

A

DESCRIPTIVE GUIDE-BOOK

TO THE

RAILWAY ROUTE

BETWEEN

BOSTON AND BURLINGTON,
VIA LOWELL AND CONCORD;

TO WHICH ARE ADDED THE

ROUTES TO WELLS RIVER AND LAKE WINNIPISEOGEE,

AND A GUIDE TO THE

WHITE MOUNTAINS;

WITH

ACCURATE MAPS

OF THE COUNTRY THROUGH WHICH THE BOSTON AND LOWELL,
NASHUA AND LOWELL, CONCORD, NORTHERN, VERMONT
CENTRAL, CONNECTICUT AND PASSUMPSIC RIVERS,
AND BOSTON, CONCORD AND MONTREAL RAIL-
WAYS ARE CONSTRUCTED,

SHOWING THE ENTIRE ROUTE OF EACH ROAD.

BOSTON:

PUBLISHED BY SNOW & WILDER,

Pathfinder Railway Guide Office, 5 Washington St.

1850.

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For full particulars in regard to the running of trains, the fares, distances, and connections with Stage and Steamboat Lines, on the several routes, see the **PATHFINDER RAILWAY GUIDE**, published monthly by **SNOW & WILDER**.

STEREOTYPED BY
HOBART & ROBBINS;
NEW ENGLAND TYPE AND STEREOTYPE FOUNDRY.
BOSTON.

PREFACE.

THE author of this little work has often felt, when travelling, a desire for such information as would be furnished by a good MAP of the section of country through which he was passing, showing the boundaries of the towns, the location of the villages, the course of the road, and the objects of interest in its vicinity. Conceiving that what would gratify his own desires might be acceptable to others in similar circumstances, he has carefully prepared the following maps and descriptions of one of the great lines of New England railway, containing seven independent roads, which he now offers to the public as the first of a series which shall embrace the other important railway routes. The work will, it is hoped, commend itself to all interested in railroad matters, as containing a more full and accurate exhibition of these great public works than can elsewhere be obtained in a popular form; while it is designed especially to serve as a companion to the traveller, showing him at a glance the extent of country through which he is passing and the progress he is making in his journey, and giving him a variety of information concerning the objects which he sees as he passes along, or which are in the vicinity of the road. Several localities, possessing great historical or geological interest, of which the intelligent traveller would by no means fail to be apprized, are pointed out.

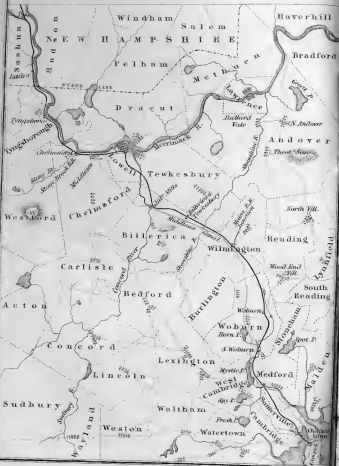
The work, it is believed, will do much to relieve the monotony of railway travel; and, what is still more important,

it will communicate, under circumstances peculiarly favorable for recollection, an amount of topographical and other information worth far more than its cost. Thus the hours of railway travel, independent of the direct object to be attained, will be well-spent hours, affording temporary gratification, and contributing to store the mind with knowledge.

As one of the railroads here exhibited penetrates the immediate neighborhood of Lake Winnipiseogee, and affords peculiar facilities for visiting the White Mountains, a sketch of both these interesting features of New Hampshire scenery is given in the latter part of the work.

To the officers or agents of all the several railroads embraced in this work, who have kindly furnished information, or the means of obtaining it, concerning their respective roads, the author begs leave here to express his acknowledgments.

MAP OF THE
BOSTON AND LOWELL
 and
LOWELL & NASHUA RAILROADS.



THE BOSTON AND LOWELL
AND
NASHUA AND LOWELL RAILROADS.

THE Boston and Lowell Railroad, 26 miles in length, was opened for passengers in June, 1835. It was one of the earliest, as it has been one of the most successful, enterprises of the kind in this country. The road is thoroughly built, with a double track, and in its construction and management special regard has ever been had to the safety of its passengers. There are but few crossings at grade, and very few accidents have ever happened upon it. The road is well equipped for its extensive business.

Leaving Boston, the road crosses Charles River, to

East Cambridge, a thriving place, containing 6 churches, a court-house and jail, and other public buildings. Many branches of industry are carried on here, but the place is noted especially for its manufactures of glass. Leaving this point, the road very soon crosses an arm of Charles River, then the Fitchburg Railroad, and immediately after it passes, at an elevated position on the right, the McLean Asylum for the Insane. The traveller now sees on his left the neat cottages of Somerville, and the church on Spring Hill. On his right, in the distance, are the ruins of the Ursuline Convent. In the neighborhood of the ruins are situated Prospect and Winter Hills, in Somerville, from which may be had beautiful views of the city and harbor of Boston. Malden and North Malden may now be seen in the distance, on the right, and soon after, Medford. At length the road crosses Middlesex Canal and Mystic River, just beyond which is

Medford, 5 miles from Boston. The village is at a little distance from the depot, and is more accessible from Boston by means of a branch from the Maine Railroad. West Cambridge may be seen from the station, on the west, at only a short distance. Medford contains many fertile and highly cultivated farms; but the town is particularly distinguished for ship-building. In five years preceding April 1, 1837, sixty vessels were built here, whose tonnage amounted to 24,000 tons. Leaving Medford, the road approaches the margin of Mystic Pond, of which the passenger has but a glimpse; it then passes the little settlement at Baconville, crosses the stream, and soon the traveller finds himself at

South Woburn, 8 miles from Boston. This thriving little village owes its prosperity to the railroad, and in the summer months it is much resorted to, for a temporary residence, by persons from the city. Various manufactures are carried on here, the stream which passes the

place affording sufficient water power for this purpose. A branch railroad, 2 miles in length, extends from South Woburn to Woburn Centre, a large, neat, flourishing village. The surface of the town is uneven, and very much diversified with hills, dales, and woods, being thereby rendered exceedingly variegated and pleasant.

Woburn, 10 miles from Boston, is the next stopping-place. This station is $1\frac{1}{2}$ miles from Woburn Centre. Passengers for East Woburn and other places in the vicinity stop here. Immediately above the depot occurs the most extensive excavation on this road. A quick run of 5 miles will now bring us to

Wilmington, 15 miles from Boston, and 11 from Lowell. This is an agricultural town, the soil, however, being adapted only to some particular crops. Near the depot is a branch, 2 miles in length, connecting with the Maine Railroad, but at present little used. Leaving Wilmington, the road passes near the Middlesex Canal, 4 miles, to

Billerica and Tewkesbury, (Richardson's,) 7 miles from Lowell. The station here accommodates passengers for Tewkesbury and Billerica, — the latter a town of considerable importance, having a pleasant village at its centre, 2 miles distant. The next station is at

Billerica Mills, 4 miles from Lowell. The prosperity of the little settlement here has been checked by the repeated burning of the mills, situated on Concord River. During the next stage the railroad crosses Concord River, and soon after approaches the deep rock cutting, the most formidable obstacle in the construction of this railroad. Passing that, the traveller immediately finds himself at

Lowell. This place is so well known as hardly to need any description here. In 1821, it was inhabited by only a few families, and was in no way distinguished; in 1826 it was incorporated as a town, and in 1836 it became a city. It now contains a population of 30,000; 15 or 20 churches; 3 banks; several well-kept hotels; and many important public buildings. Its water power is improved by 12 manufacturing corporations, with a capital of more than 12,000,000 dollars, and employing 12,000 hands. Nor is Lowell a manufacturing city merely. With its growth and increase of business, great care has been taken to promote the moral and intellectual character of its population. This city stands among the first in the cities and towns of Massachusetts in the amount appropriated for public instruction, and its schools are universally acknowledged to be of a high order. A city library was established in 1844, which now contains several thousand volumes, and to which all may have access. There are various other institutions, which, by means of libraries, lectures, &c., are adapted to elevate the character of the population. An elegant and spacious man-

sion has been purchased by the corporations and converted into a hospital, to which all persons employed by the corporations may have access when sick or disabled. A public cemetery has been laid out, on the east bank of Concord River, about a mile above its junction with the Merrimac. This place, from its variety of surface, its rich growth of wood, the graceful bend of the river near by, and the quiet which reigns around, is admirably adapted to the solemn purpose to which it has been consecrated. The passenger for the north sees little of Lowell, the depot being at its outskirts. Lowell passengers, however, are taken into the heart of the city by a branch railroad.

At Lowell commences the Nashua and Lowell Railroad, 15 miles in length, extending to Nashua, N. H. It was opened in Oct., 1838. Though a short link in the line of communication between Boston and the north, this road is one of the most productive in the country; 200,000 passengers and 150,000 tons freight are annually carried over it—more than four times the amount of the estimated business of the road at the time of its construction!

Leaving the Lowell station, the passenger quickly passes along and crosses the old canal, which supplies part of the water power of the city, and then a run of two minutes brings him to the Merrimac River, near the margin of which the road passes till he reaches

Middlesex, the first stopping-place, 2 miles from Lowell. The cars always stop here to take or leave passengers; but the station is comparatively unimportant, and is frequently passed without stopping. A few rods from the depot is Middlesex Village, in Chelmsford, distinctly seen from the cars. Here is the head of the old Middlesex Canal, the business upon which was the foundation of this settlement. Since the use of the canal has been discontinued, the village has declined. Chelmsford is noted for its granite and limestone. Two miles further is

North Chelmsford. Here is a thriving little settlement, at the mouth of Stony Brook; and from this place extends the Stony Brook Railroad, 13½ miles in length, to Groton, where it connects with the Fitchburg Railroad. The next station is at

Tyngsborough, 7 miles from Lowell. The track here, for some 80 rods, is laid upon a wall at the very margin of the river. A short distance above the depot is a little village, occupying a pleasant site, and containing a church and several neat buildings. A few years since, before the construction of the railroad, this portion of the Merrimac was enlivened by the frequent passage of a steamboat which plied between Lowell and Nashua for the transportation of passengers, and by the numerous boats which conveyed merchandise between Boston

and Concord. Now, rafts of lumber are occasionally seen upon its surface, but the boats have disappeared. The next station is at

Little's, 4 miles below Nashua. This stopping-place accommodates passengers for the lower part of Nashua and Hudson. The next stopping-place, at the junction of the Concord Railroad, is at

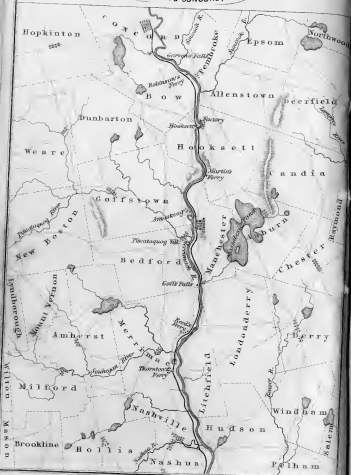
Nashua, 40 miles from Boston. This station is one mile below Nashua Village, the terminus of the Nashua Railroad. Here is also the point of junction of the Nashua and Worcester Railroad.

Nashua Village is an important point upon this line of railroad, lying on both sides of Nashua River, partly in Nashua and partly in Nashville. That portion of the village lying in Nashua contains 4 churches, a beautiful town-house, a bank, the post-office, a large number of handsome dwelling-houses, about 50 stores, and 3 hotels. The Nashua Manufacturing Company was incorporated in 1823. It has 4 large mills, employing 1200 hands. The mills contain 37,000 spindles and 1090 looms, and manufacture 13,000,000 yards of cloth per annum. Connected with the mills is a large machine shop, in which a variety of articles are manufactured, besides such as are required in the mills, and in which about 300 men are employed. Here is also an extensive iron foundry, employing 30 men, in which more than 4,000 pounds of castings are manufactured per day. The portion of the village lying in Nashville contains a number of churches, the mills of the Jackson Manufacturing Company, the depot of the Nashua and Lowell Railroad, a large number of handsome dwelling-houses, and about 30 stores. Here the Nashua and Lowell Railroad connects with the Wilton, the latter extending 9 miles, to a point between Amherst and Milford. Here is also a beautiful cemetery, lying in a grove in the rear of the Unitarian church, containing 200 lots, which are owned by individuals of all the religious societies.

This town was early settled, and for fifty years it was peculiarly exposed to attacks from the Indians. In 1675, during Philip's war, it was abandoned. In 1691, several persons were killed in town by the Indians. From this time to 1706, frequent attacks were made, and ravages committed. In 1725, Capt. John Lovewell, of this town, raised a company of volunteers and marched in pursuit of the enemy. In his first expedition, they killed one Indian and took one prisoner; in his second, they killed ten Indians; but in the third, they fell into an ambuscade at Lovewell's Pond, in Fryeburg, Me., and Capt. Lovewell, Lieut. Farwell, and Ensign Robbins, all of this town, were killed, as also the chaplain, Mr. Frye, and twelve others, and eleven wounded. In this conflict, however, the noted chief Paugus was slain, and the power of the Indians was forever broken.

MAP OF THE
CONCORD RAILROAD.

Extending from
NASHUA TO CONCORD, N. H.



CONCORD RAILROAD.

This road extends from Nashua to Concord, N. H., a distance of 34 miles, along the banks of the Merrimac River. It was opened in the autumn of 1843. Though, like many of our railroads, considered a somewhat hazardous enterprise at the time of its construction, the stork of this road is now, and ever has been, among the first railroad stock in the country.

Leaving **Nashua**, the road soon crosses the Nashua River, an important stream, which has pursued a meandering course from the central part of Massachusetts, and which here, after supplying a valuable and never-failing water power at Nashua, discharges itself into the Merrimac. For about 4 miles, the road now lies in the town of Nashville, formerly a part of Nashua; when, upon crossing Penicook Brook, it passes into the town of Merrimac. It still pursues its course, by the bank of the Merrimac River, 2 miles further, to

Thornton's Ferry. Passengers for Litchfield and the lower part of Merrimac stop at this station. This neighborhood was once the scene of one of those conflicts with the Indians which characterize the history of New England settlements. In Sept., 1724, a party of ten persons, from Nashua, who were in pursuit of a company of Indians that had just taken two prisoners from that town, were surprised by the savages at a brook near Thornton's Ferry, and all slain but one, — Josiah Farwell, — who afterwards distinguished himself as a lieutenant under the celebrated Capt. Lovewell. Here, Farwell escaped only after a hot pursuit. One and a half miles from Thornton's Ferry, the road crosses the Souhegan River, a considerable stream, upon which are good water privileges, and passes on to

Reed's Ferry. 9 miles from Nashua. Passengers for the upper part of Merrimac and Litchfield are accommodated at this station. Here is a small settlement, beyond the hill. The inhabitants of the place, prompted by a desire to promote the cause of education in the State, have erected here a fine building for a Normal School, at an expense of 5,500 dollars, and have secured the services of Mr. William Russell, a distinguished educationist, well known in New England, as principal. The school will be opened in August, 1849; and more teachers have already applied for its advantages than can be accommodated. The next station is at

Goff's Falls, in Bedford, 4 miles from Reed's Ferry. Passengers for the lower part of Bedford and Manchester are accommodated here. A few rods above the falls, in Bedford, is an Indian burying-ground, and in the vicinity have been found a variety of Indians' implements. Unquestionably there was once an extensive Indian settlement along

the bank of the river at this place. Here the road crosses the Merrimac River into Manchester. Near by, at the mouth of Cohass Brook, (the outlet of Massabesic Pond,) a thriving little village is growing up around the mills on that stream. The road now follows the course of the river, on the east side, 4 miles, near the termination of which stage the passenger may see, on his left, the Piscataquog Village, in Bedford. This has heretofore been something of a business place, but its immediate connection with Manchester has of late contributed much to its prosperity. In the distance, beyond this village, may be seen two lofty peaks, probably of the Unconocoock Mountains, in Goffstown. The next stopping-place is

Manchester, 17 miles from Nashua, and the same distance from Concord. Here is a manufacturing city of 15,000 inhabitants, built entirely since 1838. Its growth is unrivalled by that of any other place except Lowell. There are now in operation here eight large mills for the manufacture of cotton and woollen goods, employing 5,000 hands, and an extensive machine shop and foundry, owned by the Amoskeag Manufacturing Company, employing 500 hands. The village is pleasantly situated upon an elevated plain, about 80 rods from the river, having five streets running north and south, intersected by ten others running at right angles, and containing 8 churches, a town-house, 9 school-houses, 4 large hotels, 75 stores, and more than 400 private dwellings. Four large squares have been reserved and laid out for public use, some of which are enclosed and planted with trees; and at only a short distance is a public cemetery, containing twenty acres, intersected by a deep valley and a running stream, and laid out with winding avenues and paths. This is a favorite place of resort. Manchester contains a Bank; an Athenæum, having 2200 volumes in its library, and a reading room for newspapers and periodicals; a public press; and various institutions for the social improvement of its busy, enterprising population. The passenger sees little of the place besides the mills and the boarding-houses of the corporations, the latter occupying the slope from the village to the river. Leaving the depot, the road passes along the canal for about half a mile, to Amoskeag Falls, over which is a substantial bridge connecting Manchester with Amoskeag Village, in Goffstown. Here is a fine water power, and extensive preparations had been made for improving it; but the superior facilities at Manchester for manufacturing purposes have retarded the growth of the place.

Martin's Ferry, 5 miles from Manchester, is the next stopping-place, for passengers from the upper part of Goffstown and the lower part of Hooksett. The marked curve in the road will apprise the

traveller of his approach to it. Four miles beyond, the road recrosses the Merrimac, and the passenger finds himself at

Hooksett, 8 miles from Concord. Here are the beautiful Hooksett Falls, and the water power is improved by the Amoskeag Company for the manufacture of mouslioe de laines. There is a small, pleasant village on the west side of the river, and near by is an eminence commanding a delightful view of the river above and below the falls, with well cultivated fields on its margin, and distant hills in the background. Passengers for Allenstown and the lower part of Bow stop at this depot.

Robinson's Ferry, in Bow, 4 miles from Concord, is the next stopping-place, where passengers for Bow and Pembroke are left. Across the river, just below the station, and on elevated ground, is "Pembroke Street," the site of Pembroke Academy. Soon after leaving the Ferry, may be seen, on the opposite shore of the Merrimac, the mouth of the Soucook River, across which a bridge is in process of construction for the Concord and Portsmouth Railroad. You now pass Garven's Falls, around which is a canal cut in solid rock. Very soon you cross Turkey River and pass Turkey Falls in the Merrimac, where preparations have been made for a bridge for the Portsmouth Railroad. The next stopping-place, and the terminus of the road, is

Concord, the capital of New Hampshire, containing 7,000 inhabitants. The principal village, on the west side of the river, extends nearly two miles north and south, and contains the State House, State Prison, Asylum for the Insane, and other public buildings. Its site is pleasant, airy, and one of the most healthy in New England; its streets are wide, and shaded with noble elms; its churches and private buildings are neat, and some of them in a style of elegance; its hotels, which are numerous, are large and convenient, and nowhere can the traveller find more obliging landlords, or a more comfortable resting-place. The scenery around the town is delightful, particularly from the elevated grounds east of the river. Here are spread out before you fertile and well cultivated intervalles, dotted with groves, through which the placid Merrimac winds its way towards the ocean, while here and there appear the neat villages which betoken the prosperity of the people. A fine view of Concord, and of the valley in which it is situated, may be had from the State House, but the prospect is not extensive.

As a business place, Concord holds an important rank. The opening of a water communication with Boston, in 1815, by means of the Middlesex Canal and locks on the Merrimac, did much to increase the

business of the place, by making it the deposite of an extensive inland trade. This mode of transportation was generally employed for nearly thirty years, until, by the construction of the Concord Railroad, a more speedy, regular, safe and economical mode was introduced, since which the business of the "Boston and Concord Boating Company" has been suspended. Other railroads, already built or in process of construction, centre at Concord, and will increase the importance of the place. The Merrimac County Bank and the Mechanics' Bank are located here.

The Asylum for the Insane was incorporated in 1836, and opened for the admission of patients in 1842. It is situated on Pleasant Street, on an eminence overlooking the village and the valley of the Merrimac. Connected with it are 120 acres of valuable land, well adapted to the purposes of the institutioo, which is advantageously cultivated, mostly by the labor of the patients, to whom it affords suitable exercise, and to whose recovery it greatly contributes. To this retreat, affording the best of medical attendance, and those moral remedies which a large experience has proved to be best adapted to the insane, patients are admitted on extremely moderate terms. The establishment of the institution does honor to the State, and marks the progress of humanity even in the land of the Pilgrims.

Among the hotels at Concord, may be mentioned the Phoenix, kept by A. C. Peirce; the Eagle Hotel, by W. Walker; and the American, by J. Gass.

Daily stages leave Concord for Hopkinton, Warner, Sutton, Henniker, Bradford, Newport, and Claremont; for Pittsfield and Dover; for Portsmouth; and for Haverhill, Mass., three times per week.

The Concord Railroad here connects with the NORTHERN, extending to the Connecticut River at Lebanon; and with the BOSTON, CONCORD, AND MONTREAL ROAD, extending to the Connecticut at Haverhill, and now open to Meredith Village, 37 miles from Concord. Passengers for Vermont and the western part of New Hampshire will take the former route, and those for the northern and north-eastern parts of New Hampshire, especially travellers for pleasure to the White Mountains or the beautiful and romantic neighborhood of Lake Winnipiseogee, will take the latter. (See the Maps and Descriptions of those routes, pages 19 and 35.)

Map of the NORTHERN RAILROAD.

EXTENDING FROM CONCORD, N. H. TO

Lebanon, on the Connecticut River.



NORTHERN RAILROAD.

This road extends from Concord, N. H., where it connects with the Concord Railroad, to Lebanon, on the Connecticut River, a distance of 69 miles. It was finished in Nov., 1847.

Leaving Concord, the road soon strikes the Merrimac River, along the west bank of which it passes to West Concord, 3 miles from Concord. Here is a small village, with a cotton factory, carriage establishment, &c.

Fishersville, 4 miles further, is a place of considerable business, on the Contoocook River, which passes through it, affording an excellent water power. Here are factories for the manufacture of cotton and woolen goods, situated at some little distance from the railroad, on the south side of the river, while other establishments, on the north side, are near the road. At the mouth of the river is Duston's Island, so called from having been the scene of the famous exploit of Mrs. Duston. In March, 1698, the Indians made a descent upon Haverhill, Mass., and attacked the house of Mr. Duston, who, with his children, fled and escaped their pursuers. Mrs. Duston, however, was confined to her bed, and, with her nurse and an infant six days old, was captured by the savages. She was now compelled to rise and commence her journey into the wilderness, in winter, on foot, and exposed to all the cruelties which her inhuman captors were disposed to inflict. At length, in their journey, they reached this island, upon which the Indians encamped for the night; having previously informed Mrs. Duston that on the morrow she would be compelled to run the gauntlet between two files of Indians. Fatigued themselves by their long journey, and having as captives only a sick woman, her nurse, and an English lad, the Indians relaxed their vigilance, and before morning were all in a sound sleep. Not so Mrs. Duston. The stern realities of her situation were enough to arouse every energy of her soul, and to nerve her for any effort. The fires of the camp had become low, and from the half-extinguished embers only a flickering and uncertain light was shed through the apartment. Finding all still, Mrs. Duston softly raises herself up, listening, breathless, to hear the first sign of wakefulness from any of the party. No sound is heard but the heavy breathing of the stalwart Indians. She now rises upon her feet and seeks her nurse, whom she gently wakes, and then the captive boy. It is a moment of intense anxiety—the least noise may betray their plans and expose them to immediate death. But all is yet still. The tomahawks of the Indians furnish them with instruments suited to their purpose; and assigning to the nurse and the lad each a station beside the slumbering captors, at a given signal the

work of death is commenced, and, by feeble hands made strong by desperation, it is soon accomplished. One Indian woman only escaped, and a child whom they purposely spared; ten Indians were slain and scalped. Mrs. Dustin, after much exposure and suffering, reached her home in safety, with her trophies; and in consideration of her heroism the general court of Massachusetts made her a grant of 50 pounds, and she received many other valuable presents. The railroad passes over the island, immediately after leaving the depot, affording the traveller a good view of this interesting spot. The next station is at

Boscawen, 3 miles further, and 10 from Concord. Here is a pleasant village, situated on a plain, near the depot, and elevated somewhat above it. The street is nearly two miles long, very straight and level. The Hon. Daniel Webster here commenced his legal practice. Population of the town in 1840, 1965.

North Boscawen is 4 miles further. This station is chiefly for the convenience of local passengers.

Franklin, 5 miles distant, and 19 from Concord, is the next stopping-place. Here, a little north of the depot, is a neat village, which owes something of its prosperity to the railroad. The depot at Franklin is large and commodious, and the station is an important one. The Bristol Branch Railroad, extending north 13 miles, to Bristol, here connects with the Northern. On this branch there is one regular station, at Hill, 7 miles from Franklin, and two other unimportant stopping-places. Bristol is a pleasant village, situated at the mouth of Fewfound River, on which there is a splendid water power, the fall being probably not less than 70 feet in 30 rods. This power is at present chiefly used for local purposes, but it is amply sufficient for more extensive operations. The railroad depot is at the very foot of the fall; where the stream empties into the Merrimac, while the village is at its head, on elevated ground. — Leaving Franklin, the course of the Northern Railroad essentially changes, to avoid the Ragged Mountains between Andover and Hill, which present an insuperable barrier to a direct course to Lehanon. We now pass through a somewhat hilly section of country. The first station is at

East Andover, 6 miles from Franklin. Here is a small settlement, and the station is chiefly for local accommodation. The next stopping-place is

Andover, 4 miles further. Here too is a little village, containing an academy. The next station is at

Potter Plain, 2 miles further, and 12 miles from Franklin. This is the largest settlement in Andover, and the station accommodates passengers from New London, Wilmot Flats, &c. On the left, at the

south-west, may now be seen Kearsarge Mountain, one of the most noted in New Hampshire. One mile from Potter Plain is

West Andover. Here are but few houses, but the station is somewhat important, as it accommodates passengers from Wilmot and Springfield, and other towns in the neighborhood. The mountain barrier is now past, and the road pursues a northerly direction, through a hilly country, to

Danbury, 6 miles from West Andover. Here is a watering-station, and the trains stop a few minutes. Leaving the station, the road continues to wind its way through openings between the hills, to

Grafton, 5 miles. From this point may be seen Grafton village, at the right, an elevated ground. In the course of the next stage may be seen, on the left, Glass Hill, from which isinglass of fine quality is quarried for the market. On this stage, also, at the summit in Orange, occurs the greatest curiosity on the route. The road here passes through a rock cutting 70 rods in length and 26 feet deep, in the midst of which was a bog, or small pond filled with sticks, leaves, and matter which must have been accumulating there for a long period. Into this bog, before it was disturbed, a pole could with difficulty be thrust about 12 feet, after which its passage to the bottom was comparatively easy. The removal of this mud was more troublesome even than solid rock, being so soft as to flow in as fast as cleared away; and this difficulty was only overcome by driving piles on each side of the road, where a foothold could be found, to answer the purpose of a dam. Here, too, *very near the summit*, were found large "pot-holes" in the rock, like those now found in the neighborhood of water-falls, evidently produced by the action of running water. One of these holes was 11 feet in depth; while the deepest at Bellows Falls, in the same kind of rock, produced by the waters of the Connecticut River since it has flowed in its present channel, is only 5½ feet! Who can conjecture when, and during how long a period, and under what circumstances, these remarkable cavities were produced! A large stone, in the shape of an egg, by the motion of which, in part, one of these pot-holes was formed, is now among the curiosities to be seen at Dartmouth College. There is good reason to suppose that the waters which now flow from this summit into the Connecticut, once flowed eastward into the Merrimac. At present, the traveller passes a considerable pond on his left, whose waters are discharged into the Merrimac, and in four minutes he passes another on his right, which empties into the Connecticut.

Canaan, 8 miles from Grafton and 62 from Concord, is the next station. Here is a somewhat open plain, but the principal settlement in the town is at a distance, on higher ground, with a beautiful pond

in its immediate vicinity. The road now follows Mascomy Brook, crossing it several times, to

West Canaan, 4 miles from Canaan depot. From this place it is 3 miles to

Enfield. Here is something of a settlement, the stream affording a water power, which is improved by the Shakers, who have mills and other property in the place. Leaving the depot, Mascomy Pond soon opens upon the sight of the passenger, and across its clear, smooth surface appears the Shaker village, seated upon the margin of the pond. There, in a delightful situation, is a singular community, about 300 in number, owning the entire settlement. The site of the village is supposed to have once been the bed of the pond, as traces of its ancient shore are still distinctly visible in several places, about thirty feet higher than its present surface — another proof of the mighty convulsion of nature to which this section of country has been subjected. The road now soon passes through a massive rock cutting, the walls on either side nearly perpendicular. From this cutting can be furnished the finest flagging stone to be found in the country. Thence the track pursues its way along the shore of the pond to its outlet, at

East Lebanon, 61 miles from Concord, and 8 from the Connecticut River. The next station is at

Lebanon Centre, 4 miles further. Here is an important village, with a first-class hotel, the Lebanon House. Here, also, is the Bank of Lebanon. At this place, as at various other points, Mascomy River affords a water power, which is well improved. During the next stage, the road passes through frequent heavy cuttings, showing the expenditure of a large amount of labor upon this section of the road.

West Lebanon, the terminus of this road, is situated upon a street running north and south, at the lower extremity of which are the depot, engine house, and car houses of the Northern Railroad. Here the cars of the Vermont Central and Passumpsic Railroads receive their passengers, crossing the Connecticut upon a beautiful bridge. On the opposite shore of the river is the junction, from which point the rails extend in four directions.

This railroad forms an important link in the communication between Vermont and Boston, connecting, as it does, at its northern extremity, with railroads penetrating two interesting and highly productive sections of the Green Mountain State. It is chiefly important as a thoroughfare, though its way travel is considerable. The road is well built, thoroughly equipped, and ably managed. The depots are neat and substantial, and the engine and car houses, machine-shops, &c., are amply sufficient for the extensive business of the road.

Map of the
VERMONT CENTRAL RAILROAD.

Extending from Lebanon, N. H. to Burlington, Vt.



VERMONT CENTRAL RAILROAD.

This road connects with the Northern at West Lebanon, and ~~when completed will extend to Burlington, the principal port on Lake Champlain. It is now open to Montpelier, 30 miles from Lebanon.~~
 The road also extends to Windsor, 15 miles below Hartford, on the west side of the Connecticut, to connect with the Sullivan Railroad, the latter extending to Bellows Falls. The entire length of the Vermont Central Railroad is 114½ miles.

Opposite West Lebanon is the **White River Junction**, where there is a pleasant village, which, from its central position in respect to the railroads connecting here, is doubtless destined to become a place of importance. There is here an extensive iron foundry and machine shop. From this station the road takes the valley of White River, which is a broad, smooth, and beautiful stream, and follows it to

White River Village, 1 mile from the junction. This village is principally upon the north side of White River, situated upon a small plain, somewhat elevated above the river, and encircled by a hill on the north. A dam is here thrown across the stream, furnishing a water power on both sides. Passengers for Woodstock find a stage conveyance from this point.

West Hartford, 6 miles further, is the next stopping-place. Here is a little village, situated between the railroad and the river. There is a water power at this place, partially improved. The manufacture of woollens and leather is carried on to some extent in Hartford, but the town is chiefly agricultural. Population in 1840, 2194.

Sharon, the next station, is 5 miles distant. The road here passes, at an elevated position, around the side of a high hill, presenting from the village opposite an admirable view of the cars, as, rounding its point, they disappear behind a cutting, and immediately reappear on the opposite side. This cutting is one of the deepest on the entire route, and through a remarkable geological formation. The village is situated on a narrow plain, at the foot of a high hill at the north-east. The river here affords a water power, which is improved for the manufacture of woollen goods, paper, and other articles. A stage for Stratford here connects with the railroad. Sharon is an agricultural town. Population in 1840, 1371.

South Royalton, 5 miles distant, at the mouth of the first branch of White River, is the next station. Here is but a small settlement, though, unlike the site of some of the villages on the route, there is ample room for a larger one. From this point a stage leaves daily for Tunbridge, Chelsea, and Corinth.

Royalton, 2 miles further, is a neat, considerable village, the largest in the town, snugly embosomed by surrounding hills, high enough to

be called mountains elsewhere. Here is a church, an academy, &c. The village, situated between the railroad and the river, is mostly shut out from the view of the passenger in consequence of the road running in a cut around the margin of the hill on the north. A stage leaves this point on Mondays, Wednesdays, and Fridays, for East Bethel, East Randolph, East Brookfield, Williamstown, Barre, and Montpelier, passing through the celebrated gulf in Williamstown. This is a wild and picturesque pass, several miles in length, between the mountains, which are very high and steep on both sides, and which at the base approach so near as to leave room only for the turnpike, and for a gurgling rill flowing south into White River, and a branch of the Winooski, emptying into Lake Champlain. If the traveller is journeying for pleasure, this stage route will afford him a far better opportunity of enjoying the mountain scenery of this region than can be had upon the railroad, which always seeks the valleys, and on which, if a pretty view is presented, it is almost immediately shut out of sight. One mile from Royalton is

North Royalton, 20 miles from Lebanon. Here is a small settlement, somewhat elevated, and a neat depot, built in part by the inhabitants. During the next stage, we leave an important branch of White River, and before arriving at Bethel the stream has much diminished in size. Royalton is an excellent agricultural town. Pop., 1917.

Bethel, 4 miles from N. Royalton, is the next station. Here is quite a village, situated immediately under a high hill at the right, while on the other side of the road is a marked curve and expansion of the river, and a narrow interval beyond. Soapstone is found in the town, large quantities of which are sawed for the market. Bethel contains two villages, (the station being at West Bethel,) and is chiefly an agricultural township. Population in 1840, 1886. Stages leave Bethel on Mondays, Wednesdays, and Fridays, for Gaysville, Pittsfield, Stockbridge, and Rutland — also for Rochester, Hancock, Rip-ton, and Middlebury; and on Tuesdays, Thursdays, and Saturdays, for Gaysville, Stockbridge, Rochester, Brandon, Sudbury, Orwell, Chipman's Point, Ticonderoga, N. Y., and Lake George. Leaving Bethel, the road follows the third branch of White River, which it crosses several times, to

Randolph, 7 miles from Bethel, and 31 from Lebanon. Here is quite a large village, at a little distance from the depot, containing two churches, an academy, factories, &c. There are three villages in the town, nearly of a size — East Randolph, Randolph Centre, and West Randolph, (the station.) There is another academy at Randolph Centre. This town ranks among the very best in the State for its

agriculture. Population in 1840, 2673. A stage leaves W. Randolph daily, (Sundays excepted,) for Randolph Centre.

Braintree is the next station, 5½ miles from Randolph. Here is an even spot, enclosed by mountains near at hand, with no settlement, the villages of the town being at a distance. Braintree is an agricultural township. Population in 1840, 1232. The line now approaches the summit, through a narrow and almost perfectly level valley, with mountains close on either hand.

Roxbury, the next station, is 9 miles from Braintree. Here are a few houses, somewhat scattered, and a hotel near the depot. This is a rough agricultural town, with two small villages. Population in 1840, 784. Here is the highest elevation on the road, and a most remarkable railroad summit. The valley has high mountains on each side, but remains a perfect level for nearly two miles, streams in fact issuing from opposite mountains and running parallel to the road, the one north to Lake Champlain and the St. Lawrence, and the other south to the Connecticut and Long Island Sound. One would be quite ready to conclude that this pass was left on purpose for a railroad, were it not necessary to make a moderate "fill" in order to get over the summit. This point is about 900 feet above the Connecticut at the mouth of White River, distant 45 miles, and about the same above Lake Champlain at Burlington, distant 55 miles. Of course, the grades on the road need not be otherwise than very favorable, and in fact 40 feet to the mile is given as the maximum. Passing the summit, the road continues its course between the mountains, descending somewhat rapidly, and boldly pushing forward through projecting hills and over deep ravines. This section of the road would richly repay the traveller for making its passage on foot.

Northfield, the next station, is 7 miles from Roxbury. Here is something of a village, with a first-rate hotel, in an extended opening between the mountains. This town is very near the geographical centre of the State, and contained, in 1840, 2913 inhabitants. The depot, engine-house, and machine-shop of the Company, located here, are large, and every way of a superior character. The next point is

Montpelier, the capital of the State, located on the Winooski River, at the mouth of the north branch, 62 miles from Lebanon. Like many of the villages in this State, Montpelier is surrounded by high, green hills. Here is the State House, one of the noblest structures of the kind in the Union. Here, too, is a fine court-house, and also the county grammar school, or academy. The town is in fact the centre not only of the county, but of a large section of country, for all business purposes. In 1840 it had four villages, and a population of 3725.

Recently, however, the town has been divided into Montpelier and East Montpelier. From this central position the traveller will find stage conveyance in almost every direction.

Middlesex is a small agricultural town, with a population, in 1840, of 1270. Near the station is a first-rate water power, unoccupied.

Waterbury is the next station. Here is a pleasant village, in a very good agricultural town. Population in 1840, 1992. The next station on the line is

Bolton, a town of rocks and mountains, and few inhabitants. Here is the pass of the main range of the Green Mountains, at the very foot of one of the highest peaks, the Camel's Hump. The Winooski River has here broken through, rising east of the mountains and falling into Lake Champlain on the west. To accomplish this passage, the river has worn its way through immense ledges, at a point called "the Natural Bridge," where at low water the river passes wholly underneath large rocks, which have fallen from the ledges above, and form a bridge, safely traversable by foot passengers. These ledges appear once to have been a barrier to the waters, sufficient to form a lake extending some twenty miles into the neighborhood of Montpelier. Such, at least, are the geological indications. Next in order is

Richmond, 23 miles from Montpelier. This is a small but excellent grazing town, famous for large dairies. Population in 1840, 1054.

Williston is a first class agricultural town, with a population, in 1840, of 1554. Here is one of the noblest valleys in Vermont, or in New England, upon which Thomas Chittenden, the first governor of the State, located at an early day. The road passes through part of the farm, and in view of the old mansion.

Essex, 31 miles from Montpelier, is also an excellent town. Population in 1840, 1824. Here the Vermont and Canada Railroad, running to the Northern New York (Ogdensburg) Railroad, is to connect with the Vermont Central. The next station is at

Winooski Village, lying in the town of Colchester, but adjoining Burlington. Here is fine water power, improved by first-class factories. To all intents and purposes, the traveller has now reached

Burlington, the largest village in Vermont, and one of the pleasantest for summer residence in New England, or in the Union. Commercially, it is a town of much importance, also. Here, during the season of navigation, will be found splendid steamers running daily, (Sundays excepted,) to all the important ports on the Lake, and during the winter daily stages, (Sundays excepted,) to Northern New York and Montreal, and to the south-western counties of Vermont. Here also is to terminate the Rutland and Burlington Railroad.

CONNECTICUT AND PASSUMPSIC RIVERS RAILROAD.

This road, when completed, will extend from Hartford, Vt., opposite Lebanon, to the Canada line, a distance of 114 miles. It is now finished and in operation to Wells River Village, in Newbury, 40 miles from the mouth of White River.

Leaving the junction at Hartford, the road immediately crosses White River, upon a substantial bridge, and passes along the bank of the Connecticut, through Hartford, 4 miles, to the

Norwich and Hanover station. Opposite this station, on an extensive and beautiful plain, half a mile east of the river, is Hanover, the seat of Dartmouth College. The village is built around a large square, and is one of the most important in the county. Dartmouth College, named after the Earl of Dartmouth, an early benefactor, is one of the most flourishing in the United States. It was founded by the Rev. Eleazer Wheelock, D. D., and chartered by royal grant in 1769. Its funds were obtained by donations from individuals, and by grants from the legislatures of New Hampshire and Vermont. The buildings, six in number, are in good condition, and most of them bear the names of benefactors. The executive government is entrusted to a president, fourteen professors, two tutors, and one teacher. The college libraries contain about 17,000 volumes. The terms of admission and course of instruction are the same as at the best colleges in the country. The number of alumni of the college is more than 3,000; the number of under graduates about 300. There is a flourishing medical school connected with the college, founded in 1797, which has ever held a high rank. The number of graduates at the school is over 700; a larger number than have graduated at any other medical school in New England. On the west side of the river, at no great distance from the depot, is Norwich Village. Here is the Norwich University, founded in 1834, having seven professors and eighty-eight students.

Ompompanoosuc is the next station, at the mouth of Ompompanoosuc River, 5 miles from Hanover. A stage leaves this place for Union Village, (on the line between Norwich and Thetford,) and for Strafford. During the next stage the settlement in Lyme appears in the distance on the right, the buildings being mostly old.

Thetford, 5 miles from Ompompanoosuc, is the next station, which accommodates passengers for Lyme, $1\frac{1}{2}$ miles distant, and for Thetford Village. A stage leaves Thetford for West Fairlee, Vershire, and Chelsea. The next station is at

North Thetford, 3 miles from Thetford. Here is a bridge across the Connecticut, and Lyme Village is about 2 miles distant. This station is comparatively unimportant. During the next stage, the

beautiful village of Orford may be seen, on the right, before approaching the

Fairlee and Orford station, $4\frac{1}{2}$ miles from N. Thetford, and $21\frac{1}{2}$ from White River. The road now passes between high hills and the river to the

Bradford and Piermont station, $5\frac{1}{2}$ miles from Fairlee. Bradford contains a pretty village, which may be seen from the railroad. There is here a water power on Wait's River, which passes through the settlement. Below, on the east side of the Connecticut, appears the village of Piermont. A stage leaves Bradford for Topsham, Corinth, Washington, and Barre. Leaving this station, the passenger soon sees Haverhill Corner in the distance, on the right, and at a greater distance Mooschillock, in Benton, its summit perhaps covered with snow.

Newbury and Haverhill station, 7 miles from Bradford, is the next stopping-place. Here is a neat village, beautifully situated upon elevated ground, a short distance from the railroad, and probably the largest settlement upon that portion of the road which is now finished. The valley of the Connecticut is here considerably expanded, and through the extensive intervals the river beautifully winds its course. A stage leaves this place for Haverhill and North Haverhill.

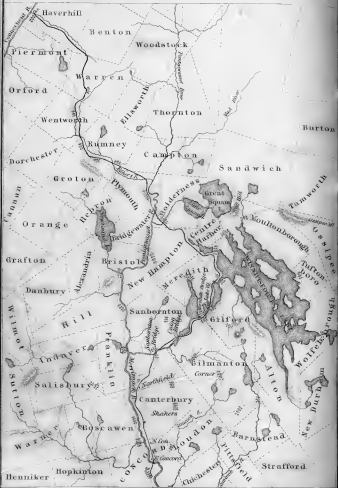
Wells River, 5 miles from Newbury, the present terminus of the road, is a smart business place, and the point at which centres an extensive trade. The village is not large, and is so closely shut in by mountains as to prevent its ever becoming so. Here are important manufactures, however, and here, too, is the Bank of Newbury.

Stages leave Wells River for Stanstead and Montreal, via Barnet, Waterford, St. Johnsbury, (20 miles,) Lyndon, Burke, Sutton, &c., to Stanstead, (66 miles;) also for Bath, Lyman, Lisbon, Littleton, (20 miles,) the White Mountains, (38 miles,) and Lancaster, (40 miles,) in New Hampshire. Other stages run to Ryegate, Peacham, Danville, (20 miles,) Cabot, Walden, and other towns in that direction, in Vermont.

This railroad penetrates an agricultural and highly productive section of country, for the surplus produce of which it affords an easy outlet. More than twenty villages, some of them of considerable importance, are situated upon the immediate line of the road within the first 75 miles.

MAP OF THE BOSTON, CONCORD & MONTREAL
RAILROAD,

Extending from Concord to Haverhill, N.H.



BOSTON, CONCORD, AND MONTREAL RAILROAD.

This road is designed to connect Concord with Haverhill, N. H., on the Connecticut River. It passes through the interesting and thriving neighborhood of Lake Winnipiseogee, and over a route, through the central part of Northern New Hampshire, which has heretofore had a large amount of stage travel. The road is owned, to a great extent, by residents upon the route, and is peculiarly a New Hampshire enterprise. To the tourist, it affords unrivalled facilities for access to the White Mountains, and by connecting with a new and commodious steamer on the Lake, it introduces him immediately to the varied and beautiful scenery of that far-famed region.

From Concord, the road passes eastwardly and crosses the Merrimac, to

East Concord, 2 miles from the State House. Here is quite a little settlement, at which, a few years since, preparations were made for an extensive manufacturing establishment; but, in consequence of a depression in business, the works were suspended, and have never been resumed. The road now immediately ascends the table-lands at a short distance from the river, and passes on to

North Concord, 4 miles from Concord. This station is chiefly for the accommodation of local passengers.

Canterbury station, 8 miles from Concord, is the next stopping-place. From this point passengers find easy access to Boscawen, on the west side of the Merrimac, and to the Shaker Village in Canterbury. The last-named village is situated on elevated ground, and while its appearance partakes of the peculiarities of the people, it has an air of neatness, order, and thrift, which is very gratifying. The community raise and vend garden seeds, put up vegetable preparations for medicinal purposes, and manufacture various articles of woollen goods, wooden ware, &c. Leaving the Canterbury station, the route for about 5 miles is through a wooded district, with nothing worthy of particular note except an extensive freestone quarry, not far from the Canterbury depot. This was discovered while building the road, and is likely to prove valuable to its owner. But if the road is here comparatively void of interest, it will soon more than make amends. Ten minutes will bring us to the

Northfield station, 13 miles from Concord. For the next 5 miles the route passes through some of the farms of Northfield. We now approach the Winnipiseogee River, and directly after passing through an excavation on its bank, we cross the stream at

Sanbornton Bridge, 18 miles from Concord. Here is a thriving manufacturing village, intersected by the beautiful, clear, and never-

failing Winnipiseogee. Its valuable water power, situated upon the line of the railroad, will now doubtless do much to promote its prosperity. Leaving the village, the road soon crosses the river twice, and passes along its valley 4 miles, to

Union Bridge. Here is a little village, lying in Sanbornton and Gilmanton. If the traveller has a taste for extensive and beautiful prospects, let him here take the stage for Gilmanton Centre, half a mile east of which is an eminence, about 450 feet high from its base, called Prospect Hill. From its top, which can be gained on horseback, may be seen two peaks of the Unconocnock Mountains, in Goffstown, 32 miles distant; State House in Concord, 16 miles; Mt. William, in Weare, 30 miles; Crotched Mountain, between Francestown and Greenfield, 38 miles; Grand Monadnock, in Jaffrey and Dublin, 65 miles; Kearsarge, in Salisbury and Sutton, 24 miles; Ascutney, in Windsor, Vt., 52 miles; Cardigan, in Orange, 28 miles; Mooschillock, in Benton, 48 miles; White Face Mountain, in Sandwich, 25 miles; Mount Washington, 56 miles; Mount Belknap, in Gilford; Great Moose Mountain, in Brookfield and Middleton, 16 miles; and Prospect Hill, New Durham Ridge, 12 miles. Six miles from Gilmanton Centre is Mount Belknap, from which may be had a beautiful prospect of Lake Winnipiseogee, with its multitude of islands, and of numerous villages "nestled" among the hills on either hand. Gilmanton is one of the largest, most populous, and most important towns in the State. It contains several villages of more or less importance, four of which are indicated on the map.

At Union Bridge the railroad again crosses the river, and pursues its course along the margin of Little and Great Bays, through a portion of Gilmanton called "Tioga;" so named by some revolutionary soldiers who had been stationed upon Tioga River. A charming feature in the scenery on this portion of the road is Great or Sanbornton Bay, the view of which is so interrupted by wooded headlands and banks as to present the appearance of several bays, coves, and harbors; and the illusion is sometimes rendered more perfect by the boats, sloops, and fishing smacks to be seen upon these clear and shining waters.

Meredith Bridge is 5 miles from Union Bridge, 9 from Sanbornton, and 27 from Concord. The village here is the largest and most important in this part of the State. It contains two first-class public houses, and is much visited for pleasure during summer. The trout fishing upon the Lake and numerous bays in the vicinity, and the fine mountain scenery around, combine to render this a most inviting place of resort. A little eminence, within five minutes' walk of the village, commands a delightful view of the valley of the Winnipiseogee River.

Lake Village, 2 miles from Meredith Bridge, is the next station. This, too, is a manufacturing village of importance, commanding the outlet of the lake. From this point merchandise and passengers are conveyed by water to all the towns upon the shores of the Winnipisogee. This village presents a beautiful appearance as seen from the opposite side of the bay which lies between it and Meredith Bridge. The road now passes along the shore of the bay, 4 miles further, to

Weirs Bridge. Here the railroad connects with the new, beautiful, and fast-sailing steamer, "Lady of the Lake," which makes the tour of the Lake twice a day, for the conveyance of passengers. The name *Weirs* is derived from the fact that here large numbers of fish were formerly caught in weirs. These were made by building stone walls down the bed of the stream, at an angle of about 45 degrees, at the junction of which cages or nets were placed, made of hoops and twigs, in which the fish were caught. Before the settlement of the place, hunters from Boscawen and Canterbury visited the Lake in winter, taking with them guns and traps, and camped out for months, subsisting upon game and fish.

A few years since a remarkable inscription was found upon a rock lying in the bed of the river at this place, a copy of which is given in the margin. It was discovered in consequence of erecting a dam to facilitate the clearing of a channel for the steamer *Belknap*, to allow her to pass to a winter harbor at Lake Village. The rock is about 20 feet in circumference, and is at a short distance above the bridge, and nearer the Meredith than the Gilford side of the stream. The inscription is supposed to commemorate an event in our early history, which is briefly this: In the year 1652, the General Court of Massachusetts ordered a survey to ascertain the extent of the colony—a measure which had long been contemplated, and which had then become necessary in order to settle a legal question which had arisen as to the jurisdiction of the State. Captains Edward Johnson and Simon Willard were appointed commissioners for that purpose. Their expedition extended to this place, where, as their Indian guides informed them, were the head waters of the Merrimac. Here they took their latitude, perhaps upon this very rock, and found it to be $43^{\circ} 40' 12''$. The EI are supposed to be the initials of Edward Johnson, (the character for I and J being then the same,) and SW those of Simon Willard. WP are perhaps an abbreviation of Worshipful, a title frequently applied to magistrates in those puritanical times. The rest is sufficiently plain—indicating the survey to have been

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made under the administration of Gov. Endicott. When viewing the rock, one seems to be taken back in imagination to the time of the Commonwealth in England, and about 75 years before the memorable battle of Lovewell with the Indians at Pigwacket! This spot was then, no doubt, first visited by white men. *Then*, the journey from Boston was a wearisome one of several days; now, it is accomplished in a few hours, with perfect ease; then, the only inhabitants of this region were savages; now, it is dotted over with smiling villages, and is the home of many of New England's worthiest sons.

From Weirs Bridge the road passes along the shores of the Lake itself for about 4 miles. The view of the Lake here, of the green islands embosomed in its clear, smooth waters, and of the various craft which ply upon its surface, is delightful.

Meredith Village is the next station, 37 miles from Concord. This is a smart business place, upon the border of the lake, 4 miles from Centre Harbor, and is the place of junction of the Conway and Meredith Railroad. The road now leaves the lake, passing along the margin of Measly and Long Ponds to

Holderness Village, 44 miles from Concord. Squam River here affords a fine water power, which has long been improved for the manufacture of paper, and for other purposes. The country in this neighborhood possesses much variety and interest. About 3 miles from this place the road strikes and crosses the Pemigewasset River, and then follows its valley to

Plymouth, 50 miles from Concord. Here is a pretty village, containing an academy, a church, a court-house, &c., and a popular hotel, the Pemigewasset House, kept by D. R. Burnham. Travellers to the White Mountains by way of Franconia pass through this place. At Plymouth the road leaves the Pemigewasset and pursues the valley of Baker's River through

Rumney, Wentworth, and Warren, when it strikes the Oliverian River, which it follows to

Haverhill. This is one of the more important towns of Northern New Hampshire, and the half shire town of Grafton County. The principal village is situated at the south-west corner of the town, on an elevated position, commanding an extensive prospect north and south, and several miles east and west. From the street the ground slopes beautifully towards the west, and is succeeded by broad intervals. It is a primary object now to continue the road to this point, from whence it is hereafter to be extended north to connect with the Atlantic and St. Lawrence Railroad; thus opening a regular inland communication between Boston and Montreal.

LAKE WINNIPISOGEE.

THIS Lake, which has long been celebrated for its picturesque beauty, has heretofore, owing in part to the want of suitable facilities for visiting it and obtaining access to its varied scenery, failed to attract that degree of notice from the travelling portion of the community which its merits deserve. It has now, however, in the progress of events, been, as it were, almost brought to the home of the traveller; and now, doubtless, its noble expansion, its broad bays, its shaded coves, its mirrored shores, its beautiful islands, its distant views, and the villages seated upon its margin, will afford present enjoyment to thousands, and furnish a theme of pleasant recollection in after years.

The Lake is of very irregular form, its length being about 22 miles, and its width from 1 to 10. It covers an area of about 70 square miles. Its waters are remarkably pure, and in some places its depth is said to be unfathomable. It abounds with fish of various kinds, great numbers of which are caught, both in summer and winter. Some of its islands contain large and well-cultivated farms, with quite a number of inhabitants. Being situated at the height of 472 feet above the sea, its outlet, the Winnipisogee River, is a rapid stream, affording an abundant and never-failing water power. The following are some of the towns and villages situated upon its shores.

Centre Harbor is located between Winnipisogee and Squam Lakes. The village, which lies partly in Meredith, is delightfully situated at the north-west extremity of the Winnipisogee, commanding a beautiful view of the Lake, and being surrounded by some of the most splendid scenery in the country. About 2 miles distant is Red Hill, in Moultonborough, an eminence 2500 feet high, from the top of which is presented one of the most enchanting prospects that ever gladdened the eye. In the east are seen the Ossipee Mountains, presenting their bold outline against the clear blue sky; in the north-east towers Chocorua Peak; and far in the distance appear the mountains of Maine. To the north are the Sandwich Mountains. Westward, and almost under foot, is Squam Lake, its surface dotted with emerald islands, and itself a perfect gem in the landscape. To the south-west are dimly seen Kearsarge and the Grand Monadnock, and nearer at hand Gunstock and Mount Belknap, of Gilford. To the south-east, the Winnipisogee appears to admirable advantage, its waters winding and disappearing in the distance behind the encircling mountains. The ascent of Red Hill is not difficult, and no lover of nature should fail to visit it.

The Senter House, at Centre Harbor, is an extensive and popular hotel, kept by Mr. John Coe. Connected with the establishment is

an ample supply of horses and carriages for a drive through the neighboring towns, and of boats for fishing and pleasure excursions on the Lake. The house itself occupies a fine position, with a double piazza facing the Lake, between which and the wharf is a neat garden of two acres, intersected by a walk, with flights of steps, leading to the shore.

Meredith Village is situated at the head of one of the long bays in which the Lake terminates at its north-west extremity. It is quite a village, but less noted than Centre Harbor.

Gilford is situated upon the south-west shore of the Lake, and is the shire town of Belknap County. The steamboat landing at Gilford is at Weirs Bridge, the point of connection with the Boston, Concord, and Montreal Railroad. (See p. 37.) In the southerly part of the town is Mount Belknap, which is frequently visited, and from which may be had a fine view of the Lake and surrounding country.

Alton is at the southern extremity of the Lake, at the head of Merrymeeting Bay. This bay is 1800 rods in length. The township is rough and uneven, but it derives some importance from its situation, being the thoroughfare of communication between the seaboard and the towns at the upper extremity of the Lake.

Wolfborough is at the south-east extremity of the Lake, and is a town of great interest, and of considerable importance. The principal village (shown upon the map) is at Smith's Bridge. From this place may be had one of the finest views upon the shores of the whole Lake. A beautiful sheet of water projects from the body of the Lake about a mile, at the head of which is the village. This bay is about a mile wide. Two miles from the village are two islands, which in part intercept the view of the Lake, but the whole breadth of it is seen between the islands, and between the most westerly island and the main land. Nothing can exceed the beauty of the sheet of water between the islands and the village in a still summer morning, when, like a great mirror, it reflects from its bosom the distant hills, with their green pastures and their woods, and all the rest of the varied scenery around. This enchanting view of the Lake, and the beautiful scenery on its shores, together with the neatness and taste which appear in the buildings, make this village one of the most delightful spots in New England. Its beauties awaken the admiration and elicit the praises of all who visit the place. The Indians gave the Lake its name, which is said to signify "the smile of the Great Spirit;" from which it may be inferred that even their untaught minds were not insensible to its beauties. The village at Smith's Bridge is not large, though it has lately received a new impulse, and many new

buildings are now in process of erection. It has one public house, kept by Mr. George W. Libbey, at which the tourist will find everything necessary to his comfort. There is a small village on Smith's River, about half a mile from the Bridge, where there is a fine water power, and another at South Wolfborough. The road from the latter village to Smith's Bridge passes over a considerable elevation of ground, from which, as well as from other eminences in the town, a large part of the Lake may be seen, with many of its islands. Upon the northern shore of Smith's Pond, Gov. John Wentworth erected a splendid mansion, and made it his summer residence. Population of the town in 1840, 1918.

Tuftenboro' and Moultonborough are agricultural towns, on the north-east shore of the Lake. In Moultonborough is Red Hill, of which we have before spoken. Some interesting Indian relics have been found in these towns.

SKETCH OF THE WHITE MOUNTAINS.

THESE mountains are situated in the northerly part of the State of New Hampshire, and nearly in the centre of the county of Coos. The latitude of the highest peak is about 44° 16' north. They consist of an unbroken chain, extending in a northerly direction from the Notch, a distance of more than eight miles, and presenting to the eye, from the summit of Mount Washington, five principal peaks. They are surrounded on all sides by an immense forest, and of course cannot be accurately seen except at a considerable distance from their base. But a view of the mountains themselves, and of the country around, is by far the most interesting and sublime when the individual is seated on their highest pinnacle. The height and characteristics of some of the principal peaks are as follows:—

MOUNT WASHINGTON, the highest, and the most southerly of the three highest peaks,	6,226 feet.
MOUNT ADAMS, the most northerly, having a sharp terminating peak,	5,759 "
MOUNT JEFFERSON, situated between the first two,	5,657 "
MOUNT MADISON, the eastern peak of the range,	5,415 "
MOUNT MONROE, the first south of Mount Washington,	5,349 "
MOUNT FRANKLIN, the second south of Mount Washington, having a level surface,	4,850 "
MOUNT PLEASANT, the third south of Mount Washington, of a conical shape,	4,715 "

These mountains may be approached from several directions. A favorite route, especially since the opening of the Boston, Concord, and Montreal Railroad, is by way of Concord, N. H., and the Lake, to Conway. From Concord, the tourist now passes by railroad to Sunbornton Bridge, 19 miles, and thence, through one of the most interesting sections of the State, by way of Meredith Bridge, to Meredith Village, 37 miles from Concord. (See Map of the Boston, Concord, and Montreal Railroad, p. 34.) From this place the stage route passes through Centre Harbor, 4 miles distant; Moultonborough, 5; Sandwich, 2; Tamworth, 12; Eaton, 6; to Conway, 8 miles. During this ride the lover of mountain scenery will find much to please and gratify him. Whiteface and Chocorua are the most noted mountains which he passes. Just before entering Eaton, the road for some distance winds along the shore of Ossipee Pond. At Conway, the traveller will find comfortable quarters at the Pigwacket House, kept by Col. John Hill; whence he will be taken next morning to the Mountains.

Leaving Conway, the road passes along the valley of the Saco, on the banks of which are rich meadows covered with verdure or waving grain, and presenting some of the most beautiful landscape scenery. Five miles from Conway is

North Conway, delightfully situated in the valley of the Saco River, and surrounded by mountains in the distance. A few miles north is Kearsarge or Pigwacket Mountain, 2700 feet high, which itself presents a grand appearance, especially at sunrise, and from the top of which may be had a "magnificent" view of the surrounding country, at times equalling that from Mount Washington. At North Conway the traveller will meet a welcome at the Kearsarge House, kept by S. W. Thompson, or at the Washington House, by Daniel Eastman. From this point to the Mountains the scenery is of the most grand and exciting character. Almost every turn of the road, as, with the bed of the stream, it winds its way up the valley of the Saco, presents some new and striking view.

Bartlett, the next town, 10 miles from N. Conway, is situated at the foot of the Mountains, and abounds in interesting scenery. Towards the east, Pigwacket Mountain rears its lofty head. North-west, the distant mountains rise one above another, Mt. Washington overtopping the whole. On either side are steep, lofty, forest-crowned heights; while away to the south is spread out the valley of the Saco. From Bartlett it is 8 miles to

The Mount Crawford House. This is the residence of the elder Crawford, now nearly fourscore years of age, who has resided here about

sixty years for the accommodation of the public. The house is at present under the management of Mr. N. T. P. Davis, who has recently enlarged and refitted the establishment. Near by is Mount Crawford, around the base of which is a bridle path to Mount Washington, 10 or 12 miles distant. Ample facilities for ascending the mountains, fine scenery, and trout-fishing in the neighborhood, together with the excellent interior arrangements of the house, secure for the proprietor a full share of the public patronage. Six miles further, and 2 miles below the Notch proper, is

The *Willey House*, romantically situated between frowning mountains, and an object of great interest from having been the residence of the Willey family, all of whom, nine in number, were overwhelmed by an avalanche from the mountain-side, in August, 1826. The moving mass of earth, stones, and trees was separated, by a large block of granite a short distance from the house, into two currents, the northerly of which overwhelmed the barn and spread itself on the plain below, while the southerly portion overtook the retreating family, and entombed them all, in a moment, beneath its resistless mass! Near the spot a large hotel has recently been erected, while the Willey house itself has been preserved. Passing northwardly towards Lancaster, the traveller immediately enters the *Notch*, a narrow pass, two miles in length, between the mountains, which rise abruptly on either side, to the height of 2500 feet. The road here pursues a zigzag course, sometimes rising gradually, at others by steep acclivities; while near by, and occasionally crossed by the road, runs a mountain stream, now gliding noiselessly along, and now dashing over its rocky bed,—the head waters of the Saco River. On either hand are seen beautiful cascades, at first appearing in the distance like a line of light against the dark ground of the picture, and subsequently assuming a variety of forms as they pursue their rugged way to the stream at your feet. The seclusion of the scene, unbroken except by the occasional appearance of some fellow-traveller, the magnitude and grandeur of the mountains around, and the varied forms and beauty of the streams which enliven these mountain wilds, combine to produce in the mind of the traveller emotions which cannot be adequately conceived, much less described. The passage through the Notch should be made leisurely, on foot or in an open carriage. At the north-west extremity you emerge through a narrow cleft or chasm between the rocks, and just before you, on the left, is a verdant meadow, and on the right, within a stone's throw, is the *Notch House*! A moment ago, the mind seemed shut up to the contemplation of the awful scenes of nature; now, the mountains have disappeared, and the scene is one of

civilized life, with all its interesting associations! The contrast cannot but be felt.

The **Notch House**, kept by Thomas J. Crawford, is finely situated in respect to scenery, and presents strong inducements to the tourist to make it his mountain home. Here is the post-office; and from this point the ascent of the mountains is the most interesting, though not, perhaps, the easiest. The house has recently been greatly enlarged and newly furnished, affording ample accommodation for its numerous guests, and all the comforts and conveniences of which its situation will admit. The establishment is supplied with good horses and carriages for the road, and with intelligent and obliging guides and sure-footed saddle-horses for the ascent of the mountains. But if the traveller chooses he may pass on to the **Mount Washington House**. The road now crosses a plain, through which meanders the Ammonoosuc River. On either side, at a distance, are high hills; towards the west, the valley is open; while behind you, tower the summits of the majestic mountain range you have just passed. For four miles you ride along, much of the way under the shadow of overhanging trees, with no signs of human life except the road over which you are travelling. At length, upon a turn in the road, a smooth and verdant opening is presented to the sight, and in the midst of it appears the spacious establishment of Mr. Fabyan, known as

The Mount Washington House. This hotel is 200 feet in length, and three stories high, with ample barns and out-houses adjoining. The magnitude of the establishment, the tasteful arrangements, and the well-spread table, make this a place of fashionable resort, though it is far less favorably situated in respect to scenery than the Notch House. The traveller will here find a mountain home, and everything necessary to make his enjoyment complete.

THE ASCENT OF THE MOUNTAINS.

The route from the Notch House to Mount Washington, over the summits of Mounts Pleasant, Franklin, and Monroe, affords the most varied prospects, and is that which we shall first attempt to describe. Immediately after leaving the turnpike you commence the ascent of the mountain, the path lying through a heavy forest, consisting of beech, birch, spruce, fir, and mountain ash, intermixed with other timber. In the course of a mile and a half you ascend 1600 feet. The character of the wood has now changed, the trees consisting chiefly of spruce and fir, and being of diminutive height. The path now passes along the edge of the mountain where it breaks off to the southward, and several interesting views may be had through the

occasional openings in the forest. The traveller should not be in haste, but should frequently stop to enjoy the striking prospects which may be had from many parts of the mountain. After passing about three fourths of a mile, somewhat less steep than before, the trees constantly diminishing in size, the path turns to the north of its former course, and directly before you a steep, bald ridge is discovered, of about 20 feet elevation. Having ascended this, you find yourself on the summit of Mount Clinton, which is covered only with moss and a few stunted trees and shrubs.

Here is the first grand view. Mount Pleasant, which, from its regularity, is strikingly beautiful at a distance, now stands out full before you, with Jefferson and Adams beyond. Pitching the brow of Clinton, you descend into a forest, and pass several ravines, which, however, are neither wide nor deep. From the base of Mount Pleasant to the summit the path pursues a winding course among the rocks, but the ascent is not difficult. Standing on its top, the eye is attracted by the beauty of the mountain itself, which is very regular, gently sloping from the summit in every direction, and presenting a smooth surface of five or six acres. It is covered with short grass, growing in little tufts, among which mountain flowers are thinly scattered, adding life and beauty to the scene. In the distance, towards the north, now appears Mount Washington, rising in grandeur above the surrounding mountains, its summit often enveloped in clouds. Between you and Washington appear the sharp and jutting precipices of Mount Monroe, the eastern of which is highest and most abrupt. To the north-westward the settlements in Jefferson are seen; to the west, the course of the Ammonoosuc, Fabyan's, and further off, Bethlehem. South-westward, Moosebillock, in Benton, and the Great Haystack, are seen, and nearly south, Chocorna peak; south-eastwardly, appears Mr. Abel Crawford's, and the settlements and mountains in Bartlett. To the east appears nothing but gloomy forests and dark mountains.

The descent from Mount Pleasant to the base of Mount Franklin is by a zigzag path. At the bottom is a little sheet of water, two or three rods in diameter, surrounded by ledges and edged with red moss—called Red Pond. The water is tolerably clear, but its taste is disagreeable, owing to its having, in the dry season, no outlet on the surface. In heavy rains and when the snow dissolves, it discharges its waters east and west, into the Saco and the Ammonoosuc. The ascent of Mount Franklin is by a circuitous path, and its summit is easily gained. It presents a rocky surface, covered with moss, and slopes gently to the northward. Half a mile from the summit, the ridge between this and Monroe contracts to the width of a few rods, and on

either side are seen gulfs of the depth of two or three thousand feet. Towards the right is presented, from this elevated position, a beautiful view of the valley of the Saco. Formerly, the path to Mount Washington crossed Monroe between the peaks, while another passed directly over the eastern summit. The latter route is still chosen by some of the more adventurous visitors, as it presents views more interesting and grand than any yet enjoyed. The more common route now, however, passes around the eastern precipice of Monroe, for a few rods even upon a *shelf* of rocks, where below is a seemingly unfathomable abyss, and on the left the rock towers far above. Passing a short distance farther, over a nearly level surface, the traveller finds himself at the base of Mount Washington. Here is a beautiful pond of clear, sweet water, of an oval form, covering about an acre, fed by springs from these alpine heights. Near by is another, of smaller size and less attractive. The waters of both are discharged to the westward, and form the north-east heads of the Ammonoosuc.

Mount Washington is now immediately before you! One persevering effort more, and the last and grandest object of this rugged and fatiguing journey will be within your reach! The distance is less than a mile, and the ascent 1200 to 1500 feet. The mountain appears variegated with the hues of bright green, pure white, and light and dark brown. The path to the summit lies among huge masses of loose stones, which in some places are covered with moss, and in others with small patches of grass. Half a mile from the summit is a little grass-plot, abounding with mountain springs, where the horses are usually left; though sometimes they attain the very summit. From this point the course is nearly due east, over a steep, rough path, to the top of the mountain.

“Having reached the summit, the eye is at once caught by the sharp terminations of mountains, deep ravines, and rolling clouds. The faculties of the beholder seem, for a moment, distracted. The very mountains which have been passed are not readily recognized. Though the mind soon subsides to calmness, yet it is awed by the sublime and solemn grandeur of the scenery around. At the northward, the cone-like precipice of Mount Adams appears; between which and the lofty height on which you stand, the more obtuse summit of Mount Jefferson is situated. To the eastward of Mount Adams, and a little detached from the range, stands, as it were in defiance, Mount Madison, which first receives and repels the eastern storms.”

It is in vain to attempt to give the reader any just conception of the emotions which will have taken possession of the mind. When the storm-king marshals his host and expends his fury among these

majestic mountain crags, it is fearful to behold the scene; and when the storm is hushed and all is still, it is scarcely less awful to witness the solemn silence which pervades these everlasting hills. At other times, the vicissitudes of sunshine and shade are here very frequent; not exactly like the shadows flying over the plain, for here the individual is actually enveloped in the cloud, while there it only passes over him. The cloud is discovered at a considerable distance, rolling along on the surface of the mountain; it approaches you rapidly; in an instant it encircles you; and as soon passes away, to be followed by others in endless succession. These phenomena are presented only when the clouds are light and scattered; when they are surcharged with rain, even at mid-day, all is darkness and gloom.

The scene presented to the beholder at sunrise is one of surpassing interest. The sun's first golden ray, as he emerges from the ocean, strikes the eye, and sheds a glimmering but uncertain light; but soon his broad disc diffuses light and beauty, first on the hills, and then over the whole region eastward. The sides of the mountains fronting him appear like a solid mass of gold dazzling by its brightness. While this process is going on to the eastward, the whole country to the westward is shrouded with darkness and gloom. The eye turns instinctively away from this comfortless scene, to the gay and varied one to the eastward. If this prospect is beheld immediately after a rain, the tops of a thousand hills rise above the fogs, appearing like so many islands in the midst of a mighty ocean; and the noble vale of the Connecticut, which stretches along from the north till it is lost among the hills at the south-west, appears like an inland sea. As the sun advances in his course, these vapors are chased away by his rays, and the farms in Jefferson, Bethlehem, and Lancaster, with its village, appear as if rising by magic from what but a little time before seemed nothing but water. The various hills, in the mean time, which surround the mountains, appear to be arranged in many concentric circles, and the circle the farthest removed seems the highest and the least distinct, giving to the whole an air of order and grandeur beyond the power of description.

From Fabyan's, the route to Mount Washington follows the turn-pike for about a mile and a half; then, striking into the forest, it pursues the general course of the Ammonoosuc River, now passing along its banks and now crossing the stream, now ascending and again descending, now emerging into a little opening and now again plunging into the forest. After a delightful ride of about five miles, you

find yourself at the base of the mountain. And now commences the arduous ascent. The path is as steep as a horse can climb, and winds wildly among rocks and prostrate trees, and over ledges and crags where one would think a horse's foot could scarcely stand. As you ascend, the trees begin to dwindle in size, till at length nothing but a stunted vegetation appears. This is soon left behind, and the path thence lies over the bald face of the mountain. The prospect now becomes interesting. Below is revealed a world of sombre forests, while upon the mountain ranges around may be seen the traces of avalanches, and occasionally silvery streams coursing down their rocky sides. In the distance, on every hand, appear lofty mountain peaks, as far as the eye can reach. The road to the summit is now exceedingly bold, and is seldom attempted but on foot.

This route to Mount Washington is sometimes varied by leaving Fabyan's path, about three miles from the turnpike, ascending Mount Pleasant, and thence taking Crawford's path, leading over Mounts Franklin and Monroe, to Mount Washington.

Leaving the Mountains, the tourist will find much to interest him, on his return, in Franconia and Lincoln. From the Mount Washington House to Bethlehem it is 12 miles, over a pleasant road; thence to Littleton it is 6 miles. Here are two good public houses. From Littleton to the Franconia Iron Works is 5 miles, and thence to the Lafayette House, at the base of Mount Lafayette and in the Franconia Notch, is 5 more. In this vicinity are several objects of interest, which have of late attracted much notice. Here is the celebrated profile of the human face, called *The Old Man of the Mountain*, — a figure of gigantic proportions standing out from the lofty brow of the mountain. Mount Lafayette, 3 miles distant, commands an admirable prospect, in some respects surpassing that from Mt. Washington. It is 5,000 feet high, and is frequently ascended. In this vicinity are also the *Flume*, the *Pool*, and the *Basin*, which the tourist will not fail to visit. The *Flume* is a deep chasm with rocky sides, at the bottom of which rushes a mountain torrent; the *Pool* and the *Basin* are remarkable cavities in the rock, produced by the action of running water. From Lincoln, the tourist follows the valley of the Pemigewasset River, through Woodstock, Thornton, and Campton, to Plymouth, where, perhaps the present season, he may take the railroad for Boston. Or, at the Mountains, he may take the stage for Wells River, and thence, by the Passumpsic Railroad, reach Lebanon, where he has a choice of routes to the city.