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THE
MOUNTAINS



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AMONG THE CLOUDS,

A DAILY NEWSPAPER

Printed on the Summit of Mount
Washington.

HENRY M. BURT, Editor.

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A TOUR
Among the Mountains.

MOUNT WASHINGTON
AND
SURROUNDINGS.

BY
FRANK H. BURT.

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AMONG THE CLOUDS.
MOUNT WASHINGTON, N. H.

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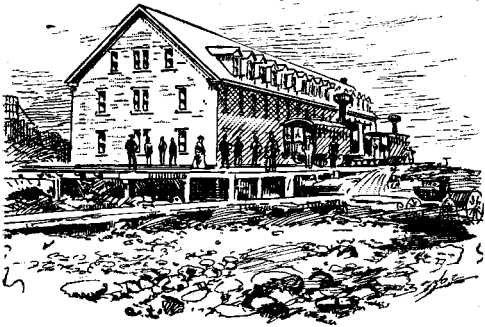
MOUNT WASHINGTON.

MOUNT WASHINGTON, the highest peak of the White Mountains, is the center of a range about twenty miles long, extending from Gorham, N.H., to the White Mountain Notch. The summit of Mount Washington is 6293 feet above the sea. The view from this point is unsurpassed for beauty and grandeur combined by any similar scene east of the Rocky Mountains. Here can be seen, in favorable weather, mountains in New Hampshire, Maine, Massachusetts, Vermont, New York and Canada. The ascent of the mountain is made by a carriage road on the east side and a railway on the west. From ten to fifteen thousand persons now visit the summit every summer.

The lower part of the mountain is covered with a dense forest, but about 2000 feet below the summit the vegetation for the most part disappears, and the only traces of it above that altitude are Alpine flowers, coarse grass and moss. The surface of the mountain, above the limit of trees, is principally composed of loose rocks and mica schist.

There are at present eight buildings on the summit, of which the principal one is the Summit

House, three stories high, and can accommodate two hundred guests. It is built of wood, the timbers being bolted to the rocks, and the house further protected by chains. It is sheltered from the prevailing northeast winds by a ledge of rocks



The Summit House.

directly behind it. The house was built in 1872 by John E. Lyon and Walter Aiken, and is kept by Mrs. J. W. Dodge, the widow of former proprietor. In the hotel are post and telegraph offices. The house is heated by steam, with the assistance of a large coal stove in the office, in which a fire is kept constantly burning, reminding the visitors that they are in the region of perpetual winter. The temperature during the summer general ranges from 40 to 60 degrees, rarely reaching 65 degrees.

The house is kept open from the first of July to the end of September.

Behind the Summit House are the old Summit and Tip-top Houses, small story and a half buildings. The lower story of each is constructed of rough stones, and both have sharp wooden roofs. The old Summit House was built in 1852 by J.S. Hall and L.M. Rosebrook. It is twenty-four by sixty-four feet in size. The Tip-tip House was built



The Tip-top House.

in 1853 by Samuel F. Spaulding & Co. It is similar to the other, and measures twenty-eight by eighty-four feet. All the lumber used in the construction of these houses was brought to the summit on the backs of horses. The two houses were under different management for a short time, but afterwards came into the hands of the same parties,

and were kept for several years by Mr. John H. Spaulding, now of Rosendale, N.Y. They were subsequently leased by Col. J.R. Hitchcock of Gorham, N.H., who kept them until the building of the new Summit House. The old summit House was used only for lodging visitors, after the first two years, the office, reception room and dining room being in the Tip-tip House.

THE SIGNAL STATION.

A short distance southwest of the Summit House is the signal station, which is occupied throughout the year by two members of the United States signal corps, for the purpose of making



The Signal Station.

observations of the state of the weather. The building is of wood, one story high, and is secured by heavy timbers bolted over the roof. It was built in 1874, the observers having previously occupied a room in the railway depot, which was blown down

in 1876. The present occupants of the station are Sergeant W.S. Jewell and J. G. Linsley. Observations, including the temperature, height of barometer, relative humidity, direction and velocity of wind, clouds and rainfall, are made at 7 and 7.57 a.m., and 12.22, 2, 4.57, 9 and 11.22 p.m. A report of the general condition of the weather is telegraphed at sunset to the chief signal office at Washington, and the regular observations are forwarded once a week by mail. The highest velocity of wind ever recorded at this station is 186 miles an hour, in January, 1878. The highest velocity ever known in the spring is 182 miles, on the 1st of April, 1879. No other station ever recorded a velocity of wind of over one hundred miles per hour.

The signal officers keep house by themselves, and for nine months of the year they are the only residents at the summit. A telegraph cable laid on the railway track furnishes their only means of communicating with the world below during this time, except that every week one of them goes to the base for their mail, walking on or near the track. These trips are often attended with danger, but there are several small buildings near the track in which to take refuge in a storm, and in these are kept food and materials for fire.

The view from the summit is much finer in winter than in summer, and this occasionally induces persons to undergo the perils of the ascent at this season. Before the station was established the ascent in winter had only been made twice, and

was considered extremely hazardous; but at present it is frequently accomplished, and sometimes even by ladies.

This station was established in 1870, through the efforts of Prof. C. H. Hitchcock, state geologist of New Hampshire, and Mr. J. H. Huntington, assistant on the state geological survey. A scientific party, consisting of Mr. Huntington, Mr. S. A. Nelson of Georgetown, Mass., and Sergeant Theodore Smith, detailed by the chief signal officer as observer and telegrapher for the station, spent the winter of that year on the mountain, making observations. A telegraph cable and telegraphic and meteorological instruments were furnished by the government, but all other expenses were paid by private subscriptions. The first observations November 12, 1870, and Sergeant Smith's first report was sent to Washington December 24. The scientific party left the mountain May 14, 1871, and from that date the station has been continued under control of the United States signal service. Sergeant Smith was relieved May 22, 1871, on account of poor health, and was succeeded by Sergeant M. L. Hearne. The latter's assistant, Private William Stevens, died of paralysis at the station, February 26, 1872. Sergeant Hearne wrote in the journal of the station: "For a day and two nights I was alone with his dead body, as no one could come up, on account of the hurricane and cold. I look years older than when it occurred." Stevens's remains were taken

down the mountain by a party from Littleton, and were buried at that place, as his friends were not known. On the 3d of April following, Sergeant Hearne was succeeded by Sergeant A. R. Thornett, who remained two years. He was assisted from September 17, 1872, by William Linde, who succeeded him in charge of the station June 1, 1874, and remained until July 23, 1877, when he was relieved and Sergeant O. S. M. Cone placed in charge. The latter had a stroke of paralysis, which affected one side of his face, early in the following winter, and was relieved January 4, 1878, D. C. Murphy, his assistant, succeeding him. Sergeant Cone left the mountain on the 20th. He had previously constructed a sled on which to take his trunk to the base, and now determined to slide down the track, using brakes to control the speed of the sled. Mr. Murphy accompanied him. On the long trestle above Jacob's Ladder the sled became unmanageable, and Mr. Murphy jumped off and was not injured, while the sled soon ran off the track, throwing Sergeant Cone upon the ice and rocks below, where his companion soon found him unconscious and bleeding. Mr. Murphy went to the Base at once for help, and the injured man was carried to the Fabyan House, and subsequently to Littleton, where he remained over a month before he was able to go on to Washington. Mr. Murphy was ordered to Washington for promotion August 22, 1878, and was succeeded by Sergeant W. S. Jewell, who still remains in charge. His assistant,

J. G. Linsley, has been on the mountain since July 11, 1878. He succeeded J. F. Doyle, who was sent here October 20, 1877. Other persons who have been connected with the station as assistants are as follows: R. J. Bell, who succeeded Private Stevens in 1872; William Ramsey, ordered here June 17, 1872; Fred DeRoshier, August 4, 1873, and C. J. King, September 4, 1874.

OTHER BUILDINGS.

The other buildings on top of the mountain are an engine house, belonging to the railway company; a building used as an office by the Glen Coach company, with sleeping rooms for the agent and the stage drivers, and two stables.

THE PRESIDENTIAL RANGE.

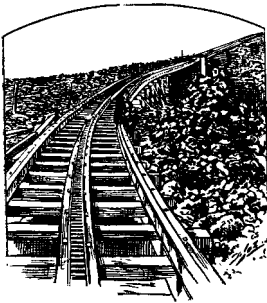
The most prominent objects in the view from Mount Washington are the northern peaks of the White Mountain range, which extends about seven miles towards the northeast. The nearest summit is that of Mount Clay, an irregular ridge about a mile in length, joining Mount Washington to Mount Jefferson, a large round topped mountain; next comes Adams, the sharpest peak in the White Mountains, second only to Washington in height, and having two distinct summits; and last, Madison. The best view of these mountains is obtained by going a short distance down the carriage road, when they can be seen rising several thousand feet above the ravine called the Great Gulf, or the "Gulf of Mexico", which lies between them and Mount Washington. The southern part of this

range is much lower than the northern part, and the peaks are less prominent. They come in this order, beginning nearest to Mount Washington: Monroe, Franklin, Pleasant, Clinton, Jackson and Webster. The heights of the different peaks of this range are as follows:—

Madison,	5365 feet.	Monroe,	5384 feet.
Adams,	5794 “	Franklin,	4904 “
Jefferson,	5714 “	Pleasant,	4764 “
Clay,	5553 “	Clinton,	4320 “
Washington,	6293 “	Jackson,	4100 “
		Webster,	4000 “

THE MOUNT WASHINGTON RAILWAY

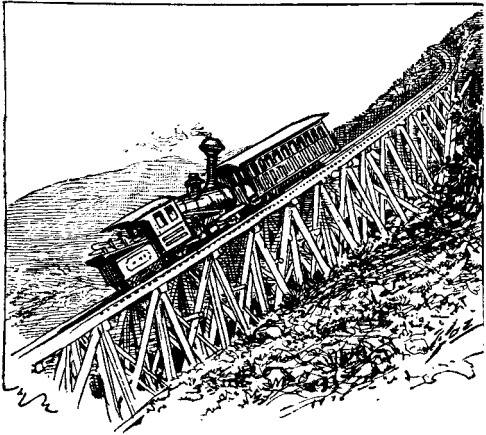
The Mount Washington railway was projected by Mr. Sylvester Marsh of Littleton, N. H. It is three miles long and extends from the terminus of



View of Railway near Summit.

the Boston, Concord & Montreal extension, at the base of the mountain, six miles from the Fabyan House, to the summit, rising 3625 feet, or about one foot in four. The elevation of the Base station is 2663 feet above the sea level, and 1200 feet higher than the Fabyan House. The steepest point on the road is a mile and a half above the Base, at Jacob's Ladder, a trestle 30 feet high and 300 feet long, on

a part of which the grade is at the rate of 1980 feet to the mile, or 13.5 inches to the yard. The essential peculiarity of the railway is the cog rail, laid in



Jacob's Ladder, Mount Washington Railway.

the center of the track. On each driving shaft of the locomotive is a large cog wheel, the teeth of which work in the center rail, thus moving the engine up the mountain. The boilers of the engines are inclined downward, so as to be nearly horizontal on the steep grades. Each engine has two sets of cylinders and driving wheels, so that any danger from the breaking of the machinery is obviated; while the various brakes on the engines and cars can hold a train, in case of accident, on

any part of the road. The track is strongly built, and is kept constantly under inspection. Over a hundred thousand passengers have been carried over the road since it was opened, without injury to one.

During the months of July, August and September trains are run so that passengers can ascent the mountain in the morning and return in the afternoon, or can go up in the afternoon and return the following morning, thus having a sunset and a sunrise at the summit. The ascent is made in one hour and thirty minutes, including two stops for water. About the same time is required for the decent.

The charter for this railway was granted by the state legislature in 1858. Work was begun in 1866, and on the 24th of August, 1868, the road was opened to the public, being then completed to the summit the following July.

THE MOUNT WASHINGTON CARRIAGE ROAD.

The carriage road which extends from the Glen House to the summit of Mount Washington, on the east side of the mountain, is eight miles long, and in that distance overcomes an elevation of 4750 feet, making the average grade 592 feet to the mile, or about one foot in eight. The steepest grade is one foot in six. The starting point, in Pinkham Notch, is 1543 feet above the sea level. The road winds through the woods for the first four miles, coming out at the Ledge, from which

point to the summit it commands a series of fine views of the northern peaks of the range — Jefferson, Adams and Madison — and of the Great Gulf, which lies between them and Mount Washington. Stages are run regularly between the Glen and the Summit, the time required for the ascent being three hours, and for the decent from one to two hours. The build-



The Ledge, on Carriage Road.

ing of the road was begun in 1855, and it was completed in 1861. The work was under the direction of Mr. D. O. Macomber and Mr. Charles H. V. Cavis.

TUCKERMAN'S RAVINE

A mile east of the summit is Tuckerman's Ravine, sometimes called the Mountain Coliseum. a chasm nearly 1000 feet deep and enclosed between precipitous cliffs. At the foot of the head wall the snow accumulates in the winter to a great depth, and frequently lasts until late August, and occasionally through the year. Several brooks which flow over the head wall, forming the Fall of a Thousand Streams, unite at its base and run under the snow, making a beautiful snow-arch, sometimes several hundred feet in length, which is one of the greatest attractions of the ravine. The

ravine can be visited from the summit in half a day, and guides can be obtained at the hotel. Prof. Edward Tuckerman of Amherst College, for whom this ravine was named, made extensive botanical explorations here over thirty years ago. The southern wall of the ravine is called Boott's Spur, for Dr. Francis Boott, one of the first scientific persons who visited Mount Washington.

HUNTINGTON'S RAVINE.

Huntington's Ravine, named for Mr. J. H. Huntington, a member of the first party that spent the winter on the summit, is a mile north of Tuckerman's. It is not as extensive as the latter, but its walls are more precipitous, and the view from the edge is fully as fine. This ravine has very seldom been explored; but visitors can easily reach the head of the ravine by leaving the carriage road a mile below the summit. The plateau which extends from this point to Tuckerman's Ravine is called the Alpine Garden, from the great variety of flowers found there. It is about 1200 feet lower than the summit.

LAKE OF THE CLOUDS.

Two miles southwest of the summit and near the Crawford bridle-path, is the Lake of the Clouds, a beautiful sheet of water, about 100 feet wide, 200 feet long and 12 feet deep. This is the source of the Ammonoosuc river, which falls nearly a mile before it reaches the Connecticut at Woodsville. The elevation of the lake above the

sea is 5100 feet. Between this point and the base the stream flows through the Ammonoosuc Ravine, enclosed between spurs of Mounts Washington and Monroe, and forms, in its descent of 2400 feet, the most remarkable series of waterfalls in the mountains. These are sometimes visited by descending from the Lake of the Clouds, which is quite difficult and even dangerous; an easier route is from the railway, near Jacob's Ladder, directly to the foot of the falls. The falls have been named Captain Dodge's Cascades, for the late proprietor of the Summit House.

THE VIEW FROM THE SUMMIT.

The view from Mount Washington is so extended and diversified that no description, however accurate, can give one an adequate idea of the sublimity of vastness of the scene. In the northeast is the Androscoggin valley; and beyond, in the same direction, is a group of mountains in Maine, among which Katahdin, 163 miles away, has been recognized. Easterly and at the base of the mountain is the Glen House, back of which rises the Carter range surmounted by Carter Dome. Southerly are North Conway and the broad intervalles of the Saco valley. just to the left of North Conway is the beautiful dome of Kearsarge, near which is Lovewell's Pond, the scene of a flight between the Pequawket Indians, under paugus, and a Massachusetts company, under Capt. John Lovewell. Still further east is Pleasant Mountain in Maine,

Sebago lake, and Portland; while the ocean, between the latter city and the Isles of Shoals, is sometimes seen but is generally difficult to distinguish. At the right of North Conway are the North and South Moat Mountains, and next comes the sharp peak of Chocorua, which bears the name of an Indian chief, who, according to a legend, was shot on the summit of that mountain by a settler, Cornelius Campbell, whose wife and children the Indian had murdered. Near Chocorua appears Lake Winnepesaukee, with Mount Belknap beyond it; and at the right of the latter are paugus, Passaconaway, Whiteface, Tripyramid, and Sandwich Dome. Beyond the latter is sometimes seen Monadnock, in southern New Hampshire. In the southwest is Moosilauke, and next comes the Franconia range, of which Lafayette is the highest peak. Looking west we see the Ammonoosuc valley, the Fabyan House, Bethlehem and Littleton. Far in the distance, directly over Bethlehem, are Mount Mansfield and Camel's Hump, of the Green Mountains; while still beyond, over Camel's Hump, is occasionally seen Mount Whiteface, in the Adirondacks, 130 miles from Mount Washington. In the northwest is the village of Jefferson, with Starr King Mountain rising behind it, and a short distance beyond are Whitefield and Lancaster.

MOUNT WASHINGTON HISTORY

The first ascent of Mount Washington was made by Darby Field of Pascataquack (Portsmouth) in

June, 1642. He was accompanied by two Indians. In the following August he visited the mountain again with a larger party. There are two subsequent ascents of the mountain on record previous to 1774. The earliest printed account of the mountains appears in John Josselyn's "New England Rarities Discovered," published in 162. The Indian name of the White Mountain range was Waumbek Methna, meaning mountains with snowy foreheads, and that of Mount Washington was Agiochook. The latter was probably given its present name by a party composed of Rev. Manasseh Cutler of Ipswich, Mass., Rev. Daniel Little of Kennebunk, Maine, and Col. John Whipple of Jefferson, who made the ascent in 1784. In 1819 Ethan Allen Crawford, the celebrated pioneer and guide, opened the first foot-path to the summit of Mount Washington. Soon afterwards he built a small stone cabin near the summit to accommodate visitors. This was destroyed by the great storm of August, 1826, when the Willey family perished. A party from Lancaster, including A. N. Brackett, J. W. Weeks and five others, with Mr. Crawford as guide, went over the entire range in July, 1820, and named Mounts Madison, Adams, Jefferson, Monroe, Franklin and Pleasant. This was probably the first party that ever spent the night on Mount Washington. In 1840 Thomas J. Crawford, Ethan's brother, who kept the Notch House at the entrance to White Mountain Notch, opened the first bridle-path to the summit. His father, Abel

Crawford, then 75 years old, rode the first horse that ascended the mountain. This path was for many years the principal route to the summit from the west side. Starting from the Crawford House it goes directly up Mount Clinton, thence along the top of the range and near the summits of the intervening peaks, till it reaches the cone of Mount Washington itself, which it ascends in the circuitous course. Several other bridle-paths were subsequently constructed to the summit, among which were the Glen path on the east side, which was in use until the completion of the carriage road; the Davis path, which started from the Mount Crawford House in the Notch, and followed the Montalban Ridge, a branch of the White Mountain range, to Boott's Spur, the southeastern ridge of Mount Washington, where it joined the Crawford path; and the Fabyan path, which followed the course now taken by the railway. The Waumbek path from Jefferson formerly joined the Fabyan path at "Waumbek Junction," one mile above the Base. Half a mile above this point is a steep ledge, which the path ascends in a zigzag course. This was formerly called Jacob's Ladder, and the name was afterwards transferred to the high trestle on the railway, near by.

The first ascent of Mount Washington in winter was made Dec. 7, 1858, by Mr. B. F. Osgood, now of Gorham, N. H. and another person. Mr. Osgood was then sheriff of Coos county, and went up to serve an attachment on the property at the sum-

mit. They found the view grand in the extreme, but the intense cold prevented them from remaining long. A party from Lancaster, including J. O. Spaulding, F. White and C. C. Brooks, walked up Mount Washington February 19, 1862, and spent two days and nights on the mountain, sleeping in the old Summit House. This party was the first that ever spent the night on the mountain in winter.

On the 20th of July, 1877, the first number of a newspaper, "Among the Clouds," printed daily during the season, was issued at the summit of Mount Washington. The office is in the old Tip-top House. The paper is edited and published by Henry M. Burt of Springfield, Mass.

MOUNTAIN DISASTERS.

Since the carriage road and railway were built there has been comparatively little difficulty or danger in ascending Mount Washington on foot; but when the bridle-paths were only traveled routes to the summit, pedestrians were often in danger of losing their way during sudden storms. At least four persons are known to have lost their lives on the mountain, while there are many instances on record of great suffering and peril. In October, 1851, Frederic Strickland, a young Englishman, started alone to walk up the Crawford bridle-path, although the mountains were covered with snow. As he did not return search was made for him, and it was found that he had perished in attempting to descend from Mount Washington

through the Ammonoosuc Ravine, towards the Fabyan House. He appeared to have fallen over several precipitous places, and when found was lying on his face in the stream.

Miss Lizzie Bourne of Kennebunk, Maine, perished near the top of Mount Washington, Septem-



Lizzie Bourne's Monument.

ber 14, 1855. She started from the Glen House in the afternoon, with her uncle and his daughter, to walk up the carriage road, which was then completed half way to the summit. As the weather was pleasant, they determined to keep on to the sum-

mit, but were soon overtaken by a violent storm. When only forty rods from the top Miss Bourne became exhausted and died about ten o'clock. Her friends remained with her until morning, when they first discovered how nearly they had reached their destination. Miss Bourne's death was probably caused by heart disease, and the exposure and over-exertion. The monument erected on the spot where she died stands close by the railway track, and in full view of the summit.

In October, 1855, Dr. B. L. Ball of Boston walked up Mount Washington alone, from the Glen House, but lost the path in a snow storm, and wandered around the mountain for two days, without food or sleep, sheltering himself at night under his umbrella, behind some stunted bushes. On the third day he was rescued by a party of men who had been searching for him for two days, and who were surprised to find him alive. His hands and feet were frozen and he was greatly exhausted. It was a long time before he recovered from the effects of his exposure.

On the 7th of August 1856, Benjamin Chandler of Wilmington, Del., started to walk up the Glen path, but lost his way in a storm and died from exhaustion when within half a mile of the summit. His remains were not found until nearly a year after, when they were accidentally discovered near the bridle-path. A rocky crag near by has since been named Chandler's Peak.

In October, 1874, a young man from Pennsylvania attempted to ascent Mount Washington by the Crawford path, and perished in a snow storm. His remains have never been found.

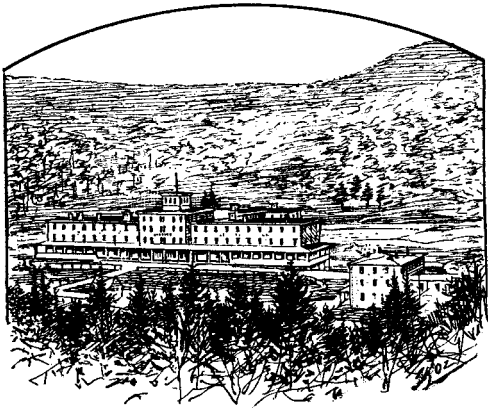
ALMANAC,

Showing the time of the rising and setting of the sun on
the Summit of Mount Washington.

	JULY.		AUGUST.		SEPTEMBER.	
	Sun Rises.	Sun Sets.	Sun Rises.	Sun Sets.	Sun Rises.	Sun Sets.
1,	4.11	7.55	4.39	7.32	6.16	6.44
2,	.11	.55	.40	.31	.17	.42
3,	.12	.55	.41	.30	.19	.40
4,	.13	.54	.42	.28	.20	.38
5,	.13	.54	.43	.27	.21	.36
6,	.14	.54	.44	.26	.22	.34
7,	.15	.53	.45	.25	.23	.33
8,	.16	.53	.46	.24	.24	.31
9,	.17	.52	.47	.22	.25	.29
10,	.18	.52	.48	.21	.26	.28
11,	.19	.51	.50	.20	.27	.26
12,	.19	.51	.51	.19	.28	.26
13,	.20	.51	.53	.18	.29	.24
14,	.21	.50	.54	.16	.30	.22
15,	.22	.50	.56	.14	.31	.20
16,	.23	.49	.57	.12	.32	.18
17,	.24	.49	.59	.10	.33	.16
18,	.25	.48	5.00	.08	.34	.14
19,	.26	.47	.01	.06	.35	.13
20,	.27	.46	.02	.04	.36	.11
21,	.28	.45	.03	.02	.38	.09
22,	.29	.44	.04	7.00	.39	.07
23,	.30	.43	.06	6.58	.40	.06
24,	.31	.42	.07	.56	.41	.04
25,	.32	.41	.08	.55	.42	.02
26,	.33	.40	.09	.53	.44	6.00
27,	.34	.38	.10	.51	.45	5.58
28,	.35	.37	.12	.50	.47	.56
29,	.36	.36	.13	.48	.48	.54
30,	.37	.35	.14	.46	.50	.52
31	.38	.34	.15	.45		

MOUNTAIN HOTELS.

Six miles west of the base of Mount Washington is the Fabyan House, the railroad center of the mountain region. The through express trains to

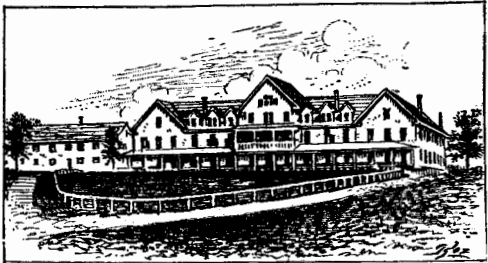


The Fabyan House.

Boston, Portland, New York and Saratoga all start from this place. It is reached from the west by the Boston, Concord and Montreal railroad and the Vermont division of the Portland and Ogdensburg, and from the east by the Maine division of the latter. The house stands where there formerly was a long mound of earth, 50 feet high, called the Giant's Grave, which was removed to make room for the hotel. The elevation at this point is 1550 feet above the sea.

The house, which accommodates 400 guests, is leased by A. T. & O. F. Barron, the proprietors of the Crawford and Twin Mountain Houses, and is under the management of Oscar G. Barron. Two smaller hotels, the Mount Pleasant and White Mountain Houses, are situated near the Fabyan House, the former half a mile east, and the latter a mile west. In front of the Fabyan House is Mount Deception, 2500 feet high, which can be easily ascended, and gives a fine view of the White Mountain range.

The Crawford House has been for many years a favorite summer resort. It stands near the entrance to the White Mountain Notch, on the P. &



The Crawford House.

O. railroad, four miles from the Fabyan House, and is 1920 feet above the sea. It will accommodate 300 guests. C. H. Merrill is the manager. Among the points of interest near the house are Saco Lake, the source of the Saco River; Elephant's Head, a huge rock at the entrance to the

Notch; Silver and Flume Cascades, in the Notch; Beecher's Cascades, and Gibbs' Falls. From the summit of Mount Willard, which stands near the hotel, there is a beautiful view of the Notch. An excellent carriage road, two miles in length, extends from the hotel to the top of the mountain, and no visitor should fail to make the ascent. Near the top of Hitchcock's Flume, a singular rock formation.

The Twin Mountain House is five miles west of the Fabyan House, on the B. C. & M. railroad, and is pleasantly situated, near the Twin Mountain range, and in full view of Mount Washington.

CRAWFORD NOTCH.

The White Mountains, or Crawford, Notch, is a narrow pass, about 12 miles long, between Mounts Willey, Willard and Webster, and presents some of the wildest and most romantic scenery on the continent.



Deep Cut, Crawford Notch.

The northern entrance, through which the Saco River runs, was originally only 24 feet wide, but has been enlarged by blasting to allow the passage of a carriage road, and the Portland & Ogdensburg railroad. The latter was opened through the Notch in 1876, and forms a most interesting route between the mountains and the sea. Observation cars are run during the summer on all trains between the Fabyan House and Upper Bartlett, at the lower end of the Notch, a distance of 21 miles, and visitors can make the trip through the Notch in half a day. Starting from Fabyan's the railroad passes the Crawford House four miles below, and

immediately afterwards comes to the narrow entrance to the Notch. Just inside the entrance it



goes through a cut 50 feet deep, in the solid rock. From this point it runs along at the foot of the lofty precipice of Mount Willard, and thence for eight miles it winds along the side of Mount Willey, 300 feet above the Saco, and

Gate of Notch, looking North. affording the most picturesque views in the mountains.

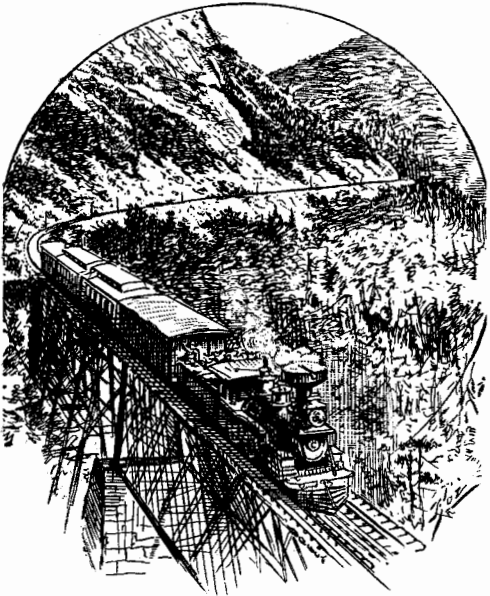
Three miles below the Crawford House is the Willey House, the home of the unfortunate Willey family, who perished in the great landslide of 1826. the family consisted of Mr. Samuel Willey, Jr., his wife and five children, and two hired men. The slide was caused by a severe rain storm which raged in that vicinity for two days. The rain began falling on Sunday, the 27th of August, and on the night of Monday, the 28th, the storm increased in violence, and masses of



The Willey House.

rocks, trees and earth, covering a space of nearly a mile in length, were precipitated from the side of

Mount Willey into the valley below, and burying the whole family, who had fled from their house,

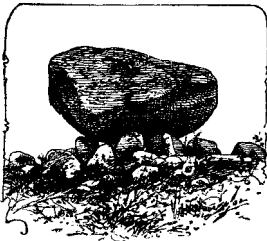


Willey Brook Bridge, Crawford Notch.

either in hopes of escaping from the approaching avalanche or for fear of being drowned by the Saco, which had risen almost to the door. A huge rock, 30 feet high, which stood behind the house, parted

the sliding mass and saved the building from destruction. Had the family remained in the house their lives would have been saved. There news of the disaster was soon brought to the friends of the family at Bartlett and North Conway, and a careful search was at once made for the buried bodies. The remains of Mr. and Mrs. Willey, two of their children, — the oldest and youngest — and the two hired men, David Allen and David Nickerson, were at length recovered. three of the children were never found.

At Bemis Station, eight miles from the Crawford House, is the old Mount Crawford House, formerly kept by Abel Crawford, the "Patriarch of the Mountains." The grade of the railroad from this point to the Crawford House averages 116 feet to



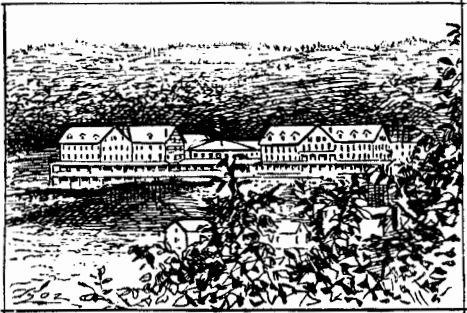
The Bartlett Boulder.

the mile. Glen Station, five miles below Upper Bartlett, and the same distance above North Conway, is the point where stages are taken for Jackson and the Glen House. Near this place is the Bartlett Boulder, a rock 15 feet long, 12 feet wide and 10 feet high, resting on four smaller stones. It can be seen from the cars, north of the track, near the second bridge above Glen Station.

the mile. Glen Station, five miles below Upper Bartlett, and the same distance above North Conway, is the point where stages are taken for Jackson and the Glen House. Near this place is the Bartlett Boulder, a rock 15

THE GLEN.

At the eastern base of Mount Washington is the Glen House, kept by W. & C. R. Milliken, which is situated in Pinkham Notch, between Mounts



The Glen House, Pinkham Notch.

Carter and Washington, and affords a full view of Washington, Jefferson, Adams and Madison, from base to summit. The Glen is reached by stages from Gorham, on the Grand Trunk railway, distance eight miles, and from Glen Station, on the Portland and Ogdensburg railroad, 14 miles. On the road to the latter place, four miles from the Glen House, are Glen Ellis Falls, on the Ellis

River, which are by far the finest falls in the mountains. The river flows over a precipice 80 feet high, and makes an unbroken leap of 60 feet, falling into



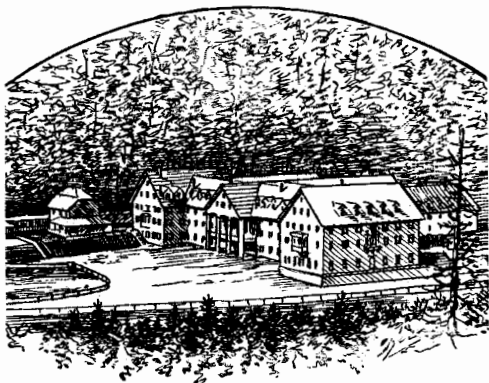
Glen Ellis Falls.

a deep pool below. A mile nearer the hotel is a beautiful fall, called Crystal Cascade. It is on a brook which flows from Tuckerman's Ravine into the Ellis River. Near this fall is a fine view of Mount Washington, showing Tuckerman's and Huntington's Ravines. Still nearer the Glen House are Thompson's Falls,

and Emerald Pool, both interesting localities. The Peabody River, which flows by the Glen House and empties into the Androscoggin, rises within a few feet of the Ellis River, which flows into the Saco. The ascent of Mont Washington is made from the Glen House by the carriage road, previously described.

FRANCONIA NOTCH.

The Franconia Notch is a deep gorge between Mounts Lafayette and Cannon. The Profile



The Profile House.

House, of which Taft & Greenleaf are the proprietors, and which can accommodate 500 guests, stands 1975 feet above the sea level, and is 10 miles from Bethlehem Junction on the B., C. & M. railroad, with which it has recently been connected by the Profile and Franconia Notch narrow gauge railroad. The most interesting object to vis-

itors is the "Old Man of the Mountain", a profile of the human face, formed of three distinct masses of



The Profile.

rock, on the side of Mount Cannon, a thousand feet above the valley. It can be seen best from a point on the carriage road, about a hundred rods below the hotel. The length of the face from chin to forehead is nearly 80 feet. The other objects of interest in the Notch are Echo and Profile Lakes, near the Profile House, and the Basin, on the Pemigewasset,

four miles below the hotel. A short distance from

the Flume House, 5.5 miles south of the Profile House, are the Pool and the Flume. The latter, the most remarkable of all, is a narrow passage between two walls of rock 50 feet high. At the upper end its width is not over 12 feet, and at this point is a large boulder, which is lodged between the walls and hangs suspended.



The Flume.

BETHLEHEM.

Bethlehem is the highest village east of the Rock Mountains, being 1450 feet above the sea. It has long been known to afford perfect exemption from hay fever, and on account of this fact, as well as its picturesque scenery and pure air, it has become one of the most popular resorts in the mountains. The principal hotels are the Sinclair and Maplewood, and there are also nearly twenty smaller hotels and boarding houses in the village. The town is supplied with aqueduct water from a reservoir on Strawberry Hill. Bethlehem Junction, on the B., C. & M. railroad, is three miles from the village, and stages are run to all trains. Bethlehem is so situated that visitors can make excursions to almost any part of the mountain region and return the same day. The Profile House is 10 miles from the village, and the Fabyan House 13 miles. The White and Franconia Mountains, and many peaks in other localities, are in full view from this place. From the summit of Mount Agassiz, which is reached from Bethlehem by a carriage road two miles long, there is a fine view of the surrounding mountains and valleys.

NORTH CONWAY.

North Conway, one of the most beautiful of the mountain villages, is situated in the Saco valley, on the Portland & Ogdensburg railroad, 31 miles from the Fabyan House, and is the terminus of the Eastern railroad. The Kearsarge and Intervale



Washington Boulder.

Houses are the largest hotels in the place, and there are nearly 30 smaller hotels and boarding houses. Mount Washington presents a fine appearance as seen from this point. At the west of the village are the Moat Mountains, the Ledges, Echo Lake, and other interesting objects. Two miles northeast is Mount

Kearsarge, 3251 feet high. Its summit, reached by a bridle path, affords a fine view. Conway, four miles below, on the Eastern railroad, is the nearest point for which to visit Mount Chocorua. A mile and a half from the Conway House, near the road to North Conway, is the Washington Boulder, which is the largest detached boulder in New England. It is 60 feet long, 40 wide and 45 high.

OTHER RESORTS.

Littleton, the largest town in the mountain region, is on the Boston, Concord & Montreal railroad, 20 miles from the Fabyan House. This was formerly the terminus of the railroad. Thayer's, the Union, and the Oak Hill, are the principal hotels. Franconia is situated on the stage road from Littleton to the Profile House, five miles from the former and six from the latter, and five from Bethlehem village.

Whitefield, on the Boston, Concord & Montreal railroad, 18 miles from the Fabyan House, is the starting point of the railroad to Jefferson. The latter is 12 miles, in a direct line from Mount Washington, and affords a finer view of the White Mountain range than is had from any other point. The largest hotel here is the Waumbek House.

Gorham, on the Grand Trunk railway, is eight miles from the Glen House. The principal hotel here is the Alpine House. This town was for many years the only point less than 25 miles from Mount Washington, which could be reached by railroad.

Among the other resorts in this region are Upper and Lower Bartlett, on the Portland & Ogdensburg railroad, between the Notch and North Conway, and Jackson, three miles from Glen Station.

Distances.

FROM FABYAN HOUSE TO

	MILES		MILES
Base of Mt. Washington,	6	Portsmouth,	112
Summit “	9	Boston	169
Mount Pleasant House,	.5	White Mountain House,	1
Crawford House,	4	Twin Mountain House,	5
Wiley House,	7	Bethlehem Junction	10
Bemis Station	12	“ Village	13
Upper Bartlett,	21	Profile House,	20
Glen Station,	26	Wing Road,	13
Intervale Station,	30	Littleton,	20
North Conway,	31	Wells River	40
Fryeburg,	42	White River Junction,	80
Sebago Lake,	74	Springfield, Mass.,	204
Portland,	91	Hartford, Conn.,	230
Wolfboro, L. Winnip's'e	60	New York,	340

FROM PROFILE HOUSE TO

	MILES		MILES
Bethlehem Junction,	10	Plymouth, by stage road,	30
Fabyan House,	20	Littleton, by stage road,	11
Flume,	6	Bethlehem Village,	10

FROM CRAWFORD HOUSE TO

	MILES		MILES
Mt. Wash'n, bridle path,	8	Silver Cascade,	.75
“ railroad	13	Flume Cascade,	1
Summit Mt. Willard,	2	Wiley House,	3

FROM GLEN HOUSE TO

Summit Mt. Washington,	8	Crystal Cascade,	3
Gorham,	8	Glen Ellis Falls,	4
Emerald Pool,	1	Jackson,	11
Thompson's Falls,	2	Glen Station,	14
Osgood's Cascade,	3	North Conway,	20

The Daily Journal.



SUNDAY,

MONDAY,

TUESDAY,

WEDNESDAY,

THURSDAY,

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SATURDAY,

The Sketch Book.

The Sketch Book.

The Sketch Book.

MAP

OF THE

WHITE MOUNTAINS.

