

**GUIDE TO THE WHITE MOUNTAINS  
AND LAKES OF NEW HAMPSHIRE:  
WITH MINUTE & ACCURATE  
DESCRIPTIONS OF THE SCENERY AND  
OBJECTS OF INTEREST ON THE ROUTE**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649316298

Guide to the White Mountains and Lakes of New Hampshire: With Minute & Accurate  
Descriptions of the Scenery and Objects of Interest on the Route by Various

Except for use in any review, the reproduction or utilisation of this work in whole or in part in any form by any electronic, mechanical or other means, now known or hereafter invented, including xerography, photocopying and recording, or in any information storage or retrieval system, is forbidden without the permission of the publisher, Trieste Publishing Pty Ltd, PO Box 1576 Collingwood, Victoria 3066 Australia.

All rights reserved.

Edited by Trieste Publishing Pty Ltd.  
Cover @ 2017

This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, re-sold, hired out, or otherwise circulated without the publisher's prior consent in any form or binding or cover other than that in which it is published and without a similar condition including this condition being imposed on the subsequent purchaser.

[www.triestepublishing.com](http://www.triestepublishing.com)

**VARIOUS**

**GUIDE TO THE WHITE MOUNTAINS  
AND LAKES OF NEW HAMPSHIRE:  
WITH MINUTE & ACCURATE  
DESCRIPTIONS OF THE SCENERY AND  
OBJECTS OF INTEREST ON THE ROUTE**



**G** **U** **I** **D** **E**  
TO THE  
**WHITE MOUNTAINS**  
AND  
**LAKES OF NEW-HAMPSHIRE:**  
WITH  
MINUTE & ACCURATE DESCRIPTIONS  
OF THE  
**SCENERY**  
AND  
**OBJECTS OF INTEREST ON THE ROUTE:**  
CONTAINING ALSO  
FULL AND CORRECT INFORMATION  
RELATIVE TO THE  
**Towns, Hotels, Distances, Fares, &c.**

---

CONCORD, N. H.:  
PUBLISHED BY **TRIPP & MORRIL**, PRINTERS.  
SOLD BY **RUFUS MERRILL**, BOOKSELLER.  
1856.

~~11323.55.5~~

4511783.2.5

PREFACE.

THE object of the following pages is to acquaint the traveller with the curiosities and objects of interest lying on the usual routes from Boston to the White Mountains. The work aims also to supply all needful information concerning distances, fares, and hotels—matters more or less troublesome to all those unacquainted with the road. Such a work, it is believed,—dedicated solely to this purpose,—has not heretofore appeared.

It is but proper that fitting acknowledgement should be made of information and statistics gleaned from "Hayward's New-Hampshire Gazetteer," an invaluable work, but disqualified from the duties of a Guide Book by its necessary size. Other information has been gathered elsewhere, all contributing, it is hoped, to the accuracy and interest of the volume. Should trivial errors of omission or commission become apparent, the courteous reader will pardon them as incident to every first edition.

---

Entered according to Act of Congress in the year 1850,  
By E. B. TRIPP & W. H. MORRIL,  
In the Clerk's Office of the District Court of New-Hampshire.

## GUIDE.

---

THE most direct and immediate of the two routes between Boston and the White Mountains is that passing through Concord, N. H. The Portland road being yet incomplete and traversing, for a long distance, an almost wilderness region, is subject to many inconveniences and to much fatigue that may be avoided upon the northern route. The objects of interest and curiosity are, moreover, far greater in the older settled section through which this road passes. Wherefore it will be by this route only that we shall endeavor to pilot the reader's way.

During the Summer season and Fall two *through* trains leave the Lowell Depot, in Boston, daily, for the Mountains: at 7:30, A. M., and 12, M. Passing the beautiful scenery around Boston they meet the banks of the Merrimack river at Lowell; thence coasting along its side, through the towns of Nashua and Manchester, they reach the capitol of New-Hampshire.

Concord may afford interest sufficient to detain the traveller for a day, while he examines

the large and well conducted Prison of solid granite; or the State-House of similar material, chaste in its design and perfect in its finish; or the Asylum for the Insane, with beautiful grounds and a commanding site. Around the town are very pleasant drives skirting its ponds or the shores of the river. Not far from the village is erected a monument to the memory of some early martyrs to the "bloody salvages" who infested the region. Elsewhere is pointed out the location of an old fort; and buildings, still tenanted, bear the marks of both ball and bullet.

There are three fine and commodious Hotels in Concord:—the Phenix, by A. C. PIERCE; the Eagle Coffee House, by JOHN GIBSON, and the American House, by JOHN GASS. These are not anywhere excelled for the accommodations they afford the traveller or the conveniences they place around him. The most splendid coaches manufactured in the Union,—from the establishments of Messrs. J. S. ABBOT, or L. DOWNING & SONS, whose vehicles, in one form or another, thread every road from Canada to California,—run in connection with these Houses, conveying the traveller to and from the Depot.

The amount of railroad building, work, furniture, &c., here visible, is probably superior to any, in places of even twice its size, throughout the country. It is the depot of six or eight



distinct railways, and at the hours of ten and three, when the great trains, Northward and Southward, are made up, a scene of apparently irremediable confusion is presented to the spectator, not unfrequently adorned with quite novel and amusing incidents.

The traveller may proceed from Concord to the White Mountains by either the Montreal or Northern railways. Their hours of departure are the same and the time occupied in running is very similar. The regions through which they pass are however unlike. The Montreal road striking directly to the north touches Lake Winnipiseogee, and at Centre Harbor gives choice of two different roads to the Mountains. The Northern, passing Franklin, Lebanon and Hanover, at the latter place reaches the Connecticut river and there connects with the Connecticut & Passumpsic River Railroad, which, conveying the traveller to Wells River, leaves him but a short ride by coach. We shall follow the plan, now very generally adopted, of going by one route and returning by the other, thereby affording a view of every thing upon both the roads.

**The Montreal Railroad** passes through scenery unequalled by any other. The traveller for pleasure, the idler, the *ennuyé*, might well imagine it constructed solely for his benefit ;

and doubtless, through many years, its summer travel will go on increasing, as the beauty of country around becomes more generally known. Crossing the valuable intervalle land, lying on the shores of the Merrimack, in sight of both the Northern and Claremont trains, which depart at the same time, and crossing, too, the Merrimack itself, the first stoppage occurs at

**East Concord**, a distance of about two miles. Near this spot, a few years past, many thousand dollars were expended in endeavoring to construct locks by which to render navigable the river obstructed by Sewell's Falls. The work progressed nearly to completion, and much splendid and massive stone work,—now dug away for railroad purposes,—was erected in the vicinity. In connection with this project it was in contemplation to dam the river at Sewell's Falls and create a new Manchester or Lawrence; for which purpose the river supplies ample motive power. That hitherto unconquered obstacle,—want of funds,—caused both plans to fail. Sometime in the future, perhaps, sounder and more enterprising capitalists may see fit to resuscitate, continue and complete the old project.

**Canterbury** is some ten miles from Concord. There is one station, of no note, at North Concord, between Canterbury and East Concord.

The only attraction that Canterbury contains is found in the settlement of Shakers there. This industrious and thriving community numbers about two hundred members. They occupy about fifteen hundred acres of land ; and possess, without doubt, the most productive gardens in the country. They have mill and various machinery moved by the water of an artificial stream. Their herbs, seeds, brooms and similar commodities are pretty generally known. The town itself is an old and long settled one, somewhat noted for the severity of Indian warfare it suffered or enjoyed in its infancy.

**Northfield** is three miles from Canterbury and thirteen from Concord. The fare is forty cents. Nothing remarkable or worthy of note will detain the traveller here.

**Sanbornton Bridge** lies five miles farther on. Before reaching it we cross the Winnipiseogee ; and find

**Union Bridge**,—four miles from Sanbornton Bridge, and twenty-two from Concord. For some distance after leaving Union Bridge we coast along the even shores of Sanbornton Bay—a sheet of water, in comparison with the Lake, puny and insignificant, but considered by itself beautiful and glorious. Here is the last stopping place before reaching