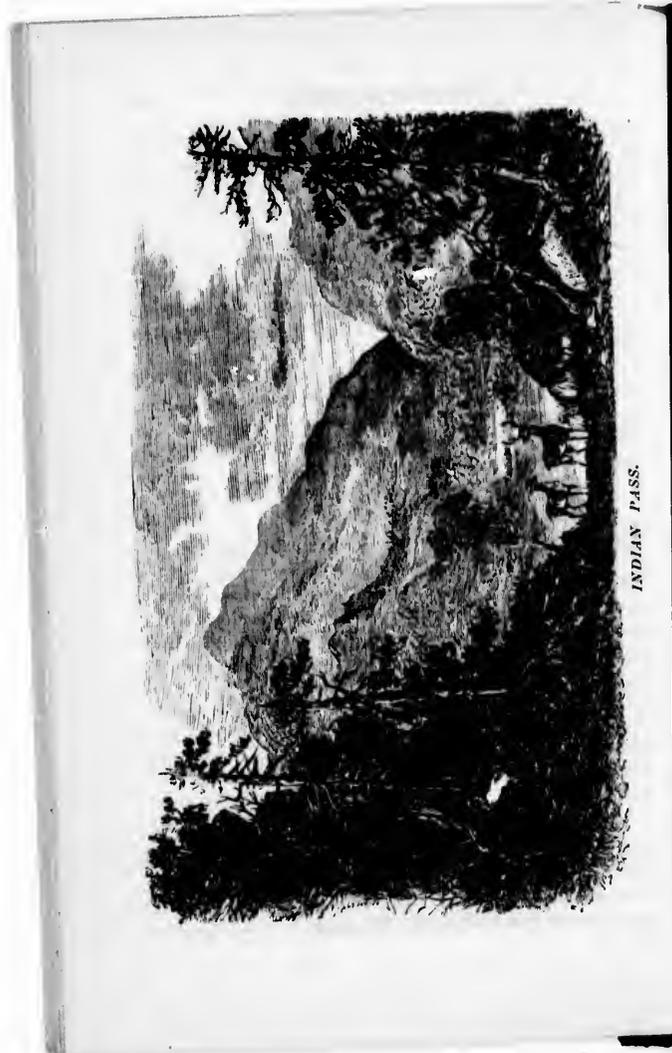
Lake Placid, in the north part of North Elba, is the principal source of the West Au Sable River. It is five miles long, and has many islands in it, among which some of the largest are Buck, Moose, and Hawk Islands.

The Saranac Region.

The lakes and forests about the Saranac waters are not excelled by any part of the Adirondacks for fishing, gunning, boating, and camping out. The Upper Lake section, in the south part c. Franklin County, the south-east of St. Lawrence



WHITEFACE MOUNTAIN FROM LAKE PLACID



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County, and the north part of Hamilton County, come properly in this district. The ponds are mostly connected with each other; and the portages are short. The Upper and Lower Saranac Lakes are connected by the river of the same name via Round Lake, the three pouring their waters through the Saranac River into Lake Champlain at Plattsburg. The Lower Saranac, six by two miles in extent, contains fifty islands. The landscape on some parts of the border of this lake has been marred somewhat by fires; but there is still no lack of dense forest. In one part of this lake there is a remarkable echo, which repeats a sound as many as twenty times. At the foot of this lake is Martin's Hotel, kept by William F. Martin, whose name is a synonyme for good living, and attention to the comfort of guests. His house is newly furnished, and enlarged so as to accommodate one hundred and fifty people. West of the lower Saranac is Round Lake, or, as it is sometimes called, the Middle Saranac, which is eight miles in circumference. The Upper Saranac, the largest of the group, is eight miles long and two wide. Good places for camping are found upon its shores.

The St. Regis Lakes,

north of the Saranac Lakes, are reached from them by crossing two portages at which horses are always kept in summer for taking parties and their boats across. The St. Regis Lakes proper are two in number, the Upper and Lower, though Spitfire Pond, which lies between the southern or Upper St. Regis and the northern or Lower, is really a considerable lake in the chain; while the country all around is dotted with little ponds from ten to fifty acres in extent. Indeed, the region to the north-west of the Saranac is so broken up by lakes and ponds, that it may be regarded either as a lake full of islands, or a country full of lakes. *The St. Regis House* is known as Paul Smith's, from the name of its proprietor, Apollon A. Smith, called "Paul" for short. Its location is at the foot of

the Lower St. Regis Lake, in the centre of the hunting and fishing region. At Rainbow Lake, the head of navigation on the north branch of the Saranac, six miles east of "Paul Smith's," is located the *Rainbow House*, a new and commodious hotel kept by James M. Wardner, who has had nineteen years' experience in the "North Woods," and prides himself on his ability to care for all the needs of sportsmen. It is only seven miles to Bloomingdale, whence visitors can be conveyed in teams to the house.

Big Clear Lake.

Between the Upper St. Regis and the Upper Saranac is Big Clear Lake, a beautiful sheet of sparkling water, the outlet of which is a narrow creek, flowing into the Upper Saranac, and forming part of the Saranac system. From the St. Regis chain, the river of the same name flows north-westerly to the St. Lawrence, into which it empties near the mouth of the Racket. It has not been navigated for any considerable distance.

Tupper's Lake.

South-west of the Saranac Lakes, is reached from them by boats, over the tributaries of the Racket River. There are a few portages; but they are short and easy. There are forty-two islands in this lake, of which Bluff Island is the most noted, and takes its name from a high bluff at the west end, known as Devil's Pulpit. Tourists can pass from Tupper's Lake up the river, with here and there a short carry, to Long Lake, passing in sight of Mount Seward and Mount Stantoni, which are on the east and may be ascended from points on this route. Long Lake, in the town of the same name, is thirteen miles long, and in the broadest part one and a half miles wide. It has the appearance of a river more than of a lake. Good accommodations for camping are found on every side of it; and throughout the neighborhood there is a multitude of ponds and lakelets connected with each other, through which excursions may be made indefinitely by boat.

The Other Lakes and Ponds.

Lake Henderson, whence is obtained a fair view of the Indian Pass, lies to the east, connected by water with Cold River, and through Cold River accessible from Long Lake. The celebrated ponds at the head of Cold River are in the same neighborhood. Lake Sandford is another of those river-shaped lakes running ten miles through the town of Newcomb, and dividing it into east and west districts. Between Lake Sandford and Long Lake lie Lake Delia, two and a half by three-quarters of a mile, and Lake Catlin, three miles long, on the boundary between Newcomb and the town of Long Lake. At the southern end of Long Lake is South Pond, whence a stream runs to Forked Lake, by which stream there is a portage of half a mile around the rapids. Forked Lake connects with Racket Lake, well known from the brilliant description of Mr. Murray, and the enthusiasm of every lover of nature that has visited it. The Adirondack Railroad will soon be completed beyond the south part of Racket Lake, and thus bring it within a few hours of Saratoga Springs. The Eckford Lakes are frequently visited from Racket Lake. They lie to the east in the township of Indian Lake, and possess all the charms of the other Adirondack waters. Indian Lake, Chain Lake, and "L." Lake in the same township form the head waters of the Hudson. A few miles west of Racket Lake is the Fulton chain of eight lakes, which are reached from Racket by boat, there being but few portages, and these not long. From this direction one reaches the Eighth Lake first, passes by portage to the Seventh, and can go directly by boating into the Sixth. The Sixth and Fifth are quite small; and there is a portage between Sixth and Fifth, and also one between Fifth and Fourth. Fourth Lake is the largest of the chain, and has a number of islands in it. The shores are high, and rise in rapid ascents. Ice muck grows down to the edge of the water; and in the undisturbed repose

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of the waters the fringes of foliage are clearly reflected. In the centre of the lake is a beautiful group of rocks known as Elba. There is a passage for boats into Third Lake, close by which Bald Mountain frowns down; and the passage continues open to Second Lake. Second is hardly distinguishable from First, there being a mere sand-bar separating them. The Adirondack Railroad will pass just north of these lakes.

The John Brown Tract.

The western part of the Adirondack region is known as the John Brown Tract; it reaches into Lewis and Hamilton Counties, but is mostly included in Herkimer County. In area it is about twenty miles square, and is supposed by many to take its name from the hero of North Elba, but such is not the fact. More than fifty years ago John Brown was a merchant of Providence, R.I., and coming into this part of the State bought this tract, upon which a large number of people from the seaboard attempted a permanent settlement. But many discouragements appeared to thwart them; work upon the tract was abandoned; and the solitude of the unbroken wilderness again resumed its sway.

Many volumes might be written on these regions without exhausting the material for description. We trust enough has been said to guide the tourist into the wilderness, and whet his appetite for the pleasures of the pathless woods.

Nearly every one has read Mr. Murray's "Adventures in the Adirondacks;" but it is a good book to take along, nevertheless. J. T. Headley wrote a book on the Adirondacks more than twenty years ago, which, though not very accurate as to distances and dimensions, has many good descriptions.

No one need go into the Adirondacks expecting to get game without the exercise of skill. Deer will not come along and wait for you to shoot them, nor will trout crowd the streams all agape for bait; but the cunning angler and wise hunter will for

many years find objects for the exercise of their skill throughout all the area of these woods and mountains. We give the height of some of the principal mountains, according to the latest estimates, which may be of some interest to our readers:—

Tahawas (Marcy)	. . .	5,467 feet.
Dix's Peak,	5,200 "
Wallface,	2,000 "
Stantanoni,	5,000 "
Whiteface,	5,380 "
McIntyre,	5,280 "
Seward,	5,000 "
Pharaoh,	5,000 "



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CHAPTER VIII.

Through Vermont to Montreal.

TOURISTS whose time is too limited to take in the attractions of Niagara and the Adirondacks may prefer to proceed direct on the Canadian tour and to take the route from Rutland to Montreal, which is very direct, and carries one through several places of considerable interest. The scenery all the way is worthy of the reputation of the Green Mountain State.

At Sutherland Falls, a splendid view is presented from the car windows. A deep gorge, curtained by tall trees which almost obscure the vision of the falling waters, flashing through the rifts in the foliage as the branches are swayed in the wind, opens on the one side; while to the other it spreads out into a lovely interval, with smooth green meadows and smiling farms, while an amphitheatre of majestic mountains forms the background. As we journey onward, we see all along green and fertile meadows, mirror-like streams, and the grand array of mountains. Sixteen miles north of Rutland is Brandon. This town contains two singular caverns in limestone, eighteen feet square, entered by going down twenty feet from the

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surface. There is a marble quarry in the place; and minerals of different kinds abound. One of the notable curiosities and wonders of Brandon is to be found in the works of the Brandon Manufacturing Company. Howe's standard scales are made here, some with a capacity to weigh one hundred tons, and others adapted to weigh the smallest fraction of an ounce; scales for weighing out the materials used in cooking, and scales for weighing a heavy car-load of merchandise. The products of this company, now found in every part of the country, have made their name familiar with all dealers in goods sold by weight. The constant improvements they are making, and the accuracy and durability they have attained, have won them great favor. Trucks for warehouses, mills, and railway stations also form a specialty in their business.

At this place the *Brandon House* affords pleasant accommodations to those desiring to spend a few days in the vicinity and visit the numerous points of interest, or to those whose business brings them hither, of whom many every year avail themselves of its comfortable, homelike arrangements.

At Pittsford, midway between Brandon and Rutland, is located a fine medicinal spring, its qualities being similar to those of the famous Clarendon Spring at Saratoga, and there is, besides, the best of trout-fishing in the immediate vicinity. The drives are delightful; and the marble quarries, like those of Rutland and Brandon, are of great interest to strangers. Hence Pittsford has become a favorite spot for parties, especially families, to spend several days or weeks in the warm weather in quiet enjoyment. For their comfort the *Otter Creek House* affords a pleasant stopping-place. It is furnished in a style and manner especially adapted to the comfort and convenience of its occupants. Its rooms are spacious and airy. Its two lower stories are surrounded by over five hundred feet of verandas in length and ten feet in width, looking out upon pictures of the greatest natural beauty, where may be inhaled pure and health-giving air, as it descends from its uncon-

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Nine miles from Brandon by stage, and eight miles from Middlebury, is Lake Dunmore, a sheet of water five miles long and three wide. It is surrounded by a pleasant variety of high bluffs, and green, sloping hillsides. The bracing mountain air and the fishing in the vicinity have made this quite a popular resort.

The *Lake Dunmore House* is fitted up with special reference to the wants of visitors at the lake, and is well adapted to its purpose.

Middlebury, fifteen miles north of Brandon, is on the Otter Creek, and has on every side most beautiful wild mountain scenery. White and variegated marble is found near by, and is exported in large quantities. This place is the seat of Middlebury College. Good fare and rest for travellers is furnished at the *Addison House*, which has lately been remodelled and furnished in the most modern style. From this centre the distance is short to Lakes George, Dunmore, and Champlain, Grand View Mountain, and Belden Falls. The house has a fine livery stable connected with it, and furnishes careful, attentive drivers.

Soon the road approaches the shore of Lake Champlain, and we catch fleeting glimpses, through the openings in the trees, of its glittering, sheeny surface. Stretching away in the distance, its dancing waves, capped occasionally by a fitting sail, seem the embodiment of liquid life; while in the distance, looming hazy and only half substantial in their purple bloom, we see the peaks of the Adirondaeks, far beyond the clear expanse of waters.

Vergennes, fourteen miles north of Middlebury, at the head of navigation on Otter Creek, is the oldest city of Vermont. There is an United States arsenal there; and much of the ship-building for Lake Champlain has been done at the place.

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Otter Creek is here five hundred feet wide, and is navigable for the largest ships on the lake. At Vergennes, also, many visitors stop for a few days to enjoy the view of the falls, the sail down Otter Creek and upon Lake Champlain, and the delightful drives in the neighborhood. For all such tourists the *Stevens House* affords a desirable stopping-place, with the best of fare, good rooms, and moderate charges. The steamer "Curlew," Capt. N. Crane, connects Vergennes with Port Henry on the west side of Lake Champlain, landing at Fort Cassin, Basin Harbor, and Westport, thus giving one of the direct routes to the Adirondaek Mountains. Vergennes is itself a good place in which to spend the summer months. With Lake Champlain and the Adirondaeks on one hand, and the Green Mountains on the other, the scenery is unsurpassed. Otter Creek is well stocked with a large variety of fish, and affords the best of boating, while the Port Henry steamer gives one a chance for daily excursions on her round trips. The Otter Creek Falls, at Vergennes, are at a point where the stream is five hundred feet wide, divided by an island, on both sides of which the water makes a descent of thirty-five feet.

At Ferrisburg a dam with its flashing sheet of water forms the foreground of as delightful a scene as a painter would wish to put on canvas; while to the left, across the meadows, opens a picture of a quiet brook, and the neatly-kept grounds and cottage of some thrifty farmer.

Near Shelburne we get a lovely view of Lake Champlain: and a little above, the cars pass very near to the water side, and we see the field of liquid azure stretching away from our very feet, with its emerald isles nestled cosily on the broad bosom of the lake. The purple peaks of the Adirondaeks are in full view; and, with the soft haze which covers their rugged sides, they seem the enchanted mountains of our dreams.

Soon the bright picture fades; the shores of the lake recede; and the train dashes through tracts of woodland obscuring the view, and giving only transient glimpses of the scenes we have so admired.

Twenty-one miles north of Vergennes the road passes through Burlington, which has been previously referred to, crosses the Winooski River just north of the city, and ascends the river on the northern bank as far as Essex Junction. North of this Junction, twenty-four miles from Burlington, is

St. Albans,

the great butter and cheese market of Northern Vermont. It was the starting point of a Fenian raid into Canada a few years ago, and was attacked by robbers acting in sympathy with the Confederate government during the war. From this place stages run to Missisquoi Springs in the town of Sheldon.

In the town of Alburgh, sixteen miles north of St. Albans, are the Alburgh Springs, much in favor among invalids for their curative powers. The power and extent of their healing qualities are well established. Highgate Springs are at Highgate, the last station in Vermont before crossing the line: these also are patronized quite extensively by invalids. Going north from Highgate the road crosses the Richelieu at St. Johns, and thence passes on to Montreal, from which point we proceed to Quebec as previously described.

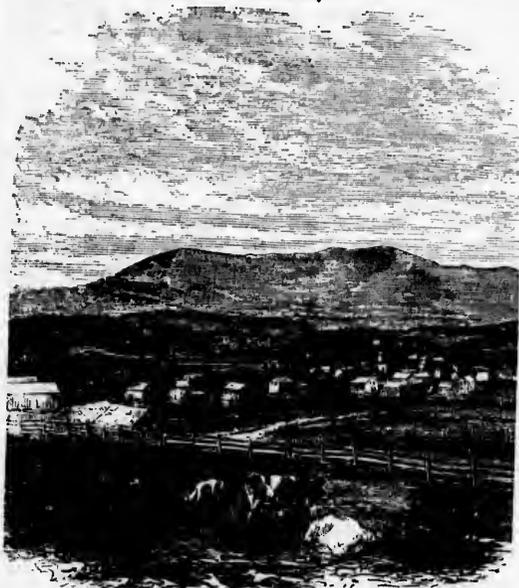
Across Vermont to the White Mountains.

Others of our readers, having visited with us the wonderful Adirondack region, may prefer to give the Canadian resorts the go-by, and to proceed at once to the White Mountains. They will cross the lake from Plattsburg to Burlington, whence *via* Essex Junction they will cross the State of Vermont to White River Junction, thence up the Passumpsic Road to Wells River, Littleton, and the mountains. From Essex Junction the road follows the valley of the Winooski River as far as Montpelier. This stream, which is often in view from the car-windows, is a wild, dashing current with frequent falls and rapids. Camel's Hump Mountain, between Duxbury and Bolton, can be seen, sometimes barely showing itself beyond

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Intervening peaks, and sometimes forming the magnificent background of a long and wide valley.



MOUNT MANSFIELD FROM WATERBURY.

At Waterbury is the stopping-place for travellers who are going to Camel's Hump and Mount Mansfield. Stages are run from Waterbury to Stowe, which is eight miles from the summit of Mount Mansfield. In this town is the

Mount Mansfield Hotel,

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airy rooms in suits or private parlors, brilliantly lighted with gas, supplied with livery stables, bowling alleys, croquet grounds, café, theatre, and billiard halls. A telegraph office is near by; and the table is spread with the choicest delicacies



SUMMIT OF MOUNT MANSFIELD.

of the season. A good road has been built to the top of the mountain, over which visitors can be taken with safety without change of carriages. The trip is one of great interest, presenting at every turn new views of mountain, valley, lake,

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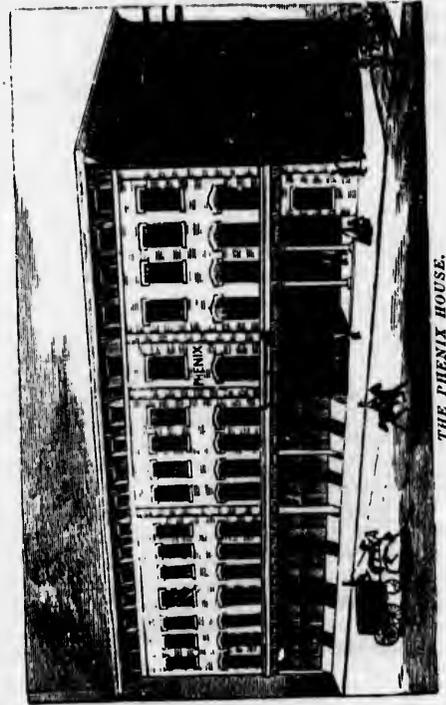
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and river scenery. Artists and foreign travellers speak highly in praise of it. There is a good hotel on the top of the mountain, five hundred feet above the sea level. The views from the top are magnificent. The entire Champlain Valley is at your feet; and the distant Adirondacks appear in the west. The view includes Owl's Head, Jay Peak, Kellington Peak, Camel's Hump, Ascutney, and the entire White Mountain range in New Hampshire. A well-known divine, in view of the marvellous revelation, has well exclaimed, "This panorama exceeds any thing else on the continent." Deposits of the glacial period are found at the summit, the rocks and scratches made by them being of frequent occurrence: the fact has given the place great interest in the eyes of geologists, who have visited it from every part of the world.

Montpelier, the capital of the State, is on the Winooski River, standing on what was once the bed of the lake. *The Pavilion Hotel*, in Montpelier, is pleasantly situated, furnishes excellent accommodation, and is in every respect well kept. At Northfield is the Vermont Military Institute, formerly the Norwich University. Dark-colored slate of great value is quarried near here. At Roxbury the road leaves the Dog River, a branch of the Winooski which it has followed hitherto, and strikes the White River, which it follows to White River Junction.

At this Junction the Northern Railroad from Concord and Manchester, the Connecticut Valley Railroad from Bellows Falls and places south, the Passumpsic and Connecticut Rivers Railroad, and the road over which we have just passed from Burlington, all centre. *The Junction House* at this place has long been a favorite with the travelling public. It offers special conveniences for those who are travelling between Canada and Boston or New York. Through trains arrive here at all hours of the day and night, making sometimes a long stop. This house, which is but a few steps from the station, and is every way a first-rate hotel, gives to all travellers needed

rest and fare. There is a large dining-hall in the station, well supplied with all the best provisions of the market. Passen-



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THE PHENIX HOUSE.

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comfortable dinner either at the dining-hall or the hotel. It is kept by Messrs. A. T. and O. F. Barron, the proprietors of the Twin Mountain and Crawford Houses.

From White River Junction, the tourist who finds his time exhausted before making the tour of the White Mountains, can return direct to Boston, *via* the Northern, Concord, and Boston, Lowell, and Nashua Railroad, passing through Concord and Manchester on the way. At Concord the

Phenix House,

kept by J. R. Crocker, will be found a most attractive stopping-place. The house is spacious, well arranged, and provided with every modern convenience and luxury. (See cut on opposite page.) At Manchester the

Haseltine Hotel,



THE HASELTINE HOTEL.

P. W. Haseltine, Esq., proprietor, is a new and elegant hotel, attractive in its outward appearance, as will be seen by the

cut, and within supplied with every luxury and convenience to be found in any metropolitan hotel. From Manchester our route takes us through Nashua, N.H., a thriving manufacturing city on the Nashua River, a branch of the Merrimack; and Lowell, the famous "City of Spindles," to Boston.



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CHAPTER IX.

Route to Niagara Falls.

VISITORS to Saratoga often make a trip to Niagara Falls, *via* Schenectady, over the New York Central Railroad, and return by one of the Canadian routes. From Saratoga a ride of three-quarters of an hour brings us to Schenectady, the seat of Union College, an ancient town on the Mohawk River: then the traveller takes the cars over the New York Central for Niagara Falls, and goes westward through the wealthy and populous State of New York. For nearly one hundred miles the road follows the valley of the Mohawk; and much of the time the river is in sight. At Rome the road reaches the highest point on the route between the Hudson River and Lake Ontario. Wood Creek, which flows into Lake Ontario, is less than a mile distant from the Mohawk at this point. The road passes through Rochester, the largest and most important city between Albany and Buffalo, having a population of seventy-five thousand. The Genesee Falls, on the Genesee River, are near this place. The river, within a course of three miles, has a descent of two hundred and twenty-six feet, with three perpendicular falls of ninety-five, twenty, and seventy-five feet.

From the highest of these, the noted Sam Patch made the famous leap that ended his life. The river has worn a deep channel into the slate stone; and in some parts of its course the steep rock rises more than three hundred feet above the river bed. From Rochester one may go by the southern route through Batavia and Buffalo, or by the northern through Lockport, the latter being the more direct. Eighty miles west from Rochester, the road comes to Suspension Bridge, two miles below Niagara Falls.

Niagara Village and its Hotels.

If we are to see the American side first, and the points accessible therefrom, we will continue on to the station above, in the village directly beside the Falls. There are several hotels near the station. The Cataract House is close by the bridge that spans the narrow strip of water between the shore and Goat Island; and the International is but a few steps from it. This house, of which Mr. J. T. Fulton, jun., is the proprietor, is the largest and finest hotel at the Falls, and will compare favorably with any which the tourist will visit at any place. The rooms are large, airy, and handsomely furnished, many of them overlooking the Rapids, Goat Island, and the Falls; the table is unexceptionable, being supplied with all the substantial and luxuries of the season; the attendance is excellent, the prices reasonable; and every thing about the house is homelike and enjoyable. Mr. Fulton, though a young man, has had long and valuable experience in the hotel business, and is eminently qualified for his position. The past season he has added one of the most delightful features possible to his establishment. This is a building—in itself large enough for a small watering-place hotel—called the "River Parlors," which is built over and projecting directly into the great Rapids, near the bridge to Bath Island. The building is tasteful in outward appearance; and within, on the second floor, are grand parlors overlooking the seething rapids, and surrounded by balconies,

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on which one may sit at evening and watch the ever-changing mood of the waters, while their roar resounds with mighty cadence in his ears. These parlors are splendidly furnished, the most exquisite taste and the most costly fabrics and workmanship being displayed. On the same floor, and that above, are single rooms and rooms *en suite*, also most elegantly appointed, which are by many degrees the most desirable sleeping apartments to be found at the Falls. A week's stay with Mr. Fulton will not be regretted by any visitor to Niagara.

The Tour of the Islands.

The bridge to Bath Island has been mentioned. It is a substantial iron structure, crossing from the International over the Rapids to Bath Island, on which there is a paper mill and several small buildings. A similar but smaller bridge crosses to Goat Island. The payment of fifty cents enables one to make the entire tour of the islands, or one dollar pays for a season ticket. Goat Island is one of the wonders of Niagara. It would be a most charming and picturesque island anywhere, with its noble growth of forest trees, its sylvan dells, its fertile, sunny openings, and its delightful shade. But here, surrounded by the mighty river rushing onward to its stupendous plunge, the island seems to gain additional beauty; and new wonders develop themselves at every visit. At the upper end is the vast expanse of the Rapids; on either side the marvellous Falls, separated by the island itself, which, on its lower end, between the Falls, is a bare precipice of rock, rising sheer from the bed of the river over a hundred and fifty feet in height. From Goat Island a small bridge crosses over the Central Fall, a lovely sheet of water, to Luna Island, — a tiny islet perched on the very verge of the precipice, and laved on either side by the Central and American Falls. At nearly the opposite extremity of Goat Island, a bridge is thrown across a small portion of the Rapids, to the first of three little islands, densely wooded, and known as the Three Sisters, other bridges con-

meeting with the two remaining islets. From these a splendid view of the mighty rapids down to the edge of the great Canadian Fall, and the outline of its bold sweep, are gained. At the edge almost of this tremendous cataract another small foot-bridge is thrown across a slender channel of water, to a rocky prominence in the very edge of the Fall itself. Here stood Terrapin Tower, a circular structure of stone forty-five feet high, famous for many years, from the top of which visitors could see the entire Falls, and even peer into the depths of the foaming abyss below. But last year, being deemed unsafe, it was blown up; and a new and more substantial structure is to take its place. Even the view of the Rapids from this point, or, indeed, from any point on the islands, would repay a visit. The river, with its mighty volume of water, pours over the rocky bottom, which has a rapid descent, — over fifty feet in three-quarters of a mile, — causing a succession of small cascades, boiling whirlpools, and rushing channels.

The Biddle Stairs, and Cave of the Winds.

On the face of the vertical precipice between the falls, a wooden tower, enclosing a spiral staircase, leads down to the bank of broken rock and *débris*, which has evidently fallen from the cliffs above, and forms a narrow dyke, sloping to the waters of the river. At the foot of these "Biddle Stairs" a person can emerge and walk for some distance beneath the cliff, almost to the foot of the great Canadian Fall, and, by a succession of wooden foot-bridges guarded by railings, into the "Cave of the Winds," as the space between the overhanging precipice and the sheet of water forming the Central Fall is called. In this cave the visitor, clad in rubber clothing, and wearing canvas overshoes to prevent slipping, is drenched with the spray which the currents of air, drawn in by the motion of the water, and meeting in the centre, are constantly whirling in every direction, while the tremendous roar of the vast body of water, beating on the rocks below, makes every

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CENTRAL FALLS. (Cave of the Winds.)

other sound inaudible, and nearly deafens the tourist. From a visit to the "Cave of the Winds" a person can gain an idea of the immense volume of water constantly pouring over the Falls, this Central Fall being but a slender rivulet compared with the lofty American Fall, itself small in comparison with the great Canadian Fall. Near the Biddle Stairs is shown the spot where Sam Patch is said to have leaped from a projecting staging, down into the deep water below the Fall, and to have come out in safety. Goat Island is visited by thousands every year, the circuit of the island being made by carriages, and an opportunity given for the occupants to dismount at each point of interest.

Prospect Park and its Attractions.

Returning to the American shore from the tour of the islands, we proceed down the river bank a short distance to a lofty gateway inscribed "Prospect Park." Here twenty-five cents admits a foot passenger. Of this Prospect Park much nonsense has been written in the past year or two, about "fencing in the Falls," &c., and much denunciation of the owners of the land for their greed. No doubt the State of New York, years ago, ought to have reserved the lands lying along the Falls, as a part of the public domain, and made of them a free pleasure park; but the State did nothing of the kind. It sold grants of land to the settlers; and they have had to do the best they could. When Niagara first became a famous watering place, there were no improvements. Goat Island was almost inaccessible. There were no means of visiting the spots where now the most enjoyment is found. By degrees the islands have been opened to visitors, the ferry across the river established, the suspension bridges constructed. But Prospect Point — the projection of land directly abreast the American Fall, and from which one could toss a chip or even dip his hand into the very cataract — remained unimproved. It was a rough, rocky, scrubby cliff, covered with loose stones and gnarly trees,

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with no wall or railing even at the brink, to prevent the unwary from falling over; infested by peddlers, Indians, and vagabonds, and having no conveniences for the visitor. The land could not be made productive to the owners; for the hosts of visitors would constantly overrun it. So the owners associated themselves, and, at an expense of several thousand dollars, have enclosed the Point, built a solid and safe wall along the edge of the precipice and on the side towards the Fall, so that visitors, even children, can sit with perfect safety directly over the rushing torrent, and gaze into its foamy depths; built a safe and rapid inclined railway (in a tunnel through the solid rock) to the water's edge below the fall, built summer houses, cleared and beautified the grounds, supplied them with seats, &c. And because, for the enjoyment of all this, twenty-five cents admission is charged, a howl has gone up, forsooth, about "fencing in the Falls."

Across the River to the Canadian Fall.

A similar fee pays for the descent of the inclined railway, and the ferry passage across the river to the Canadian shore. On this trip, which is made in a barge, one has a magnificent view of the whole of the Falls at once, looking up from the river below them, which is here not broad but very deep, so deep in fact that the water appears a dark green. Reaching the Canadian shore, one can ascend a road to the bank above, or can scramble (if he be so minded, and have thick boots) over the stones along the water's edge to the foot of the great Canadian Fall, and ascend the stone stairs which formerly led to Table Rock, the giant remains of which we pass in our scramble. Then, having viewed the Falls from the Canadian side, a short walk down the river brings us to the "New Suspension Bridge" (for carriages and foot passengers only) which crosses eighteen hundred feet below the American Fall and by which he can return to this side. The towers of this bridge on the Canadian side are one hundred and twenty feet high, and on the American side one hundred and six feet.

The Great Suspension Bridge, and the View Thence.

But the Suspension Bridge known the world over as one of the greatest achievements of engineering skill is two miles below the Falls. Its length is eight hundred feet, and its height above the water two hundred and sixty-eight feet. The towers are sixty-six feet high; and each of the four main cables supporting the bridge is nine inches in diameter, and composed of eight thousand wires. There is a carriage and foot way twenty-eight feet below the railroad track. One mile below the Suspension Bridge the river widens, and gives a sudden turn, so that the waters are forced along in an immense seething, heaving whirlpool. A mile below the Whirlpool is the Devil's Hole, one hundred and fifty feet deep, and two acres in extent. The carriage road runs right up to the margin of the abyss, so that without leaving a carriage one may look down into it. From the Suspension Bridge a splendid view of the entire Falls is gained. It is like a panorama or a bird's-eye view, so complete, yet so reduced by distance; and many think it the finest view that can be anywhere gained of the great wonder, Niagara. At the Suspension Bridge, the waters of the river are compressed into a narrow gorge, with high perpendicular cliffs for banks. From their top one can look down two hundred and forty feet to the surface of the water. The bottom of the stream is probably as much farther down; at any rate, the water, from its immense depth, looks as darkly green as the ocean itself. Much denunciation has been wasted on Niagara hotel-keepers, Niagara hackmen, and Niagara swindlers generally; and it is mainly based on ignorance or injustice. The hotel charges are no higher than at any other prominent summer resort; there are no more "extras;" the fees for seeing the wonders are—as we have seen—very reasonable, considering the attractions; and the charges of the hack-drivers are quite moderate, if one be not over-flush with his money at the outset. The hackmen are all licensed by the

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world over as one of skill is two miles and fifty feet, and its diameter is twenty-eight feet. The four main cables are of iron, and composed of four strands each, and are supported by a carriage and foot way. One mile below the falls and gives a sudden view of an immense seething Whirlpool is the edge of the rapids, and two acres in width to the margin of the rapids one may look down upon a splendid view of the falls, as if from a bird's-eye view; and many think that the view gained of the great Whirlpool, the waters of which are so large, with high perpendicular walls, one can look down upon the water. The view is much farther down; at a depth of twenty feet, the water looks as darkly as ink, and the attention has been wasted upon the fishermen, and Niagara Falls, and on ignorance or inattention than at any other place. There are more "extras;" the rapids we have seen — very rapid, and the charges of the rapids are not over-flush with water, and are all licensed by the

corporation of the village; and any complaint of over-charge or incivility will secure the revocation of a license. For two dollars (and the gate-fees) a good carriage can be had to take one around the islands and through Prospect Park; for five dollars two persons can ride all the forenoon. Of course there are petty swindles in the little shops for the sale of "Table-rock jewelry," Indian bead-work, feather fans, etc.; but no one is obliged to buy them. And excellent stereoscopic views of the Falls, which are decidedly the prettiest and most useful mementoes to bring away, can be bought as cheaply as the same class of goods in New York or Boston. On the Canadian shore the principal hotels are the Clifton House, the Prospect House, and the Pavilion. Varied views of the Falls are presented on this side; and among other attractions are "Bender's Cave" and the "Burning Spring."

The neighborhood is full of historic associations connected with the last war with Great Britain. Fort Erie, Chippewa, Lundy's Lane, and many other scenes of hard-fought battles, are near. Lewiston and Queenstown are on opposite sides of the river, seven miles below the Falls, at the head of navigation on Lake Ontario. At Queenstown is Brock's monument, one hundred and eighty-five feet high.

Daniel Webster's Famous Description.

Daniel Webster's description of Niagara Falls, written in 1825, and found in vol. ii., p. 385, of his correspondence, has been often quoted; and some passages from it are worthy of reproduction here, though many things which he describes are changed since 1825:—

"Lake Erie is three hundred and thirty feet higher than Lake Ontario; but, in descending the river from Lake Erie, one perceives no very great descent, although the current is all the way rapid, till we get nearly down to the Falls. A little below the village of Black Rock, perhaps about five miles from Lake Erie, the river divides into two channels, forming a large

island in the centre called Grand Isle, about twelve miles long and in some places six or seven broad. This island terminates, and the two channels unite again, just at the head of what are called the Rapids, a mile or a mile and a half above the great Falls. These rapids are a succession of cascades spreading over the whole river, of different and various heights and appearances, rendering the whole breadth of the stream (which is here not less than two miles) white with foam. They would form a fine object, if there were nothing near to call the attention another way. Midway of these rapids is Goat Island, which divides the river into two unequal parts, about one-third in breadth being on the eastern or American side, and two-thirds on the British. This island runs down to the very brink of the Falls, and there terminates in a perpendicular precipice (a wall of rock), which is part of the same great declivity over which the river pours. This island thus divides the river, so that it falls over the precipice in two sheets. The length of the fall on the American side is estimated at three hundred and eighty yards; the distance across the end of Goat Island three hundred and thirty yards; the length of the fall on the British side seven hundred yards. The fall is thought to be the highest on the American side, being there one hundred and sixty-five feet, and on the British side one hundred and fifty. Vastly the greatest portion of water (three-fourths, or even more) runs on the British side.

"I have seen no description which correctly represents the line of these Falls. From the end of Lake Erie to Lewiston, which is seven miles below the Falls, the surface of the earth is uncommonly level; but here at Lewiston is a great descent, from the level of Lake Erie to that of Lake Ontario. As you descend the river from Lake Erie and approach the Falls, the river seems to fall away from your feet, and to pitch right down into the earth. Many miles before you reach the Falls you see the mist or spray rising like a cloud; but this does not seem to be rising from the earth into the air as much as from

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the centre of the earth to the surface: it appears to be coming from the ground. From the bottom of the Falls to Lewiston, seven miles, the whole channel of the river is one great trough, one hundred or one hundred and fifty feet deep, with sides of perpendicular rock. This has given currency to the opinion that the Falls were once seven miles lower down than they now are, and that the force of the water in time has worn away the rocks, and forced the Falls back to their present position.

"In descending to get a nearer view, we go down a steep hill, or what may be called the upper part of the bank, about one hundred feet. This is about as much descent as the river makes in the Rapids above the Falls; so that, having come down this distance, we are on a level with the water at the head of the Falls. There are several acres of flat land between the foot of this hill and the water's edge, thickly covered with trees and shrubbery. A plank walk leads along towards the river. The water is seen rather suddenly and unexpectedly through a vista or avenue of trees. It is nearly, and seems to be quite, on your own level. Great and unbroken ridges come hastening and bounding along, and rush forward to the precipice, which as yet the spectator does not see. The magnitude, the strength, and the hurry of the mighty stream create deep and instant consternation. Proceeding onward, and turning a little down the stream, we come to the water's edge at the top of the fall. The water is even with the bank; and we can wash our hands with safety in the river. Going along on the Table Rock, we have what is generally thought the best view of the Falls; fronting us is the American Fall and the little cascade; farther to the right, Goat Island, and the commencement by it of the British Fall; and farther to the right is the great circular fall, or Horse Shoe, which will hardly allow the eyes to be withdrawn long enough to look at any thing else. You may stand by the water just where it falls off; and if your head does not swim you may pro-

ceed to the brink of Table Rock, and look down into the gulf beneath. This is all froth and foam and spray: as you stand here it looks as if all the water of the globe was collected round this circle, and pouring down here into the centre of the earth. As we stood to-day at noon, on the projecting point at Table Rock, we looked over into the abyss; and, far beneath our feet, arched over this tremendous aggregate of water, we saw a perfect and radiant rainbow. This ornament of heaven does not seem out of place in being half way up the sheet of the glorious cataract: it looked as if the skies themselves paid homage to this stupendous work of nature.

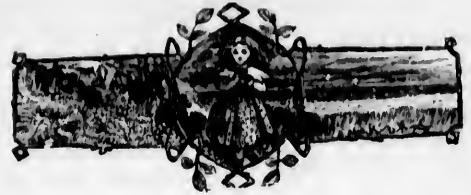
“From Table Rock, or a little farther down, a winding staircase is constructed, down which we descend from the level of Table Rock, ninety five feet. This brings us to the bottom of the perpendicular rock: and from this place we descend fifty or sixty feet farther, over large fragments of rock and other substance, down to the edge of the river. If at the bottom of the staircase (instead of descending farther) we choose to turn to the right and go up the stream, keeping close at the foot of Table Rock or the perpendicular bank, we soon get to the foot of the fall, and approach the edge of the falling mass. It is easy to go in behind for a little distance between the falling water and the rock over which it is precipitated. This cannot be done, however, without being entirely wet. From within this cavern there issues a wind, occasionally very strong, and bringing with it such showers and torrents of spray, that we are soon as wet as if we had come over the Falls with the water. As near to the fall in this place as you can well come, is perhaps the spot on which the mind is most deeply impressed with the whole scene. Over our heads hangs a fearful rock, projecting like an unsupported piazza. Before us is a hurly-burly of waters too deep to be fathomed, too irregular to be described, shrouded in too much mist to be clearly seen: water, vapor, foam, and atmosphere are all mixed up together in sublime confusion. By our side, down comes this world of green

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and white waters, and pours into the invisible abyss. A steady, unvarying, low-toned roar thunders incessantly upon our ears. As we look up we think some sudden disaster has opened the seas, and that all their floods are coming down upon us at once; but we soon recollect that what we see is not a sudden or violent exhibition, but the permanent and uniform character of the object which we contemplate. There the grand spectacle has stood for centuries,—from the creation, as far as we know, without change. From the beginning it has shaken as it now does the earth and the air; and its unvarying thunder existed before there were human ears to hear it. Reflections like these on the duration and permanency of this grand object naturally arise, and contribute much to the deep feeling which the whole scene produces. We cannot help being struck with a sense of the insignificance of man and all his works compared with what is before us."





CHAPTER X.

Across Lake Ontario, and down the St. Lawrence to Montreal.

LEAVING Niagara, an enviable portion of our journey is that to Montreal, by the St. Lawrence River. Two routes may be chosen,—one by rail to Kingston or Prescott, thence by steamer down the St. Lawrence; the other by boat across Lake Ontario, and down the river. Those who desire, or are compelled by urgency of time, can make an all-rail trip from Toronto to Montreal; but they will lose the charming scenery of the St. Lawrence and the Thousand Islands. But, whichever way they elect to go, it will be advisable to call on Col. E. Barber, agent at Niagara Falls of the Grand Trunk Railway and the Canadian Navigation Company, who will be found a genial companion, and will take pleasure in explaining the route. His guidebook of this portion of the trip, including a panoramic view of the Lake and the St. Lawrence, will be found useful and valuable.

Down the Niagara River.

In either case we visit Toronto; and to get there take a seven-mile railroad ride down the Niagara River, overlooking the stream much of the way, to Lewiston, which is situated at

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the head of navigation on the lower Niagara, and is a pleasant, well-built village. Queenstown is a village of about two hundred inhabitants, on the Canadian side, nearly opposite Lewiston, and was the scene of a battle in the war of 1812. Near this point the river becomes more tranquil, the shores less broken and wild, and the scenery changes from rugged grandeur to beauty. On Queenstown Heights, the scene of the battle, stands Brock's monument, erected in honor of the British general who so gallantly defended the place. The present structure occupies the site of the former one, which was blown up by some miscreant on the 17th of April, 1840. The whole edifice is four hundred and eighty-five feet high; on the sub-base, which is forty feet square and thirty feet high, are placed four lions, facing north, south, east, and west; the base of the pedestal is twenty-one and a half feet square and ten feet high; the pedestal itself is sixteen feet square and ten feet high, surmounted with a heavy cornice, ornamented with lions' heads, and wreaths, in *alto-relievo*. In ascending from the top of the pedestal to the top of the base of the shaft, the form changes from square to round. The shaft is a fluted column of freestone, seventy-five feet high and ten feet in diameter, on which stands a Corinthian capital, ten feet high, whereon is wrought, in relief, a statue of the goddess of War. On this capital is the dome nine feet high, which is reached by two hundred and fifty spiral steps from the base, on the inside. On the top of the dome is placed a colossal statue of Gen. Brock.

Taking the little steamer "City of Toronto" at Lewiston, we are soon steaming down the Niagara River, on both banks of which are points of historic interest, dating from the days of the "Old French War," as well as the last war between the United States and Great Britain. Fort Niagara stands at the river's mouth, on the American side. There are many interesting associations connected with the spot, as, during the earlier part of the past century, it was a scene of many severe conflicts between the whites and the Indians, and subsequently between

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the English and the French. The names of the heroic La Salle, the courtly De Nonville, and the gallant Prideaux, will long retain a place in the history of this country. The village adjacent to the fort is called Youngstown, in honor of its founder, the late John Young, Esq. Niagara is one of the oldest towns in Upper Canada, and was formerly the capital of the province. It is situated where the old town of Newark stood, and is opposite to Youngstown. It faces the river on one side, and Lake Ontario on the other. The trade of this place has been diverted to St. Catharines since the completion of the Welland Canal; and the other towns upon the Niagara River have suffered in common from the same cause.

Across the Lake to Toronto.

Leaving Niagara, we steam across the western end of Lake Ontario, and soon arrive at Toronto, the capital city in Upper Canada, which is situated on an arm of Lake Ontario, thirty-six miles from the mouth of Niagara River. This city was formerly called Little York. The first survey was made in 1793. Toronto Bay is a beautiful inlet separated from the main body of Lake Ontario, except at its entrance, by a long, narrow, sandy beach. The south-western extremity is called Gibraltar Point. The population, in 1817, was twelve hundred; but at the present time it amounts to about sixty thousand. With a similar progress for a few years to come, the population of this city will be second to none in British America. Among the principal buildings of Toronto are a university and a cathedral. One of the ecclesiastical edifices deserves especial notice,—the Church of the Holy Trinity, a handsome structure, erected by a donation of five thousand pounds from some liberal person from England, on condition that the whole of the seats should be free. The Elgin Association, for improving the moral and religious condition of the colored population, is among the most useful institutions of the

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place. That stupendous undertaking, the Grand Trunk Railway of Canada, passes through Toronto, and promises a splendid future for Toronto and its sister cities.

Down Lake Ontario to the St. Lawrence.

From Toronto, where we transfer ourselves to a much larger and finer steamer, — the "Corinthian," "Athenian," or "Abyssinian," of the Canadian Transportation Company, — we proceed eastward, straight down Lake Ontario, keeping within a few miles of the northern shore. On this side, Port Hope, a pretty town containing about twenty-two hundred inhabitants, is located in the valley of a small stream emptying into the lake, with a fine range of hills rising to the westward. Coburg lies seven miles below Port Hope. It contains four thousand inhabitants, seven churches, two banks, and the largest cloth-factory in the province. It is also the seat of Victoria College and a theological institute. One hundred and ten miles from Coburg we reach Kingston, the original capital of Canada, at the mouth of the Cataraqui River, and just at the foot of Lake Ontario, whence runs the St. Lawrence. As early as 1672, the French under De Courcelles began a settlement here, and built a fort, which was named Fort Frontenac, in honor of the French count of that name. This fort was alternately possessed by the French and Indians, till it was destroyed in 1753 by Col. Bradstreet. In 1762 the English took possession, and called the place Kingston. It is one of the important military posts of Canada, and has about eleven thousand inhabitants. The harbor is very fine. The land projects out on the east side of the bay, forming Point Frederic or Navy Point, east of which is a deep basin called Haldimand Cove, where are found the royal dock yard, and much of the shipping of the navy. The city is built chiefly of blue limestone; and wells of mineral water have been found by boring to different depths, from seventy-five to eleven hundred and forty-five feet. Among the noticeable buildings here, are the Roman Catholic Cathedral,

the buildings of Queen's College (Presbyterian), Regispol's College (Roman Catholic), and the Provincial Penitentiary. The extremity of the Rideau Canal, which connects Lake Ontario with the Rideau River — one of the tributaries of the Ottawa — is near Kingston, and adds much to the business of the place. On the American side of the lake are Charlotte, Oswego, and Sackett's Harbor.

The Thousand Islands.

About six miles below Kingston the river widens, and embosoms the loveliest group of islands imaginable, — the famed Thousand Islands. They are in an expansion of the St. Lawrence, at the outlet of Lake Ontario; and the broad river in which they lie partakes so much of the character of a lake, that it is often called "The Lake of the Thousand Isles."

For forty miles down the river, this beautiful scene continues, the boat which leaves Kingston at early dawn gliding among no less than eighteen hundred of these "emerald gems in the ring of the wave" of all sizes, from the islet a few yards square to miles in length, and covered with a heavy growth of trees. This group is constantly attracting the attention of sportsmen and pleasure-seekers. Fish so large as to make angling tiresome, and wild-fowl of all kinds, are everywhere abundant. President Grant has been a guest here of Mr. George M. Pullman, President of the Pullman Palace Car Company, who owns a villa on one of these islands. These islands, too, have been the scene of most exciting romance. From their great number, and the labyrinth-like channels among them, they afforded an admirable retreat for the insurgents in the last Canadian insurrection, and for the American sympathizers with them. Among these was one man, who, from his daring and ability, became an object of anxious pursuit to the Canadian authorities; and he found a safe asylum in these watery intricacies, through the devotedness

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and courage of his daughter, whose inimitable management of her canoe was such that, through hosts of pursuers, she baffled their efforts at capture, while she supplied him with provisions in these solitary retreats, rowing him from one place of concealment to another, under shadow of the night. But, in truth, all the islands, which are so numerous and studded through the whole chain of those magnificent lakes, abound with materials for romance and poetry. For instance, in the Manitoulin Islands in Lake Huron, the Indians believe that the *Manitou*, or *Great Spirit*, has forbidden his children to seek for gold; and they tell you that a certain point, where it is reported to exist in large quantities, has never been visited by the disobedient Indian, without his canoe being overwhelmed in a tempest.

Opposite the Thousand Isles, on the American side of the river, is Clayton, well known as a lumber station. Here the high rafts are made up for their long voyage down the St. Lawrence, which look like floating villages with the huts that are built on them for the protection of the raftsmen. Alexandria Bay is the next port after leaving Clayton. It is built upon a massive pile of rocks; and its situation is romantic and highly picturesque. It is a place of resort for sportsmen. Some two or three miles below the village, is a position from whence one hundred islands can be seen at one view. This place also is celebrated for its fishing and shooting. The beauty of the islands in this vicinity, for several miles up and down the river, can hardly be imagined without a personal visit. Here many of those splendid fish, the muscalonge, are killed: they are of large size, many of them weighing forty to fifty, and often as high as seventy, pounds each. They are taken with trolling-lines; and it requires a skilful angler to land one safely. Sportsmen consider the taking of these fish equal to salmon-fishing.

On the Canada side, fifteen miles below Alexandria, is Brockville, one of the most attractive towns on the river,

named in honor of Gen. Brock, who fell at Queenstown in 1812. Here is the junction of the Grand Trunk Railroad with the Brockville and Ottawa Railroad, which extends northward to the Ottawa River.

Ogdensburg and its Railway Facilities.

On the American side of the river is Ogdensburg, a town of about nine thousand population. This is the western terminus of the Ogdensburg and Lake Champlain Railroad (now under control of the Vermont Central), which connects Ogdensburg with Rouse's Point on Lake Champlain, and so opens the route to Boston and New York. The Vermont Central Company has here a freight and passenger station three hundred and five feet by eighty-four, and numerous other buildings for business on a grand scale. The extensive elevators of the Vermont Central line are located here, at which vessels laden with grain on the lakes discharge their cargoes. Opposite Ogdensburg is Prescott; and a mile below is Windmill Point, where the ruins of an old windmill are seen, in which Von Schultz took refuge with the Polish patriots in 1837. Five miles below, at the first rapids of the St. Lawrence, is Chimney Island, where the remains of an old French fortification are seen.

Excursion to Ottawa.

At Prescott, passengers can take the cars for Ottawa, and then descend the Ottawa River to Montreal. The distance from Prescott to Ottawa, over the St. Lawrence and Ottawa Railroad, is fifty-one miles. Ottawa is the capital of the new Dominion of Canada, and is situated on the Ottawa River, a stream eight hundred miles long, which enters the St. Lawrence on both sides of the island of Montreal, one hundred and thirty miles below the city of Ottawa. The city is divided into three parts, — Lower, Central, and Upper Town. The Government Buildings, when completed, will be among

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the finest on the American continent. These buildings, with the government offices and Queen's printing-house, occupy three sides of a square on the summit of Barrack Hill, which rises almost perpendicularly from the river to the height of three hundred and fifty feet. Rideau Falls, in the eastern part of the city, two in number, are very attractive, but are far surpassed by the Chaudière Falls, in the western portion of the city. The Indian name for these falls was Kanejo ("The Boiling Pot"). They are forty feet high and over two hundred feet wide. A suspension-bridge just below the falls crosses the river, and gives a splendid view of the falls, the caldron below them, and the rapids. The lumber shoots, which are built here for running down the lumber, and save it from breaking to pieces in going over the falls, are objects of exciting interest. Tourists ascend the Ottawa more than a hundred miles, by portages around frequent falls, and find their way at that distance into the unbroken forest. The passage may be made from Ottawa to Montreal, by steamer, down the Ottawa River. Picturesque and thickly-wooded banks rise on each side much of the way. Two miles below Ottawa is the mouth of the Gatineau, a stream more than four hundred miles long, which drains a vast unexplored region. Twenty miles lower down is the mouth of the Rivière au Lièvre, a stream two hundred and fifty miles long, having near its mouth two waterfalls, the upper forty feet high, the lower seventy. Twenty-five miles from the mouth are High Falls, which descend one hundred and fifty feet at one bound. These falls may best be visited by stopping at Buckingham. At L'Original is the stopping-place for visitors to the Caledonia Springs, which have valuable medicinal qualities, and are exported under the name of "Plantagenet Water." At Greenville, fifty-eight miles from Ottawa, and six miles from L'Original, there are rapids, which are avoided by locks.

The Rapids of the St. Lawrence.

But a most exciting, as well as one of the most delightful portions of our trip, is at hand, — the passage of the rapids of the St. Lawrence. At Chimney Island, previously mentioned, the first of these rapids, and one of the smallest and mildest, — the Galop Rapid — is reached. Next comes the Long Sault, a continuous rapid of nine miles, divided in the centre by an island. The usual passage for steamers is on the south side. The channel on the north side was formerly considered unsafe and dangerous; but examinations have been made, and it is now descended with safety. The passage in the southern channel is very narrow; and such is the velocity of the current, that a raft, it is said, will drift the nine miles in forty minutes. This is the most exciting part of the whole passage of the St. Lawrence. The rapids of the "Long Sault" rush along at the rate of something like twenty miles an hour. When the vessel enters within their influence, the steam is shut off, and she is carried onwards by the force of the stream alone. The surging waters present all the angry appearance of the ocean in a storm; the noble boat strains and labors: but, unlike the ordinary pitching and tossing at sea, this going down hill by water produces a highly novel sensation, and is, in fact, a service of some danger, the imminence of which is enhanced to the imagination by the tremendous roar of the headlong, boiling current. Great nerve and force and precision are here required in piloting, so as to keep the vessel's head straight with the course of the rapid: for if she diverges in the least, presenting her side to the current, or "broached to," as the nautical phrase is, she would be instantly run aground. Hence the necessity of enormous power over her rudder; and for this purpose the mode of steering affords great facility; for the wheel that governs the rudder is placed ahead, and by means of chain and pulley sways it. But, in descending the rapids, a tiller is placed astern to the rudder

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itself, so that the tiller can be manned as well as the wheel. Some idea may be entertained of the peril of descending a rapid, when it requires four men at the wheel and two at the tiller to insure safe steering. Here is the region of the daring raftsmen, at whose hands are demanded infinite courage and skill. There is, however, but little danger to life, as it frequently happens that a steamer strikes, and sinks; but a few minutes puts them safely in shoal water. The Canadian Navigation Company has never lost any lives by accidents of this kind in descending the rapids.

Of course it is impossible for steamers to ascend these rapids: so canals are constructed around them, with locks, by which the boats are enabled to make the return passage. The splendid boats of the Canadian Navigation Company leave the foot of Lake Ontario in the morning, and reach Montreal at night. The Government is about to deepen the channel through all the rapids to ten feet.

Cornwall, at the lower end of the rapids, is near the boundary line between the United States and Canada.

St. Regis is an old Indian village, and lies a little below Cornwall, on the opposite side of the river. It contains a Catholic church, which was built about the year 1700. While the building was in progress, the Indians were told by their priest that a bell was indispensable in their house of worship, and they were ordered to collect furs sufficient to purchase one. The furs were collected; the money was sent to France; and the bell was bought and shipped for Canada. But the vessel which contained it was captured by an English cruiser, and taken into Salem, Mass. The bell was afterwards purchased for the church at Deerfield. The priest of St. Regis, having heard of its destination, excited the Indians to a general crusade for its recovery. They joined the expedition fitted out by the governor against the New England Colonists, and proceeded through the then long, trackless wilderness, to Deerfield, which they attacked in the night. The inhabitants,

unsuspicious of danger, were aroused from sleep only to meet the tomahawk and scalping-knife of the savages. Forty-seven were killed, and one hundred and twelve taken captive; among whom were Mr. Williams the pastor, and his family. Mrs. Williams, being at the time feeble, and not able to travel with her husband and family, was killed by the Indians. Mr. Williams and part of his surviving family afterwards returned to Montreal; but the others remained with the Indians, and became connected with the tribe. The Indians, having recovered the bell, carried it slung to a pole through the forest; and it now hangs in the church steeple at St. Regis.

Lake St. Francis

is the name given to the St. Lawrence for a distance of forty miles, between Cornwall and Coteau du Lac, where it widens considerably, and is interspersed with a large number of islands. At Coteau du Lac the river grows narrower again; and the Coteau Rapids (two miles long), the Cedars (three miles), the Split Rock, and Cascade Rapids are passed, the river descending eighty-two and a half feet in eleven miles. There is a canal eleven miles long around these rapids, at the lower end of which is the village of Beauharnois.

In the expedition of Gen. Amherst, a detachment of three hundred men, that were sent to attack Montreal, were lost in the rapids near this place. The passage through these rapids is very exciting. There is a peculiar motion of the vessel, which in descending seems like settling down, as she glides from one ledge to another. In passing the rapids of the Split Rock, a person unacquainted with the navigation of these rapids will almost involuntarily hold his breath until this ledge of rocks, which is distinctly seen from the deck of the steamer, is passed. At one time the vessel seems to be running directly upon it, and you feel certain that she will strike; but a skilful hand is at the helm, and in an instant more it is passed in safety. Near Beauharnois, on the north bank, a branch of

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the Ottawa enters into the St. Lawrence. The river again
widens into a lake called St. Louis. From this place a view is
had of Montreal Mountain, nearly thirty miles distant. In
this lake is Nun's Island, which is beautifully cultivated, and
belongs to the Grey Nunnery at Montreal. There are many
islands in the vicinity of Montreal belonging to the different
nunneries, and from which they derive large revenues.

At Laehine, nine miles above Montreal, the celebrated
Laehine Rapids, short, but the roughest and most dangerous on
the river, begin. The descent is forty-four and a half feet in
eight miles. Here the passengers crowd forward, and peer
anxiously ahead and on every side, for the first glimpse of the
long-expected, half-feared rapids. Just at the head of these
rapids, a little Indian village, Caughnawaga, is seen on the right
bank of the river. Here steam is shut off, and the boat comes
nearly to a stand-still. A birch canoe puts out from the shore,
with two men in it. It comes alongside; and a brawny, dark-
skinned old man, in a picturesque garb, comes aboard. It is
old Baptiste the Indian pilot, who has for over forty years piloted
steamers through these rapids. He takes his place at the wheel,
rings the bell to go ahead, and, aided by four or five powerful
men, he steers the boat through the foaming, boiling surges, and
past the ugly ledges that threaten to wreck her. As we pass
through the narrowest part of the rapids, we see, on a ledge
only a few feet distant, the wreck of the steamer "Renaud,"
which struck there two seasons ago. The rapids safely passed,
we shoot under the Victoria Bridge, and are soon moored to
the magnificent pier at Montreal.

The City of Montreal.

The City of Montreal is the largest and most populous city
in British North America. It was founded by M. de Maisonneuve,
in 1642, on the site of an Indian village named Hochelaga,
and dedicated to the Virgin Mary as its patroness and its
protectress, and for a long period bore the name of *Ville-*

Marie. It is laid in the form of a parallelogram, and contains some two hundred streets, with a population of over one hundred and fifty thousand. The traveller, in approaching the city from the river, is struck with the peculiar beauty of the large cut-stone buildings which front the majestic River St. Lawrence, on whose banks they are reared, resembling in their solid masonry and elegance the buildings of European cities. The island of Montreal is, in fact, most properly regarded as the garden of Canada. The city being at the head of ship navigation, its local advantages are unsurpassed.

A pleasant stopping-place for the visitor is the

Ottawa Hotel,

which, having been enlarged and improved, will now accommodate over three hundred and fifty guests. The Ottawa



OTTAWA HOTEL.

Hotel covers the entire space of ground running between St. James and Notre Dame Streets, and has two beautiful fronts. The house has been thoroughly refitted, and furnished with

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every regard to comfort and luxury; has hot and cold water with baths and closets on each floor. The aim has been to make this the most unexceptionable first-class hotel in Montreal. Messrs. Browne & Perley, the proprietors, have had long experience in first-class hotels in the United States and Canada; and guests can be sure of every attention and comfort.

Places of Interest in the City.

Among the many substantial and elegant edifices in the city, of recent completion, may be mentioned:—

The Statue of Her Majesty. — This admirable work of art, from the studio of Mr. Marshall Wood, was erected at the south end of Victoria Square, on the 21st of November, 1872, and presented to the City by H. E. the Governor General. The cost of the statue, including that of the pedestal, — the gift of the Corporation, — was thirteen thousand dollars.

The new Court House, on Notre Dame Street, and directly opposite to Nelson's Monument, is of elegant cut stone, in the Grecian-Ionic style. The ground plan is three hundred by a hundred and twenty-five feet; height, seventy-six feet.

The Post-Office, on St. James Street, is a beautiful cut-stone building.

The Merchants' Exchange, situated on St. Sacrament Street.

The Mechanics' Institute, a very fine building, situated on St. James Street, of cut stone, three stories high, built in the Italian style. The Lecture Room is tastefully decorated.

The Mercantile Library Association Building, Bonaventure Street.

The Bank of Montreal, Place d'Armes, St. James Street, opposite the Cathedral, an elegant cut-stone building of the Corinthian order.

The City Bank, next to the above, in the Grecian style of cut stone, and worthy of note.

The Bank of British North America, St. James Street, next

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to the Post Office, is a handsome building of cut stone, and built in the Composite style of architecture.

Molson's Bank, St. James Street, is a handsome structure, built of Ohio sandstone. The finest in the city.

The Bonsecours Market, on St. Paul and Water Streets, is a magnificent edifice in the Grecian-Doric style; cost about three hundred thousand dollars; has a front of three stories on Water Street, and two stories on St. Paul. The upper part of the building is occupied by the various officers of the city. The City Council Room is fitted up in the most elegant style. In the east wing of the building is a large hall or concert-room.

The McGill College. — This is an institution of very high repute. It was founded by the Hon. James McGill, who bequeathed a valuable estate and ten thousand pounds for its endowment. The buildings for the Faculty of Arts are delightfully situated at the base of the mountain, and command an extensive view.

The wharves of the city are unsurpassed by any on the American continent. They are built of wood; and, meeting with the locks and cut-stone wharves of Lachine, they present for several miles a display of continuous wharfage which has few parallels. Unlike the levees of the Ohio and Mississippi, no unsightly warehouses disfigure the river side. A broad terrace, faced with gray limestone, the parapets of which are surmounted with a substantial iron railing, divides the city from the river throughout its whole extent.

The remaining public buildings worthy of notice are, the Old Government House, Notre Dame Street, now occupied as the Normal School; the Barracks; the Custom House, St. Paul Street; the Bon Pasteur Nunnery; Hotel-Dieu Hospital, Sherbrooke Street; Church of the Gesu, Bleury Street.

Mount Royal Cemetery is situated on the east side of the mountain, about two miles from the city. Judgment and taste have been displayed in the selection and management of the grounds: it is much visited by strangers.

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The Champ de Mars. — This is a famous promenade for citizens and strangers, being the general parade and review ground of the military, and is frequently enlivened during the summer evenings by music from the fine bands of the regiments.

Viger Square, near the Champ de Mars, is beautifully laid out into a garden, with conservatory, fountains, &c. Place d'Armes is a handsome square between Notre Dame and St. James Streets, opposite the French Cathedral. It is surrounded by a neat iron railing, and tastefully laid out, and planted with shade-trees. In the centre of the square is a fountain.

The Victoria Bridge. — The cost of this gigantic structure was originally estimated at £1,450,000; but this sum has since been reduced, and the present calculation of its cost is about £1,250,000. In it 250,000 tons of stone and 7,500 tons of iron, have been used. The iron superstructure is supported by twenty-four piers and two abutments. The centre span is three hundred and thirty feet: there are twelve spans each side of the centre, of two hundred and forty-two feet each. The extreme length, including abutments, is seven thousand feet. The height above summer water level in the centre opening is sixty feet, descending to either end at the rate of one in one hundred and thirty. The contents of the masonry is 3,000,000 cubic feet. The weight of iron in the tubes is 8,000 tons. The following are the dimensions of the tubes through which the trains pass in the middle span, viz., twenty-two feet high, sixteen feet wide; at the extreme ends, nineteen feet high, and sixteen wide.

The total length from the river bank is ten thousand two hundred and eighty-four feet, or about fifty yards less than two English miles.

The Lachine Canal is among the public works particularly worthy of note, and of which the city may well feel proud. The head of water on this canal has been rendered available

for the creation of water-power, which has been applied most successfully to the movements of very extensive machinery over a large extent of ground. Among the works here are foundries, engine and boiler shops, ship-yard and marine works, saw-mills, sash, blind, and door factories, flour-mills, cotton-mills, edge-tool factories, &c.

As a place of beauty and pleasure, the ride from the city around Mount Royal will attract the traveller at all times. The distance is nine miles, commanding one of the finest views of beautiful landscape to be found in North America; and in returning, entering the city, a view of the St. Lawrence and of Montreal, both comprehensive and extended, that well repays time and expense.

Next to the drive around the mountain is that on the Laehine road, leading to a village of that name, nine miles from the city. The road is directly along the banks of the river, presenting scenery of unsurpassed beauty and grandeur. It is a lovely drive. If the proper hour is selected, a view may be had of the descent of the steamer over the rapids.

Another favorite drive in the immediate vicinity is to Longue Pointe, being in an opposite direction from the last, and down along the banks of the river.

It would be useless to undertake an enumeration of all the places of interest in and about Montreal; for we believe that there are but few places on the American continent where can be found so much of interest to the traveller, whether in pursuit of health or pleasure, as in this city.



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CHAPTER XI.

Montreal to Quebec, and the Saguenay.

THE journey from Montreal to Quebec may be taken by rail or boat. Take the cars at the Bonaventure station on the Grand Trunk Railway, and after a ride of eight hours you will reach Point Levi, opposite Quebec. Or, taking either "The Montreal" or "Quebec," fine steamers owned by the Richelieu Steamship Company, we will continue down the river, the first place passed being Longueuil, a small village on the south bank of the river, three miles below Montreal. Fifteen miles below Montreal's Varennes, situated between the St. Lawrence and Richelieu Rivers. It is connected with Montreal by a line of steamers, and is attracting attention on account of mineral springs. The first stopping-place is at Sorel, forty-five miles below Montreal, at the mouth of the Richelieu, having in the vicinity good fishing and snipe-shooting. Just below, the river expands into Lake St. Peter, twenty-five miles long, and nine miles wide. Half way between Montreal and Quebec is the town of Three Rivers, at the mouth of the St. Maurice. This is one of the oldest towns in Canada, is the residence of a Catholic bishop, and has a cathedral and convent. Ironware

is manufactured at the St. Maurice forges, three miles distant. The St. Maurice River, which empties at this point, has not been thoroughly explored; but it is supposed to be about four hundred miles long. Thirty miles from Three Rivers is the mouth of the Shawenegan River; and a little above, on the St. Maurice River, are the

Shawenegan Falls,

where the water leaps down one hundred and fifty feet perpendicularly. The head-waters of the St. Maurice are a perfect net-work of lakes, abounding in fish and game. The last place at which steamers stop before reaching Quebec is Batiscan.

In passing down the St. Lawrence from Montreal, the country upon its banks presents a sameness in its general scenery, until we approach the vicinity of Quebec. The villages and hamlets are decidedly French in character, and are generally made up of small buildings, the better class of which are painted white, or whitewashed, with red roofs. Prominent in the distance appear the tile-covered spires of the Catholic churches, which are all constructed in that unique style of architecture so peculiar to that Church.

The rafts of timber afford a highly-interesting feature on the river as the travellers pass along. On each a shed is built for the raftsmen, some of whom rig out their huge, unwieldy craft with gay streamers, which flutter from the tops of poles. Thus, when several of these rafts are grappled together, forming, as it were, a floating island of timber, half a mile wide and a mile long, the sight is extremely picturesque. And when the voices of these hardy sons of the forest and the stream join in some of their Canadian boat-songs, the wild music, borne by the breeze along the water, has a charming effect. Myriads of these rafts may be seen lying in the coves at Quebec, ready to be shipped to the different parts of the world.

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The City of Quebec.

Quebec, by its historic fame and its unequalled scenery, is no ordinary or commonplace city; for though, like other large communities, it carries on trade, commerce, and manufactures; cultivates arts, science, and literature; abounds in charities; and professes special regard to the amenities of social life,—it claims particular attention as being a strikingly unique old place, the stronghold of Canada, and, in fact, the key of the province. Viewed from any one of its approaches, it impresses the stranger with the conviction of strength and permanency. The reader of American history, on entering its gates, or wandering over its squares, ramparts, and battlefields, puts himself at once in communion with the illustrious dead. The achievements of the daring mariners, the labors of self-sacrificing missionaries of the cross, and the conflicts of military heroes, who bled and died in the assault and defence of its walls, are here re-read with ten-fold interest. Then the lover of nature in her grandest and most rugged, as in her gentle and most smiling forms, will find in and around it an affluence of sublime and beautiful objects. The man of science, too, may be equally gratified; for here the great forces of nature and her secret alchemy may be studied with advantage. Quebec can never be a tame or insipid place; and, with moderate opportunities for advancement, it must become one of the greatest cities of the New World in respect of learning, arts, commerce, and manufactures.

The city of Quebec was founded by Samuel Champlain, 1608. In 1622 the population was reduced to fifty souls. In June, 1759, the English army under Gen. Wolfe landed upon the Island of Orleans. On the 12th September took place the celebrated battle of the Plains of Abraham, which resulted in the death of Wolfe, and the defeat of the French army. A force of five thousand English troops under Gen. Murray was left to garrison the fort. The city is very interesting to the

stranger, it being the only walled city in Canada. The St. Charles River empties into the St. Lawrence on the north side; and a high point of land is included between the two rivers, named originally Cape Diamond, from the large number of quartz crystals found there. On the summit of this cape, three hundred and thirty feet above the river, stands the citadel, covering with all its buildings about forty acres. The city is divided into the Upper and Lower Towns; the former being enclosed by a massive wall of hewn stone, while the latter is largely devoted to business. The Upper Town, containing the Citadel and other fortifications, is the Quebec of history; and from its wonderfully strong position, commanding, by its great height and its water defences, the approaches from every direction, was early chosen as the great military position of the region. As such, its history has been bloody; and to this day the place is pointed out whereon gallant commanders have fallen, pierced with foemen's bullets, and breathed their last for the honor of the flag they served. The wall which surrounds this Upper Town, and divides it from the Lower, is nearly three miles in length, with bastions and embrasures commanding every approach, and is pierced by several gates, through which visitors pass from the Lower to the Upper Town and from the latter to the suburbs. Two of these gates — the St. Louis, through which the road led out to the Plains of Abraham, the scene of Wolfe's victory and death in 1759, and of Montgomery's death in 1776 and the Prescott Gate, on the route from the landing to the citadel — have been demolished on account of the impediment to travel which they presented. Above the spot where Montgomery fell is now an inclined plane five hundred feet long, used for conveying articles of great weight up to the fortress.

The Lower Town lies around the base of Cape Diamond. The solid rock has in many places been cut away to make room for the houses. On the side of the city next to the St. Charles River, the water at high tide in former times reached

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Canada. The St. Lawrence is on the north side; between the two rivers, a large number of islands. The summit of this cape, on the river, stands the citadel, about forty acres. The Lower Towns; the former is built on a rock, while the Upper Town, commanding the river, is the Quebec of the position, commanding the approaches to the city. The great military operations here have been bloody; it was here that the gallant Montcalm met his fate, and where the British soldiers fought their way up the cliff. The citadel is built on a rock, and divides it from the city. It is surrounded by bastions and is pierced by a passage from the Lower to the Upper Town. Two of the roads led out to the citadel, the one to Wolfe's victory and death in 1759, and the other to the citadel — have since been used for conveying the remains of the late King of France to the city next to the St. Lawrence. The citadel was formerly reached

the very foot of the rock; but wharves have been built until the whole streets extend over a space where once ships rode at anchor. Among the noteworthy buildings are the Ursuline Convent, and Church of St. Ursula, surrounded by pleasant gardens. Montcalm was buried here in a recess made by the bursting of a shell. The Parliament House, Roman Catholic Cathedral, and English Episcopal Church are all attractive buildings.

In the governor's garden in the Upper Town is a striking obelisk, known as the "Wolfe and Montcalm's Monument," the foundation stone of which was laid by Lord Dalhousie, with imposing ceremonies, on Thursday, Nov. 15, 1827. "The presence on this occasion," says Hawkins, "of Mr. James Thompson, then in his ninety-fifth year, added to the deep interest felt in the scene." Mr. Thompson had been a volunteer in the Seventy-eighth Highlanders in Wolfe's expedition, and was consulted in Quebec as an oracle in connection with it. The monument is from a design by Major Young of the Seventy-Ninth, and cost upwards of seven hundred pounds. Being sixty-five feet in height, it is a striking object from the river, rising as it does clear from the garden. It bears two inscriptions; one of them by Dr. J. Charlton Fisher, noted for its truth, and classical purity, and beauty, as follows: —

"Mortem Virtus Communem
Fatum Historia,
Monumentum posteritas
DEBIT."

The Plains of Abraham.

Proceeding through the Upper Town, by the St. Louis Road or Grande Allee, about a mile distant from the city, the Toll-gate is reached, where the Plains of Abraham expand and stretch to the left. At the time of the great battle identified with the name, the whole heights, or plains as they are indifferently called, extended from the walls to the woods of Sillery

and St. Foy, and were bounded on one side by the St. Lawrence and on the other by the St. Charles. They are described as being without any dividing fences, but are dotted here and there with clumps of trees; and the Grande Allée passed through them, as it does now, as did also the St. Foy road. Since then great encroachments have been made: the suburbs of St. Louis and St. John occupy great portions; and the name Plains has for a number of years been confined to the enclosed space at which we have now arrived, and which has been used as a race-course, and for reviews of the garrison.

Passing through the Toll-gate, and immediately turning to the left, there is a road which leads to Wolfe's Monument, about a hundred yards distant. The monument is a very chaste circular column, rising from a square pedestal, and surmounted by a sword and helmet. On the one side of the pedestal is an inscription, as follows: —

HERE DIED
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And on the other side

THIS PILLAR
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Among the many good hotels of Quebec, the principal and most extensive is the

St. Louis Hotel,

on St. Louis Street. This hotel is open through the year for pleasure and business travel. It is eligibly situated near to, and surrounded by, the most delightful and fashionable promenades,—the governor's garden, the Citadel, the Esplanade, the Place D'Armes, and Durham Terrace,—which furnish the splendid views and magnificent scenery for which Quebec is justly celebrated, and which is unsurpassed in any part of the



ST. LOUIS HOTEL.

world. This hotel has been thoroughly renovated and embellished, and can now accommodate about five hundred visitors; and the excellent reputation which it has gained, under the long and successful management of Willis Russell, is sure to be sustained. Mr. Russell is also proprietor of the

Clarendon House,

a large building, which is conducted as an auxiliary to the St. Louis.

Castle St. Louis, probably the first public building in Que-

bee, the corner-stone of which was laid by Champlain, on the 6th of May, 1624, was destroyed by fire on the 23d of January, 1834. By the order of Lord Durham, the site of this castle was cleared of the ruins that covered it, levelled, and covered with wood, and an iron railing placed on the edge of the precipice, making a very delightful promenade. The view from it commands the Lower Town, the St. Lawrence as far down as the Island of Orleans, the harbor with its ships, and Point Levi on the opposite side of the river. Point Levi, opposite Quebec, will interest the stranger very much, immense and stupendous fortifications being now in progress of construction.

Seven miles below Quebec is the Fall of Montmorenci. The road is very pleasant, passing through the French village of Beauport. Those who expect to see a second Niagara will be very much disappointed. The streams descend in silvery threads, over a precipice two hundred and forty feet in height, and, in connection with the surrounding scenery, is extremely picturesque and beautiful, but inspires none of the awe felt at Niagara.

The River Saguenay.

To the pleasure-seeker or to the man of science, there can be nothing more refreshing and delightful, nothing affording more food for reflection or scientific observation, than a trip to the most wonderful of rivers, the Saguenay. On the way thither, the scenery of the Lower St. Lawrence is extraordinarily picturesque,—a broad expanse of water interspersed with rugged solitary islets, highly cultivated islands, and islands covered with trees to the water's edge, hemmed in by lofty and precipitous mountains on the one side, and by a continuous street of houses, relieved by beautifully situated villages, the spires of whose tin-covered churches glitter in the sunshine, affording a prospect so enchanting, that, were nothing else to be seen, the tourist would be well repaid. But when in

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addition to all this the tourist suddenly passes from a landscape unsurpassed for beauty into a region of primitive grandeur, where art has done nothing and nature every thing; when at a single bound civilization is left behind, and Nature stares him in the face, in naked majesty; when he sees Alps on Alps arise; when he floats over unfathomable depths, through a mountain gorge,—the sublimity entirely overwhelms the sense of sight, and fascinates the imagination.

The change produced upon the thinking part of man in passing from the broad St. Lawrence into the seemingly narrow and awfully deep Saguenay, whose waters lave the sides of the towering mountains, which almost shut out the very light of heaven, is such as no pen can paint nor tongue describe. It is a river which one should see it only to know what dreadful aspects Nature can assume in her wild moods. Compared to it the Dead Sea is blooming, and the wildest ravines look rosy and smiling; it is wild and grand apparently in spite of itself. On either side rise cliffs varying in perpendicular height from one thousand two hundred to one thousand six hundred feet; and this is the character of the River Saguenay from its mouth to its source.

The trip may be taken from Quebec, either by steamer which leaves Quebec twice a week for Tadousac at the mouth of the river and also for the sail up the stream, or by taking the Grand Trunk Railroad to the mouth of the river, and then going up by steamer to Grand Bay (or Ha-ha Bay, as it is also called). The Saguenay River is formed by a junction of two outlets of the St. John Lake, a body of water covering five hundred square miles, and lying in the wilderness one hundred and twenty-five miles north-west of Tadousac. Up towards the lake there are magnificent cascades, where the water dashes along between banks of solid rock from one hundred to one thousand feet high.

Ha-ha Bay, which is sixty miles from its mouth, affords the first landing and anchorage. The name of this bay is said to

arise from the circumstances of early navigators proceeding in sailing vessels up a river of this kind for sixty miles, with eternal sameness of feature, stern and high rocks on which they could not land, and no bottom for their anchors, at last broke out into laughing, Ha, ha! when they found landing and anchorage.

There are more than thirty rivers that empty into the Saguenay, which is very deep and swift and cold, and so dark that the water looks like ink. The banks present a continual succession of pictured rocks and towering precipices. "It is as if the mountain range had been cleft asunder, leaving a horrid gulf sixty miles long and four thousand feet deep through the gray mica schist." Among the points of greatest note on the Saguenay, may be named Statue Point, an immense perpendicular rock below Ha-ha Bay, which rises six hundred feet, with sides as smooth as if polished by a skillful workman. But the grandest and most majestic, those which fill the minds of all beholders with admiration, are

Capes Trinity and Eternity,

six miles above St. John's Bay. They are immense promontories of solid rock, projecting boldly into the stream, and rising sheer from the almost fathomless depths of the river. At their very base the largest ships may ride. A recent visitor thus graphically describes the scene as you near these wonderful capes:—

"Approaching from the north, Cape Trinity appears first,—a single mountain of granite and syenite, fifteen hundred feet high, but so shapen as to seem a giant staircase; the great altitude being equally divided by two steps or shoulders, each bearing a profile upon its edge, the central one of which has been pronounced as distinct as that at the White Mountains. With a turn in the river the scene changes; and one may now behold three giant columns, separate at the lofty summit but joined at the base, completing the mighty work so fitly called Cape Trinity. Cape Eternity is a vast rounded mountain, eighteen hundred feet high, bleak and bare as its neighbor

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across the way, but even more tremendous in its majesty. Here, indeed, the rock hangs so threatening overhead, that one shudders and shrinks instinctively, while the actual depth of the water is *one mile and a quarter* at its foot."

Statue Point has a huge Gothic arch, opening into a vast cave, which, it is said, the foot of man never trod. Before the entrance to this black aperture a gigantic rock, like the statue of some dead Titan, once stood. A few years ago, during the winter, it gave way; and the monstrous figure came crashing down through the ice of the Saguenay, and left bare to view the entrance to the cavern it guarded perhaps for ages. Beyond this is the vast Tableau Rock, a sheet of dark-colored limestone, some six hundred feet high by three hundred wide, as straight and almost as smooth as a mirror.

The trip may be made from Quebec to Grand Bay and back in three days. The Saguenay Line of steamers, of which Messrs. Stevenson & Levé are agents, — their office being on St. Louis Street, directly opposite the St. Louis Hotel, — are famous for their speed, safety, and the comforts they afford to passengers.

Returning to Quebec, we may — if we desire a longer trip, and one which will give us a view of the wild and majestic scenery of the Gulf of St. Lawrence, and the boundless expanse of the North Atlantic — take passage by one of the splendid steamships of the Quebec and Gulf Ports Steamship Company, — the "Secret," "Miramichi," or "Georgia," — for Shediac, Pictou, or Charlottetown. On the trip we shall see Perce, with its famous arched rock rising from the waters, and affording a passage for the waves; the Isle of Orleans; Farther Point; Chaleur, Miramichi, and Gaspé Bays. From Shediac or Pictou we may return to Boston by Intercolonial, European and North American, Maine Central, and Eastern Railways, passing through St. John, N.B., Bangor, Augusta, and Portland, Me. A more delightful winding up of a summer trip could not be imagined.



CHAPTER XII.

Quebec to the White Mountains.

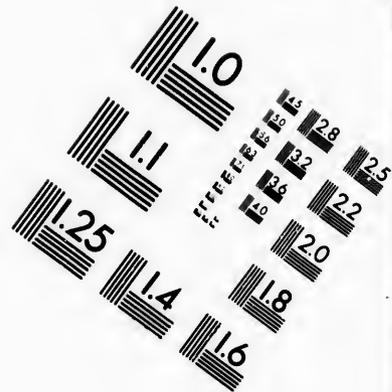
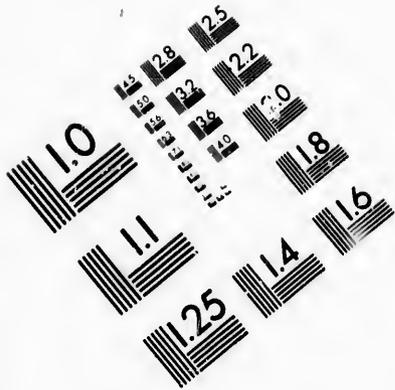


THE tourist or pleasure-seeker whose time will permit should not return home without a visit to the White Mountains, which is easily arranged on the return from Montreal or Quebec, with only a slight detour. From the former city, crossing the Victoria Bridge southward, there are three routes from which to choose: one by Grand Trunk Railway from St. Lambert *via* Richmond Junction to Littleton or Bethlehem; the second, *via* South-eastern and Connecticut and Passumpsic Rivers Railroads from St. Johns, down through Newport to Wells River, Vt., and thence up to Littleton or Bethlehem; the third by the main line, through St. Albans to Essex Junction, thence by Vermont Central down to White River Junction, then up through Wells River to Littleton or Bethlehem. From Quebec we cross the St. Lawrence to Point Levi, and follow the Grand Trunk through Richmond Junction down to Littleton or Bethlehem. Arrived at the railway terminus, — whichever of the two last-named stations we choose as our point of approach to the mountains, — we transfer ourselves to the six-horse stage-coach which conveys us to the Profile House, in the

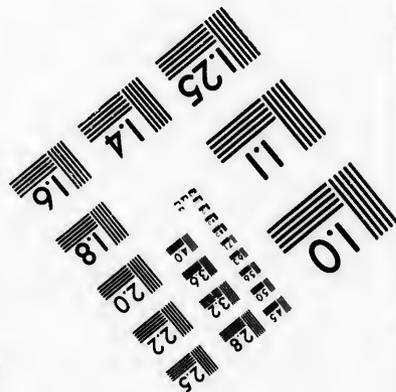
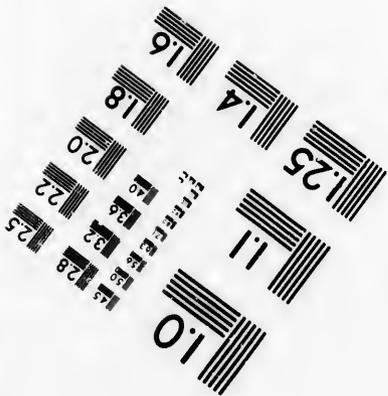
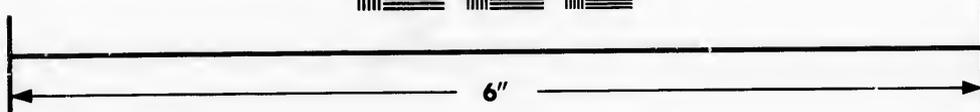
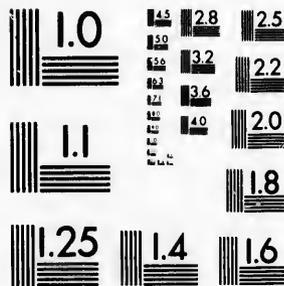
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WHITE MOUNTAIN RANGE. GENERAL VIEW.



WHITE MOUNTAIN RANGE, GENERAL VIEW.



very heart of the Franconia Notch. This hotel stands on a small plateau of level ground in the midst of the great hills, and at the very foot of Eagle Cliff, a towering crag, seeming to threaten the house below, which takes its name from the fact that a few years ago a pair of splendid eagles made it their home. The view down the Notch, with its sentinel peaks on either hand, is grand and imposing. Echo Lake is one of the noted features of the Franconia Notch, a diminutive but very deep pond, entirely environed by mountains. From its centre a voice, the notes of a horn, or the discharge of a fire-arm, will awake a perfect chorus of echoes many times repeated.

Profile or Cannon Mountain.

This mountain derives its names from the resemblance of a pile of rocks on its summit to a mounted cannon, 2,000 feet above the road, double that height above the sea-level, and directly opposite Eagle Cliff, forming the western side of the Notch; and from the Profile on the southern extremity of its crest. This "Great Stone Face," immortalized in literature by Hawthorne, and familiar to all visitors as the "Old Man of the Mountain," is eighty feet from the point of the chin to the top of the forehead; and it is placed 1200 to 1500 feet above the road. Three masses of rock form this profile, which is clearly cut and entirely distinct, with a high, stern forehead, prominent nose, lips just parted, and a massive chin. At the foot of this mountain lies the lovely little Profile Lake, called also the "Old Man's Wash Bowl."

Bald Mountain is ascended from the hotel by a carriage-road; and from its summit a fine view is obtained. Mount Lafayette is the giant of this range, towering five thousand two hundred and eighty feet skyward, and pyramidal in form. Its ascent is long and tedious, by a devious bridle-path; but the view from its summit, taking in the whole mountain range and

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surrounding country, compensates for the fatigue. Walker's Falls, in the rear of the road, are a series of mountain cascades, leaping like a ribbon of silver down through a contracted gorge.



PROFILE MOUNTAIN, FRANCONIA NOTCH.

The Basin

is five miles south of the Notch, and lies near the roadside. It is formed by the action of the water of the Pemigewasset, which pours over a rocky ledge into a hollow in the solid granite. This hollow, by the incessant whirling of the water and the pebbles which it carries with it, has been worn into a perfect bowl, nearly circular, forty-five feet in diameter, and eighteen feet deep. The clearness of the water is such that the smallest objects on the bottom are clearly discerned, though its great depth gives it a bright green tint.

The Flume

is perhaps the most famous, and is certainly not the least wonderful of the curiosities in the Franconia Mountains. Imagine a solid mass of granite, split to the depth of fifty feet, and the perpendicular walls separated twenty feet, and you have an idea of the Flume. Through it pours a little brook; and a



THE FLUME, FRANCONIA.

plank walk alongside enables the visitor to ascend its course several hundred feet. Near the upper end a huge boulder, which evidently lay on the surface when the rock was riven, has fallen into the chasm, until the sides, gently sloping inward, have caught and hold it suspended in mid-air. The Cascade, below the Flume, is a waterfall of more than six hundred feet descent, gliding over the polished rock like a sheet of molten silver.

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The Pool

is an enlarged edition of the Basin. It is about one hundred and fifty feet wide; and the water is forty feet deep. It is cut from the solid granite by the chisel of Nature. From the top of the rocky wall which surrounds it, its depth is about one hundred and fifty feet. The Harvard Falls, also called the Georgianna Falls, are the most remarkable cascades in the vicinity. For nearly a mile they follow each other down the mountain; and the uppermost makes a flying leap of one hundred and fifty feet sheer.

Having thus "done" the wonders of the Franconia region, the tourist may follow the valley of the Pemigewasset down to Plymouth, and thence by rail to Lake Winnipiseogee, or may retrace his steps to Littleton or Bethlehem, and thence by rail to Twin-Mountain station, at the very door of the

Twin-Mountain House.

This new and first-class hotel, with entire new furniture, built in 1869-70, is pleasantly situated on a rise of ground on the bank of the Ammonoosuc River, commanding a fine view of the White and Franconia Mountains. To the right rises Mount Lafayette in all its grandeur; while to the left, and distinctly visible, is the White Mountain range; and towering above all is Mount Washington. Since last season extensive additions have been made to meet the constantly increasing demands of the public, making it one of the largest summer houses among the mountains. Being centrally located, parties can visit many points of interest, and return the same day. Among these are the Crawford House, with its White Mountain Notch, Mount Willard, the Willey House, and numerous cascades, Mount Washington and its railway, Profile House, Littleton, Waumbek House, and Bethlehem. From this house it is but ten miles to the Crawford House (five by rail, five by stage); ten miles to the depot of the Mount Washington Rail-

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way, where cars are taken for a trip over the famed rail line to the crowning summit; thirty miles to the Glen House, and twenty-eight miles to Gorham, by the Cherry Mountain road. Parties visiting the mountains should not fail of making the ascent of Mount Washington by its railway, which is a triumph of mechanical skill and engineering. Thousands of persons are annually carried up this road with perfect ease and safety. Comfortably seated in their cars, rising at the rate of one foot in three, new objects of interest come before the eye. Villages, rivers, lakes, and mountains continually burst upon the view until the summit is reached, when the beholder stands upon the highest point of land in this country east of the Mississippi. Parties desiring to descend the mountain on the east side, by the carriage road, will find carriages in readiness for the Glen House and Gorham. Coaches run to and from the Twin-Mountain House to all important points about the mountains, and to the Mount Washington Railway. Leaving the house at 7.30 in the morning, you reach the summit at 12 m.; returning, leave the summit at 3, p.m., and reach the house at 6.30, p.m.

The Boston, Concord, and Montreal Railroad has extended a spur-track to this house, and the present season opens an extension to the Fabyan House. Passengers leaving Springfield, Boston, or Burlington, Vt., in the morning, arrive at 6.20, p.m.; and those leaving Wells River in the morning arrive here at noon. Passengers can take the cars at this house in the morning, and reach Boston, New York, Newport, Burlington, or Montreal the same day. For the pleasure of the guests the proprietors have provided billiards, bowling, pleasure-boats, croquet grounds, and a good band during the season.

Post and telegraph offices are located in the house; and "horses and carriages, with experienced drivers, are furnished for parties when desired." Those afflicted with "hay-fever," or "autumnal catarrh," will find comfort in the fact that the larger number of those afflicted with this disease, who have



TWIN MOUNTAIN HOUSE.

been here in years past, bear testimony to partial, and in most cases entire relief from this distressing malady. The following extract from a letter from this house to "The New York Ledger," by the Rev. Henry Ward Beecher, who has been a great sufferer from this disease, but has been exempt from it during the past two seasons which he has spent at this house, is in point: "Meanwhile another year warrants me in saying that a visit hither is almost a certain relief; not one per cent of patients failing to obtain essential if not entire relief. We can go out in the sun, stand in the mud morning and evening, and in spite of dust, rain, or e. ill we are well. — *Locus Deo!*" A. T. and O. F. Barron are the proprietors. One feature of the management of the Messrs. Barron is worthy of note. A farm of twelve hundred acres near White River Junction, and the old homestead farm at Queechee, Vt., supply vegetables, milk, eggs, and butter for their houses, and guests may be sure of always getting the freshest and best of farm and dairy products at their table.

The same firm are also proprietors of the famous

Crawford House,

at the head of the White Mountain Notch, the headquarters of the region. This splendid hotel, newly furnished, and provided with all the appliances of a modern resort, is so placed as to command from its spacious piazzas a grand vista down the wondrous White Mountain Notch, and views of the summit of Mount Willard, which is reached by carriage road from this point, and of the

Elephant's Head,

a singular mass of rock, projecting from the mountain side, and so perfectly formed that no one needs to be told what it is. A glistening seam of white rock simulates the tusk, while the massive head, pendulous trunk, and huge ears are represented by dark gray crags.

From the Crawford House one may ascend Mount Washington by bridle-path, carriage-road, or railway, spend the night at the Mount Washington, Summit, or Tip 'Top House, and descend next day on the other side to the Glen House; or he may take



WHITE MOUNTAIN RANGE FROM JEFFERSON HILL.

the stage coach *via* Cherry Mountain road over the Jefferson Hills, from which a wonderfully fine view of Mount Washington, from a new standpoint, is gained. Starr King's most enthusiastic descriptions were of this locality.

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From Jefferson a ride of twenty miles around the base of Mount Madison brings us to the Glen House; or, if we prefer to make the journey from the Crawford House by another route, we take the stage-coach at the door, and are soon rattling down through the world-famous White Mountain Notch.

The White Mountain Notch.

This is a gorge, or rift, through the mountains, which affords a water-course for the Sacó River. On either hand the moun-



GATE OF THE NOTCH.

tains tower to the height of two thousand feet; and the carriage road is cut from the very mountain side, clinging, as it were, to

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WHITE MOUNTAIN RANGE FROM JEFFERSON HILL.

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the verge of the steep declivity, while far below the river brawls and babbles over its stony bed. In one place, called the "Gateway," the Notch is but twenty-two feet wide. On the way down the Notch we pass the Flume, a narrow sluiceway worn into the solid rock of the mountain side, down which courses, with the swiftness of light, a mountain stream. A little farther on we see the Silver Cascade. This is one of the most charming waterfalls imaginable, and may be traced like a thread of silver winding down over the glassy rock from eight hundred feet above the road. Still farther down, between Mount Webster and the Willey Mountain, we see at the right of the road that historic building, the Willey House.

The Willey House, and its Historic Tragedy.

Here, on the 28th of August, 1826, the Willey Family, nine in number, alarmed by the noise and sight of a terrific avalanche coming straight down the mountain-side towards the house, fled, but were overtaken and buried by the rushing mass. A huge rock back of the house divided the earth-slide, and saved the house. It has been greatly enlarged, and is now a place of entertainment. Sparkling Cascade and Sylvan Glade Cascade are pretty waterfalls below the Willey House. Leaving the Saco Valley, below Sawyer's Rock, we turn to the east, and cross the Ellis River, getting a view of the Goodrich Falls, the most lofty and imposing cataract in the mountains. A mile farther on Jackson is reached, where are some very beautiful cascades on Wild-Cat Brook. The views of the mountains are very grand from this point. From Jackson we proceed nearly north, up the Ellis River, and through the Pinkham Notch, passing by the way the beautiful

Glen Ellis Fall,

where the water of the river pours down over a precipice eighty-five feet high, making a perfect arch of foamy spray; past the lovely Crystal Cascade, about the same height, and

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SILVER CASCADE IN THE NOTCH.

aply described as an inverted plume; past the Emerald Pool, with its quiet beauty; Thompson's Falls, and the Gazet Pools, and soon arrive at the Glen House.* This is one of the largest hotels in New England, having about four hundred rooms, and is one of the most complete and luxurious in all departments.



GLEN ELLIS FALLS.

At the very foot of Mount Washington, and looking up half timidly into his face, sits the Glen, in whose green lap nestles the Glen House. On the north stretch away Adams, Jefferson, Clay, and Madison, frowning down upon the presumptuous little

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Glen darling to watch their moods. But ever in the summer days, she sits there looking up at that still face, flashing and paling by turns, infinitely varying in its lights and shadows, its mists and clouds; and at the whole grand massive outline, cold and blue in the early morning, warm and golden in the bright warm sunlight, and gorgeous with the crimson and purple at twilight. From this point teams are provided to take you to the Crystal Cascade, Glen Ellis, Emerald and Garnet Pools, the Imp Mountain, Tuckerman's Ravine, — with its gloomy depth and masses of eternal snow, — West Branch, Mount Carter, and, grandest of all, the

Ascent of Mount Washington.

The road, which was completed to the summit and opened for travel in 1861, is a smooth and well-built macadamized turnpike. The average grade is twelve feet in one hundred. There is no difficulty in the ascent, and no more discomfort than in the same amount of carriage-riding upon any of the mountain roads. The carriages are easy and comfortable, and have experienced drivers capable of giving information. These carriages are accompanied by baggage-wagons; and at the summit of the Mountain you may take the railroad down to the White Mountain Notch.

Having passed through the forest that covers the base of the mountain, the road emerges on the mountain side near the "Ledge." Clay, Jefferson, Adams, and Madison are seen to the best advantage from here; and Starr King calls these mountains, seen from this point, "Nature's struggle against petrification, the earth's cry for air!" Rising from the Ledge the road overlooks the valley of the Ellis and Peabody Rivers, and the Saco Valley, famed in song. Plateau after plateau does the road reach, each one, as we look up to it, seeming to be the last. Finally, after about three hours' ride, we reach the summit, 6,300 feet above the level of the sea.

"The first effect upon standing on the summit of Mount Washington is a bewildering of the senses at the extent and lawlessness of the spectacle. It is as though we were looking upon a chaos. The land is tossed into a tempest. But in a few moments we become accustomed to this, and begin to feel



PEABODY RIVER AND MOUNT WASHINGTON.

the joy of turning round and sweeping a horizon line that in parts is drawn outside of New England." The diameter of this circle is two hundred and fifty miles; and you are at the central point. As far as you can see, in every direction, are mountains holding up their faces to be kissed by the sun.

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There are lakes, rivers, villages, and roads no broader than a ribbon, stretching away so many miles that it makes one tired; but the warm blue mountains, chain upon chain, are over and above all. Upon these things do you look down; and you can look up — only at heaven.

North Conway and its Beauties.

From the Glen House a splendid drive down the Pinkham Notch and the Saco Valley brings you to North Conway, long famed as a summer resort and a favorite haunt of artists, — the most gifted pencils in the country having transferred its charming scenes to their canvas. North Conway lies just at the portal to the mountains, whose snow-capped peaks form the back-ground for the most delightful views. The Conway Intervale stretches away on either hand, a broad expanse of richest green, threaded by the sparkling Saco River. The beautiful village, nestled at the foot of grand old Kiarsarge, is a pleasing feature, with its neat white houses, well-kept roads, and general air of thrift. The numerous hotels and large boarding-houses are taxed to their utmost to accommodate their crowds of summer visitors from the cities. The principal hotel is the Kiarsarge House, kept for many seasons past by Thompson & Sons. This long famous house was greatly enlarged in 1872, and fitted up in unsurpassed style, while its management, under the auspices of Thompson, Sons, and Andrews, veteran hotel-keepers, is all that the most exacting could demand. Mr. I. N. Andrews, the new member of the firm, is favorably known to all visitors to this section from his long connection with the Profile House; and he is one of the most attentive as well as capable of landlords. From the lofty tower of the Kiarsarge, to quote from a recent visitor, "can be seen the grand old peaks of the White Mountain range — Mount Washington, bathed in clouds and light, upheaving its massive head in the distance; to the right Kiarsarge; and to the left the Mote Range, Cathedral Peaks, and White Horse

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Ledge; while in the foreground the lovely Conway Intervale spreads out like a field of emerald velvet, threaded by the sparkling sheen of the Saco River. The spot has been painted



a hundred times; but human brush and pen fail to do a moiety of justice to its grandeur and beauty." The other hotels in the village are the North Conway House, M. B. Mason, proprietor; the Sunset Pavilion, kept by M. L. Mason; Mason's Hotel, F.

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THE KIARSARGE HOUSE.

H. Mason, proprietor; McMillan House, by J. McMillan; the Washington House, J. M. Gibson, proprietor; the Intervale House, of which Eastman and Mudgett are proprietors; the Eastman House, kept by C. E. Evans. There are besides many boarding-houses for summer guests. Here is the beautiful station of the Conway Branch of the Eastern Railroad, where one may take an express train direct for Boston, *via* Great Falls and Portsmouth, with Pullman cars. The Portland and Ogdensburg Road also has a station near by, whence one may proceed to Portland and the East.

The "Ledges," bold granite bluffs, nearly a thousand feet above the Saco, with the deep chasm known as the Cathedral;



THE KIARSARGE MOUNTAIN.

Diana's Bath, filled with limpid water, sparkling like crystal; Artists' Falls, in a shadowy glen of picturesque loveliness; Echo Lake, at the foot of Mote Mountain; and the "White Horse,"—are a few of the objects of special interest in the vicinity of North Conway. The queenly Kiarsarge, a symmet-

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M. B. Mason, proprietor;
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rical pyramid 3,367 feet high, is seen to the north-east, and to the west, Mote Mountain, with Chocorua's jagged peak in the distance; while the curves of Rattlesnake Ridge, and the imperial domes of Mount Washington and the adjacent mountains, complete the framing of this valley, the Mecca of thousands of pilgrims every year.



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CHAPTER XIII.

A Trip to the Northern Lakes.

FROM several points in our mountain wanderings, by short digressions we may make tours to the celebrated lakes of this region, Memphremagog and Winnipiseogee. From Montreal we may proceed, *vid* South-eastern Railway, direct to Newport, Vt., at the lower end of the first-named lake; or we may arrive at the same point from Quebec, *vid* Grand Trunk through Richmond Junction and Sherbrooke. From the Profile House we may drive to Plymouth, N.H., and thence proceed by rail to Weirs, at the head of Lake Winnipiseogee; and from North Conway we may take the Eastern Railway to Wolfboro' Junction, and thence by a branch to Wolfboro', at the lower end of the same lake.

Plymouth is the location of the Pemigewasset House, long a favorite resort of the travelling public, under the management of C. M. Morse.

Lake Memphremagog.

This magnificent body of water is situated partly in Vermont and partly in Canada. It is thirty-five miles long and from two

to five miles wide. Its rocky shores are indented with beautiful bays, while wooded headlands jut boldly out, and picturesque islands dot its surface here and there. Newport is a delightful village upon a hillside sloping down to the clear water; and in one of its most sightly locations stands the

Memphremagog House.

This palatial house, one of the most spacious and best kept in New England, is under the management of W. F. Bowman, and has been refitted with modern conveniences. Its delightful location and healthful surroundings make it a most desirable summer residence. It will accommodate about four hundred persons. Water, gas, steam, bathing-rooms, billiard-halls, bowling alleys, a livery stable, pleasure boats, and a populous village, with every thing that ministers to the traveller's occasional necessities, contribute to make the Memphremagog all that can be desired. One who has ever enjoyed the gorgeous sunset views from the north piazzas, or sat on a moonlight evening while the band played, and watched the steamers and boats on the lake; one who has climbed Prospect Hill, roamed along the Clyde and Coventry Falls, within easy drive of the house, and then with sharpened appetite feasted on the speckled trout, the luscious berries, and other dainties of the mountain and the lake with which the tables here are loaded,—will need no urgency to bring him again to Lake Memphremagog.

Jay Peak, in the towns of Jay and Westfield, thirteen miles west of Newport, is visited from here; and the ascent is effected by a carriage road,—a magnificent view of the Green Mountains, the Lake, the White Mountains, Lake Champlain, and the Adirondacks repaying the tourist for the trip. Its height is four thousand and eighteen feet.

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A Boat-Trip down the Lake.

This is one of the most delightful excursions that can be made. The "Lady of the Lake," a beautiful iron steamer, leaves the village every morning for Magog, a Canadian village at the northern outlet, and returns the same day. Indian Point, the Twin Sisters (two lovely wooded islets), Province Island (the largest on the lake), Tea Table Island (a favorite picnic spot), Fitch's Bay, and Whetstone Island are passed; and soon the steamer approaches "Owl's Head," a conical, symmetrical peak, rising three thousand feet above the lake, whose waters lave its foot. A short sail past Round Island, a gracefully rounded and densely wooded islet, brings you to a landing almost at the foot of Owl's Head, where is located the *Mountain House*, a famous spot with those who delight in fishing; the deep, cool waters of the lake abounding in muscalonge and lake trout. The ascent of Owl's Head is made from this point, if one tarries long enough.

Skinner's Island and Cave are near by, to the eastward of the Mountain House, and are famous as the haunt during the war of 1812 of Uriah Skinner, "the bold smuggler of Magog," of whom a poetic legend exists. In the cave, it is said, he took refuge from pursuit, and there died. Continuing northward, Mount Elephantis (Sugar Loaf) and the Hog's Back are seen; and we pass Long Island, on whose southern shore is the famous "Balance Rock," a huge mass of granite, poised on a narrow point at the water's edge. This island is the summer home of several wealthy Canadians, whose beautiful residences crown its wooded heights. Rounding the bold Gibraltar Point,

Mount Orford

comes in full view, — the loftiest peak of Lower Canada, rising thirty-three hundred feet, and distant five miles from the little hamlet of Magog, where the boat stops a short time. From Magog John Norton's stage-line conveys the visitor who desires

to Sherbrooke, on the Grand Trunk Railway, a ride of sixteen miles around the base of Mount Orford. At Sherbrooke, the

Magog House,



THE MAGOG HOUSE.

under the management of Mr. H. S. Helburn, will be found a very desirable resort. It is one of the best-kept houses in Canada; and the finest fishing can be had in the vicinity. The famous Lakes Massawippi and Meguntie are but a short distance from the house. Returning *vid* the lake to Newport, we may, if we choose, proceed, *vid* Passumpsic Railroad, through the flourishing village of St. Johnsbury, Vt., to Wells River, whence the Boston, Concord, & Montreal Railroad conveys us to Weirs, at the western side of

Lake Winnipiscogee,

which is here associated with Memphremagog, not from any contiguity, but from the similarity of its features. It is situated in the counties of Carroll and Belknap, N.H., and is very irregular in form, spreading out into seven large bays. The pretty little steamer "Lady of the Lake" plys up and down between Wolfboro', Alton Bay, Centre Harbor, and Weirs, the trip being one of the most beautiful imaginable. The water is of wonderful purity and clearness; the wooded shores and green islands give a pleasing diversity to the scene; and the mountains which encircle the lake add the element of grandeur. Edward Everett wrote, "In Europe I have seen all that is most attractive, from the Highlands of Scotland to the Golden Horn of Constantinople, from the summit of the Hartz Mountains to the Fountain of Vaucluse; but my eye has yet to rest

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on a lovelier scene than that which smiles around you as you sail from Weir's Landing to Centre Harbor." At Alton Bay is a good hotel, whence teams are furnished for the ascent of Mount Belknap, ten miles distant. At Centre Harbor the *Senter House* is a large and well-managed hotel; and from hence teams are provided to convey the tourist to the foot of Red Hill, the highest peak in the vicinity, the ascent of which is effected on horseback, and from the top of which a magnificent view of the lake, the mountains, and the green valleys spreads before you. At Wolfboro', on the east side of the lake, is located the *Glendon House*, a new hotel, opened the past season by Mr. J. L. Peavey, and which was found a delightful stopping-place by many families last summer. The rooms are large and airy, with the most luxurious of beds, and a delightful outlook on the lake; and the characteristics of the house are its homelike comfort and sociability. From this house boats are furnished for sailing and fishing on the lake, and teams for the many beautiful and romantic drives, as well as for the ascent of Copple Crown Mountain, five miles distant, and twenty-one hundred feet high. From the summit the lake is visible for nearly its entire length, while Mounts Belknap, Ossipee, Chocorua, and Washington are the principal peaks in sight. In a clear day a view of the ocean is obtained. "Tumble-down Dick" is a neighboring and somewhat smaller mountain of singular formation, and is also often ascended.

Homeward Bound.

From Wolfboro' one can take the Pullman cars on the Eastern Railroad Branch, and speedily be transported through a charming country to Portsmouth, N.H., and thence to Boston; from Alton Bay the branch of the Boston and Maine conveys one to Dover and thence to Boston. From Weirs the Boston, Concord, and Montreal affords a speedy transit to the "Hub;" and from either point railway communications afford easy and direct transportation to the east or back to the mountain region.

In Conclusion.

Having thus taken our friends on the "grand rounds," — to the centre of fashionable gayety at Saratoga; to the scenes of quiet beauty and historic interest upon and around Lakes George and Champlain; to the grand and romantic wildness of the Adirondacks; to the majestic and magnificent cataract of Niagara; to Montreal and Quebec, with their fascination of location and history; to the Franconia and White Mountains, with their grand peaks, charming cascades, and marvels of nature; to Lakes Memphremagog and Winnipiseogee, with their clear waters, verdant isles, and enviroing mountains, — and safely brought them back to their starting point, we can but express the hope that the trip will have proved so delightful, that it will always remain a pleasant memory, and will frequently impel the tourist to try a repetition of a part, at least, of its enjoyments.



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DISTANCE TABLE.

COMPILED FOR FAXON'S HANDBOOK.

FROM BOSTON.

Fitchburg Railroad.

To	Miles.	To	Miles.
Belmont,	6	West Acton,	27
Waverly,	7	Littleton,	31
Waltham,	10	Ayers Junction,	35
Weston,	13	Shirley,	40
Lincoln,	17	Lunenburg,	42
Concord,	20	Leominster,	46
South Acton,	25	Fitchburg,	50

Vt. and Mass. Division.

West Fitchburg,	52	Wendell,	90
Wachusett,	53	Erving,	92
Westminster,	55	Grout's Corner,	98
Ashburnham,	61	Montague,	102
Gardner,	65	Greenfield,	106
Templeton,	69	Bardwell's,	114

DISTANCE TABLE.

To	Miles.	To	Miles.
Baldwinville,	71	Shelburne Falls,	119
Royalston,	77	Charlmont,	128
Athol,	83	Zoar,	132
Orange,	87	Hoosac Tunnel,	136

Cheshire Railroad.

Winchendon,	68	Keene,	92
State Line,	71	East Westmoreland,	100
Fitzwilliam,	77	Westmoreland,	104
Troy,	82	Walpole,	110
Marlboro,	86	Cold River,	115
South Keene,	90	Bellows Falls,	114

Central Vt. Railroad — Rutland Division.

Rockingham,	119	Pittsford,	176
Bartonsville,	123	Brandon,	183
Chester,	127	Leicester Junction,	188
Gassetts,	133	Salisbury,	193
Cavendish,	136	Middlebury,	199
Proctorsville,	138	Brooksville,	203
Ludlow,	141	New Haven,	207
Healdville,	147	Vergennes,	213
Summit,	148	Ferrisberg,	215
Mount Holly,	151	North Ferrisberg,	218
East Wallingford,	153	Charlotte,	222
Cuttingsville,	157	Shelburne,	227
Clarendon,	160	Burlington,	234
Rutland,	166	Essex Junction,	242
Sutherland Falls,	173	St. Albans,	267

Western Division (via Rutland).

Swanton Junction,	273	Clinton Mills,	326
Swanton,	276	Chateaugay,	336
Alburgh Springs,	283	Burke,	340
Alburgh,	287	Malone,	348
Rouse's Point,	289	Bangor,	354
Champlain,	295	Brush's Mills,	359
Perry's Mills,	298	Moirs,	362
Moor's Junction,	303	Lawrence,	368
Centreville,	306	Brasher's Falls,	373

DISTANCE TABLE.

191

Miles.	To	Miles.	To	Miles.
119	Woods' Falls,	309	Knapp's,	381
128	Altoona,	312	Potsdam,	384
132	Irona,	315	Madrid,	392
136	Forest,	318	Lisbon,	400
	Dannemora,	320	Ogdensburgh,	409
	Ellenburgh,	321		
<i>Northern Division (via Rutland).</i>				
92	St. Albans,	267	Stanbridge,	292
100	Highgate Springs,	280	St. Alexander,	301
104	Province Line,	284	St. Johns,	310
110	St. Armand,	285	Montreal,	337
115	Moore's,	288		
114				
<i>Central Division (via White R. Junction).</i>				
176	Bellows Falls,	114	Randolph,	186
183	Charlestown,	122	Braintree,	192
188	Springfield,	125	Roxbury,	200
193	Claremont,	132	Northfield,	207
199	Windsor,	140	Montpelier Junction,	217
203	Hartland,	144	Montpelier,	218
207	North Hartland,	148	Middlesex,	223
213	White River Junction,	151	Waterbury,	228
215	Woodstock,	157	Bolton,	235
218	West Hartford,	162	Jonesville,	238
222	Sharon,	167	Richmond,	244
227	South Royalton,	172	Williston,	246
234	Royalton,	174	Essex Junction,	250
242	Bethel,	179	St. Albans,	275
267				
<i>Conn. & Pass. Rivers R. R.</i>				
326	White River Junction,	154	West Burke,	231
336	Norwich,	158	Summit,	237
340	Pompanoosuc,	164	South Barton,	240
348	Thetford,	168	Barton,	244
354	North Thetford,	170	Barton Landing,	250
359	Ely,	172	Coventry,	254
362				
368				
373				

DISTANCE TABLE.

To	Miles.	To	Miles.
Fairlee,	175	Newport,	259
Piermont,	181	North Derby,	264
Bradford,	182	Stanstead Junction,	265
South Newbury,	184	Smith's Mills,	269
Newbury,	189	Libby's Mills,	272
Wells River,	194	Ayers' Flats,	278
Ryegate,	198	Massawippi,	280
Melndoes,	202	North Hatley,	284
Burnet,	204	Capleton,	291
Norrisville,	208	Lennoxville,	296
Passumpsic,	212	Sherbrooke,	299
St. Johnsbury,	215	Richmond,	324
Lyndon,	222	Quebec,	420
Lyndonville,	223		

Delaware and Hulson Canal Co. — Rensselaer and Saratoga Division.

Centre Rutland,	168	Fort Edward,	212½
West Rutland,	170	Ganesvoorts,	218½
Castleton,	176½	Saratoga,	229
Hydeville,	180	Ballston,	235½
Fairhaven,	181½	Mechanicsville,	249
Whitehall Junction,	190	Albany Junction,	255½
Whitehall,	192	Waterford,	257
Comstocks,	196½	Green Island,	260½
Fort Ann,	200½	Troy,	261½
Smith's Basin,	204½	Albany,	267½
Dunham Basin,	209	Schenectady,	252

Glens Falls Branch.

Glens Falls, (6 miles),	218½
Caldwell (by stage 9 miles from Glens Falls,)	217½

FROM CALDWELL (Lake George).

By Steamer.

Tront Pavilion (Queensbury),	Hague	86
Bolton	Ticonderoga,	
Fourteen Mill Island,	14 Old Fort (by stage 4 ms.),	40

FROM WHITEHALL (Lake Champlain).

To	Miles.	To	Miles.
Benson,	13	West Port,	50
Orwell,	20	Essex,	60
Ticonderoga,	24	Burlington,	75
Larabee,	26	Port Kent,	90
Crown Point,	33	Plattsburg,	100
Port Henry,	41	Rouse's Point,	125

FROM BOSTON.

New York Central Railroad.

Schenectady,	252	Auburn,	408
Amsterdam,	268	Geneva,	434
Fonda,	279	Clifton Springs,	446
Fort Plaine,	293	Canandaigua,	457
Herkimer,	316	Rochester,	485
Ilion,	318	Buffalo,	532
Utica,	330	Brockport,	481
Rome,	344	Albion,	494
Oneida,	357	Lockport,	520
Canastota,	361	Niagara Falls,	541
Syracuse,	383		

FROM SUSPENSION BRIDGE.

Great Western Railroad.

Hamilton,	43	Toronto,	82
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Grand Trunk Railway.

Port Hope,	145	Prescott Junction,	303
Coburg,	151	Montreal,	415
Kingston,	243	Richmond Junction,	491
Brockville,	290	Quebec,	587

Miles.
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esville, 249
Junction, 255½
rd, 257
land, 260½
261½
267½
tady, 252

h.
Falls,) 218½
217½

ake George).

eroga, 36
ort (by stage 4 ms.), 40

FROM MONTREAL.

Around the Mountain,	6 miles	by carriage.
Lachine Rapids and return,	18 "	" " " " " " " "
Quebec,	172 "	" " " " " " " "
Rouse's Point,	50 "	" " " " " " " "
Lake Memphremagog,	99 "	" " " " " " " "
Profile House,	196 "	" " " " " " " "
Crawford House,	208 "	" " " " " " " "
Portland,	296 "	" " " " " " " "

FROM QUEBEC.

Lorette (Indian Village),	10 miles	by carriage.
Montmorenci Falls,	8 "	" " " "
Chaudière Falls,	10 "	" " " "
Lake St. Charles,	13 "	" " " "
Lake Beauport,	13 "	" " " "
Island of Orleans,	5 "	" " steamer.
Murray Bay,	65 "	" " " "
Rivière du Loup,	125 "	" " " "
Carouac,	132 "	" " " "
Tadoussac,	150 "	" " " "
Ha-Ha Bay (Saguenay R.),	210 "	" " " "
Lake Memphremagog,	164 "	" " " " rail.
Profile House,	262 "	" " " " " " rail & stage.
Crawford House,	272 "	" " " " " " " " " "
Boston,	408 "	" " " " " " " "
New York,	586 "	" " " " " " " "
Portland,	317 "	" " " " " " " "

DISTANCES FROM BOSTON.

Northfield, N.H.	- - - - -	87
Tilton, N.H.	- - - - -	92
Laconia, N.H.	- - - - -	101
Lake Village, N.H.	- - - - -	103
Weirs — Lake Winnipiseogee Station	- - - - -	103
Centre Harbor — 10 miles by boat	- - - - -	118

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DISTANCES FROM PLATTSBURG.

FOUQUET'S HOTEL.

Au Sable Chasm. — By carriage, **12** miles.

Au Sable Chasm. — By steamer to Port Kent, **12** miles; thence by stage **3** miles.

Paul Smith's, St. Regis Lake. — Rail to Point of Rocks, **20** miles; stage to Au Sable Forks, **3** miles; Franklin Falls, **17** miles; Bloomingdale, **8** miles; Smith's, **10** miles, — total, **58** miles.

Distances between points of interest on the west branch of the St. Regis. (These distances are estimated following the course of the river, which is very tortuous.)

From Smith's to St. Regis Pond, by way of chain of five small ponds, **3 1-2** miles; St. Regis Pond to Ochre Pond, **1** mile; Ochre Pond to Fish Pond, **2 1-2** miles; Fish Pond to Beaver Dams, **10** miles; Beaver Dams to Bay Pond Outlet, **3** miles; Bay Pond Outlet to Little Falls, **12** miles; Little Falls to St. Lawrence Co. Line, **3** miles; St. Lawrence Co. Line to Saw Mill, **22** miles; Saw Mill to Parishville Road, **3** miles; Parishville to Potsdam, **9** miles.

Hotel, Upper Saranac Lake, via Bloomingdale and Paul Smith's. — Bloomingdale, **48** miles; Paul Smith's, **10** miles; hotel, Upper Saranac Lake, **10** miles, Bartlett's, **10** miles, — total, **78** miles.

Hotel, Upper Saranac Lake, via Point of Rocks and Bloomingdale. — Bloomingdale, **48** miles; stage, **15** miles, — total, **63** miles.

Martin's, via Point of Rocks and Bloomingdale. — Rail to Point of Rocks, **20** miles; stage to Martin's, **37** miles, — total, **57** miles.

Bartlett's, via Point of Rocks and Martin's. — Rail and stage to Martin's, **57** miles; boat and pack to Bartlett's, **12** miles, — total, **69** miles.

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Kellogg's Hotel, Long Lake, via Martin's, Bartlett's, and Mother Johnson's. — Rail and stage to Martin's, **57** miles; thence by Lower Saranac Lake, **6** miles; river to Round Lake, **3** miles; cross lake to Bartlett's, **3** miles; Portage from Bartlett's to Upper Saranac Lake, **1-1** mile; cross lake to Corey's, **3** miles; to Stony Creek Pond, Indian portage, **1** mile; cross pond, **2** miles; thence by Stony Creek River to Raquette River, **3** miles; by Raquette River to Mother Johnson's, **7** miles; portage, **1 1-2** miles; by Raquette River to Long Lake, **7** miles; lake to Kellogg's, **10** miles, — total, **104** miles.

Kellogg's, via Smith's, St. Regis Lake, **108** miles.

Boonville, via Martin's, Bartlett's, and Kellogg's. — Rail and stage to Martin's, **57** miles; boat and pack to Kellogg's, **17** miles; Kellogg's to head of Long Lake, **4** miles; river to Forked Lake, **6** miles (**3** portages of **1-2**, **1-1**, **1-2** miles each); by lake, **4** miles; by portage, **1 1-2** miles; by Raquette Lake and Creek, **10** miles; portage to 8th Lake, **1 1-2** miles; cross lake, **1 1-2** miles; portage to 7th Lake, **3-4** mile; lake, **1** mile; portage to 6th Lake, **1-2** mile, lake, **3-4** mile; portage to 5th Lake, **1-2** mile; lake, **3-4** mile; Creek to 4th Lake, **4** miles; lake, **4** miles; thence to Arnold's, through 3d Lake and Creek, **7** miles; Arnold's to Avery's, **14** miles; Avery's to Lyonsdale, **5 1-2** miles; Lyonsdale to Boonville, **7** miles, — total, **180 2-3** miles.

Distance to Boonville, via Paul Smith's and Upper Saranac Lake, **193 1-2** miles.

Lowville, via Martin's, Bartlett's, and Tupper's Lakes. — Martin's to Bartlett's, water, **12** miles; Sweeny's carry, portage, **3** miles (wagon on said portage), to Raquette River; river to Tupper's Lake, **12** miles; through lake to "Grave's Lodge," **8** miles; to Round Pond by Creek, **3 1-2** miles, portage, **2 1-2** miles; across Round Pond and Creek to Little Tupper's Lake, **3** miles; through lake, **6** miles; creek, **4** miles; portage **1-2** mile to Charley's Pond; across pond, **1** mile. Portage to Smith's Lake, **1 1-2** miles; lake, **4** miles; creek, **1** mile; portage, **1** mile, to Albany Lake; through lake, **3** miles, to Beaver River; from here can go twenty-five miles by river to Smith's Hotel or Stillwater, or can go by wagon to Lowville, **16** miles.

Le're George, via Martin's, Bartlett's, Kellogg's, and Lower Adirondack. — Rail and stage to Martin's,

TTSBURG.

2 miles.
Port Kent, **12** miles;

— Rail to Point of
s, **3** miles; Franklin
; Smith's, **10** miles,

n the west branch of
imated following the
(s.)

way of chain of five
nd to Ochre Pond, **1**
miles; Fish Pond to
to Bay Pond Outlet,
alls, **12** miles; Little
es; St. Lawrence Co.
to Parishville Road, **3**

via Bloomingdale
le, **48** miles; Paul
anac Lake, **10** miles,

ia Point of Rocks
e, **48** miles; stage, **15**

an Bloomingdale.
stage to Martin's, **37**

s and Martin's. —
boat and pack to Bart-

57 miles; boat and pack to Kellogg's, 46 miles; Kellogg's to Lower Adirondack, 20 miles; Lower Adirondack to Minerva, 15 miles; Minerva to Pottersville, 9 miles; Pottersville to Chester, 6 miles; Chester to Warronsburgh, 12 miles; Warronsburgh to Caldwell, 6 miles. — Total, 171 miles.

Via Smith's and Upper Saranac, 175.

Martin's, Saranac Lake, via Wilmington Pass. — Rail to Point of Rocks, 20 miles; stage to Wilmington, 13 miles; John Brown's Grave, 12 miles; Martin's, 10 miles. — total, 55 miles.

Martin's, Saranac Lake, via Au Sable Chasm, Keeseville, and Wilmington Pass. — Carriage to Chasm, 12 miles; Keeseville, 2 miles; Wilmington, 22 miles; John Brown's Grave, 12 miles; Martin's, 10 miles. — total, 58 miles.

Martin's, Saranac Lake, to Smith's, St. Regis Lake. — Lower Saranac Lake, 6 miles; river, 3 miles to Round Lake; portage, 1-4 mile to Upper Saranac Lake; through lake, 8 miles to Hough's; thence by good carriage road, 3 miles to Big Clear Pond; across pond, 2 miles; portage, 1 1-2 miles to St. Regis Lake; across lake to Spitfire Pond, 1 mile; to Smith's, through pond and creek, 2 miles. — total, 30 miles.

Keeseville. — By carriage direct, 14 miles; by steamer to Port Kent, 12 miles; thence by stage, 5 miles. — total, 17 miles.

Elizabethtown, via Keeseville and Poke O'Moonshine. — Carriage to Keeseville, 14 miles; Poke O'Moonshine, 7 miles; Elizabethtown, 14 miles. — total, 35 miles.

Elizabethtown, via Au Sable Chasm, Keeseville, and Poke O'Moonshine. — 35 miles.

Elizabethtown, via Au Sable Chasm, Keeseville, Wilmington Pass, and Keene. — Chasm, 12 miles; Keeseville, 2 miles; Wilmington, 22 miles; Notch, 5 miles; Scott's, North Elba, 7 miles; Keer's, 11 miles; Elizabethtown, 11 miles. — total, 70 miles.

Wilmington to Elizabethtown, direct, 22 miles.

Schroon Lake, via Keeseville, Poke O'Moonshine, Elizabethtown, and Schroon River (Root's Hotel). — Keeseville, 14 miles; Poke O'Moonshine, 7 miles; Elizabethtown, 14 miles; Schroon River (Root's Hotel), 22 miles; Schroon Lake (Ondawa Hotel), 10 miles. — total, 67 miles.

miles; Keillogg's to
ondack to Minerva,
les; Pottersville to
h, 12 miles; War-
71 miles.

Wilmington Pass.
to Wilmington, 13
Martin's, 10 miles, —

u Sable Chasm,
ass. — Carriage to
Wilmington, 22 miles;
10 miles, — total, 58

Smith's, St. Regis
river, 3 miles to
Upper Saranac Lake;
ce by good carriage
pond, 2 miles; por-
cross lake to Spitfire
and creek, 2 miles,

1 miles; by steamer
5 miles, — total, 17

and Poke O'Moon-
miles; Poke O'Moon-
— total, 35 miles.

Chasm, Keeseville,
es.

Chasm, Keeseville,
— Chasm, 12 miles;
iles; Notch, 5 miles;
11 miles; Elizabeth-

22 miles.

e, Poke O'Moon-
roon River (Root's
O'Moonshine, 7 miles;
er (Root's Hotel), 22
el), 10 miles, — total,

Lake George, via Keeseville, Elizabethtown, and
Schroon Lake. — 99 miles.

Schroon Lake, via Lake Champlain and Crown
Point. — Steamer to Crown Point (Gunnison's Hotel), 69
miles; stage to Schroon Lake (Ondawa Hotel), 22 miles, —
total, 91 miles.

Schroon Lake, via Lake Champlain and Ticon-
deroga. — Steamer to Ticonderoga, 80 miles; stage to
Schroon Lake, 22 miles, — total, 102 miles.

Schroon Lake, via Lake Champlain, Lake
George, Warrensburg, Chester, and Pottersville.
— Steamer to Ticonderoga, 80 miles; stage to Lake George,
4 miles; steamer to Caldwell, 36 miles; stage to Warrens-
burg, 6 miles; Chester, 12 miles; Pottersville, 6 miles;
Schroon Lake, 9 miles, — total, 153 miles.

Summit of Whiteface Mountain (Weston's Hotel).
— Rail to Point of Rocks, 20 miles; stage to Wilmington,
13 miles; bridlepath to Summit (Log House), 5 miles, —
total, 38 miles.

Summit of Mount Marcy. — Rail to Point of Rocks,
20 miles; stage to Lower Jay, 9 miles; Upper Jay, 3 miles;
Keene, 5 miles; Beder's, 4 miles; Lower Au Sable, 4 miles;
water, 2 miles; portage, 3-4 mile; Upper Au Sable, water, 2
miles; pack to summit of Mount Marcy, 5 miles, — total,
51 3-4 miles.

Summit of Mount Marcy to Upper Adirondack, 7 miles.

Upper Adirondack from Upper Au Sable Pond, trail, 8 miles.

Trail from Upper Au Sable Pond to Root's Hotel in Schroon,
11 miles.

Upper Adirondack, via Wilmington Pass and
Indian Pass. — Rail to Point of Rocks, 20 miles; stage to
Weston's Hotel, Wilmington, 13 miles; Wilmington Notch, 5
miles; Scott's, North Elba, 7 miles; pack to Indian Pass, 7
miles; pass, 1 mile; Upper Adirondack, 7 miles, — total, 60
miles.

Mount Marcy. — From Upper Adirondack, base, 4
miles; summit, 3 miles, — total, 7 miles.

Lake Placid (Nash's and Brewster's Hotels). — Rail to
Point of Rocks, 20 miles; stage to Weston's Hotel, Wilming-
ton, 13 miles; Wilmington Notch, 5 miles; Lake Placid, 15
miles, — total, 53 miles.

Silver Lake, via Point of Rocks. — Rail to Point of Rocks, 20 miles; stage to Black Brook, 7 miles; carriage to Silver Lake, 7 miles, — total, 34 miles.

Silver Lake, via Saranac Forks. — Stage to Saranac Forks, 23 miles; Silver Lake, 6 miles, — total, 29 miles.

Rainbow Lake (Warden's Hotel). — Stage to Saranac Forks, 23 miles; private conveyance to L. Smith's Hotel (Hunter's Home), 10 miles; Rainbow Lake, 9 miles, — total, 42 miles.

St. Regis Lake (Paul Smith's Hotel) is 17 miles from the "Hunter's Home."

Saranac Lake (Martin's Hotel), from Hunter's Home. — Merrillville, 1 mile; Vermontville, 7 miles; Bloomingtondale, 3 miles; Martin's, 8 miles, — total, 19 miles.

Chazy Lake (Meader's Hotel). — Stage daily to Danemora, 16 miles; private conveyance to Meader's Hotel, Chazy Lake, 5 miles, — total, 21 miles.

Chateaugay Lake. — Rail to Chateaugay village, 54 miles; Chateaugay Lake (Bellows's Hotel), 9 miles, — total, 63 miles.

Burlington, via Port Kent. — Steamer, 24 miles.

Mount Mansfield, via Port Kent, Burlington, and Waterbury. — Steamer to Burlington, 24 miles; rail to Waterbury, 47 miles; stage to Mount Mansfield Hotel, Stowe, 10 miles; Summit House, 8 miles, — total, 89 miles.

Mount Mansfield, via St. Albans Bay, Waterbury, and Stowe. — Steamer to St. Albans Bay, 20 miles; stage to St. Albans Village, 3 miles; rail to Waterbury, 47 miles; stage to Stowe, 10 miles; carriage to summit, 8 miles, — total, 88 miles.

Waterbury, via Rouse's Point, all rail, 102 miles.

Alburgh Springs, via Rouse's Point, all rail, 30 miles.

Alburgh Springs, via St. Albans Bay. — Steamer to St. Alban's Bay, 20 miles; stage to village, 3 miles; rail to Alburgh Springs, 16 miles, — total, 39 miles.

Alburgh Springs, via North and South Hero, and Alburgh Tongue. — Steamer to South Hero, 5 miles; thence by delightful carriage-drive, 25 miles, to Alburgh Springs, — total, 30 miles.

... — Rail to Point of
... miles; carriage to
...
... — Stage to Saranac
... total, 29 miles
... — Stage to Saranac
... to L. Smith's Hotel.
... lake, 9 miles. — total,
... 17 miles from the
... from Hunter's
...ville, 7 miles; Bloom-
... total, 10 miles.
... Stage daily to Danne-
... Meader's Hotel, Chazy
...ateaugay village, 51
... (total), 9 miles, — total
... Steamer, 24 miles.
... Kent, Burlington,
... ington, 24 miles; rail
...ount Mansfield Hotel.
...es, — total, 83 miles.
...ans Bay, Water-
... St. Albans Bay, 20
... miles; rail to Water-
...iles; carriage to sum-
...t, all rail, 102 miles.
...s Point, all rail, 39
...ans Bay. — Steamer
... village, 3 miles; rail
... 39 miles.
... and South Hero,
... to South Hero, 5 miles;
... 25 miles, to Alburgh

Highgate Springs, via St. Albans Bay. — Steamer to St. Alban's Bay, 20 miles; stage to village, 3 miles; rail to Highgate Springs, 13 miles, — total, 36 miles.

Highgate Springs, via Burlington. — Steamer to Burlington, 24 miles; rail to Highgate Springs, 45 miles, — total, 69 miles.

Iodine Springs, South Hero. — Steamer to South Hero, 5 miles; stage to Iodine Springs House, 3 miles, — total, 8 miles.

Sheldon Springs. — Steamer to St. Albans' Bay, 20 miles; stage to village, 3 miles; rail to Sheldon Springs, 10 miles, — total, 33 miles.

Massena Springs, via Brasher Falls. — All rail to Brasher Falls, 71 miles; stage to Massena Springs (Dunton's Hotel), 5 miles, — total, 76 miles.

Montreal, by rail direct, 61 miles.

Montreal, via Rouse's Point. — Steamer to Rouse's Point, 21 miles; rail from thence to Montreal, 40 miles, — total, 73 miles.

At most of the important portages in the above routes, horses are kept during the season of pleasure-travel, to transport baggage, &c.

WHITE MOUNTAIN — STAGE FARES.

Profile House to Littleton,	\$2.00
" " Crawford House,	4.00
" " Plymouth,	4.00
" " Bethlehem,	2.50
Crawford House to Twin-Mountain,	1.50
" " Profile House,	4.00
" " North Conway,	3.50
" " Marshfield,	3.00
" " Marshfield and return,	4.00
" " Bemis,	
White-Mountain House to Base,	2.00
" " " and return,	3.00

Fabyan House to Base,	\$2.00
" " " and return,	3.00
" " Crawford House,	1.00
Glen Station to Glen House,	2.50
Twin-Mountain House to Marshfield,	3.00
" " " Marshfield and return,	4.00
Glen House to Alpine House,	1.50
" " " North Conway,	3.00
North Conway to Centre Harbor,	3.50

Mount Washington Railway.

Marshfield to Tip-Top House,	3.00
" " Tip-Top House and return,	4.00
Tip-Top House to Glen House,	3.00
" " " Glen House and return,	5.00
Baggage extra.	

Elevations of Mountains, Mountain Houses, and Points of Interest
Above Sea Level.

FRANCONIA MOUNTAINS.

Mount Lafayette	5,280 feet.
Mount Cannon, or Profile Mountain	4,000 "
Moosilauk	4,636 "

THE WHITE MOUNTAINS.

Mount Washington	6,285 feet.
Mount Jefferson	5,700 "
Mount Adams	5,800 "
Mount Maurice	5,400 "
Mount Madison	5,400 "
Mount Clay	4,900 "
Mount Franklin	4,800 "
Mount Pleasant	4,200 "
Mount Clinton	4,010 "
Mount Jackson	4,000 "
Mount Webster	3,000 "
Mount Willard	

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Mount Carter	5,000 feet.
Mount Moriah	4,700 "
Mount Hayes	2,500 "
Pequabect or Kiarsarge (at North Conway)	3,367 "
Chocoma	3,358 "
Mount Prospect (near Plymouth)	2,968 "
Red Hill (near Centre Harbor)	2,550 "
Copple-Crown Mount (near Wolfborough)	2,100 "
Alpine House (Gorham)	802 "
Bethlehem	1,450 "
Crawford House	1,920 "
Fabyan House	1,551 "
Flume House	1,431 "
Glen House	1,632 "
Profile House (Franconia Notch)	1,974 "
Willey House (White Mountain Notch)	1,335 "
Winnipiseogee Lake	4,968 "
Pinkham Notch (highest point)	2,018 "
Franconia Notch (highest point)	2,014 "
Plymouth	473 "
Lancaster	860 "
Littleton	817 "
Conway Intervales	171 "
Concord (N.H. Depot)	236 "

es, and Points of Interest

AINS.
. 5,280 feet.
. 4,000 "
. 4,636 "

MOUNTAINS IN VERMONT.

Mount Mansfield	4,348 feet.
Camel's Hump	4,083 "
Jay Peak	4,018 "
Mount Willoughby	3,800 "
Ascutney (near Windsor)	3,320 "

AINS.
. 6,285 feet.
. 5,700 "
. 5,800 "
. 5,400 "
. 5,400 "
. 5,400 "
. 4,900 "
. 4,800 "
. 4,200 "
. 4,010 "
. 4,000 "
. 3,000 "

MOUNTAINS IN CANADA.

Owl's Head, near Lake Memphremagog	2,749 feet.
Mount Orford	3,300 "
Lake Champlain	90 "
Lake Memphremagog	634 "
Lake Willoughby	1,162 "

GRAND
 1874. INTERNATIONAL 1874.
 EXCURSION
 ROUTE TABLE.

- ROUTE A. Boston to the White Mountains and Return.* Boston to Wells River, via Bellows Falls, Wells River to Littleton. Littleton to Profile House by stage, Profile to Crawford House by stage, Crawford to Bethlehem by stage, and return to Boston, via White River Junction and Bellows Falls,.....\$20.00
- ROUTE B. Boston to Newport, Vt., and Return.* Boston to White River Junction, via Fitchburg and Bellows Falls, White River Junction to Newport, and return same route.....15.50
- ROUTE 1. Boston to Saratoga Springs and Return.* Via Fitchburg, Bellows Falls and Rutland, thence to Saratoga, and return same route.....11.50
- ROUTE 1 1-2. Boston to Saratoga and Return.* Boston to Hoosac Tunnel, Hoosac Tunnel to North Adams by stage, North Adams to Troy, Troy to Saratoga, Saratoga to Boston via Rutland and Bellows Falls.....11.50
- Reverse of Route 1 1-2.....11.50*
- ROUTE 2. Boston to Ausable and Return.* Boston to Ausable Station, via Fitchburg, Bellows Falls, Rutland, Burlington, and Plattsburg, and return by same route.....18.00
- ROUTE 2 1-2. Boston to Paul Smith's, Martin's, or Upper Saranac Lake Hotel, and return.* Same as route No. 2 to Ausable, thence by stage to Smith's, Martin's, or Upper Saranac Lake Hotel, and return same route.....26.00
- ROUTE 02. Boston to the Adirondacks and Return.* Boston to Burlington via Rutland, Burlington to Port Kent by steamer, Port Kent to Martin's or Smith's, and return by same route.....22.00
- ROUTE 3. Boston to Boston, via Fitchburg, Bellows Falls, and Rutland, thence to Saratoga, Saratoga to Glens Falls, Glens Falls to Caldwell, and return by Rutland and Bellows Falls.....14.00*

- ROUTE 4.** Boston to Saratoga, via Bellows Falls and Rutland, Saratoga to Albany, Albany to New York, (Hudson River day or night boats,) New York to Boston, (Sound Steamers),..... **14.00**
- ROUTE 4 1-2.** Reverse of Route No. 4..... **14.00**
- ROUTE 5.** Boston to Whitehall, via Bellows Falls and Rutland, Whitehall to Burlington (Lake Champlain Steamers), Burlington to Boston, via Rutland, or via White River Junction and Bellows Falls..... **14.75**
- ROUTE 5 1-2.** Reverse of Route No. 5..... **14.75**
- ROUTE 6.** Boston to Whitehall. Same as No. 5. Whitehall to Plattsburg (Lake Champlain Steamers), Plattsburg to Burlington, thence to Boston via Rutland..... **16.75**
- ROUTE 6 1-2.** Reverse of Route No. 6..... **16.75**
- ROUTE 7.** Boston to Burlington via Bellows Falls and Rutland, Burlington to Whitehall (by steamer), Whitehall to Albany, Albany to New York (Hudson River day or night boat), New York to Boston, (Sound Steamers)..... **19.00**
- ROUTE 8.** Boston to Saratoga via Bellows Falls and Rutland, Saratoga to Glens Falls, Glens Falls to Caldwell by stage, Caldwell to TI by steamer on Lake George, TI to Old Fort by stage, Old Fort to Burlington by steamer, and return to Boston. Same as No. 5..... **19.45**
- ROUTE 9.** Reverse of Route No. 8..... **19.45**
- ROUTE 10.** Same as No. 11 to Albany, Albany to Whitehall, Whitehall via Saratoga, Saratoga to Burlington by steamer, and return to Boston by same routes as No. 5..... **19.10**
- ROUTE 11.** Boston to New York (Sound Steamers), New York to Albany (Hudson River day or night boats), Albany to Glens Falls via Saratoga, Glens Falls to Caldwell by stage, Caldwell to TI by steamer, TI to Old Fort by stage, Old Fort to Burlington by steamer, and return to Boston by the same routes as No. 5..... **22.00**
- ROUTE 12.** Reverse of Route 11..... **22.00**
- ROUTE 13.** Same as No. 8 to Old Fort, Old Fort to Rouse's Point by steamer, Rouse's Point to Montreal, Montreal to Boston, same as No. **25.45**
- ROUTE 14.** Same as No. 11 to Albany, Albany to Whitehall to Rouse's Point by steamer, Rouse's Point to Montreal, Montreal to Boston, same as No. **24.75**
- ROUTE 15.** Boston to Montreal via Bellows Falls, Rutland and St. Albans, Montreal to Rouse's Point, Rouse's Point to Old Fort by steamer, Old Fort to Ticonderoga by stage, TI to Caldwell by steamer, Caldwell to Glens Falls by stage, Glens Falls to Saratoga, Saratoga to Boston via Rutland..... **25.45**

ONAL 1874.

ON

BLE.

us and Return. Boston
river to Littleton. Little-
Crawford House by stage.
urn to Boston, via White
..... **\$20.00**

and Return. Boston to
Bellows Falls, White River
to..... **13.50**

and Return. Via Fitch-
to Saratoga, and return
..... **11.50**

Return. Boston to Hoos-
ams by stage, North Adams
ton via Rutland and Bel-
..... **11.50**

ura. Boston to Ausable
nd, Burlington, and Platte-
..... **18.00**

's, Martin's, or Upper
me as route No. 2 to Au-
's, or Upper Saranae Lake
..... **26.00**

and Return. Boston to
ort Kent by steamer, Port
same route..... **22.00**

g. Bellows Falls and Rut-
Glens Falls, Glens Falls to
ows Falls..... **14.00**

- ROUTE 16.** Boston to Saratoga via Bellows Falls and Rutland, Saratoga to Caldwell, Caldwell to T. T. to Old Fort, Old Fort to Rouse's Point, Rouse's Point to Ogdensburg, Ogdensburg to Montreal, Montreal to Boston via St. Albans, Burlington, Rutland and Bellows Falls, or White River Junction and Bellows Falls, **30.50**
- ROUTE 17. Boston to Montreal and Return.** (Form C.) Boston to Montreal via Fitchburg, Bellows Falls, Rutland and St. Albans, and return by same route, **20.00**
- ROUTE 18. Boston to Montreal and Return.** (Form D.) Boston to Montreal via Fitchburg, Bellows Falls, White River Junction, and St. Albans, and return via Burlington and Rutland, **20.00**
- ROUTE 19.** (Form E.) Reverse of Route 18, **20.00**
- ROUTE 20. Boston to Montreal and Return.** (Form F.) Boston to Montreal via Fitchburg, Bellows Falls, White River Junction, Newport, and St. Johns, and return same as route No. 18, **20.00**
- ROUTE 21. Boston to Montreal and Return.** (Form G.) Boston to Montreal via Fitchburg, Bellows Falls, Rutland and St. Albans, and return via Rouse's Point, Plattsburg, Burlington, and Rutland, **20.00**
- ROUTE 22.** (Form H.) Reverse of Route No. 21 **20.00**
- ROUTE 23.** (Form I.) Boston to Ogdensburg, via Fitchburg, Bellows Falls, Rutland, and St. Albans, Ogdensburg to Montreal by steamer or rail, Montreal to Boston, same as route No. 18 **22.00**
- ROUTE 24.** Boston to Montreal, via Fitchburg, Bellows Falls, Rutland, and St. Albans, Montreal to Boston via Portland, Eastern, or Boston & Maine R. R. **20.00**
- ROUTE 25.** Reverse of route No. 24 **20.00**
- ROUTE 26.** Boston to Montreal, same as No. 24, Montreal to Quebec by steamer or rail, Quebec to Boston, via Portland, and Eastern or Boston & Maine R. R. **22.00**
- ROUTE 27.** Reverse of route 26 **22.00**
- ROUTE 28.** Boston to Montreal same as No. 24, Montreal to Quebec by steamer or rail, return to Boston by same route **23.00**
- ROUTE 29.** Boston to Montreal same as No. 18, Montreal to Quebec and return, Montreal to Boston same as No. 18 **23.00**
- ROUTE 30.** Boston to Montreal same as No. 20, Montreal to Quebec and return by steamer or rail, Montreal to Boston same as No. 20. **23.00**
- ROUTE 31.** Boston to Saratoga, via Bellows Falls and Rutland. (The only line running Through Pullman Parlor Day Cars to Saratoga.) Saratoga to Schenectady, Schenectady to Niagara Falls, Niagara Falls to Montreal, (K 12.) via steamer on Lake Ontario and River St. Lawrence, (meals included on steamer,) or by Grand Trunk Railway, Montreal to Boston via St. Albans, Burlington, Rutland, and Bellows Falls. **24.50**

Falls and Rutland, Saratoga, Old Fort to House's Landing to Montreal, Montreal, Rutland and Bellows Falls,**30.50**

turn. (Form C.) Boston, Rutland and St. Albans,**30.00**

turn. (Form D.) Boston, White River Junction, and Rutland,**30.00**

turn. (Form E.) Boston, White River Junction, and Rutland, same route No. 18,**30.00**

turn. (Form G.) Boston, Rutland and St. Albans, Burlington, and Rutland,**30.00**

No. 21**30.00**

rg, via Fitchburg, Bellows Falls to Montreal by steamer No. 18**32.00**

burg, Bellows Falls, Rutland, via Portland, Eastern, or**30.00**

.....**30.00**

No. 24, Montreal to Quebec via Portland, and Eastern or**22.50**

.....**22.00**

No. 24, Montreal to Quebec same route**23.00**

No. 18, Montreal to Quebec**23.00**

No. 20, Montreal to Quebec same as No. 20. **23.00**

vs Falls and Rutland. (The Low Day Cars to Saratoga.) Niagara Falls, Niagara Falls, Lake Ontario and River St. by Grand Trunk Railway, Rutland, and Bellows Falls,**24.50**

ROUTE 35. Boston to New York, Sound Steamers, New York to Albany, (Hudson River day or night boats), Albany to Niagara Falls via New York Central Railroad, Niagara Falls to Boston same as No. 34, (X 12).....**35.00**

ROUTE 36. Boston to Niagara Falls same as No. 34, Niagara Falls to Ogdensburg, Ogdensburg to Boston via Rouse's Point, Lake Champlain, Burlington, Rutland, and Bellows Falls, (X 39) ... **30.50**

ROUTE 37. Same as No. 35 to Niagara Falls, Niagara Falls to Boston same as No. 36, (X 39).....**31.00**

ROUTE 38. Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, via steamer on Lake Ontario and River St. Lawrence, (passing the Thousand Islands and Rapids by daylight) Montreal to Quebec, (Richelleu steamers or Grand Trunk Railway) Quebec to Boston via Sherbrooke, Newport, and White River Junction, (X 137).....**38.50**

ROUTE 39. Same as No. 35 to Niagara Falls, Niagara Falls to Boston, same as No. 37, (X 137).....**39.00**

ROUTE 40. Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, (steamer or rail), Montreal to Boston, via Rouse's Point, Lake Champlain, Burlington, Rutland, and Bellows Falls, (X 38).....**34.50**

ROUTE 41. Same as No. 35 to Niagara Falls, Niagara Falls to Montreal, Montreal to Boston same as No. 40, (X 38).....**35.00**

ROUTE 42. Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, Montreal to Boston, via Richmond and Portland, (X 15).....**34.50**

ROUTE 43. Same as No. 35 to Niagara Falls, Niagara Falls to Montreal, thence to Boston via Richmond and Portland, (X 15).....**35.00**

ROUTE 44. Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, (passing the Thousand Islands and Rapids of the St. Lawrence.) Montreal to Gorham, G. T. R., Gorham to Glen House by stage, then to Tip Top House, Mount Washington Railroad to base of mountain, stage to Fabyan House, rail to Bethlehem, stages to Profile House and Littleton, thence to Boston via Concord and Nashua (X 154).....**51.50**

ROUTE 45. Same as No. 35 to Niagara Falls, and return to Boston same as No. 44, (X 154).....**52.00**

ROUTE 46. Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, Montreal to Gorham, stage to Glen House and Tip Top House, Mt. Washington Railroad, and stage to Crawford House and North Conway, thence to Boston by Eastern Railroad, (X 100 and E. R. R.).....**52.50**

ROUTE 47. Same as No. 35 to Niagara Falls, and return to Boston same as No. 46.....**54.00**

ROUTE 48. Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, Montreal to St. John's, White River Junction, Wells River, rail to Fabyan House, stage to Crawford House, Crawford to North Conway by stage, thence to Boston by Eastern R. R. (X 49 and E. R. R.).....**44.50**

- ROUTE 49.** Same as No. 35 to Niagara Falls, Niagara Falls to Boston same as No. 48. (X 49 and E. R. R.) **46.00**
- ROUTE 50.** Same as No. 34 to Niagara Falls, Niagara Falls to Ogdensburg, Ogdensburg to St. Albans, White River Junction, Wells River, rail to Fabian House, stage to Crawford House, stage to North Conway, thence to Boston by Eastern R. R. (X 50 and E. R. R.) **40.50**
- ROUTE 51.** Same as No. 35 to Niagara Falls, Niagara Falls to Boston same as No. 50. (X 50 and E. R. R.) **42.00**
- ROUTE 52.** Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, Montreal to Quebec, Quebec to Gorham, Gorham to Glen House by stage, Glen to North Conway by stage, thence to Boston by Eastern R. R. (X 9 and E. R. R.) **41.00**
- ROUTE 53.** Same as No. 35 to Niagara Falls, Niagara Falls to Boston same as No. 52. (X 9 and E. R. R.) **44.00**
- ROUTE 54.** Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, Montreal to Gorham by G. T. R., Gorham to Boston same as No. 52. (X 13 and E. R. R.) **40.00**
- ROUTE 55.** Same as No. 35 to Niagara Falls, Niagara Falls to Boston same as No. 54. (X 9 and E. R. R.) **41.50**
- ROUTE 56.** Same as No. 34 to Niagara Falls, Niagara Falls to Ogdensburg, by steamer or G. T. R., thence to Boston via Rouse's Point and St. Albans. (X 17) **30.50**
- ROUTE 57.** Same as No. 35 to Niagara Falls, Niagara Falls to Boston same as No. 56. (X 17) **31.00**
- ROUTE 58.** Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, Montreal to New York via Rouse's Point, Lake George, Saratoga and Hudson River steamers, New York to Boston by Sound Steamers. (X 34) **44.50**
- ROUTE 59.** Same as No. 35 to Niagara Falls, Niagara Falls to Boston same as No. 58. (X 34) **45.00**
- ROUTE 60.** Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, Montreal to Rouse's Point, Rouse's Point to Whitehall via Lake Champlain, Whitehall to Saratoga, thence to Boston via Rutland, Bellows Falls, and Fitchburg. (X 29) **38.50**
- ROUTE 61.** Same as No. 35 to Niagara Falls, Niagara Falls to Boston same as No. 60. (X 29) **39.00**
- ROUTE 62.** Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, Montreal to Boston via Sherbrooke, Newport, and White River Junction. (X 136) **35.50**
- ROUTE 63.** Same as No. 35 to Niagara Falls, Niagara Falls to Montreal, Montreal to Boston same as No. 62. (X 136) **36.00**
- ROUTE 64.** Same as No. 34 to Niagara Falls, Niagara Falls to Montreal, Montreal to Quebec, Quebec to Boston via Northumberland and Concord. (X 146) **41.50**

Falls, Niagara Falls to Boston**40.00**

Falls, Niagara Falls to Ogdens-
aver Junction, Wells River,
tonse, stage to North Con-
X 50 and E. R. R.). **40.50**

Falls, Niagara Falls to Boston
.....**42.00**

Falls, Niagara Falls to Mont-
-orham, Gorham to Glen-
stage, thence to Boston by
.....**43.00**

Falls, Niagara Falls to Boston
.....**44.00**

Falls, Niagara Falls to Mont-
-orham to Boston same as
.....**40.00**

Falls, Niagara Falls to Boston
.....**41.50**

Falls, Niagara Falls to Ogdens-
oston via Rouse's Point and
.....**30.50**

Falls, Niagara Falls to Boston
.....**31.00**

Falls, Niagara Falls to Mont-
s Point, Lake George, Sar-
York to Boston by Sound
.....**44.50**

Falls, Niagara Falls to Boston
.....**45.00**

Falls, Niagara Falls to Mont-
e's Point to Whitehall via
thence to Boston via Rut-
.....**38.50**

Falls, Niagara Falls to Boston
.....**39.00**

Falls, Niagara Falls to Mont-
s, Newport, and White River
.....**35.50**

Falls, Niagara Falls to Mont-
L. (X 136).....**36.00**

Falls, Niagara Falls to Mont-
-ton via Northumberland and
.....**41.50**

ROUTE 65. Same as No. 36 to Niagara Falls, Niagara Falls to Boston
same as No. 64. (X 145)**43.00**

ROUTE 66. Boston to Montreal same as No. 17, Montreal to Quebec
by steamer or rail, Quebec to Ha Ha Bay and return, via Saguenay
Line Steamers, and return to Boston by same route.....**29.00**

ROUTE 67. Boston to Montreal same as No. 18, Montreal to Quebec,
Quebec to Ha Ha Bay and return Saguenay Line Steamers, and return
to Boston same as No. 17.....**29.00**

ROUTE 68. Boston to Montreal same as No. 20, Montreal to Ha Ha
Bay and return same as No. 66, and return to Boston same as No. 20.
29.00

ROUTE 69. Boston to Montreal same as No. 13, Montreal to Ha Ha
Bay and return same as No. 66, Montreal to Boston same as No. 16.
34.40

ROUTE 70. Boston to Montreal same as No. 14, Montreal to Ha Ha
Bay and return same as No. 66, Montreal to Boston same as No. 16.
39.10

ROUTE 71. Boston to Montreal via Fitchburg, Bellows Falls, Rut-
land, Burlington, St. Albans and St. John, Montreal to Quebec, (by
rail or steamer), Quebec to Pt. Du Chine, (Q. and G. P. Steamers),
Pt. Du Chine to St. John, (by Intercolonial R.R.), St. John to Port-
land, (by Steamer), Portland to Boston by Eastern R.R. (EXM 1).
32.50

ROUTE 72. Reverse of Route 71. (BEX 5).....**32.50**

ROUTE 73. Same as 71 to Quebec, Quebec to Point Du Chine, (by Q.
& G. P. Pt. steamer), Pt. Du Chine to St. John, (by rail), St. John to
Annapolis (by steamer), Annapolis to Halifax by rail, Halifax to Bos-
ton (by Boston & Col. S. S. Co.) (MEX 2)**40.00**

ROUTE 74. Reverse of Route 73. (BEX 8).....**40.00**

ROUTE 75. Same as 71 to Quebec, Quebec to Pletou, (Q. & G. Pt.
Steamers), Pletou to Halifax, (Intercolonial R.R.) Halifax to Boston
(Boston & Col. S. S. Co.) (EXM 3).....**36.50**

ROUTE 76. Same No. 71 to Quebec. Quebec to Pletou (by steamer),
Pletou to Halifax (by rail), Halifax to Annapolis (by rail), Annapolis
to St. John (by steamer) St. John to Boston (by rail), (MEX 4)
41.50

ROUTE 77. Reverse of Route 76. (BEX 12).....**41.50**

ROUTE 78. Boston to Pletou (by steamer), Pletou to Quebec (Q. &
G. Pt. Steamers), Quebec to Montreal (by steamer), Montreal to Bos-
ton (by rail) (EXB. 7).....**34.50**

ROUTE 79. Boston to Portland (by rail), Portland to St. Johns (by
steamer), St. John to Annapolis (by steamer), Annapolis to Halifax
(by rail), Halifax to Pletou (by rail), Pletou to Montreal (by steamer),
Montreal to Boston (by rail). (BEX 10).....**39.50**

- ROUTE 80.** Boston to Charlottetown (by Boston & Col. S. S. Co.)
Charlottetown to Pictou (by Prince Edward Island N. Co.) Pictou to
Quebec (by Q. & G. Pl. Steamers), Quebec to Montreal (by steamer),
Montreal to Boston (by rail). (BEX 17).....**36.50**
- ROUTE 81.** Boston to Quebec via Fitchburg, Bellows Falls, White
River Junction and Newport, Quebec to Port du Chêne (by steamer),
Port du Chêne to St. John (by rail), St. John to Portland (by steamer),
Portland to Boston by Eastern R.R. (QEX 1).....**29.00**
- ROUTE 82.** Reverse of Route 81. (BEX 3).....**29.00**
- ROUTE 83.** Boston to Quebec same as No. 81, Quebec to Port du
Chêne (by Q. & G. Pl. Steamers), Port du Chêne to St. John (by Inter-
colonial R.R.) St. John to Annapolis (by steamer), Annapolis to
Halifax (by Windsor & A. R.R.) Halifax to Boston (by B. & C. S. S.
Co.) (QEX 2).....**36.50**
- ROUTE 84.** Reverse of Route 83. (BEX 2).....**36.50**
- ROUTE 85.** Boston to Quebec same as No. 81, Quebec to Pictou (by
steamer), Pictou to Halifax (by rail), Halifax to Boston (by steam-
er). (QEX 3).....**32.00**

SIDE EXCURSIONS.

- Montreal to Quebec and Return.** (Good either by boat or rail) **\$5.00**
- Quebec to Ha Ha Bay and Return,** via Saguenay steamers...**0.00**
- Prescott to Ottawa and Return,** via St. L. & O. R. R.**4.00**
- Plattsburg to Ausable Chasm and Return.** Steamer to Port Kent,
thence to Chasm by omnibus and return same route, (tickets include
entrance to Chasm).....**2.25**

Boston & Col. S. S. Co.)
 and Island N. Co.) Pictou to
 Montreal (by steamer),
 36.50

Arg. Bellows Falls, White
 Port du Chêne (by steamer),
 n to Portland (by steamer),
 K I)..... 39.00

..... 39.00

No. 81, Quebec to Port du
 Chêne to St. John (by Inter-
 by steamer), Annapolis to
 to Boston (by B. & C. S. S.
 36.50

..... 36.50

No. 81, Quebec to Pictou (by
 Halifax to Boston (by steam-
 32.00

IONS.

either by boat or rail) \$5.00

Saguenay steamers... 9.00

L. & O. R. R. 4.00

ers. Steamer to Port Kent,
 same route, (tickets include
 2.25

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Michigan Central and Great Western Railways,

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—AND—

NIAGARA FALLS.

4 Through Express Trains Daily to Chicago.

Pullman & Wagner's luxurious Drawing Room, Hotel and Palace Sleeping Cars run on all Through Express Trains over this Line, with

ONLY ONE CHANGE OF CARS FROM BOSTON TO CHICAGO.

THIS IS THE

Shortest, Quickest and Most Desirable Line

BETWEEN THE

NEW ENGLAND STATES

AND

CHICAGO,
MILWAUKEE,
ST. PAUL

AND THE PACIFIC COAST.

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BAGGAGE CHECKED THROUGH TO ALL POINTS WEST.

Be sure and ask for Tickets via

THE GREAT WESTERN AND MICHIGAN CENTRAL RAILWAYS,
Which are sold at all principal offices east of Suspension Bridge.

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69 Washington St., Boston.

A. J. HARLOW,
General Eastern Passenger Agent,
349 Broadway, New York.

Western Railways,

ON BRIDGE

ALLS.

Daily to Chicago.

Hotel and Palace Sleeping
over this Line, with

BOSTON TO CHICAGO.

Desirable Line

STATES

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ST. PAUL

COAST.

are allowed to stop off and
ding them an opportunity
onder in America, the

OF NIAGARA

O ALL POINTS WEST.

ickets via
AN CENTRAL RAILWAYS,
at of Suspension Bridge.

A. J. HARLOW,
al Eastern Passenger Agent,
349 Broadway, New York.

Chicago & North-Western Railway.

THE ROUTE DIRECT

FROM CHICAGO to OMAHA, FROM CHICAGO to MARQUETTE,
FROM CHICAGO to MILWAUKEE, FROM CHICAGO to SIOUX CITY,
FROM CHICAGO to ST. PAUL, FROM CHICAGO to YANKTON, DAK.,
FROM CHICAGO to MADISON, FROM CHICAGO to FREEPORT,
FROM CHICAGO to GREEN BAY, FROM CHICAGO to DUBUQUE,

IS VIA THE

Chicago and North-Western Railway.

On the arrival of trains from the East or South, the trains of the Chicago & North-Western Railway leave Chicago as follows:

For Council Bluffs, Omaha and California,

Two through trains daily.

For St. Paul and Minneapolis,

Two through trains daily.

For Green Bay and Lake Superior,

Two through trains daily.

For Milwaukee,

Four through trains daily.

For Winona, and points in Minnesota,

One through train daily.

For Dubuque, via Freeport,

Two through trains daily.

For Dubuque and La Crosse, via Clinton,

Two through trains daily.

For Sioux City and Yankton,

Two through trains daily.

Passenger Fares by this Route are always as low as they are by any other.

PULLMAN'S PALACE SLEEPING CARS run over the Chicago & North-Western Railway Company's Lines between Chicago and Omaha, Dubuque, Milwaukee, St. Paul, Green Bay and Marquette, connecting at OMAHA with

THROUGH SLEEPING CARS FOR SAN FRANCISCO.

New York Ticket Office, 229 Broadway.

Tickets over this Route are sold by all Ticket Agents in all Coupon Ticket Offices in the United States and the Canadas.

MARVIN HUGHITT, W. H. STENNETT,
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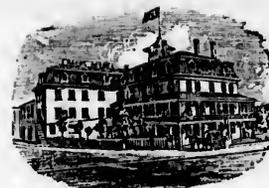
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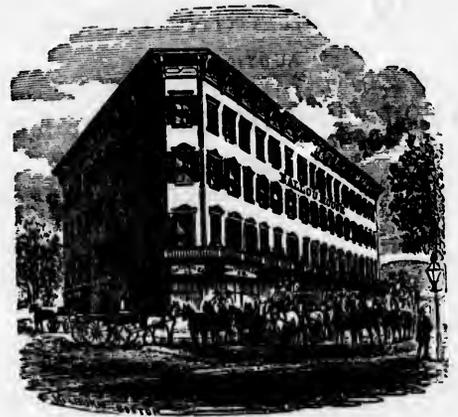
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