

1916

Through Crawford Notch of the White Mountains: The White Mountains to the Sea -- Portland to Mt. Washington (Souvenir of a Trip Over the Maine Central Railroad)

Maine Central Railroad

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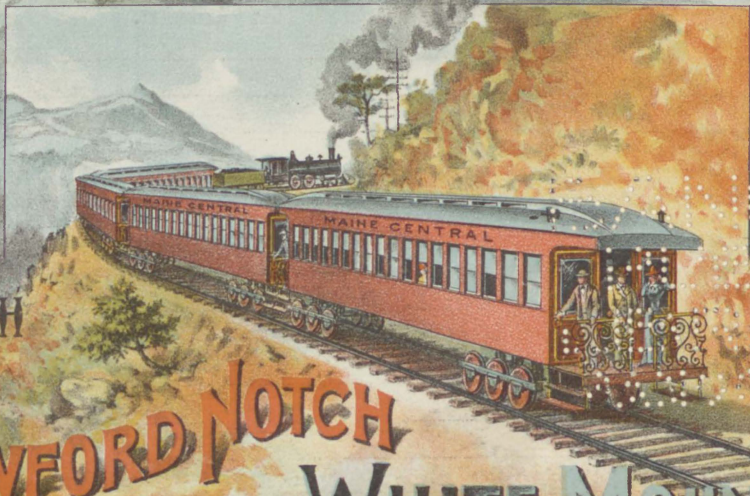
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OUGH

RAWFORD NOTCH
OF THE WHITE MOUNTAINS



Maine Central Railroad.

WHITE MOUNTAIN DIVISION.

MEMORANDA OF MY TRIP.

Left.....

Arrived.....

Left.....

Arrived.....

What I Wish to Especially Remember—

Our Party and Whom I Met—

The White Mountains to the Sea ==

== Portland to Mt. Washington.

SOUVENIR OF A TRIP OVER THE
MAINE CENTRAL R.R.



The natural features of the White Mountains Division of the Maine Central Railroad bear a striking similarity to the conditions existing upon the famous Mexican Railway leading up from Vera Cruz to the City of Mexico.

Starting from Portland, at first we gradually surmount, by easy grades, the sloping region extending inland a score of miles, like the *tierra caliente* to the foot hills of the New

England *sierras*; then we reach the fragrant and fertile *tierra templada*, or lands of pleasant air, where North Conway looks out from beneath the shadow of the rock of Kearsage upon her beautiful elm-strewn meadows, and lastly comes the *tierra fria*; the cool region among the peaks, our mountain section, to the faithful illustration of which this little *brochure* is dedicated.

Unlike the *hot* lands of the State of Vera Cruz, however, the lowlands across which we pass in the early stages of our journey into the mountains are populous with attractive villages and enjoy a pure and invigorating atmosphere. Here the mountain ozone and saline breeze fresh from across island-dotted Casco Bay are intermingled with striking tonic effect.

The City of Portland, looking proudly down from its villa-crowned hills upon beautiful Casco Bay and its myriad islets and fleets of water-craft, is one of the most important tourist centres of the East. From this attractive city, which no stranger should pass without some stay, many travelers bound for the lake and seashore resorts of Maine now make a side trip to Mt. Washington and the well-known summering points around its base.

Sebago Lake, where the waters of many down-flowing spring-fed streamlets sleep for a time before coursing to the sea, is a broad breeze-swept little sea, which is Portland's great inland summer excursion resort. The passing train halts for a moment beside the smooth beach and there is time to note that with the pavilions, shady grounds, steam and sail craft, bathing and fishing facilities, he who goes to Sebago may have as "good a time" as the gods vouchsafe to mortals here below.

Beyond Sebago Lake the road leads through purple forest aisles, where rocks and verdure have met in struggle for the mastery of the land, and past Steep Falls and Cornish, and on to West Baldwin where the beautiful Hiram Falls (now called the "Great Falls of the Saco") bursts into view; next in order are Bridgton Junction (where a two-foot gauge railway connects for Bridgton, Harrison and Waterford), Brownfield, Fryeburg, Conway Centre, Redstone, showing the famous quarries of the Maine and New Hampshire Granite Co., which have produced the beautiful Union Station at Portland and the Grant Monument in Riverside Park, and to North Conway, all places favored by many summer guests.

North Conway has been a fashionable and popular rallying point with summer tourists

for more than a generation. It is beautifully situated amid scenes that charm the eye, and is noted for its healthful invigorating atmosphere.

Beyond North Conway, Intervale, Glen Station and Bartlett are well-known summering places, and Concord stages claim their contingent of travelers at Glen Station for the beautiful village of Jackson. Still nearer the heart of the mountains the coaches bowl along the banks of brawling Ellis River up to the famous Glen House.

THROUGH THE NOTCH.

The distance from Bartlett to Crawford's, the summit, is fifteen miles. The mountains immediately contiguous to the line of the road are as follows :

Upon the Left.—Camel's Hump, 2,400 ft.; Mt. Lowell, 3,800 ft.; Mt. Anderson, 4,000 ft.; Mt. Nancy, 3,700 ft.; Mt. Willey, 4,500 ft.; Mt. Field, 4,000 ft.; Mt. Avalon, 3,300 ft.; Mt. Willard, 2,570 ft. The four last named are beyond the Willey House.

Upon the Right.—Hart's Mt., 2,500 ft.; Iron Mt., 2,800 ft.; Mt. Hope, 3,200 ft.; Mt. Crawford, 3,200 ft.; Mt. Resolution, 3,000 ft.; Giant's Stairs, 3,500 ft.; Mt. Webster, 4,000 ft.; Mt. Jackson, 4,100 ft. The two latter are beyond the Willey House.

Beyond Bartlett the railroad sweeps around the great mountain sides and begins a steeper ascent passing Sawyers' Rock, Nancy's Brook, lovely Brook Kedron and Bemis Station, near which still stands the old Crawford House, long abandoned.

The little clearing of this old-time hostelry is soon left behind, and the railroad strikes a heavy up-grade of 116 feet to the mile. The red peaks of Mount Crawford, The Giant's Stairs, Pope's Nose and the Sleeping Indian stand out clear against the sky.

Suddenly the train seems to rest on the air alone as the Frankenstein Trestle is crossed, and winding around the overhanging Frankenstein Cliffs, the snow-capped summit of Mt. Washington, the crown of New England, swings into view.

Leading in a direct line, like giants in battle array, Mounts Clinton, Pleasant, Franklin and Monroe, fill the space between Webster and Washington, Mt. Monroe being 5,900 feet in height, but 300 feet lower than Mt. Washington.

In the grand bowl between Mount Willey and Mount Webster is seen the historic Willey House, the story of whose fated occupants still claims the sympathy of the passing traveler.

A short distance south of the gate of the notch the train crosses the Willey Brook, and the train skirts the precipitous flank of Mount Willard, rising over a thousand feet on our right, while on the left one sees the black waters of the "Dismal Pool" almost as far below, and across the gorge the veil-like falls of the Silver and Flume Cascades.

Looking back along the trough-like valley of the Saco the traveler sees the remote peak of Carrigan, the Bartlett Hills, and still beyond the sharp outlines of Chocorua and Moat Mountain.

The White Mountain Notch closes with a narrow defile pierced by the railroad and the old highway which preceded it, and then we come at once upon the handsome and roomy Crawford House, set beside Crawford Lake the source of the Saco River.

From this point to Fabyan's, where the Mt. Washington Railway is met, is but four miles. A short distance beyond Crawfords the train rounds a curve bringing into view the dome-shaped Pleasant Mountain, behind whose huge shoulders is hidden the Presidential range which soon swings into view, a tremendous line of mighty monarchs with Mt. Washington in the centre, its small hamlet of hotel, signal station and printing office, 6,293 feet above the sea, being plainly visible on the extreme summit.

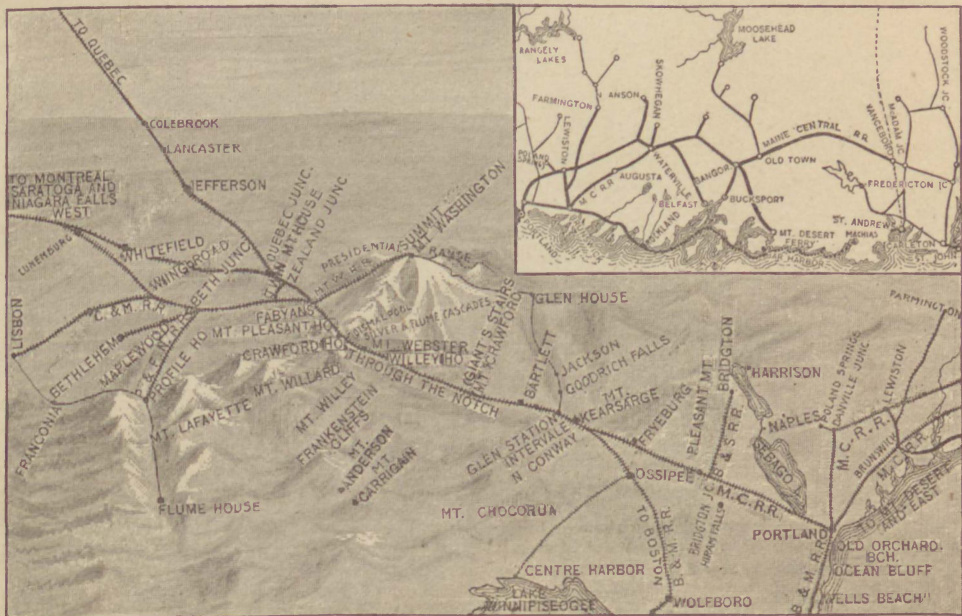
From Mount Pleasant House or Fabyans, the view is grand and impressive, and seen across the long sweep of the Ammonoosuc plain, it includes the entire mass of Mt. Washington from base to summit, the curve of the mountain railway and its little train crawling up the mighty peak.

A mile or so beyond Fabyans is the ancient White Mountain House, still open for summer visitors, and a short distance beyond are the Ammonoosuc Falls. From Fabyans and Zealand Junction the line connects via Bethlehem Junction for Maplewood, Bethlehem and the Profile House, and still beyond, passing Twin Mountain, the road makes another turn, at Quebec Junction, branching off through Jefferson, Lancaster, Colebrook, the point of stage departure for the Dixville Notch, and along the Connecticut River Valley to Quebec, or continuing in a direct line from Quebec Junction to Whitefield, Lunenburg, Newport and Montreal, connecting with the Canadian Pacific for all parts of the West.

The Maine Central Railroad is the great highway from Portland to all seashore and inland resorts of Maine. It operates two lines between Portland and Waterville, where the trains are joined and continue on to Bangor, the northernmost touching Danville Junction (where stages connect for Poland Spring), Lewiston, Winthrop, Oakland and Skowhegan,

and the southern division going via Brunswick and Augusta, the State capital, and with its branches, a total of 829 miles.

The eastern terminus of the line is at Vanceboro upon the national boundary line, where it connects with the Canadian Pacific Railway for St. John, and beyond, via the Intercolonial route for Halifax, Cape Breton, Prince Edward Island and the salmon and caribou regions of the Miramichi and Restigouche Rivers. A number of branches diverge from the main lines of the Maine Central, reaching to Phillips, and the Rangeley Lakes; to Belfast and Bucksport; to Bath and Rockland, where connection is made with steamer *Frank Jones* for Bar Harbor, Mt. Desert Island and Machiasport, to Mt. Desert Ferry within a few miles, by a smooth steamer ride, of Bar Harbor, and via Newport and Dover or Foxcroft to Greenville, where connection is made via steamer for all parts of the famous Moosehead Lake.





A vintage postcard illustration of a steam locomotive pulling several passenger cars across a large steel truss bridge. The bridge spans a deep valley with a winding road and some buildings on the left side. The background shows rugged, snow-capped mountains under a cloudy sky. A large, blank, cream-colored rectangular area is pasted over the upper middle portion of the image, partially obscuring the mountains and the bridge.

A SOUVENIR
OF
TRAVEL
UPON THE

MAINE CENTRAL
Railroad
WHITE MOUNTAIN
DIVISION.