



THE LAURENTIAN



For your greater enjoyment of this scenic trip, the Delaware and Hudson invites your attention to the many interesting and historical places along your route.

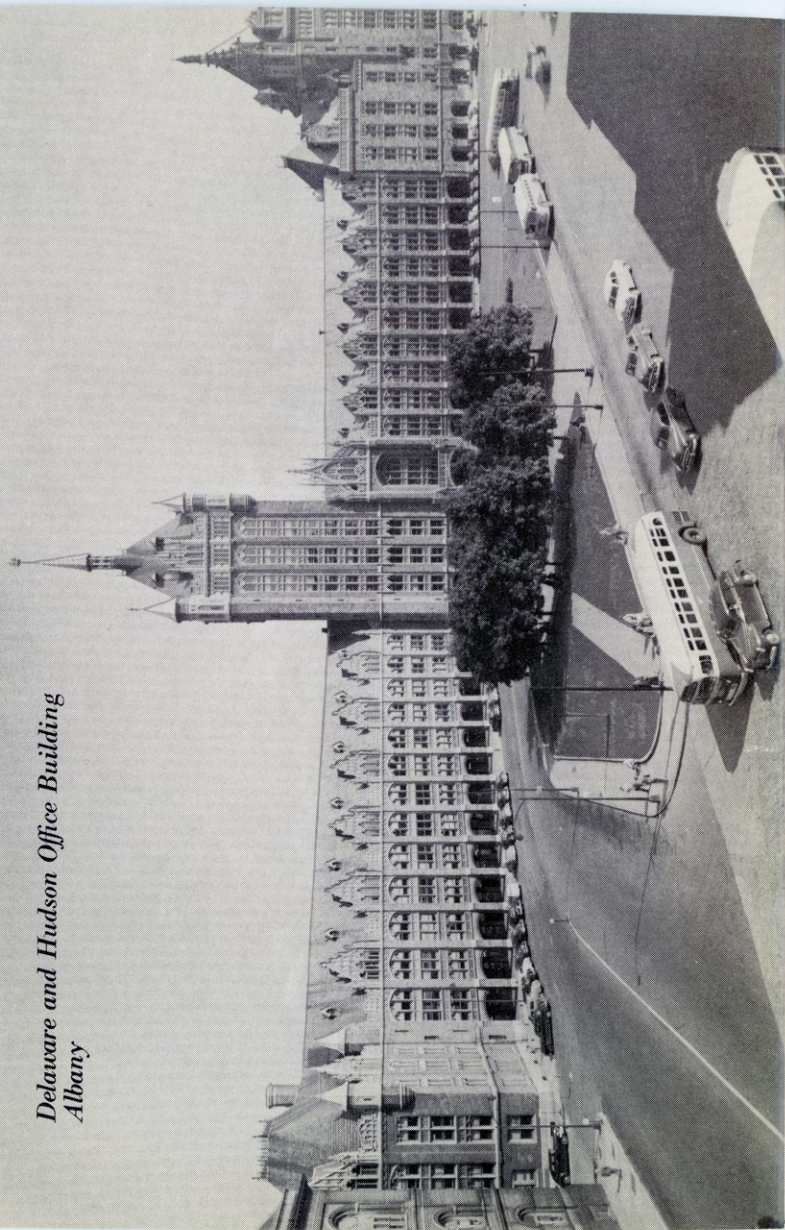
For tickets, reservations and information:

General Agent,
70 East 45th Street,
New York, N. Y.

General Canadian
Passenger Agent,
1117 St. Catherine St., N.W.,
Montreal, P. Q.

**THE DELAWARE AND HUDSON RAILROAD
CORPORATION**

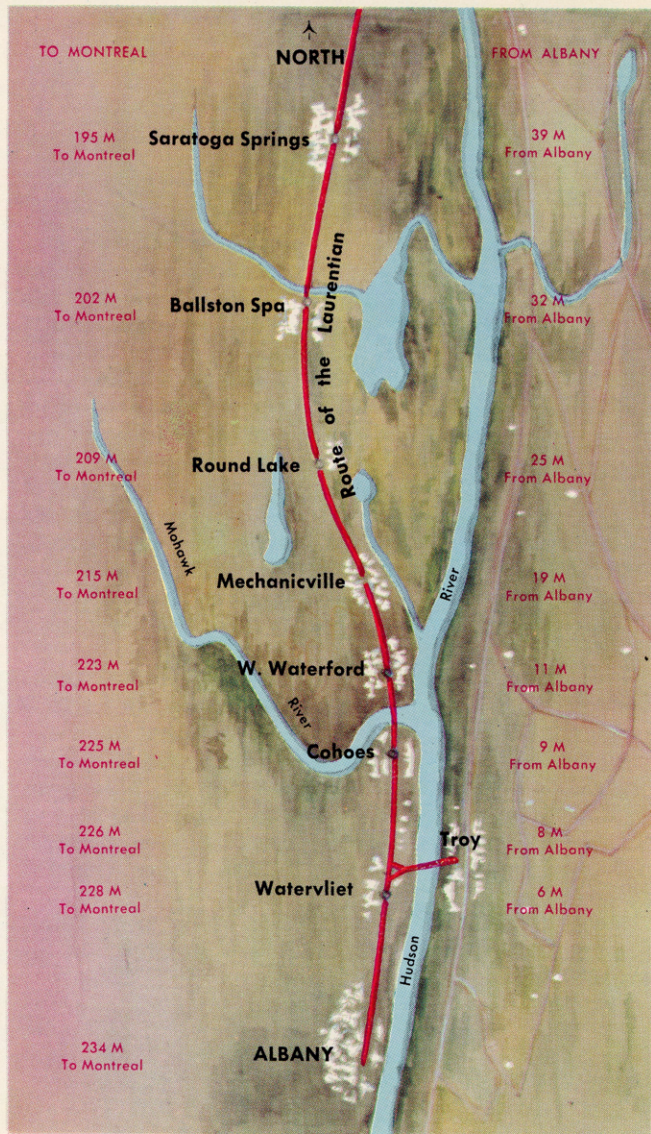
*Delaware and Hudson Office Building
Albany*



THE LAURENTIAN, the daylight fast train over the D & H between New York and Montreal, offers the most interesting, picturesque and scenic one-day trip in America. The route of the D & H between Albany and Montreal follows the Hudson River and the Champlain Canal to Whitehall, and then follows the shore of Lake Champlain for over one hundred miles to the Canadian border. This lake of magnificent distances, superb mountain views and important historic associations, lies midway between the long ranges of the Adirondacks and the Green Mountains. It is one hundred and thirty miles in length, and from one to thirteen miles in width. Its forest walled shores and many islands with their mountain background create a constantly changing scenic picture of unsurpassed beauty.

The military history of Lake Champlain extends from its discovery by Samuel de Champlain in 1609 to the Battle of Plattsburg in 1814. The waterway from the St. Lawrence River through the Richelieu River, Lake Champlain and Lake George played an important part in early Colonial history, as it was the invasion route of the French under General Montcalm, and later of the British under General Burgoyne.

Some of the points of interest along your route between Albany and Montreal are pointed out in the following pages.



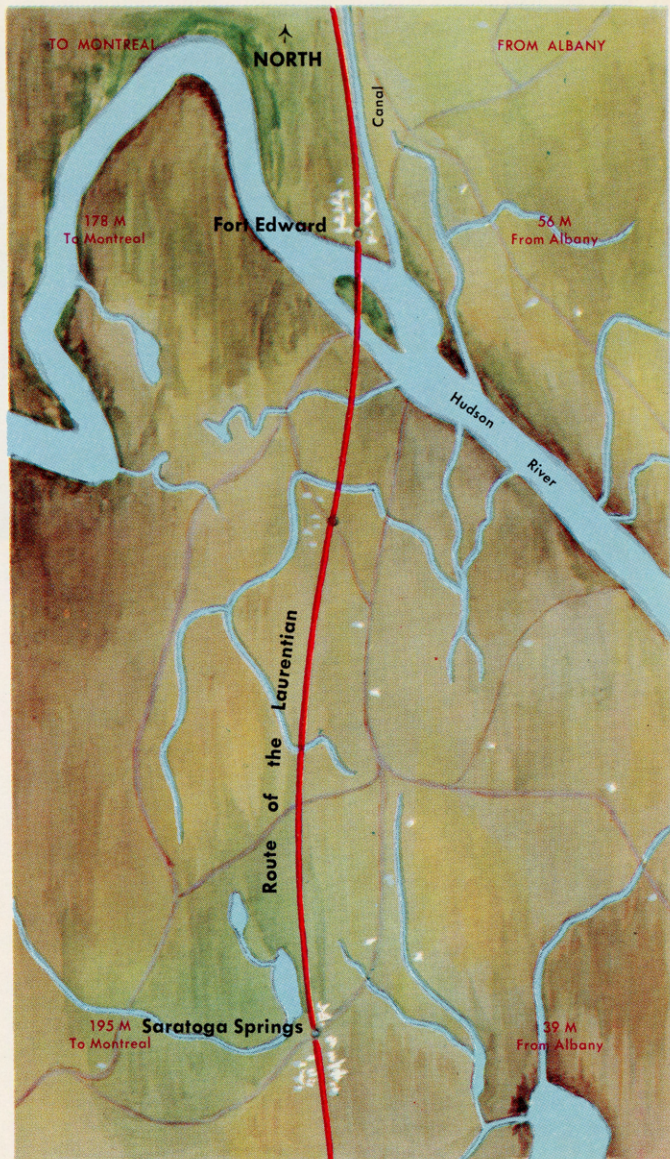
Old print of former Saratoga Terminal

LEAVING Albany, the Capital City of the Empire State and an inland seaport, The Laurentian begins its journey northward. It passes at Watervliet the U. S. Army Arsenal and at Cohoes a fine view is had of the Mohawk River as it flows into the Hudson.

Mechanicville, with its paper mills, is also the junction where the D & H interchanges with the Boston & Maine R. R. for freight operations to and from New England.

Saratoga Springs is widely known as a health resort. Its variety of mineral waters are world famous. The State of New York has developed a magnificent reservation with baths, drinking halls, bottling plant and a fine hotel with every recreational facility.

During the month of August horse racing brings visitors from far and near to one of the oldest and one of the most beautiful tracks in America. Night Harness Racing is also conducted on another track, the Saratoga Raceway.



Hudson River, Fort Edward

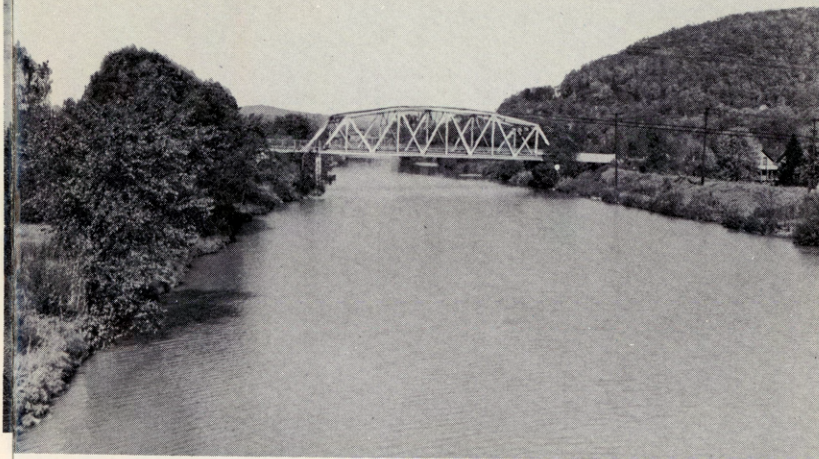
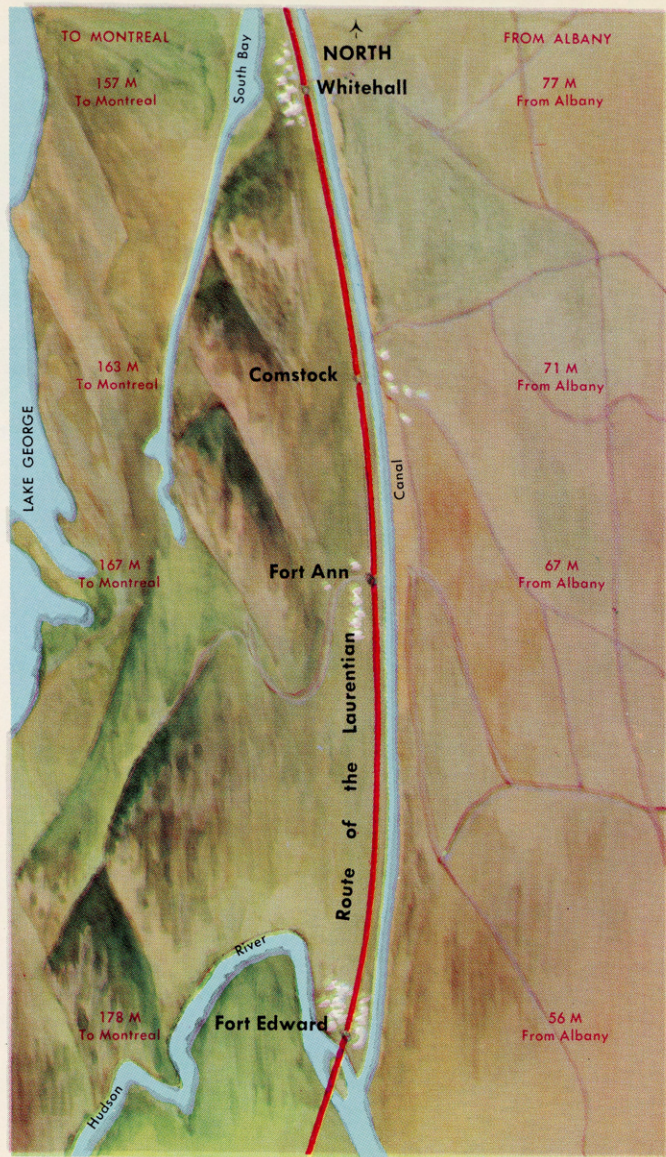
THE TRAIN crosses the Hudson at the "Great Carrying Place" which was the beginning of the war-path that led from the River to Canada.

The fort — first named Fort Lyman, afterwards, Fort Edward — was one of the chain of block houses that protected the trail, and there is not a mile that has not heard the Indian war cry, and the firing of the contending armies in the French and Indian War and the Revolutionary War.

It was at Fort Edward that Jane McCrae was tomahawked and scalped by an Indian in the employ of the British. Though she was of a Loyalist family, the rage aroused by the murder caused reinforcements to pour into General Gates' army from all the Northern Colonies, and aided in the victory over the British at Saratoga.

The D & H and the present canal follow roughly the original wilderness path, and the next block house at Fort Ann — eleven miles north — exists today only as grassy mounds east of the track.

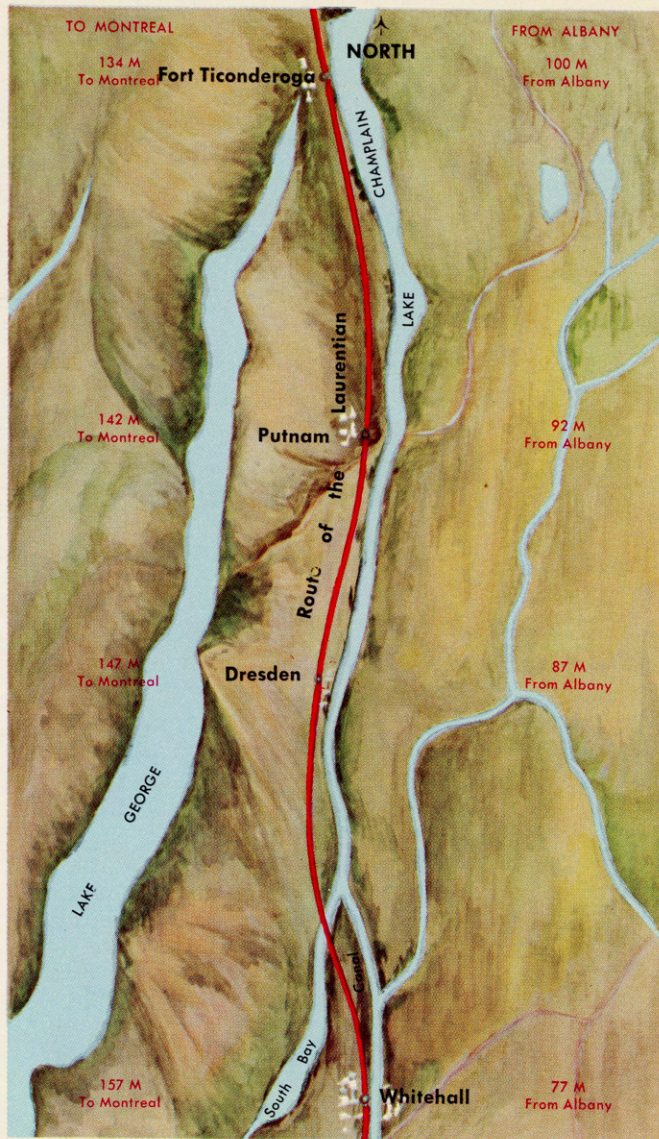
Large paper, cement and manufacturing plants in this area and on the branch line to Glens Falls are served by the D & H.



Champlain Canal, Whitehall

WHITEHALL—the Skenesboro of early days—and the birthplace of the Navy where Arnold built his fleet figured largely in the tide of war that rolled back and forth from Canada to the Hudson. Controlling the head waters of the lake, it changed hands repeatedly—from French—to British—to American—and was the main camp for Burgoyne's army during his disastrous campaign that ended at Saratoga.

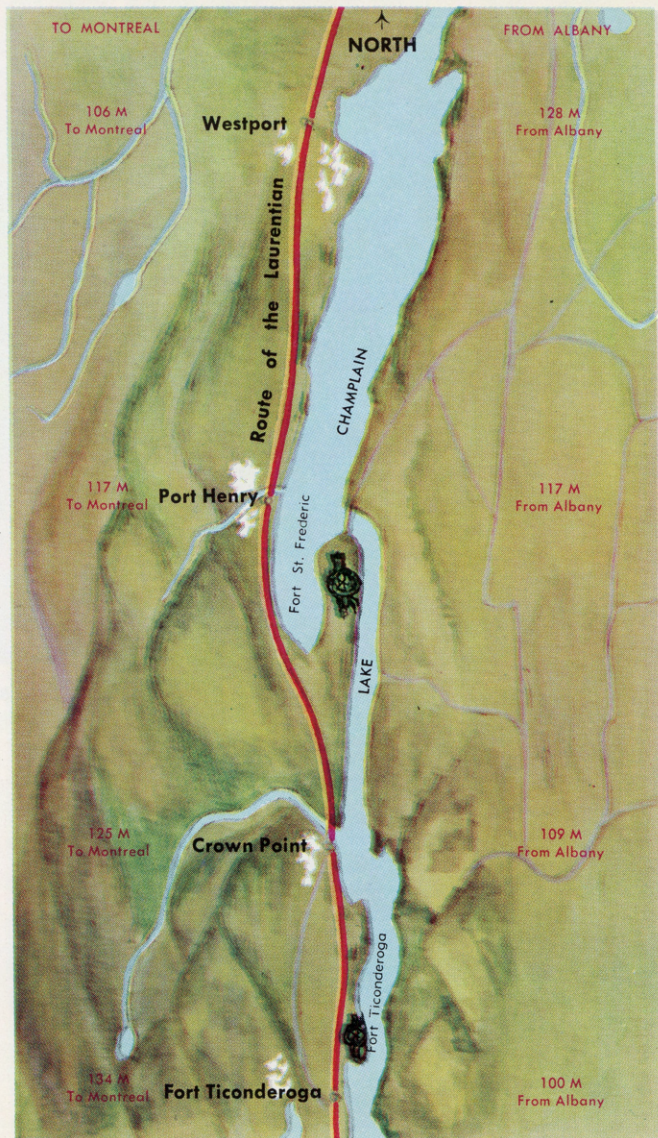
Major Philip Skene, a Tory officer, had grandiose ideas of a great manor at the head of the lake. Legend has it that he persuaded Burgoyne to take the old trail to Fort Edward rather than the easier way up Lake George, as it would open up roads on his estates. Another legend states that his mother received an annuity "so long as she remained above ground," and that when she died, he put the body in the cellar and continued to collect the annuity.



Fort Ticonderoga

FROM WHITEHALL north, the train crosses the entrance to Great South Bay, the source of the lake, and follows the winding waterway to Montcalm Landing—now Fort Ticonderoga—where Montcalm stepped ashore on his way to capture Fort William Henry at Lake George during the French and Indian Wars. On a bluff east of the train is Fort Ticonderoga, beautifully restored by the Pell family and containing a complete collection of war matériel. The Fort was held in turn by France—Britain—and the United States, and was originally named Fort Carillon. It was the strongest of the fortified posts on the lake.

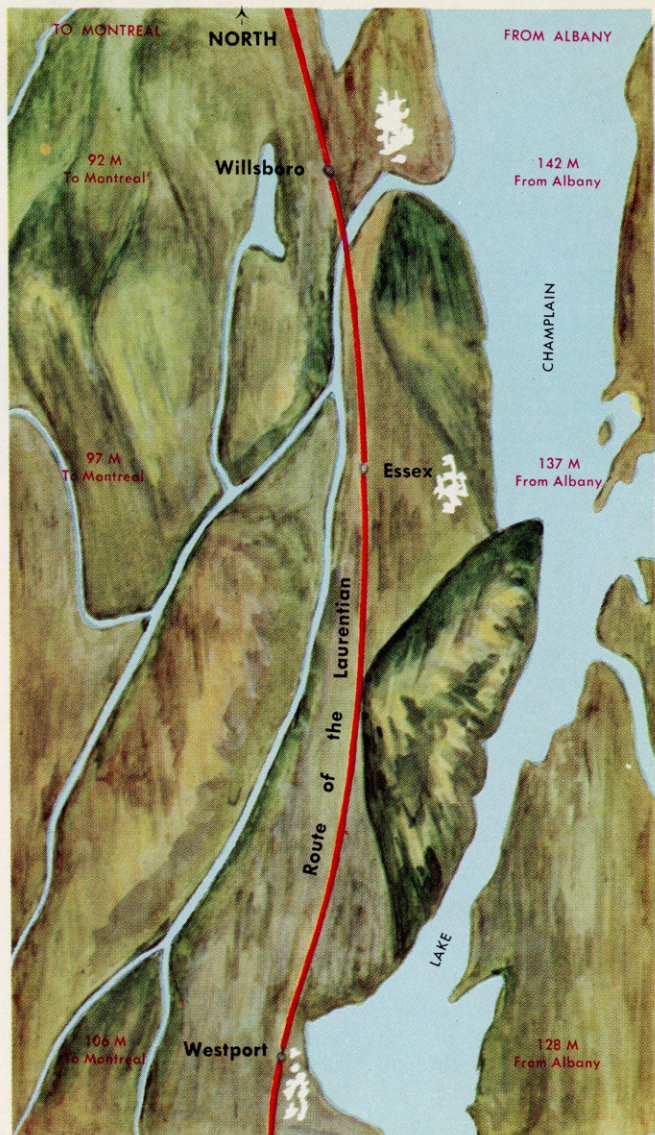
Great paper mills constitute the principal industry in this area.



Highway Bridge at Port Henry

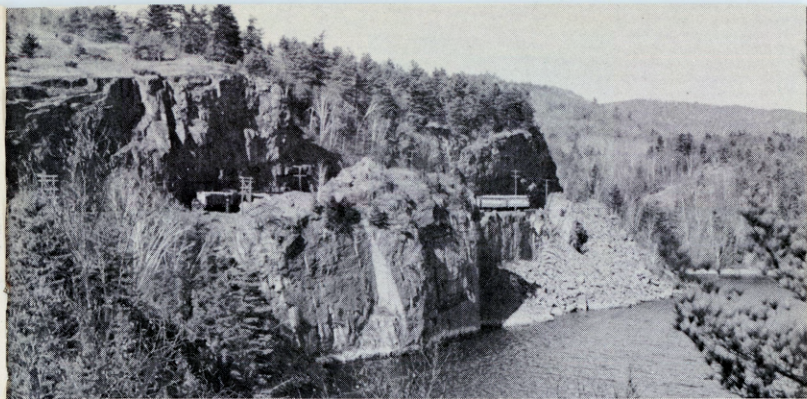
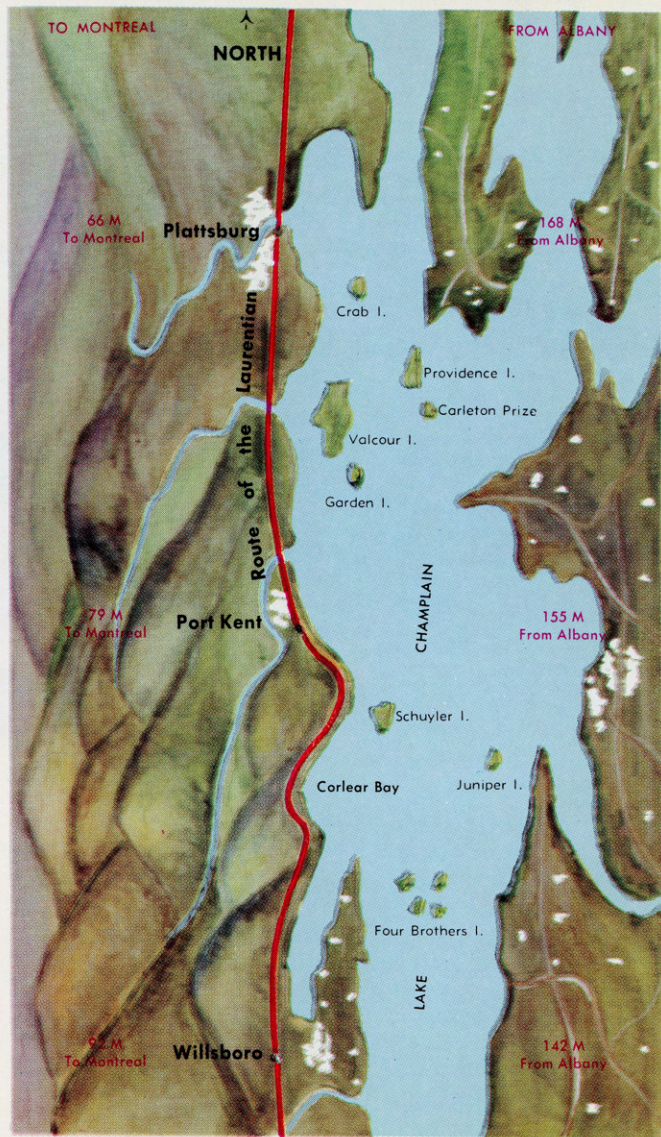
AT PORT HENRY, shipping point for Adirondack iron ore the lake widens, and on Crown Point, at the New York end of the highway bridge, stands Fort St. Frederic, one of the first fortified posts on the lake. Indications are that a block house was built there about 1730, and later a substantial fort whose stone walls still stand. The site is a State Park and the lighthouse is a memorial to Samuel de Champlain who was the first white man to see the lake in 1609. The French called it "Fort à la Chevelure" or Scalp Point, from the massacre there of the refugees from the burning of Schenectady who were fleeing to Canada.

From Port Henry to Westport, the historical interest centers on the Vermont shore. There—in creeks and bays—Macdonough built his fleet which won such a decisive victory over the Britist under Captain Downey at Cumberland Head in September 1814.



Westport Bay

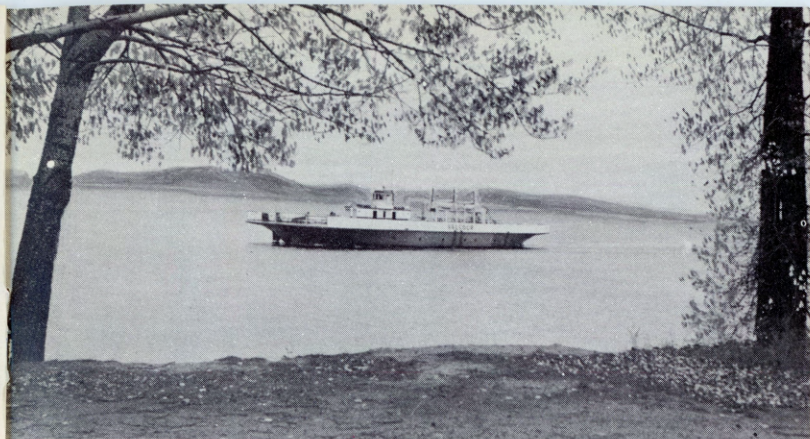
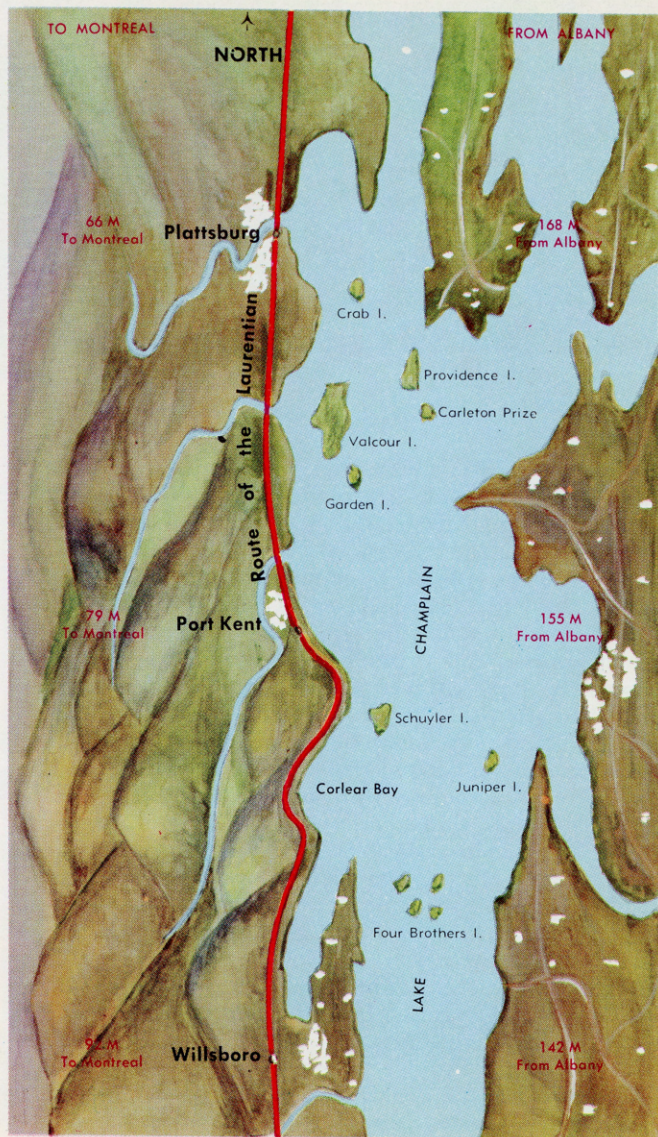
WESTPORT was settled about 1765, and is located on one of the most beautiful bays in the lake. It is a charming resort village and popular yachting base. The train leaves the lake there to join it again at Willsboro, and for fourteen miles goes through fertile farming country watered by the Bouquet River, on its way to join the lake at Willsboro. The high peaks of the Adirondacks are directly west, and Westport has long been the principal gateway to the mountain resorts, Elizabethtown, Keene Valley, Lake Placid and Saranac Lake.



Through the Rocks, Willsboro

THE TRAIN joins the lake again at Willsboro, and for thirteen miles goes through some of the most spectacular scenery in the State. Willsboro Bay cuts four miles inside. Willsboro Point, and the railroad is built into the side of the mountains that rise abruptly from the bay. The building of the road in 1875 was one of the great engineering feats of the decade. Red Rock Tunnel cuts through the mountain, and halfway down the bay is the small cove called Port Misery—attesting to the hardships of the barges that took shelter there in rough weather. Wollastonite and pulp are the principal products of this area.

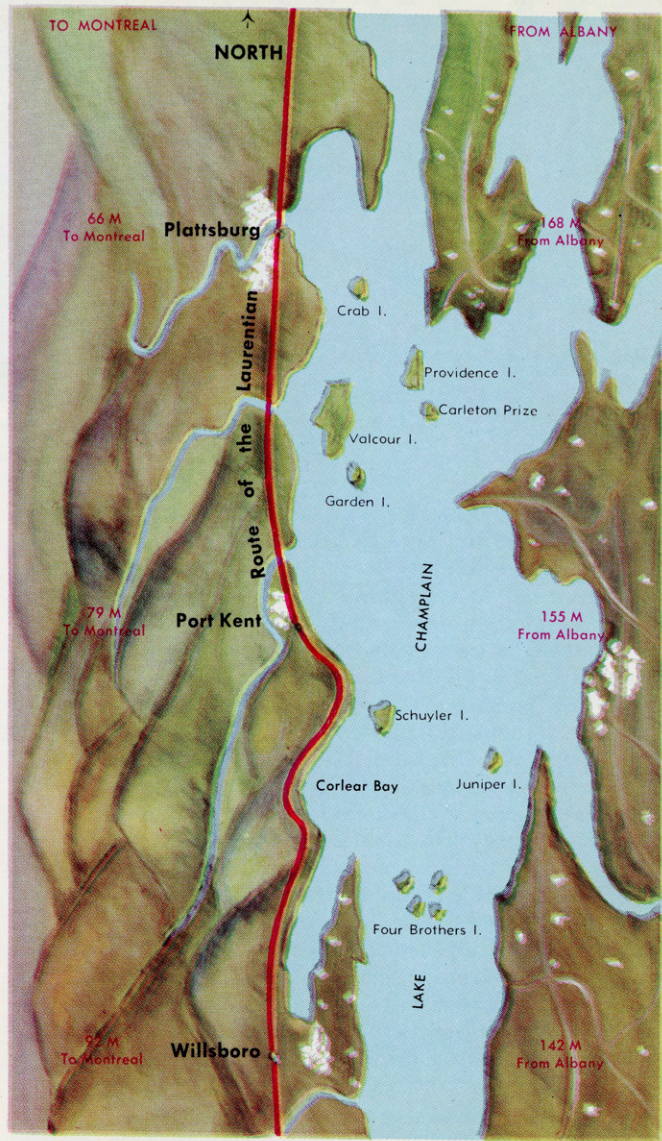
Over Willsboro Point and across the lake can be seen Burlington, the largest city in Vermont; and behind and against the sky, the range of the Green Mountains with the two high peaks of Camel's Hump and Mount Mansfield most prominent. Juniper Island stands like a ship in Burlington Harbor, and to the south the four Brothers Islands—now a bird sanctuary—are plainly seen. The track makes a great curve around Corlear Bay where Arendt van Corlear, the founder of Schenectady, was drowned; and in the bay sits beautiful Schuyler Island where Arnold collected and repaired his sinking ships after the battle of Valcour.



Port Kent Ferry

AT THE LITTLE VILLAGE of Port Kent, ferry service crosses the lake to Burlington, and off the end of Providence Island—on the Vermont shore—is the island called “Carleton’s Prize.” There is a legend that the British mistook it for a hostile ship and bombarded it heavily before they saw their mistake. Garden Island, off the south end of Valcour, was also often mistaken for the enemy, and there is a story that the British, seeing it in the fog, halted their pursuit of Arnold, thinking that he had been reinforced.

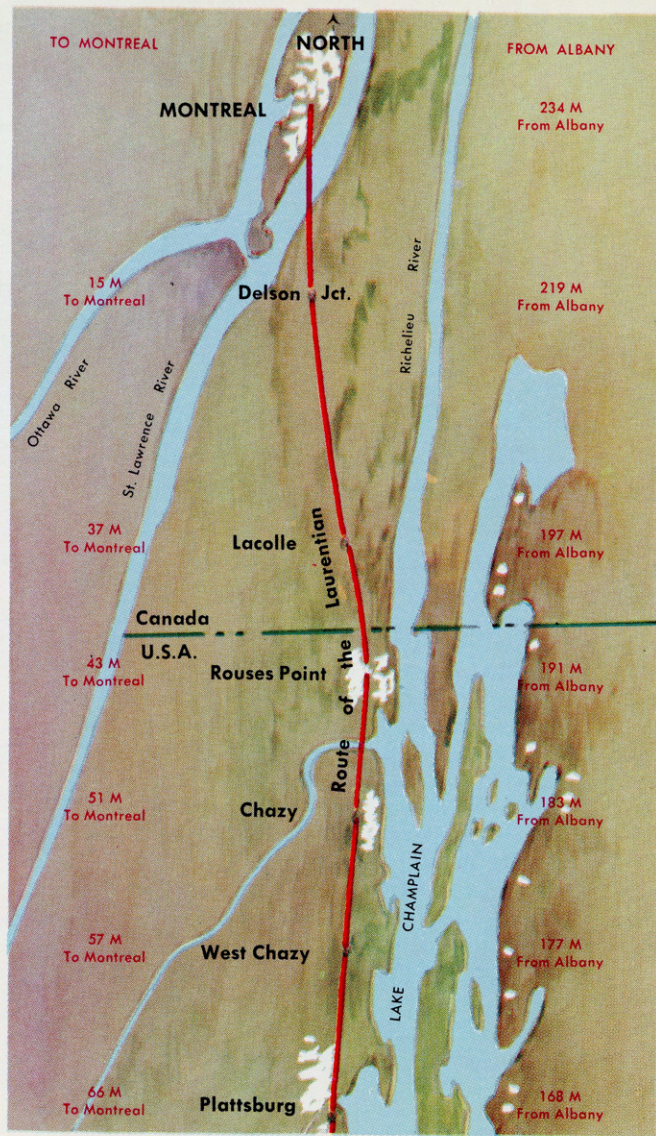
A few miles north of Port Kent, the track crosses the two branches of the Au Sable River and then Valcour Island appears quite near the shore. The great fight between the British and Americans in 1776 was off this island, and Arnold’s anchorage, about where the lighthouse can be seen, has yielded many relics of the battle. For many years, the wreck of the “Philadelphia” could be seen from a small boat in the clear water. In 1935, it was raised, and is now permanently exhibited on Highway 22 between Essex and Willsboro. Cannon balls art frequently found today in the shallow water.



*Naval Engagement between the
American and British Fleets
September, 1814*

JUST NORTH OF VALCOUR lies Crab Island—a government cemetery for British and Americans killed in the Battle of Lake Champlain—and then the train approaches Plattsburg—the largest city on the west side of the lake and site of a great base of the Strategic Air Command of the U. S. Air Force. The old stone barracks of the Army post can be seen still standing to the west of the train at the south end of the modern buildings. Plattsburg is a busy city with a number of active industries. Iron ore from Lyon Mountain, 13 miles to the west, is brought to the main line for shipping to the steel mills.

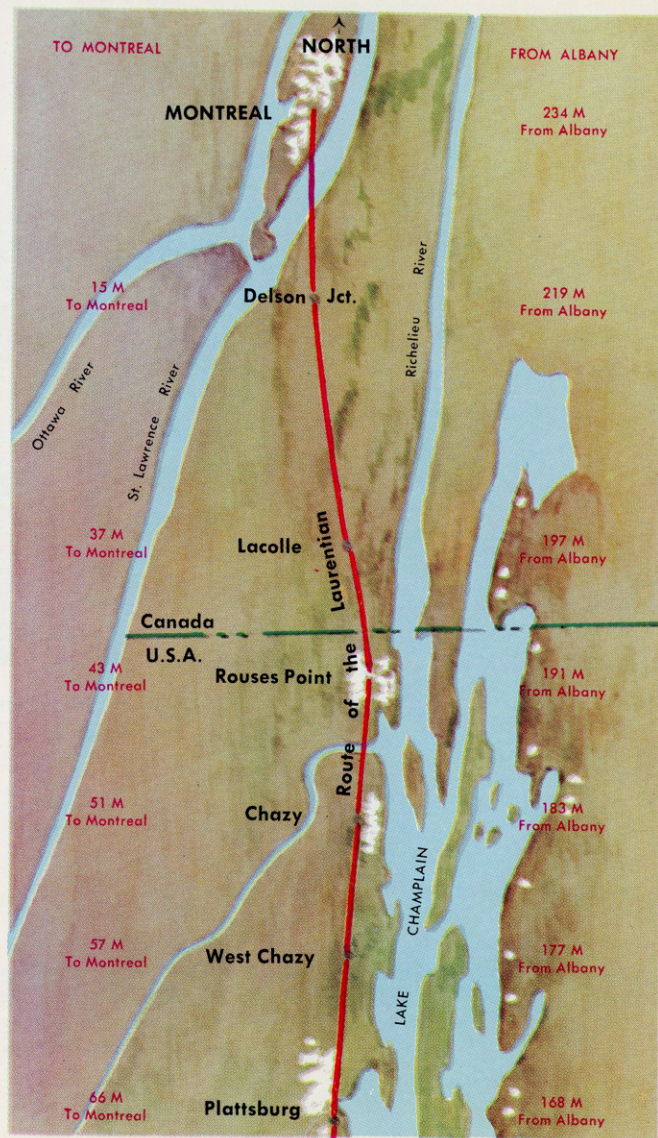
Commodore Macdonough and General Macomb defeated the British on lake and land on September 18, 1814—a decisive victory which, more than any other action, decided the War of 1812-14. A monument to Macdonough can be seen to the west of the train in the square facing the Lake.



Railroad Station and Canadian Customs and Immigration Office at Lacolle

FROM PLATTSBURG to the border, the country flattens out, and signs of French Canada appear in the villages and habitant farms. At the border town of Rouses Point, settled about 1793 by Jacques Rouse, the lake flows into the Richelieu River, and on into the St. Lawrence River at Sorel. Here Canadian Customs and Immigration inspectors board the train and complete their work before arrival in Montreal.

Rouse is said to have had twenty-six children, the family forming the first pioneer settlement in northern New York.



Windsor Street Station, Montreal

FROM ROUSES POINT to Montreal, the train proceeds through the Province of Quebec and reaches the Canadian Pacific Railway at Delson Junction, 28 miles north of the border.

The flat country which is traversed between Rouses Point and Delson Junction is cut up into small farms and it will be noted that there are many divisions as outlined by fences. These farms are owned by French Canadians and the fences denote parcels of land that have been set aside for the children of the owner.

The train crosses the St. Lawrence River on one of the longest railroad bridges in the Dominion of Canada and just west of the south end of this bridge is the Indian Village of Caughnawaga. The Indians who own this village, which is upon a reservation granted them by the Canadian Government, are skilled structural steel workers.

The Windsor Street Station, which is pictured above, in addition to being the train terminal of the Canadian Pacific Railway, houses the general offices of that railway system and is one of the finest structures of its kind on the continent.

Montreal is the second largest French-speaking city in the world. It is gay, historic, beautiful and dynamic, worthy of being the metropolis of Canada.

WE very much appreciate your patronage and hope that this little historical booklet of the route traveled will lend added zest and interest to your trip. Keep it, please, as a memento.

We also operate a fast, non-stop overnight service—the *Montreal Limited*—between Montreal and New York. This train carries reclining seat coaches, Pullman club car and Pullman sleeping cars, offering wide choice of accommodations, including drawing rooms, compartments, double or single bedrooms, roomettes and section space.

Dining car is operated serving breakfast northbound.

E. V. Gilleoolery

General Passenger Agent