

## **Werk**

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(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. Viâ 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*.

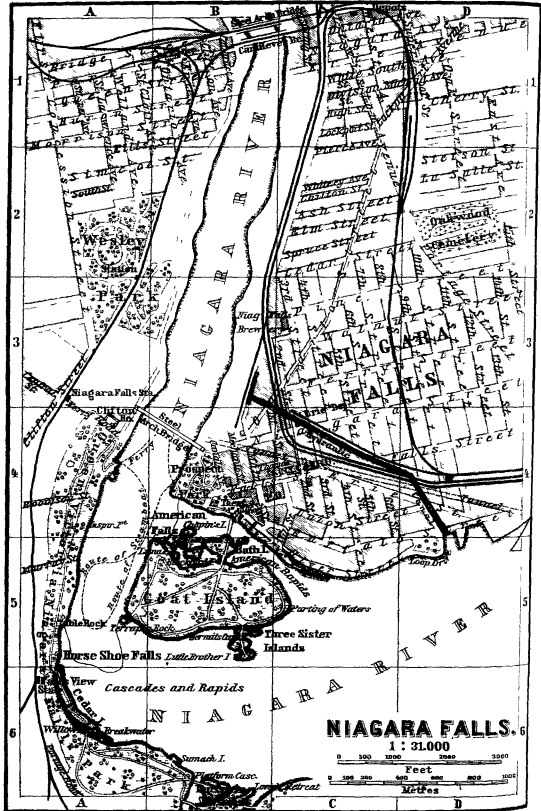
The *Upper* or *Horseshoe Falls*, 70 ft. high, are  $\frac{3}{4}$  M. below the village. About  $\frac{1}{4}$  M. farther down are the *Middle Falls*, 110 ft. high, with a cave called the 'Devil's Oven' in the rocks near the foot of the precipice. For 2 M. farther the river descends through a narrow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

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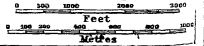
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**NIAGARA FALLS.**

1 : 31,000



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.