

**THE WHITE
MOUNTAIN
GUIDE BOOK**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649733453

The White Mountain Guide Book by Samuel Coffin Eastman

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SAMUEL COFFIN EASTMAN

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MOUNTAIN
GUIDE BOOK**

THE

WHITE MOUNTAIN

GUIDE BOOK.

TENTH EDITION.

CONCORD:
EDSON C. EASTMAN.
BOSTON: LEE & SHEPARD.
1872.

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PRELIMINARY VIEW.

FROM the city of New York, the point of immediate departure for Southern, Western, and we may add a large portion of European travel into New England, eight distinct routes, more or less direct, lead to the White Mountain region of New Hampshire. Four of these are laid through the city of Boston; one through the city of Worcester, Mass., and thence by way of Nashua, N. H., up the valley of the Merrimack River; one through the cities of New Haven, Hartford, and Springfield, up the valley of the Connecticut River, by railroad to Littleton, within three hours' ride by stage-coach to Fraconia; the seventh by way of the Hudson River, by rail or boat, to Albany, thence to Rutland, and Bellows Falls, Vt., intersecting at the latter place with the route up the Connecticut; and the eighth by the way of New London and the Connecticut valley. In addition to these, starting from Niagara Falls, there is a route down the St. Lawrence, and approaching the Mountains either on the northern or western side.

The general view is as follows:—

1. NEW YORK TO BOSTON, via Stonington; on Long Island Sound by steamboat to Stonington,

thence to Providence and Boston by rail, arriving at Boston at 5½ o'clock, A. M.

2. NEW YORK TO BOSTON, via Newport and Fall River, on Long Island Sound by steamboat; from Fall River by rail, arriving in Boston in season for the morning trains, north and east. An express train also leaves Fall River, at 5.50 A. M. (after breakfast on board the boat), for Littleton and Whitefield, via Mansfield, Framingham, Lowell, Concord, and Plymouth, without change of cars. Cars also run through without change over this route, leaving the Mountains in the morning, and connecting with the boat at Newport.

3. NEW YORK TO BOSTON, via New London and Norwich, on Long Island Sound by steamboat to New London; thence over the Boston, Hartford, and Erie Railroad, arriving at Boston about half past five, A. M.

4. NEW YORK TO BOSTON, by railroad, from 27th Street, via New Haven, Hartford, Springfield, and Worcester; or by the Shore line, via New Haven, New London, and Providence. The cars leave New York at 8 o'clock, morning and evening (Sundays at 5 P. M.), arriving at Boston about 4 P. M., and 6 A. M. (Mondays at 3 A. M.). Good sleeping cars accompany the night trains.

On reaching Boston, the tourist has his choice of the three following routes:

(1.) BOSTON TO PORTLAND, over the Boston and Maine Railroad from Haymarket Square, passing through Andover and Lawrence, Mass., Exeter and Dover, N. H.; or the Eastern Railroad from Cause-

way Street, passing through Lynn, Salem, and Newburyport, Mass., and Portsmouth, N. H. The two roads unite at South Berwick, Me. A third route is by steamers from India and Commercial wharves, at 7 and 8 o'clock P. M., arriving at Portland early in the morning. Arriving at Portland, in four hours from Boston, the traveller can immediately leave (after refreshment) for the "ALPINE" or "GLEN" House, Gorham, N. H., by the Grand Trunk Railway, or for North Conway and the Mountains, by the Portland and Ogdensburgh Railway. By either route the Mountains can be reached in less than twenty-four hours from New York, leaving that city in the afternoon or evening. North Conway may also be reached, via the Eastern Railroad to Great Falls, and thence by the Great Falls and Conway Railroad.

(2.) BOSTON TO DOVER, N. H., by Boston and Maine Railroad; thence by Dover and Winnipiseogee Railroad to Alton, N. H., at the southern end of Lake Winnepesaukee; thence by steamer *Mt. WASHINGTON* over the Lake to Wolfeborough and Centre Harbor, dining on board the boat, and reaching those places in season for a stage-coach to North Conway; thence to the Mountains by stage and rail the next morning.

(3.) BOSTON TO CONCORD, N. H., by Boston and Maine, Concord, Manchester and Lawrence Railroads (Haymarket Square), passing through Lawrence, Mass., and Manchester, N. H. At the latter place, a train from Boston, via Lowell and Nashua, over Lowell (Causeway Street), and Lowell and Nashua Rail-

roads, unites with this route, and both streams of travel pour on together to Concord, N. H. Here connections are made with (a.) the Northern Railroad, which connects at White River Junction with the route up the Connecticut. Passengers by this route reach the Profile House, by way of Littleton, the same evening at 7 o'clock, and the Crawford House, at 9. (b.) The Montreal Railroad, by which passengers proceed to the Weirs Station, Lake Winnepesaukee, whence the Steamer LADY OF THE LAKE conveys them to Centre Harbor in season for the afternoon stage to North Conway, via West Ossipee. If the tourist desires to reach Franconia on the same day, he passes by rail upon the same road, to Plymouth, N. H., where he stops to dine at the PEMIGEWASSET HOUSE, and takes the afternoon stage for the PROFILE HOUSE, arriving about 7 o'clock P. M., or he may go to Littleton and arrive about half an hour later. Leaving New York in the afternoon, one could reach White Mountain Notch, Franconia, or North Conway, if he so desired, on the evening of the next day.

5. NEW YORK TO CONCORD, N. H., by way of Norwich, Worcester, and Nashua. The traveller reaches Worcester by rail through New Haven, &c., or by boat and rail through New London. Connections are made directly with the Worcester and Nashua Railroad, and he proceeds without detention, except for refreshment, to Nashua, N. H. Here he takes the cars of the Concord Railroad for Concord, N. H., and has the choice of the routes enumerated above. The time required is the same as that for the preceding route.

6. NEW YORK TO THE PROFILE HOUSE, FRANCONIA, OR THE CRAWFORD HOUSE, WHITE MOUNTAIN NOTCH, by rail, except the last twelve miles from Littleton or Bethlehem. The traveller by this route leaves New York by the New York and New Haven Railroad, and proceeds as far as Springfield, Mass., without change of cars. At this place he takes the cars of the Connecticut River Railroad, passing through Northampton and Holyoke, and in sight of Mt. Tom on the west side, and Mt. Holyoke on the east side of the river, through Greenfield to South Vernon, Vt. From this place the Vermont Valley Railroad passes through Brattleborough to Bellows Falls. Thence the route proceeds by Sullivan Railroad to Windsor, Vt.; thence by Vermont Central Railroad to White River Junction, where the route by Northern Railroad connects; thence by Passumpsic Railroad to Wells River; thence by White Mountains Railroad to Littleton, and thence by stage to the Profile or Crawford House. This route, after leaving Hartford, continues up the valley of the Connecticut, till it reaches Wells River, and affords a view of the beautiful scenery which makes this valley a "garden of delight." By the train that leaves New York at 8 o'clock in the morning, the night must be passed at Bellows Falls, which is reached at 5.50 P. M., or at White River Junction, which is reached at 8.25 P. M. In the former case the route is continued the next morning at 11.45, reaching the mountains in the evening. If the night is passed at White River Junction, the route is continued in the morning at 8.20, arriving at the mountains before dinner. Leaving New York at 12.15 P. M.,