

**THE WHITE  
MOUNTAIN  
GUIDE BOOK**

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The White Mountain Guide Book by Samuel C. Eastman

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**SAMUEL C. EASTMAN**

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GUIDE BOOK.

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## P R E F A C E .

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It is hoped that this Guide will form the most complete, accurate, and reliable Guide, yet published, to the Mountain Region of New Hampshire. Those before issued have been rather guides *to* than *through* the Mountains, containing plentiful descriptions of places on the way, but scanty accounts of views and interesting scenes, really the object of the visit. Omissions and mistakes may, of course, occur. The editor is very solicitous to be favored with corrections of these, founded upon personal knowledge. Travellers willing to make such communications, are requested to address them to the editor of the Guide Book, care of the Publisher.

The editor has been greatly assisted in the preparation of this book by the late Rev. THOMAS STARR KING, who wrote the description of the eastern side of the Mountains, Rev. DANIEL GOODWIN, of Bangor, Me., and Rev. AUGUSTUS WOODBURY, of Providence, who have each contributed largely to its pages.

This, the seventh edition, has been carefully revised. Many additions have been made to the body of the book, and those errors which have been discovered have been corrected. A map, showing the routes, has been prepared expressly for the book. A map of the mountain region, which will be found to be in every way reliable, also accompanies the volume; it was prepared by Mr. CHAS. H. V. CAVIS, the engineer of the Mount Washington Carriage Road, expressly for this Guide Book.

S. C. EASTMAN.

CONCORD, N. H., July, 1867.

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## PRELIMINARY VIEW.

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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, seven 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 Franconia; and 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. 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 Bristol and Providence, R. I., on Long Island Sound by steamboat to Bristol,

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 Newport by rail, arriving in Boston in season for the morning trains, north and east.

3. NEW YORK TO BOSTON, via New London and Norwich, on Long Island Sound by steamboat to New London; thence by rail through Worcester, arriving at Boston about 5½ 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 Causeway 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 the steamboats which leave India Wharf at seven o'clock P. M.\* every evening, and arrive at Portland early in the morning. Arriving at Portland, in five

\*See Addenda.

hours from Boston, the traveller can immediately leave (after refreshment) for the "ALPINE" or "GLEN" House, Gorham, N. H., by the Grand Trunk Railway, thus reaching the eastern side of the Mountains the same day. The time by this route is, from New York to Boston, eleven hours; Boston to Portland, five hours; Portland to Gorham, four to five hours, or, including detentions, not far from twenty-four hours from New York. By taking one of the Sound boats in the afternoon, Gorham can be reached on the afternoon of the next day without hurry or unusual fatigue.

(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 CITOCORUA over the Lake to Wolfborough 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 the next morning.

(3.) BOSTON TO CONCORD, N. H., by Boston and Maine, and 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 Railroads, 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 Pre-