

Werk

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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.) *Philippsburg* 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. INTERNATIONAL 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.