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(1035 ft.; lighthouse) rises to the left, while opposite is the mouth of the *Otter Creek*, up which a small steamer plies to (8 M.) *Vergennes* (p. 127).

40 M. (l.) *Essex*. The steamer now soon enters the widest part of the lake and steers to the N.E., passing the *Four Brothers* and *Juniper Island* (lighthouse). To the left lies *Willsboro Point*.

54 M. (r.) **Burlington**, see p. 127. This beautiful city is seen to great advantage from the lake. — From Burlington the steamer runs nearly straight across the lake to —

64 M. (l.) **Port Kent** (*Trembleau Hall*, \$2½; *Lake Side Ho*, \$2; **Douglass*, on *Douglass Bay*, 4 M. to the S., \$2½), the station for the **Ausable Chasm* (see p. 187). The *Ausable River* enters the lake 2½ M. farther on.

70 M. (l.) *Port Jackson*, on the narrow channel between the mainland and *Valcour Island*, where a hotly contested naval battle took place between Arnold and Pringle in 1776, resulting in the destruction of the American fleet.

Beyond this point the lake is divided into two branches by the large islands of *Grand Isle* or *South Hero* (30 sq. M.) and *North Hero* and the promontory of *Alburgh*. Our steamer follows the left (W.) arm. On *Bluff Point* (l.), 3½ M. beyond Port Jackson, stands the magnificently situated ***Hotel Champlain** (200 ft.; \$5), one of the most luxurious hotels in the United States, commanding fine views of the Adirondacks, Lake Champlain, and the Green Mts. Its grounds, 450 acres in extent, include a good golf-course (9 holes).

77 M. (l.) **Plattsburg** (see p. 159), in *Cumberland Bay*, one of the main gateways to the Adirondacks.

In 1814 *Cumberland Bay* was the scene of the *Battle of Plattsburg*, in which Commodore Macdonough defeated the British fleet under Commodore Downie. At the same time Gen. Macomb, in command of the land-forces, repelled Sir George Prevost's attempt to capture Plattsburg.

Plattsburg is the terminus of the Lake Champlain Transportation Co.'s steamer from Fort Ticonderoga, but the Westport steamer (comp. p. 203) ascends to *North Hero*, touching at various landings on the islands. The fishing at this end of the lake is excellent, and accommodation may be had at various small hotels, farm-houses, and camps.

28. From New York to Buffalo and Niagara Falls.

a. Viâ New York Central and Hudson River Railway.

462 M. RAILWAY to (440 M.) *Buffalo* in 8¼-13 hrs. (fare \$9.25; sleeper \$2; parlor-car \$2); to (462 M.; 446 M. by direct route, see p. 210) *Niagara Falls* in 9-16½ hrs. (fares the same). Seats to the left. The 'Empire State Express', leaving New York at 8.30 a.m., runs at the rate of over 50 M. an hour, including stops.

From *New York* to (143 M.) *Albany*, see p. 165. The train now turns to the left (W.) and leaves the *Hudson*. 146 M. *West Albany*.

160 M. **Schenéctady** (245 ft.; *Edison*, \$2½-4; *Vendome*, \$2-2½), a quaint old town of Dutch foundation, situated on the right bank

of the *Mohawk*, with various manufactories and a trade in broom-corn, hops, and butter. Pop. (1890) 19,902. It was the scene of two horrible massacres in the Colonial wars. *Union College* (1795) stands to the E. of the city. At Schenectady we intersect the Del. & Hudson R. R. (N. to Saratoga, S. to Binghamton; comp. p. 216).

The train now crosses the river and the *Erie Canal* (*Union College* to the right) and ascends the smiling pastoral **Valley of the Mohawk*, formerly the stamping-ground of the Indian tribe of that name (see below). Evidences of rustic comfort and fertility abound on every side. The Catskills are visible in the distance to the S., and the outliers of the Adirondacks appear to the N. Broom-corn is one of the characteristic crops, the brooms being made mainly by the Shakers, who have several settlements in the lower valley.

176 M. *Amsterdam* (280 ft.), a city of 17,336 inhab., with various industries; 182 M. *Tribe's Hill*, a former meeting-place of the Indians. — From (187 M.) *Fonda* a branch runs to (26 M.) *Northville*.

Johnstown (Sir William Johnson Hotel, \$2), on this railway, 3 M to the N., was the residence of Sir William Johnson (d. 1774; comp. p. 198), one of the pioneers of the valley, who acquired great influence with the Mohawks and was made one of their sachems. He was created a baronet for his victory at Lake George (see p. 159), and received a large grant of land here for his subsequent services. He was the father of 100 children by his Indian and white mistresses, one of whom was a sister of the famous Mohawk chief, Joseph Brant. His strong stone mansion still stands.

The *Mohawks* were, perhaps, the best known of the Indian tribes which formed the confederation known as the *Five Nations*, occupying the great Lake District of New York. The other members of the league, named from E. to W., were the *Oneidas*, *Onondagas*, *Cayugas*, and *Senecas*. The *Tuscaroras* from Carolina were afterwards admitted to the league, which then took the name of the *Six Nations*. The confederacy had about 15,000 members, and perhaps 10-12,000 still exist, the majority in Canada, the others in reservations in New York, where they live as peaceable farmers.

From (198 M.) *Palatine Bridge* (305 ft.) coaches run to (14 M.) *Sharon Springs* (see p. 175).

217 M. *Little Falls* (375 ft. : *Girvan Ho.*, \$2-2½), a small manufacturing town with 8783 inhab., romantically situated in a narrow **Gorge* cut by the Mohawk through a spur of the Adirondacks. The river, the N. Y. C. and West Shore railways, and the Erie Canal can barely make their way through the pass side by side. The Mohawk here descends 45 ft. in ½ M., forming a series of pretty little falls, and the houses cling picturesquely to the steep rocky sides of the defile. This gorge affords an excellent opportunity of studying the crystalline rocks of the Laurentian formation, part of the oldest dry land on the face of the globe. *Richfield Springs* (p. 206) is 12 M. to the S. — Farther on we cross the *Canada Creek* and reach (224 M.) *Herkimer* (*Palmer Ho.*, *Waverley*, \$2-2½; 4000 inhab.), where connection is made with the *Adirondack Division* (see p. 196), though the principal through-trains run viâ *Utica* (comp. p. 196).

Beyond (226 M.) *Ilion* (400 ft.), a pretty village to the left,

with an important small-arms factory, the train crosses the river and canal.

238 M. *Utica* (410 ft.; *Butterfield*, \$4-6; *Baggs*, \$3-4; *St. James*, \$2-3; *Rail. Restaurant*), a prosperous town and headquarters of the American cheese trade, with 44,007 inhab., lies on the S. bank of the Mohawk, on the site of *Fort Schuyler* (1756). To the W. is the *State Lunatic Asylum*. *Genesee Street* is a handsome thoroughfare. A tablet commemorates the visit of Lafayette in 1825.

From Utica to *Malone* (Adirondacks), see R. 25e.

FROM UTICA TO OGDENSBURG, 134 M., railway in 5½-6 hrs. (fare \$4.21). This line runs to the N., connecting Utica with Lake Ontario and the St. Lawrence, and forming part of a favourite through-route from New York to the Thousand Islands (p. 225). — The train crosses the Mohawk. 17 M. *Trenton Falls Station* (840 ft.; *Moore's Hotel*, \$2-3; *Kauyahoora*, \$2), is about ½ M. from the **Trenton Falls*, a scene of mingled grandeur and beauty, which is by no means so well or widely known as it deserves. The *West Canada* or *Kahnata* ('amber-water') *Creek*, the *Kauyahoora* ('leaping water') of the Indians, here forms a highly picturesque ravine, with abrupt rocky sides, through which, within 2 M., the water descends 310 ft. in a charming series of five main falls and innumerable rapids. The stratification of the limestone rocks is very clearly defined, exposing the geological and the fossil organic remains to full view; and an abundance of interesting fossils, including innumerable trilobites, have been found. The name of the Trenton formation is taken from this place. We descend (fee 25c) to the floor of the ravine by a staircase near *Moore's Hotel* and walk up past the singular **Sherman Falls* (35 ft.), the **High Falls* (80 ft.), the **Mill Dam Falls* (15 ft.), the rocky amphitheatre called the *Alhambra*, the curious formation named the *Rocky Heart*, and the *Prospect Falls* (20 ft.). We may then return to the hotel (2½ M.) by a path along the top of the cliffs, affording fine **Views of the chasm*. — At (2½ M.) *Remsen* we part company with the line to *Malone* (see p. 196). Beyond (35 M.) *Boonville* we ascend the valley of the *Black River*. 45 M. *Lyons Falls* (845 ft.; falls to the right, 70 ft. high); 58 M. *Lowville* (*Rail. Restaurant*). — 74 M. *Carthage* (740 ft.) is the junction of lines E. to *Benson Mines* in the Adirondacks (near *Cranberry Lake*) and W. to *Watertown* and (30 M.) *Sackett's Harbor* (455 ft.), on Lake Ontario. — At (87 M.) *Philadelphia* we cross the line from *Rome* (p. 207) to *Massena Springs* (p. 227). 92 M. *Theresa Junction*, for the line to (16 M.) *Clayton* (p. 226), on the St. Lawrence. — 123 M. *Morristown*. — 134 M. *Ogdensburg* (250 ft.), see p. 226.

FROM UTICA TO BINGHAMTON, 95 M., *Delaware, Lackawanna, & Western R. R.* in 3-¾ hrs. (fares \$2.85). — From (13 M.) *Richfield Junction* a branch-line runs to (12 M.) *Richfield Springs* (see below; through-cars from New York). — 95 M. *Binghamton*, see p. 216.

[*Richfield Springs* (1700 ft.); *Earlington*, \$4; *Tuller Ho.*, \$2-3; *Tunnichiff Cottage*; *Kendalwood*, etc.), a group of hotels and cottages, 1 M. from the head of the pretty little *Candarago Lake* (boating and fishing), is much frequented both for its picturesque scenery and for its sulphur springs. The latter, 17 in number, are especially efficacious in cutaneous disorders, and are used both for drinking and bathing. The **Bath House*, completed in 1890, is excellently fitted up and includes a swimming-basin. Among the favourite drives are those round *Candarago Lake* (12 M.), to (5 M.) *Mt. Otsego*, to (3 M.) *Allen's Lake*, to (13 M.) *Cooperstown* (p. 175), and to (14 M.) *Cherry Valley* (p. 175). Coaches run regularly to (7 M.) the head of *Otsego Lake* (p. 175), connecting with the steamer to *Cooperstown*. Horseback exercise is, perhaps, the favourite amusement here, and the surrounding country is admirably adapted for it.]

Beyond (244½ M.) *Oriskany* (420 ft.) a notice-board to the left calls attention to the battle-ground of Aug., 1777, when Gen. Her-

kimer was defeated and slain by the Indians. An obelisk on the hill marks the ground. — We cross the river and the canal.

252 M. **Rome** (*Stanwix Hall, Arlington, \$2-3*), a town of 14,991 inhab., with cheese-factories and rolling-mills, occupies the site of the Revolutionary *Fort Stanwix*. It is an important railway-junction, and the Erie Canal is joined here by the *Black River Canal* from Lyons Falls (p. 206).

From Rome the *Rome, Waterstown, & Ogdensburg R. R.* runs to the N. to (73 M.) *Waterstown*, (141 M.) *Ogdensburg* (p. 226), and (160 M.) *Mos-sena Springs* (p. 227), connecting at (147 M.) *Norwood* with the Central Vermont line to *Mowra* (p. 197), *Malone* (p. 197), and *Rouse's Point* (p. 160)

265 M. **Oneida** (Madison Ho., Allen Ho., \$2).

About 6 M. to the N.W. is **Oneida Lake**, 28 M. long and 5-6 M. wide, in a rich dairy region. The *Oneida Community*, a communistic society founded by J. H. Noyes in 1847, lies 3 M. from the village, but is now simply a business-corporation. To the S. is the *Oneida Indian Reservation*.

Beyond (270 M.) **Canastota** (425 ft.) we cross the Erie Canal.

276 M. **Chittenango** (Yates Ho., \$2), at the entrance of the narrow valley through which *Cazenovia Lake* drains into Lake Oneida. — 283 M. **Manlius**. The train now enters Syracuse, passing along the main street, without fence or barrier.

291 M. **Syracuse** (400 ft.; *The Yates, \$4-5, R. from \$1; Van-derbilt Hotel, Globe, \$2½-4; Rail. Restaurant*), a thriving industrial city of (1890) 88,143 inhab., situated at the S. end of *Onondaga Lake* (365 ft., 6 M. long, 4½ M. wide), owes a great part of its wealth to the salt-springs in the marshes bordering the lake, which have been exploited since 1650 and now yield about 3 million bushels annually. A visit to the evaporating houses, brine-conduits ('salt logs'), and pumping-houses is interesting. The *Erie Canal* runs through the middle of the town, a little to the N. of the railway, and affords scenes of almost Venetian effect by moonlight.

Among the most noteworthy buildings are the *Town Hall*, Washington St., in the Richardsonian style; the *Post Office*, in Fayette St., a pleasing relief to the stereotyped Mansard-roofed Government buildings; the *Syracuse Savings Bank*, on the Canal; *St. Paul's Cathedral*; *St. John's Cathedral* (R. C.); the *First Presbyterian Church*; the *State Hospital for Feeble-minded Children*; and the *Court House*. The *Museum of Fine Arts* was opened in 1897. In the S.E. part of the town are the handsome buildings of SYRACUSE UNIVERSITY (1100 students), including the *Crouse Memorial Hall for Women*, the *Hall of Languages*, the *Library* (55,000 vols., incl. Leopold von Ranke's historical collection), and the *Holden Observatory* (open to the public on the 2nd and 4th Tues. of each month). The hill on which the University stands commands a splendid *View of the city, lake, and hills. Adjacent lies *Oakwood Cemetery*. — The handsomest residence street is JAMES STREET, leading to the N.E. from the centre of the town. — A BOULEVARD, 100 ft. wide, has been constructed round Onondaga Lake.

Railways radiate from Syracuse to *Oswego* (p. 206), *Richland*, *Ithaca* (see below) etc. The *Oswego Canal* here joins the Erie Canal.

Between Syracuse and Rochester (p. 210) the N. Y. C. & H. R. R. R. has two routes: — the *Direct Route* (80 M.), used by through trains, and the *Old Route* (104 M.) via Auburn, Geneva, and Canandaigua. Both are described below.

a. DIRECT ROUTE FROM SYRACUSE TO ROCHESTER. As we leave Syracuse, we have a good view to the right of Lake Onondaga and the Salt Works (p. 207). The line runs through a pleasant pastoral district, repeatedly crossing the Erie Canal and passing numerous small towns. Beyond (312 M.) *Weedsport* we cross the *Seneca River*. At (349 M.) *Palmyra* (440 ft.) Joseph Smith, the Mormon prophet, claimed to have found the golden plates of the Mormon Bible (p. 478). Large crops of peppermint are raised here.

371 M. *Rochester*, see p. 210.

b. FROM SYRACUSE TO ROCHESTER VIA CANANDAIGUA ('Auburn Road'). We cross the Erie Canal and run to the S. of W. From (308 M.) *Skaneateles Junction* (610 ft.) a branch-line runs to (5 M.) *Skaneateles* (five syllables), situated on **Lake Skaneateles* (860 ft.), a pretty sheet of water, 15 M. long and $1\frac{1}{2}$ - $1\frac{1}{2}$ M. wide, traversed by a small steamboat. At the head of the lake is the *Glen Haven Sanitarium*. — 317 M. *Auburn* (715 ft.; *Osborn Ho.*, \$2-3; *Avery*, \$2), a manufacturing city of 25,858 inhab., situated on the outlet of *Owasco Lake* (11 M. \times 1 M.), which lies 3 M. to the S. The *Auburn State Prison*, with accommodation for 1200 convicts, is well known for its 'silent system' of discipline. *W. H. Seward* (1801-72), Secretary of State during the Civil War, long lived here and is buried in *Fort Hill Cemetery*, which is supposed to occupy an eminence raised by the Mound Builders (p. lxiv). — At (327 M.) *Cayuga* (Rail. Restaurant) the train crosses the lower end of *Cayuga Lake* (see below) by a bridge more than 1 M. long.

**Cayuga Lake* (390 ft.), 38 M. long and 1-4 M. wide, is enclosed by hills rising 600-700 ft. above the water-level, and affords good fishing, boating, and bathing. Steamers ply upon the lake, and a railway runs along its E. bank to (38 M.) *Ithaca*, passing (6 M.) *Union Springs* and (12 M.) *Aurora*, the seat of the Wells College for Women (100 students).

Ithaca (400 ft.; *Ithaca Ho.*, from \$2 $\frac{1}{2}$; *Clinton Ho.*, \$1 $\frac{1}{2}$ -3), a flourishing city with 11,079 inhab., lies amid picturesque scenery at the head of *Cayuga Lake* and is best known as the seat of **CORNELL UNIVERSITY*, one of the leading colleges of America (co-educational; 175 teachers, 1800 students). The university is munificently endowed, and its buildings, splendidly situated 400 ft. above the lake (**View*), are handsome and capacious. It owes its foundation to the bounty of the State of New York and of *Mr. Ezra Cornell* (1807-74), whose large house stands in the town, below the Campus. Besides the usual academic and professional branches, the educational course includes agriculture, the mechanic arts, veterinary surgery, and military tactics. The College of Forestry, established in 1898, is the only one in America. For the medical department, see p. 42. The library contains 200,000 vols., and the grounds embrace 250 acres. The interesting Museum of Mechanical Engineering contains portraits of eminent engineers. — The romantic gorges near *Ithaca* contain, perhaps, a greater number of pretty waterfalls and cascades than can be found in any equal area

elsewhere *Fall Creek*, in *Ithaca Gorge*, forms eight waterfalls within 1 M., one of which, the *Ithaca Fall*, is 160 ft. high. The *Cascadilla Creek*, a little to the S., also forms several cascades. The finest waterfall, however, near the head of Cayuga Lake, is the **Taughanic Fall*, which is about 9 M. to the N. of Ithaca and 1½ M. to the W. of the lake. The stream here forms a ravine, with rocky sides 200-400 ft. high, and plunges perpendicularly over a table-rock to a depth of 215 ft., presenting the highest waterfall E. of the Rockies (50 ft. higher than Niagara). There is a good hotel near the fall, and it may be reached by road, railway, or water.

332 M. *Seneca Falls*, situated at the falls of *Seneca River*, the outlet of *Seneca Lake* (see below); 335 M. *Waterloo*. — 342 M. *Geneva* (450 ft.; *Franklin Ho.*, *Kirkwood Ho.*, *Carrollton*, \$2-2½), a pleasant little city with 7557 inhab., extensive nurseries for seeds and flowers, and the interesting Experimental Farm of the State of New York, lies at the N. end of *Seneca Lake* (see below). *Hobart College* here is a well-known Episcopal institution (100 students). Geneva is the junction of lines to *Watkins*, *Ithaca*, *Lyons*, etc.

**Seneca Lake* (440 ft.), one of the most beautiful of the New York lakes, is 38 M. long and 2-6 M. wide. It is surrounded by hills, is very deep (over 500 ft.), and never freezes. At a depth of 300 ft. the temperature is constant at 39° Fahr. Only a narrow ridge divides it from Cayuga Lake (p. 208). Steamers ply in summer thrice daily from Geneva to *Watkins* (see below), calling at intermediate points (fare 25 c.).

**Watkins* (*Glen Park Hotel*, near the entrance to the Glen, \$2-3; *Glen Mt. Ho.*, in the Glen, open in summer only, \$3; *Jefferson*, unpretending, N 2), a pleasant village of 2604 inhab. with tree-shaded streets, is frequented by thousands of visitors to *Watkins* and *Havana Glens*. It is also reached via R.R. 28c, 28d. Above the village, 300 ft. above the lake, is the *Glen Springs Sanatorium* (from \$25 per week, incl. medical treatment), with mineral springs and baths, beneficial in gout, kidney diseases, rheumatism, etc.

The entrance to **Watkins Glen* (adm. 25 c.; free to guests of the Glen Mt. Ho.) is ½ M. from the lake, to the right, just on this side of the bridge. The glen, which may be described as a somewhat less imposing edition of the *Ausable Chasm* (p. 187), is 2½-3 M. long, and is traversed by paths, steps, and bridges (stout shoes and waterproofs desirable). The points of interest are indicated by sign-boards. Among the finest are the *Cathedral* (with its wonderfully smooth floor, and rocky sides 300 ft. high), *Glens Alpha* and *Omega*, *Elfin Glen*, and *Pluto Falls*. At the *Mt. House* (see above) we do not need to cross the bridge, but remain on the same side of the ravine and almost immediately descend a flight of steps to the left. Farther on the path passes behind the small *Rainbow Falls*, where a rainbow is generally visible about 4 p.m. The head of the glen is spanned by a spider-web-like railway-bridge, 165 ft. high. Here a steep path ascends to the right to *Watkins Glen Station* (rfmts.), on the Fall Brook R. R. Opposite, on the other side of the track, is a gap in the fence, where begins the short path back to the village along the top of the cliffs on the left side of the glen. It leads through wood for 10-12 min. and then emerges on a plateau commanding a splendid view of the lake and village. We descend through the cemetery in 15-20 min. more.

Visitors to *Watkins* should not fail to visit also the *Havana Glen*, about 3 M. to the S.E. (entr. through the Fair Grounds at *Havana*, near the large *Cook's Academy*; adm. 25 c.). This glen is about ¼ M. long, and its most striking feature is the wonderful rectangularity of the rocks in its lower part. This is specially evident in the square *Council Chamber*, not far from the entrance. The prettiest falls are, perhaps, those descending from the *Council Chamber*; farther up are the *Bridal Veil*, *Jacob's Ladder*, and the *Curtain Falls*. The stream, which contains more water than that in *Watkins Glen*, may be followed up (no path) beyond the glen proper. — There are other pretty glens in the neighbourhood.

Beyond Geneva the line makes a wide sweep to the N. 355 M. *Clifton Springs* (620 ft.; Sanitarium, \$3-3¹/₂; Hotel, \$1¹/₂), with sulphurous springs. — 366 M. *Canandaigua* (740 ft.: Canandaigua Ho., \$2-3), a village with 5868 inhab., at the N. end of *Canandaigua Lake* (670 ft.), which is 15 M. long and 1 M. wide.

STEAMERS ply on the lake to various points of summer-resort.

FROM CANANDAIGUA TO WATKINS, 47 M., *Northern Central Railway* in 1¹/₂ hr. — This line runs towards the S.E. 24 M. *Penn Yan* (Benham Ho., Knapp Ho., \$2), at the head of *Lake Keuka*, a charming little sheet of water, 710 ft. above the sea and 270 ft. above Seneca Lake (p. 209), from which it is separated by a narrow ridge. It is 18 M. long and 1/2-1¹/₂ M. wide. Steamers (fare 25 c.) ply from Penn Yan to *Hammondsport*, at the head of the lake, calling at many pleasant intermediate points. Much wine is raised on the banks of the lake. — 47 M. *Watkins* (p. 209). Beyond this point the railway goes on to *Elmira* (p. 216), Philadelphia, Washington, and Baltimore.

Canandaigua is also the junction of a line to Buffalo viâ *Batavia*.

The stations hence to (394 M.) *Rochester* are unimportant.

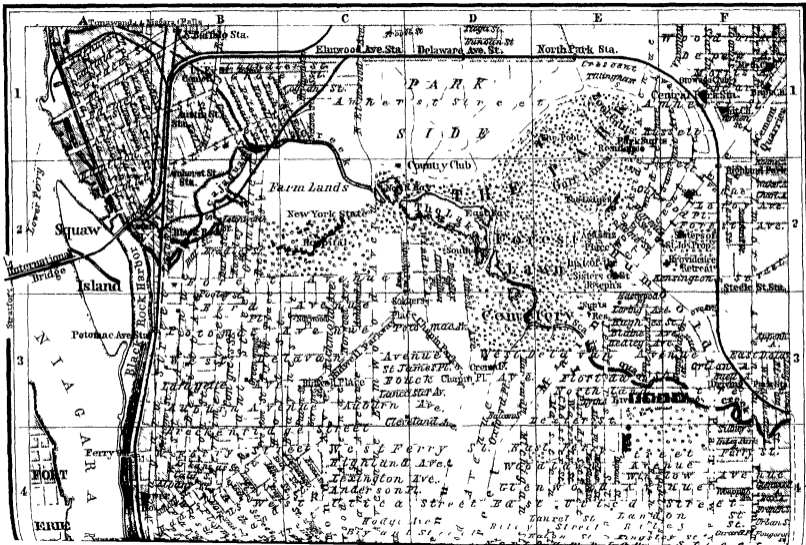
Rochester (510 ft.; **Powers Hotel*, from \$2¹/₂; *Livingston*, \$2-3, R. from \$1; *New Osburn*, \$2-2¹/₂; *Whitcomb*, from \$2; *Rail. Restaurant*), a city of 133,896 inhab., situated on both sides of the *Genesee*, 7 M. from Lake Ontario, makes flour, beer, clothing, boots, and other articles to the annual value of \$75,000,000. Near the middle of the city the river forms a perpendicular *Fall*, 90-100 ft. high (best seen from the new Platt St. Bridge, reached from the Powers Hotel by following Main St. to the left, State St. to the left, and Platt St. to the right). The river forms two other falls to the N. within the city-limits, the *Middle Fall*, 25 ft. high, and the *Lower Fall*, 85 ft. high. — *Main St.* crosses the river by a concealed bridge, lined on both sides with houses in the style of old London Bridge. Near this the Erie Canal is conducted over the river by an *Aqueduct*, 850 ft. long and 45 ft. wide, a fine piece of engineering. — A fine *View* of the city is obtained from the tower (204 ft.) of the *Powers Building*. — The *University of Rochester* (200 students), in the E. part of the city, has good geological collections. — The *City Hall*, near West Main St., has a tower 175 ft. high. — *Mt. Hope Cemetery* is pretty, and the *Public Parks* are well laid out. The statue of *Frederick Douglass* (1817-95), the coloured statesman, is by Stanley W. Edwards and was erected in 1898. — Interesting visits may be paid to the large *Flour Mills* and *Breweries* (lager-beer), lining the river, and to the extensive *Nurseries* in the outskirts of the city. Rochester is a great centre of Spiritualists and supporters of Woman's Rights.

Railways radiate from Rochester to Elmira and New York, *Niagara Falls*, *Ontario Beach* (Hôt. Ontario, R. from \$1; Hôt. Bartholomay, \$2¹/₂-4, R. from \$1), on Lake Ontario; *Pittsburg*, etc. — A fine drive may be taken along the *Boulevard* to (7 M.) Lake Ontario.

The direct RAILWAY TO NIAGARA FALLS (74 M.) runs viâ *Lockport* to *Suspension Bridge* (p. 219) and the *Falls* (p. 220).

The train crosses the Genesee above the falls (not seen from the line). — 404 M. *Batavia* (Richmond Hotel), with 7221 inhab. and





the *State Blind Asylum*, is the junction of various railways. The old *Holland Purchase Land Office* contains a collection of relics of the pioneer days of Western New York. To the right is seen the monument to *William Morgan*, believed to have been murdered by the Free Masons in 1826 to prevent the publication of his book on the secrets of the craft. — 436 M. *East Buffalo*.

440 M. Buffalo. — Hotels. *HOTEL IROQUOIS (Pl. a; C, 7), a well-built and finely equipped fire-proof structure, at the corner of Main and Eagle Sts., \$4-5, R. from \$1½; *NIAGARA HOTEL (Pl. b; B, 5), pleasantly situated in Prospect Park (with *View), about 2 M. from the rail stations (electric cars), and sumptuously fitted up, with a winter-garden, \$3½-5; these are two of the finest hotels in the country. — GENESEE HO. (Pl. c; C, D, 6), Main St., from \$3, R. from \$1; TIFFT HO. (Pl. d; D, 7), Main St., from \$2½, R. from \$1; BROZZEL HO. (Pl. f; D, 7), close to Union Depot, \$3; MANSION HOUSE (Pl. g; C, 7), with good cuisine, \$2-3; STAFFORD (Pl. e; C, 7), \$2.

Restaurants. At most of the hotels; *Delmonico*, 246 Main St.; *Atmendinger Café*, in the Morgan Building (p. 214); *White Elephant*, 356 Main St.; *Maggs*, 12 Mohawk St., frequented by ladies; *Blesch*, Palace Arcade, Main St.

Railway Stations. *Union Depot* (Pl. D, 7), Exchange St., for trains of the N. Y. C., West Shore, Michigan Central, Lake Shore, W. N. Y. & P., and Buffalo, Rochester, and Pittsburg RR.; *Erie Depot* (Pl. D, 7), Exchange St., a little to the E., also used by the Wabash, Grand Trunk, and N. Y. C. & St. L. RR.; *Delaware & Lackawanna Depot* (Pl. C, 8), at the foot of Main St.; *Lehigh Valley Depot* (Pl. C, 8), cor. of Washington and Scott Sts.

Steamboats ply regularly to the chief points on Lake Erie and the other Great Lakes (comp. p. 303).

Cabs. For 1 pers. for 1 M. 50c., each pers. addit. 25c., 2 M. 50c. each, above 2 M. \$1 each; per hour 1-4 pers., \$1½; one article of luggage free, each addit. article 5-10c. — **Street Cars (Tramways)**, mainly propelled by electric power generated by Niagara Falls (comp. p. 221), traverse all the principal streets (5c.) and also run to *Tonawanda* (p. 214), *Niagara* (comp. p. 214), etc. — **A Belt Railway Line**, starting at the Union Depot, makes the circuit of the city (15 M.) in ¾ hr. (fares 5-30c.).

Post Office (Pl. D, 7), Swan St.

Theatres. *Star Theatre* (Pl. C, 7), cor. Pearl St. and Mohawk St. (25 c. to \$1); *Lyceum*, Washington St., near Broadway (15-75 c.); *Court St. Theatre* (Pl. C, 7), for vaudevilles, etc. (smoking allowed; 15-75 c.); *Germania*, 331 Elliot St., performances in German. — *Roof Garden*, Main St., cor. of High St., with concerts, restaurant, etc. (adm. 15 c.). — **Good Concerts** are given at Buffalo, mostly in the Music Hall (p. 212), by the *Buffalo Symphony Orchestra*, the *Buffalo Vocal Society*, and other associations. **Bands** play in the parks in summer.

Buffalo, the second in size of the cities of New York State, with (1890) 255,664 inhab. (now estimated at 335,000), lies at the E. end of *Lake Erie*, at the mouth of the *Buffalo River* and head of the *Niagara River*, 20 M. above the *Niagara Falls*. It is well built, and many of its wide streets are shaded with trees and smoothly paved with asphalt.

The name of the city is supposed to be derived from the herds of buffalo which frequented the creek here entering the lake. The first dwelling for a white man was erected here in 1791, but it was not till after the construction of the Erie Canal in 1825 that the place increased with any great rapidity. Between 1880 and 1890 it added 100,000 souls to its population. The commerce of Buffalo is very great, as its situation makes it an emporium for much of the traffic with the great North-West.

Its lake-harbour is safe and capacious, and it has several miles of water-trout. Lumber (600 million feet annually), grain, coal (7-8 million tons), and live-stock (ca. 10 million head yearly) are among the chief articles of trade. The grain elevators have an aggregate capacity of 16-17 million bushels. The industries of Buffalo include brewing, distilling, oil-refining, car building, and the manufacture of metal goods, soap, and starch. They employ 65,000 hands, while their produce in 1890 was valued at \$101,000,000. The population includes a large proportion of Germans and many Poles and Italians. Comp. *Paul's 'Dictionary of Buffalo'* (25 c).

Lake Erie (570 ft.), the second (counting from the E.) of the chain of Great Lakes between the United States and Canada, is 250 M. long and 60 M. wide. It is by far the shallowest of all, having an average depth of only 84 ft. It communicates with Lake Huron by the Detroit River (see p. 304) and pours its waters into Lake Ontario by the Niagara River (see p. 220). It is the scene of a very busy navigation, no fewer than 11,231 vessels, of an aggregate burden of over 11,000,000 tons, entering and clearing its harbour in 1896. The first vessel to navigate the lake was built on the Niagara River by La Salle in 1679, and the first steam-boat was launched in 1818.

To reach MAIN ST. (Pl. C-F, 1-8) from the *Union Depot* (Pl. D, 7), we proceed to the left (W.). Following Main St. to the right (N.), we soon reach the *Weed Block*, at the corner of Swan St., in which President Cleveland lived when in Buffalo. At the opposite corner of Swan St. is the huge *Ellicott Square Building*, said to be the largest office-building in the world, with 16 elevators and housing a business-community of between 4000 and 5000 souls. On the left is **St. Paul's Church* (Pl. C, 7), one of the most successful Gothic (E. E.) churches in America. A little back from the church, fronting on Franklin St., is the substantial *City Hall*, with a tower 200 ft. high (view). [Close by, at the S.W. corner of Pearl and Church Sts., is the **Guaranty Building*, by Louis Sullivan, a fine example of simple yet dignified commercial architecture, with terracotta ornamentation.] To the right, at the corner of Eagle St., is the imposing *Iroquois Hotel* (p. 211; view from roof). A little farther on, the street crosses *Lafayette Square* (Pl. C, D, 7), with a *War Monument*. Here, to the right, at the corner of Broadway, stands the handsome **Public Library* (Pl. D, 7), which contains 85,000 vols. and various collections.

The spacious **Reading Room* on the groundfloor contains E. A. Poe's watch and a very interesting Collection of autograph MSS. (Howells, C. E. Craddock, etc.). In one case is a *Manual of Arithmetic* published at Raleigh, N. C., during the Civil War (1863), open at a curious example.

On the first floor is the *Fine Arts Academy*, with a picture-gallery, a fine collection of etchings by Seymour Haden, and some sculptures and casts — The *Buffalo Historical Society* (second floor) has interesting collections of relics. — In the basement is the museum of the *Society of Natural Sciences*.

At the corner of Niagara St. stands the *Erie Co. Savings Bank*. Main St. then intersects the wide *Genesee Street* (Pl. C-F, 5-7). To the left, 1/2 M. farther on, at the corners of Edward St., are the large *Music Hall* and the R. C. **Church of St. Louis* (Pl. D, 6).

Just to the W. of this point, at the S.E. corner of Edward St. and Franklin St., is the *Grosvenor Library* (Pl. C, 7), a free reference library with about 50,000 vols. (open 9-6).

One of the finest residence-streets in Buffalo is ***DELAWARE AVENUE** (Pl. C, D, 3-7), which begins at *Niagara Square* (Pl. C, 7) and runs to the W. of and parallel with Main St. At the corner of Niagara Sq. and Delaware Ave. is the house of *President Millard Fillmore* (1800-1874), now a boarding-house. Among the other buildings in this street are *St. Joseph's College*, cor. of Church St.; the *Methodist Episcopal Church*, cor. of Tupper St.; **Trinity Church*, between Tupper and Edward Sts.; and the *Synagogue*, between Allen and North Sts.

Delaware Ave. leads to (2½ M.) *Forest Lawn Cemetery* (see below), but in the meantime we may turn to the left at (1¼ M.) *North Street* (Pl. C-E, 5), another handsome residence-street, and follow it to (½ M.) the *Circle* (Pl. C, 5), containing the **First Presbyterian Church*. Beyond the Circle we follow *Porter Avenue*, which leads to (¼ M.) the small *Prospect Park* (Pl. B, 5; with the *Niagara Hotel*, p. 211) and (¼ M.) the ***Front** (Pl. A, B, 5), a bold bluff on the Niagara River, affording a fine view of Lake Erie, the river, and the Canadian shore (1 M. distant). A little to the N is *Fort Porter*, a small military station, with a band and dress parade at sunset. Continuing to follow *Niagara Street* along the river, we pass the *Waterworks* (with a 'crib' in the river) and *Fort Erie Ferry* (Pl. A, 4) and reach (2 M.) the **International Bridge** (Pl. A, 2), ¾ M. long, which crosses the river with the aid of *Squaw Island* and was completed in 1873 at a cost of \$1,500,000 (300,000*l.*).

Retracing our steps to **FOREST AVENUE** (Pl. B-D, 2), we follow it towards the E., passing (left) the large grounds and buildings of the **State Insane Asylum** (Pl. C, 2; open on Mon., Wed., & Frid., 2-5 p.m.). In 1½ M. we reach one of the entrances to the ***Park** (Pl. D, E, 1, 2), which is prettily laid out and contains a boating lake. Adjoining the park on the S. and E. is ***Forest Lawn Cemetery** (Pl. D, E, 2, 3), with the grave of *President Fillmore* (see above). Near the S.W. entrance are a statue of the Indian chief *Red Jacket* and the *Nelson Blocher Monument*, the latter a piece of crude realism which has strong local admirers. Near the same entrance is a handsome **Crematorium** (Pl. D, 3).

On the S.E. Forest Lawn Cemetery is bounded by Main St., whence we may return to our hotel by tramway. Or we may follow it out for about ½ M. to the **HUMBOLDT PARKWAY** (Pl. E, F, 2-4). This leads to (1½ M.) **Humboldt Park** (Pl. F, 5), another portion of the park system. Thence we may now return to Main St. by Genesee St. (tramway). — Those who have time may take a car on *Broadway* (Pl. D, F, 6, 7) and proceed through a German and Polish district, passing the *State Arsenal* (Pl. D, 7), to (3 M.) the terminus of the line. A little way farther out, to the left, are the ***Wagner Palace Car Works**, in which the wood-carving machines and other processes are interesting (visitors generally admitted on application). — Farther on in the same direction, beyond a labyrinth of railway

tracks, are a series of gigantic **Coal Elevators**, 1 M. long and 200 ft. high. — Among other buildings may be mentioned the new *Post Office* (Pl. D, 7), bounded by Ellicott, Oak, Swan, and South Division Sts.; the *Board of Trade* (Pl. C, 7; view from roof), cor. of Seneca and Pearl Sts.; the *Buffalo General Hospital* (Pl. D, 5), High St.; the *Morgan Building* (good view from tower; adm. 10 c.), at the S.W. corner of Niagara and Pearl Sts. (Pl. C, 7); the *Real Estate Exchange*, in Pearl St. (Pl. C, 7); *St. Joseph's Cathedral* (R. C.; Pl. C, 7), Franklin St.; *Canisius College* (Pl. D, 6), Washington St., and several other R. C. institutions; the *University of Buffalo* (Pl. D, 5), High St.; and the *Erie County Almshouse*, N. Main St.

EXCURSION STEAMERS run from the foot of Main St. to *Fort Erie* (Canada), *Crystal Beach*, *Woodlawn Beach*, and other points of interest on the lake. Excursions may be also made to *Chautauqua* (p. 307), *Lakewood* (p. 307), etc.; but the favourite is, of course, that to *Niagara Falls* (p. 219), which may be made by railroad (see below), by steamer (return fare 50 c.), by four-horse coach (in summer), or by electric car (35 c., return-fare 50 c.). — Buffalo is an important railway-centre, lines radiating hence in all directions (see RR. 34, 46 etc.).

The N. Y. C. line from Buffalo to Niagara Falls runs along the right bank of *Niagara River*. 444 M. *Black Rock*; 451 M. *Tonawanda*, with a large trade in lumber; 462 M. **Niagara Falls**, see p. 219.

Beyond the Falls station the line goes on to (2 M.) *Suspension Bridge* and (7 M.) *Lewiston* (p. 225), where it connects with the steamer to *Toronto*.

b. *Viâ West Shore Railway.*

453 M. RAILWAY to (429 M.) *Buffalo* in 11½-16 hrs. (\$8; parlor-car or sleeper \$2); to (453 M.) *Suspension Bridge* in 12½-17 hrs. (same fares). The through-cars do not run through Albany, but holders of unlimited tickets may go *viâ* Albany, on notice to the conductor. From Schenectady onwards this line follows almost the same route as the N. Y. C. R. R., having been constructed as a rival line and afterwards bought up by the N. Y. C. R. R. Co.

From New York to (129 M.) *Ravena*, see R. 21 c. The Buffalo line here diverges to the left from that to *Albany* (R. 54). 143 M. *Voorheesville*, junction of a line to *Cobleskill*, etc. (R. 23); 153½ M. *South Schenectady* (p. 204); 160½ M. *Rotterdam*, junction of the Fitchburg R. R. (p. 149). Our line follows the S. bank of the *Mohawk*, parallel with the N. Y. C. R. R. on the N. bank. From (191 M.) *Canajoharie* coaches run to (8 M.) *Sharon Springs* (p. 175; fare \$1). 210 M. *Little Falls* (p. 205). From (217½ M.) *Mohawk* coaches run to (10 M.) *Richfield Springs* (p. 206). — 233 M. **Utica** (p. 206). — At (259 M.) *Oneida Castle* we intersect the N. Y., Ont., & W. B. R. (see p. 306). — 279 M. **Syracuse** (*Rail. Restaurant*), see p. 207. — 325 M. *Lyons*. Beyond (350 M.) *Fairport* the trains *viâ* (360 M.) *Rochester* (*Rail. Restaurant*; see p. 210) diverge to the right, while others keep on *viâ* (363 M.) *Genesee Junction*.

429 M. **Buffalo**, see p. 211.

From Buffalo to (453 M.) *Suspension Bridge*, Niagara, see above.

c. Viâ Delaware, Lackawanna, & Western Railway.

410 M. RAILWAY to Buffalo in 10-14 hrs. (fare \$8; sleeper \$2; parlor car \$1.50). The trains start from Hoboken (ferries from Barclay St. and Christopher St.; comp. p. 6).

Hoboken, see p. 56. The train threads the *Bergen Tunnel* ($\frac{7}{8}$ M.). 11 M. *Passaic*, with (1895) 17,894 inhab., at the head of navigation on the *Passaic River*. — 15 M. *Paterson* (*U. S. Hotel*, \$3), an industrial city with (1895) 97,344 inhab. and large silk and cotton mills. The *Passaic Falls* here are 50 ft. high. — 35 M. *Denville* (520 ft.).

Another route of the same railway to this point leads viâ (8 M.) *Newark* (p. 228); 12 M. *Orange*, a pretty little suburban city of (1895) 22,792 inhab., adjoining *West Orange*, with the laboratory and home (in Llewellyn Park) of Thomas A. Edison, the inventor, and also the home of H. A. Harvey (1824-93), the inventor of 'Harveyized steel'; 20 M. *Summit* (380 ft.); and (30 M.) *Morristown* (Mansion Ho., \$3), with a historical museum in a house occupied by Washington as headquarters in 1777 and later. — 37 M. *Denville*, see above.

From (46 M.) *Hopatcong* coaches run to (4 M.) *Lake Hopatcong* (725 ft.), $8\frac{1}{2}$ M. long and $3\frac{1}{2}$ M. wide, with several summer-hotels. — 48 M. *Stanhope* (870 ft.) is the station (stage) for ($2\frac{1}{2}$ M.) the pretty little *Budd's Lake*. — From (57 M.) *Hackettstown* (570 ft.) stages run to *Schooley's Mountain* (1200 ft.), another summer-resort (*Dorincourt Ho.*, \$3 $\frac{1}{2}$ -4; *Heath Ho.*, \$3-3 $\frac{1}{2}$). — 67 M. *Washington* (500 ft.) is the junction of a line to (14 M.) *Easton* (p. 250) and *Philadelphia*. Farther on our line penetrates the *Manunka Chunk Mt.* by the *Voss Gap Tunnel*, 330 yds. long. 77 M. *Manunka Chunk*, the junction of the *Belvedere Division* of the *Penna. R. R.*

88 M. *Delaware Water Gap* (320 ft.); **Kittatinny House*, **Water Gap Ho.*, \$3-4; *Glenwood*, \$2-3), a group of hotels and cottages, at the **Water Gap*, or gorge, where the Delaware forces its way through the *Kittatinny* or *Blue Mts.*, the *Minsi* rising to the W. (in Pennsylvania) and *Tammany* (comp. p. 32) to the E. (in New Jersey). The gorge is about 2 M. long, with rocky sides 1500 ft. high, and is so narrow as barely to leave room for the railway and the river.

'Whether this immense chasm has been caused by one mighty eruption, or by a gradual yielding of stratum after stratum, by the immense pressure of the waters of a lake thousands of acres in area . . . is of course a subject of mere conjecture. . . . The evidences of the action of water and rocks hundreds of feet above the present level of the river-bed, and the masses of drift forming isolated hills and alluvial banks, indicate lake-like repose in the country now drained by the tributaries of the stream above the great gate in the mountain barrier' (*L. W. Brodhead's* 'Delaware Water Gap'). The Indian name of *Minsink* ('the water is gone'), applied to the country above the Gap, points to the traditional existence of this lake. Several other gaps in the *Blue Mts.* are of similar late formation (comp. pp. 250, 254). — The Gap should be seen from the river, the road, *Table Rock*, and *Lovers' Leap*.

WALKS (comp. Map supplied at the hotels). To *Eureka Falls*, the *Moss Grotto*, and *Rebecca's Bath*, by the carriage-road through the Gap to ($\frac{2}{3}$ M.) the first creek. — *Hunters' Spring*, $\frac{1}{3}$ M. farther up the **Eureka Glen*, is also reached by a white-marked path diverging to the right from the Mt. *Minsi* path (see p. 216). — The *Silvan Way*, beginning at the small lake near the *Water Gap House* and indicated by white marks, leads viâ *Cooper's Cliff* and *Table Rock* (500 ft. above the river) to ($\frac{1}{2}$ M.) *Caldeno Falls*, the *Moss Cataract*, and *Diana's Bath*. — By turning to the left 200 yds. farther

on we can descend to the ($\frac{1}{4}$ M.) *Ledge Path* (red marks) and follow it to the left, past the *Lovers' Retreat*, back to ($\frac{1}{2}$ M.) the hotel. — To ascend **Mt. Minsi** (1500 ft.; $1\frac{1}{2}$ -2 hrs.) we follow the *Ledge Path* (see above; red marks), passing the *Lovers' Retreat* and *Winona Cliff*, and making a slight digression (path with yellow marks) to *Prospect Point* (1 M. from hotel; 700 ft. above the river; view). The top, 2 M. farther on, commands an extensive *View*. The summit is also known as the *Sappers' View*, from the *Honourable Corps of Sappers and Miners*, an association of New Yorkers and Philadelphians, which had about 100 officers of various grades to command a single individual known as the 'High Private'. This body made many of the paths and roads in the vicinity. — On the top of *Winona Cliff* is the *Lovers' Leap*, reached by a blue-marked path diverging from the *Ledge Path*. — To ascend **Mt. Tammany** (1480 ft.; $1\frac{1}{2}$ -2 hrs.) we cross the river and start below the slate-factory.

Among the favourite DRIVES are those to *Stroudsburg* (4 M.), *Deer Park* and *Cherry Valley* (a round of 10 M.), *Buttermilk Falls* (3 M.), *Falls of Winona* (12 M.), *Marshall's Falls* (7 M.), and *Castle Rock* (4 M.).

A small STEAMER plies on the Delaware, and BOATS may be hired for rowing or fishing. Among the places visited along the river are the *Indian Ladder Bluff*, *Mather's Spring*, and the *Point of Rocks*.

From *Philadelphia* (p. 230) the Delaware Water Gap is reached by the Pennsylvania R. R. in $3\frac{1}{2}$ hrs., viâ *Trenton* (p. 228).

In leaving the Water Gap the train crosses *Brodhead Creek* and penetrates *Rock Difficult* by a narrow cutting. — Beyond (92 M.) *Stroudsburg* (400 ft.) we soon begin to ascend the steep slope of *Pocono Mt.*, passing through a tunnel near the top (view). At (118 M.) *Tobyhanna* (1930 ft.) we begin to descend the W. slope of the *Allegheny Mts.*, at places very rapidly.

145 M. **Scranton** (1060 ft.; *Jermyn*, \$ $2\frac{1}{2}$ -5; *Westminster*, \$ 3; *Terrace*, \$ 2-3), with (1890) 75,215 inhab. (now probably 100,000), at the confluence of the *Roaring Brook* and the *Lackawanna*, owes its importance to the vast fields of anthracite coal in the neighbourhood. Its iron industries are extensive. — Beyond Scranton we pass several small stations and enter *New York State* ('*Empire State*').

207 M. **Binghamton** (845 ft.; *Arlington*, \$ 2-3; *Hotel Bennett*, \$ $2\frac{1}{2}$ -4), a manufacturing town of 35,005 inhab., is the junction of railways to *Albany* (D. & H. R. R.; p. 176), *Richfield Springs* (p. 206), *Syracuse* (p. 207), *Utica* (p. 206), etc., and of the *Erie Railway* (R. 28 d). — Our line here turns to the W. and follows the same course as the *Erie Railroad* (p. 218), the one on the right and the other on the left bank of the *Susquehanna*. 228 M. **Owego** (815 ft.; *Ahwaga*, \$ 2), at the confluence of the *Owego* and the *Susquehanna*, is the junction of a line to *Ithaca* (p. 208).

264 M. **Elmira** (855 ft.; *Rathbun*, \$ $2\frac{1}{2}$ -3; *Frasier*, *Delevan*, \$ 2; *Elmira Water Cure*), an industrial town with 30,893 inhab., contains large rolling mills, the car-shops of the *Erie Railroad*, a *Female College*, and an *Academy of Science*. The *Elmira Reformatory* has played an important part in the reformatory treatment of criminals.

Railways radiate hence to *Watkins Glen* (p. 209) and *Rochester* (p. 210), to *Ithaca* (p. 208) and *Canastota* (p. 207), to *Harrisburg* (p. 255) and *Philadelphia* (p. 230), and through the *Lehigh Valley* (p. 250).

280 M. **Corning** (930 ft.; *Dickinson Ho.*, \$ 2), with 8850 inhab., is the junction of lines to *Rochester* (p. 210) and *Williamsport*

(p. 252). At (326 M.) *Wayland* (1360 ft.) we part company with the Erie line, which here turns to the N. 333 M. *Dansville* (1040 ft. *Dansville Sanitarium*, \$ 3 $\frac{1}{2}$ -5); 365 M. *Rochester & Pittsburg Junction*, for lines to the N. to Rochester and to the S. to Pittsburg.

410 M. **Buffalo**, see p. 211.

From Buffalo to *Niagara Falls*, see p. 214 or p. 219.

d. Via Erie Railway.

444 M. FRIE R. R. to (424 M.) *Buffalo* in 12 $\frac{1}{2}$ hrs (fare \$ 8; parlor-car or sleeper \$ 2); to (444 M.) *Suspension Bridge* in 13 $\frac{1}{4}$ -17 hrs (fares as above).

The train starts from *Jersey City* (comp. p. 6; ferries from 23rd St. and Chambers St) — This line, constructed in 1836-52, passes some fine scenery in penetrating the Allegheny Mts.

Jersey City, see p. 56. The train threads the *Bergen Tunnel* (p. 215) and traverses the *Salt Marshes of the Hackensack*.

These extensive marshes are covered with reeds and sedge grass, growing in soft mud, which is sometimes 40 ft. deep. They are overflowed at high tide.

Beyond (9 $\frac{1}{2}$ M.) *Rutherford* we cross the *Passaic*. 12 $\frac{1}{2}$ M. *Passaic* (p. 215); 17 M. *Paterson* (see p. 215). At (32 M.) *Suffern* (300 ft.) we enter *New York State* (p. 216). — 34 M. *Ramapo*, in the picturesque valley of that name. — 38 M. *Tuxedo*.

About 1 $\frac{1}{2}$ M. to the W. is *Tuxedo Lake*, the property of the *Tuxedo Park Association*, a club of wealthy New Yorkers, who have made this one of the most fashionable pleasure-resorts and game-preserves in the country. On the shores of the lake are the club-house and the cottages of members. A good golf-course has been laid out.

47 M. *Turner's* (558 ft., Rail. Restaurant) is the junction of a line to *Newburgh* (p. 169). — 50 M. *Monroe* (*Monroe Hotel*, \$ 2).

About 9 M. to the S. lies **Greenwood Lake* (1000 ft.), a favourite resort, 10 M. long and 1 M. wide, also reached by a direct railway from *Jersey City*. The chief hotels are the *Brandon House* (8 $\frac{1}{2}$ -3), in *Greenwood Lake Village*, at the N. end of the lake, and the *Riverside House* (W. bank).

60 M. *Goshen*, junction of a line to *Kingston* and *Rondout* (p. 169); 67 M. *Middletown* (560 ft.; *Madison Ho.*, \$ 2), with 11,977 inhab., junction of the *New York, Ontario, & Western R. R.* to *Oswego* (comp. R. 47 e). Beyond (71 M.) *Howells* the line ascends the *Shawangunk Range*, and the scenery improves. Beyond (76 M.) *Otisville* the train reaches the summit (870 ft.) by a long rocky cutting and begins to descend rapidly into the valley of the *Delaware*.

88 M. **Port Jervis** (440 ft.; *Fowler Ho.*, from \$ 2; *Delaware Ho.*, from \$ 1 $\frac{1}{2}$), situated at the junction of the *Delaware* and the *Neversink*, is a village of 9327 inhab., frequented as a summer-resort.

At *Port Jervis* the *Delaware* abruptly changes its course from S.E. to S.W. and runs hence, parallel to the Allegheny Mts., to (42 M.) the *Delaware Water Gap*, where it again turns to the S.E. in breaking through the *Blue Ridge*. A fine road, much frequented by bicyclists, runs along the river at the foot of the shaly bluffs on the right bank; and the scenery of this section of the Upper *Delaware*, in **Pike County* (Penna.), is deservedly famous and much visited by artists. Numerous picturesque falls are formed by the streams descending from the mountains to the *Delaware*. The region is as yet uninvaded by the railway. Among the chief points

on the road are the following: — 7 M. **Milford** (*Fauchere*, \$3; *Bluff Ho.*), near the mouth of the *Sawkill*, the beautiful falls of which are $\frac{3}{4}$ M. distant. *Otter's Cliff* (800 ft.), to the S. of Milford, affords a fine view of the valley. — $10\frac{1}{2}$ M. Mouth of the *Raymondskill*, with a fine cataract, $1\frac{1}{2}$ M. back from the river. — 15 M. **Dingman's Ferry** (*High Falls Ho.*, \$2-3), at the mouth of *Dingman's Creek*, which forms several falls, the finest in *Childs Park* — 30 M. **Bushkill** (*Peters Ho.*, *Riverside Ho.*), at the confluence of the *Big* and *Little Bushkill Creeks*. The falls of the latter (3 M.) are the most beautiful in the district. The Delaware here makes the famous 'Wal pack Bend', shaped like the letter S. — At (36 M.) *Marshall's Creek*, also with a fall, the road to *Stroudsburg* (p. 216) diverges to the right (inland) — 42 M. *Delaware Water Gap*, see p. 215.

The *Tri-States Rock*, to the S. of Port Jervis, marks the meeting of New York, New Jersey, and Pennsylvania. — Among other picturesque resorts within easy reach of Port Jervis are *High Point* (1600 ft.; The Inn, \$4) and *Lake Marcia*, 4 M. to the E., on the ridge of the *Kittatinny* or *Shawangunk Mts.* (coach).

Beyond Port Jervis the train crosses the Delaware into *Pennsylvania* ('Keystone State') and runs along its right bank, high above the river. Great engineering difficulties were overcome in making this part of the line, where the river-gorge is deep and tortuous. At (111 M.) *Lackawaxen* (650 ft.) the Delaware and Hudson Canal crosses the Delaware by an aqueduct. Like most of the other small stations in the '*Delaware Highlands*' this is a summer-resort with several unpretending hotels and boarding-houses.

At (116 M.) *Mast Hope* we recross the river and re-enter New York. About $\frac{1}{4}$ M. to the W. is the domain of the *Forest Lake Association* (1500 ft.). — At (122 M.) *Narrowsburg* the valley is very narrow. Beyond (177 M.) *Deposit* (1010 ft.) we quit the Delaware, turn to the left (S.W.), and begin to ascend the ridge separating it from the *Susquehanna*. Fine scenery. From (184 M.) *Gulf Summit* (1375 ft.) we descend rapidly, soon obtaining a fine *View of the *Susquehanna* (right). We cross the *Cascade Bridge* (180 ft. high) and the *Starrucca Viaduct*, 1200 ft. long and 110 ft. high. 192 M. *Susquehanna* (915 ft.), with railway repair-shops, lies on the left bank of the river. — The line now descends through the *Susquehanna Valley*. Beyond (215 M.) *Binghamton* (870 ft.; see p. 216) it runs parallel with the *Lackawanna Railway* (R. 28c), on the opposite (right) bank. 237 M. *Owego* (p. 216); 274 M. *Elmira* (p. 216). At (291 M.) *Corning* (940 ft.; p. 216) a branch-line to *Rochester* (p. 210) runs to the right (N.).

At (332 M.) **Hornellsville** (1160 ft.; *Sherwood*, \$2-2 $\frac{1}{2}$; *Page Ho.*, \$2; *Rail. Restaurant*), a town of 10,996 inhab., with railroad works, the *Buffalo* branch diverges to the right from the main line, which goes on to (414 M.) *Salamanca* and (460 M.) *Dunkirk* (see p. 307). — 362 M. *Portage* (1315 ft.; *Ingham Ho.*, \$2) is the station for the beautiful ***Portage Falls**, formed here by the *Genesee River*.

The *Upper* or *Horseshoe Falls*, 70 ft. high, are $\frac{3}{4}$ M. below the village. About $\frac{1}{4}$ M. farther down are the *Middle Falls*, 110 ft. high, with a cave called the 'Devil's Oven' in the rocks near the foot of the precipice. For 2 M. farther the river descends through a narrow rocky defile and then reaches the *Lower Falls* (150 ft.).

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The train crosses the Genesee by a bridge 235 ft. high, affording a view of the Upper and Middle Portage Falls. 366 M. *Castile* (1400 ft.); 368 M. *Silver Springs*, 6 M. from *Silver Lake*; 392 M. *Attica* (1000 ft.); 421 M. *Clinton Street* (*East Buffalo*; 610 ft.).

424 M. **Buffalo**, see p. 211.

The trains for Niagara Falls follow practically the same route as the N. Y. C. R. R. (p. 214). 432 M. *Tonawanda*; 438 M. *La Salle*; 442 M. *Niagara Falls* (see below); 444 M. *Suspension Bridge*. The trains cross the bridge in full view of the Falls (comp. p. 298) and connect at *Clifton* (p. 298) with the Grand Trunk Railway of Canada.

e. Viâ Lehigh Valley Railroad.

464 M. LEHIGH VALLEY R. R. to (451 M.) *Buffalo* in 10-14 hrs. (fare \$8; sleeper \$2); thence to (464 M.) *Suspension Bridge* in 1 hr. more (same fares) — The line starts in *Jersey City* (p. 6; ferries from Cortlandt, Desbrosses, and W. 23rd Sts.). The 'Black Diamond Express' leaves at noon.

From *Jersey City* to (33 M.) *Bound Brook* the route is substantially the same as R. 31b. It then runs towards the W. At (76 M.) *Phillipsburg* we cross the *Delaware* and enter *Pennsylvania*. 77 M. *Easton*, see p. 250. — 88½ M. *Bethlehem*, and thence to (451 M.) **Buffalo**, see R. 34. — Hence to *Niagara Falls*, see p. 214. The direct route, however, diverges at *Batavia* (comp. p. 210). — 464 M. *Suspension Bridge*, see above.

29. Niagara Falls.

Hotels. INTERNACIONAL HOTEL, \$3-5; CATARACT HOTEL, close to the river, with good cuisine, from \$4½; PROSPECT HOUSE, well spoken of, \$3-5½; KALTENBACH, German, well spoken of, \$3; IMPERIAL-PORTER, \$2½-4; TOWER, \$2-3. The first two are open in summer only. These are all on the American side, in the city of *Niagara Falls*. — CLIFTON HOUSE, on the Canadian side (burned down in 1893; to be rebuilt); LAFAYETTE, opposite the Canadian end of the new bridge, \$2½ 3½, open all the year round.

Railway Stations. *New York Central*, cor. of Falls St. and Second St., also used by the Michigan Central, West Shore, Lehigh Valley, and the R. W. & O. railways; *Erie Station*, cor. of Niagara St. and Second Sts. — The Canadian lines make connection for Niagara Falls at *Suspension Bridge*, 2 M. to the N.; and there are also stations on the Canadian side at *Clifton* (see p. 298), *Niagara Falls (Ontario)*, and *Falls View* (comp. p. 298). — Niagara Falls, N. Y., is also connected with Suspension Bridge by tramway (5c.).

Carriages. The former extortionate charges and impertinent demeanour of the Niagara hackmen have been greatly abated. The rates are \$1½ for the first and \$1 for each addit. hr., with two horses \$2 and \$1½; but it is always advisable to make a distinct bargain with the driver, and lower terms than the legal rates may often be obtained, especially by a party. It should be expressly stipulated who is to pay the tolls in crossing the bridges, etc.; and the driver should be strictly enjoined not to stop at any of the bazaars or other pay-places unless ordered to do so. A single-horse conveyance should not cost more than \$3 for half a-day or \$5 for a whole day — *Park Vans* make the round of the American Reservation at frequent intervals (fare 25c., for Goat Island 15c.), and passengers are entitled to alight at any number of points and finish the round by any subsequent vehicle on the same day. — *Omnibus* from the station to the hotels 25c.