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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. 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.

Electric Tramways. The *Niagara Falls Park and River Railway* runs along the Canadian bank from *Queenston* (p. 225) to (11½ M.) *Chippewa* (fare 45 c.), taking 1½ hr. to the trip and stopping at *Brock's Monument* (10 c.), the *Whirlpool* (20 c.), *Niagara Falls Town* (25 c.), *Niagara Falls Park* (30 c.), and *Dufferin Islands* (30 c.). It affords admirable views of the rapids, gorge, and falls. — The *Gorge Electric Line*, on the American side, runs through the gorge and along the brink of the river to (7 M.) *Lewiston* (p. 225; fare 35 c., there and back 60 c.)

Fees. Since the establishment of the American and Canadian National Parks and Reservations, most of the former extortionate fees have been abolished; and any visitor who is able to walk a few miles can see all the chief points at very little cost. *Goat Island* and all the best views of the Falls are free; and the only extra expenses which the visitor is advised to incur are the trip in the '*Maid of the Mist*', including the visit to the Canadian side (50 c.), the *Cave of the Winds* (\$1; or the similar trip on the Canadian side, 50 c.), and the view of the *Whirlpool Rapids* from the Canadian side (50 c.).

Photographs. Among the best photographs of Niagara are those of *Zybach & Co.*, Niagara Falls, Ontario (p. 298).

Reservations. The *New York State Reservation at Niagara* comprises 107 acres and was opened in 1885. It includes *Prospect Park*. — The *Queen Victoria Niagara Falls Park*, on the Canadian side, covers 154 acres and was opened in 1888. — The New York Commissioners issue a folder of useful '*Suggestions to Visitors*', which may be obtained (free) at any of the hotels or from the officers of the Reservation.

Plan and Season of Visit. The description in the text follows the best order in which to visit the Falls. The American side is seen to greatest advantage in the morning, the Canadian side in the afternoon, the sun being then at our backs as we face the Falls. The *Whirlpool Rapids* are best seen from the Canadian side. It is possible to see all the chief points in one day, but it is better to allow 2-3 days for the visit. May, the first half of June, the second half of Sept., and Oct. are good seasons to visit Niagara, which is hot and crowded in midsummer. No one who has an opportunity to see them should miss the Falls in the glory of their winter dress.

The ****Falls of Niagara** ('Thunder of Waters'), perhaps the greatest and most impressive of the natural wonders of America, are situated on the *Niagara River*, 22 M. from its head in *Lake Erie* and 14 M. above its mouth in *Lake Ontario*. This river forms the outlet of the four great Western lakes (*Erie*, *Huron*, *Michigan*, and *Superior*), descending about 330 ft. in its course of 36 M. and affording a channel to a large part of the fresh water in the globe. Its current is swift for about 2 M. after leaving *Lake Erie*, but becomes more gentle as the channel widens and is divided into two parts by *Grand Island* (*Bedell Ho.*, a popular summer-hotel, \$2-3). Below the island the stream is 2½ M. wide. About 15 M. from *Lake Erie* the river narrows again and the rapids begin, flowing with ever increasing speed until in the last ¾ M. above the Falls they descend 55 ft. and flow with immense velocity. On the brink of the Falls, where the river bends at right angles from W. to N., the channel is again divided by *Goat Island*, which occupies about one-fourth of the entire width of the river (4770 ft.). To the right of it is the ****American Fall**, 1060 ft. wide and 167 ft. high, and to the left of it is the ****Canadian** or **Horseshoe Fall**, 158 ft. high, with a contour of 3010 ft. The volume of water which pours over the Falls is

15 million cubic ft. per minute (about 1 cubic mile per week), of which probably nine-tenths go over the Canadian Fall.[†] Below the Falls the river contracts to 1000-1250 ft., and rushes down foaming and boiling between lofty rocky walls. Two miles farther down it is barely 800 ft. wide, and at the Whirlpool (p. 225) the huge volume of water is compressed into a space of 250 ft. Within 7 M. these lower rapids descend over 100 ft., but at Lewiston the river once more becomes wider and smoother.

The gorge through which the river runs has been formed by the action of the vast body of water rushing through it, and the Falls themselves are receding up the river at a rate which in 1842-90 averaged $2\frac{1}{8}$ ft. per annum on the Canadian side and $\frac{2}{3}$ ft. on the American side. The rocks passed through by the receding falls are sandstone, shale, and limestone. At present the formation over which the water pours is limestone, with shale lying 80-90 ft. below it, and the frequent fall of great masses of limestone rock is probably occasioned by the erosion of the underlying shales. At the Whirlpool the continuity of the rock-formation is interrupted, and the whole wall of the ravine is formed of drift. Geologists tell us that a farther retrocession of about 2 M. will cut away the layers of both limestone and shale and leave the falls stationary on the sandstone, with their height reduced about 50 per cent.

Niagara Falls appear under the name of Ongiara in Sanson's Map of Canada (Paris, 1657), but the first white man known to have seen Niagara Falls was *Father Hennepin*, a member of La Salle's party in 1678. He described them as 'a vast and prodigious Cadence of Water, which falls down after a surprizing and astonishing manner, insomuch that the Universe does not afford its Parallel' . . . The Waters which fall from this horrible Precipice do foam and boyl after the most hideous manner imaginable, making an outrageous Noise, more terrible than that of Thunder; for when the Wind blows out of the South, their dismal roaring may be heard more than 15 leagues off'. The sketch he made of the Falls shows several points of difference from their present state.

The Indians have a tradition that the Falls demand two human victims every year; and the number of accidents and suicides is perhaps large enough to maintain this average. Many lives have been lost in foolhardy attempts to cross the river above Goat Island.

The American city of *Niagara Falls* closely adjoins the river and contains (1890) 5502 inhabitants. The chief source of its prosperity has long been the influx of sightseers; but it is now, thanks to the tapping of the Falls by tunnels and power canals (see below), rapidly becoming an industrial centre of great importance. It is estimated that about 400,000 tourists visit the Falls yearly. The *Museum* and *Cyclorama* need not detain the visitor.

A ^aTUNNEL, 29 ft. deep and 18 ft. wide, has been excavated through the solid rock from a point just below the Suspension Road Bridge to a point about $1\frac{1}{4}$ M. above the Falls, where it is 165 ft. below the level of the river. It passes below the city at a depth of about 200 ft. A short canal diverts a portion of the river to the head of the tunnel, where a maximum of 120-150,000 horse-power is attained by the descent of a stream of water which does not perceptibly diminish the volume of the Falls. The district upon which the mills are erected is quite out of sight of the Falls, the picturesque grandeur of which is not in any way marred by signs of intrusive utilitarianism. A similar tunnel is to be constructed on the Canadian side. Including the surface canals, it is estimated that Niagara Falls now contribute 400,000 horse-power for industrial purposes.

† The international boundary passes through the middle of the so called Canadian Fall.

We may begin our visit to the Falls by entering **Prospect Park**, 12 acres in extent, which adjoins the gorge close to the American Fall. At **Prospect Point*, protected by a stone wall, we stand on the very brink of the Fall and see it dash on the rocks below. *Hennepin's View*, a little to the right (N.), commands a good general **View*. The *Library Building* in the Park contains maps and charts. Near the point is the *Superintendent's Office*, whence an *Inclined Railway* (5 c.) and a *Flight of Steps* descend to the bottom of the gorge and the dock of the 'Maid of the Mist' (see p. 224).

At the end of Falls St. and Canal St., at the N.E. entrance to Prospect Park, stands the **Niagara Falls Tower**, a steel structure 300 ft. high, erected in 1893. The top (elevator 25 c.) commands a splendid **View* of the falls and their surroundings. The building at the foot contains a hotel (p. 219) and a bazaar.

Following the parkway to the left (W.) from Prospect Point, we reach (3 min.) the *Goat Island Bridge* (360 ft. long), crossing the right arm of the river, a little above the American Fall. It commands a fine view of the **Upper Rapids*. To the right are several little rocky islets, including *Avery's Rock*, where an unfortunate man found a foothold for 18 hrs. before being swept over the fall by the impact of a boat let out with ropes in an attempt to save him. The bridge ends at *Bath Island*, whence another short bridge crosses to **Goat Island* (80 acres in extent). Here we follow the path to the right to (4 min.) **Luna Island*, a rocky islet between the main American Fall and the **Centre Fall*, named from the lunar rainbows seen here at full moon. The continuation of the path along the W. side of Goat Island leads in a minute or two more to the *Biddle Stairs* (free) and the office where a guide and dress are obtained for a descent to the **Cave of the Winds* (fee \$ 1 ; small gratuities expected).

Everyone should descend the stairs and follow the path along the foot of the cliffs towards the base of the Horseshoe Falls; but only those of strong nerves should attempt the trip through the Cave of the Winds, which, however, is said to be safe and is often made by ladies. For those who can stand it the experience is of the most exciting and pleasurable description. After passing over the gangways and bridges amid the rocks and spray in front of the Centre Fall, we are conducted through the 'Cave of the Winds' behind it, where the choking, blinding, and deafening tumult of wind and water defies description. The visitors grasp each other by the hand and side through on a narrow ledge, with a perpendicular wall of rock within an inch of their noses and the mighty volume of the fall at their backs.

Beyond the Biddle Stairs the path on Goat Island leads to (4 min.) *Porter's Bluff*, overlooking the Horseshoe Fall, the Canadian Rapids, and the ravine below the Falls. A staircase and bridge descend hence to ***Terrapin Rock*, on the edge of the Horseshoe Falls, affording the best view of these from this side. The tower which used to be here has been removed as unsafe.

The river here is evidently much deeper than the American branch, and instead of bursting into foam where it quits the ledge, it bends solidly over and falls in a continuous layer of the most vivid green. The tint is not uniform, but varied, long strips of deeper hue alternating with bands of brighter colour. . . From all this it is evident that beauty

is not absent from the Horseshoe Fall, but majesty is its chief attribute. The plunge of the water is not wild, but deliberate, vast, and fascinating' (*Tyndall*). — A condemned warship sent over the Fall in 1829 drew 18 ft. of water, but passed without touching the ledge.

Our path next leads along the S. side of Goat Island to (7-8 min.) the series of bridges leading to the **Three Sister Islands*, which afford the best view of the imposing **Canadian Rapids*, running at the rate of 30 M. an hour. The Third Sister is adjoined by a smaller rock known as the *Little Brother*.

We may now return through the centre of Goat Island to (5 min.) the bridge leading to the mainland, but those who have time should follow the path to (4 min.) the 'Parting of the Waters' at the head of Goat Island, where we obtain a good view of the broad and quiet river above the cascades, with *Grand Island* (p. 220) in the background. Thence the path leads back along the N. side of Goat Island, affording a view of the *American Rapids*, to (5-6 min.) the bridge.

We may now cross to the Canadian side of the river by the **New Steel Arch Bridge*, about 250 yds. below the Falls (see p. 220), erected in 1897-98 to take the place of the suspension-bridge formerly at this spot. The main span, the largest of the kind in the world, is 840 ft. long, while the flanking spans increase the total length of the bridge to 1240 ft. It is 49 ft. wide. An electric tramway crosses in the centre, and on each side are carriage ways and footpaths. The bridge is 195 ft. above the level of the water. Bridge-toll 10 c., return 15 c., incl. tramway fare. — Just below it, on the American shore, is the mouth of the tunnel described at p. 221. On the bank above is a group of mills and manufactories, run by the power of a surface canal.

On reaching the Canadian end of the bridge, we turn to the left, pass the remains of the Clifton House (p. 219), and reach (3 min.) the entrance to the **Queen Victoria Niagara Falls Park*, which extends along the river for 2½ M. (electric railway, see p. 220). The park contains a bronze statue of *Colonel Gzowski*, its chief promotor. Splendid general views are obtained as we proceed of the Falls and the gorge, especially from the (3 min.) **Rambler's Rest* and (4 min.) **Inspiration Point*. To the right, 3-4 min. farther on, are *Picnic Grounds* and a *Restaurant*; and in 3 min. more we reach the *Table Rock House* and ***Table Rock*, which affords an indescribably grand view of the Horseshoe Falls. Beautiful rainbows are seen on the spray in the afternoon. The roar of the water is deafening.

The name of Table Rock still adheres to this point, though the last portion of the overhanging ledge that gave rise to it fell into the abyss in 1850. — An elevator here affords an opportunity to those who wish to go under the Falls (25 c., with dress 50 c.) This trip does not necessitate the removal of clothing, but only the protection of oil-skin suits. It has been improved by the construction of a tunnel (200 ft. long) and now affords imposing **Views of the falls from behind and below*.

Visitors with time to spare may extend their walk through the Park above the Falls to (3-4 min.) *Cedar Island* and (1 M.) **Dufferin Islands*, enjoying good views of the Canadian Rapids (see above). On the mainland, just beyond the Dufferin Islands, is the interesting *Burning Spring* (adm. 50 c.),

highly charged with sulphuretted hydrogen gas, which burns with a pale blue flame. — *Falls View Station* of the Michigan Central R.R. (see p. 298), lies just outside the Park, opposite the lower end of Cedar Island. — A road diverging near Table Rock leads to the battlefield of *Lundy's Lane*, where the Anglo-Canadian forces defeated the Americans after a bloody struggle on July 25th, 1814. A tower here (110 ft. high; adm. 50 c.) affords an extensive view.

No one should omit to take the **Trip* in the little steamer the *Maid of the Mist*, which starts near the foot of the Inclined Railway descending from the Library (see p. 222), steams up the river nearly to the foot of the Horseshoe Fall, and touches at a wharf on the Canadian side (fee 50 c., incl. water-proof dress). The **View* it affords of the Falls is one of the best to be had; and the trip is perfectly safe. Passengers may disembark on the Canadian side (where a steep path ascends to the National Park) and return by any later trip of the steamer the same day.

The river and its banks below the bridge offer many points of great interest. The Lower Rapids and the Whirlpool (see p. 225) are both seen to great advantage from the Canadian side.

From the N. end of the bridge we follow the road descending along the edge of the cliff to (2 M.) the **Cantilever Bridge* of the *Michigan Central Railroad*, one of the first examples of this method of construction, completed in 1883. It is entirely of steel and has a total length of 900 ft. The two cantilever arms, 395 ft. and 375 ft. long, are connected in the centre by a fixed span of 125 ft. It is 245 ft. above the water. About 100 yds. below this bridge is the new **Single Arch Steel Bridge* of the Grand Trunk Railway, erected in 1897, with a roadway below the railroad track (toll 10 c., incl. return). The length of the bridge, including approaches, is 1100 ft., half of which is absorbed by the arch itself. The highest point is 226 ft. above the water. It commands a fine view of the Whirlpool Rapids, but the Falls are partly hidden by the Cantilever Bridge.

A little below the Suspension Bridge is the entrance to the so-called *Rapids Park*, where we descend an Inclined Railway (50 c.) to view the **Whirlpool Rapids*, which in their own way are as wonderful as the Falls. The immense volume of water is here forced to flow through so narrow a channel (300 ft.) that it actually assumes a convex form, the centre of the river being 20 ft. higher than the edges. Three other elevators (each 50 c.) descend to the Rapids on the American side.

The impression of force is overwhelming. 'The surges did not look like the gigantic ripples on a river's course, as they were, but like a procession of ocean billows; they rose far aloft in vast bulks of clear green, and broke heavily into foam at the crest' (*Howells*).

It was in an effort to swim down these Rapids that Capt. Webb lost his life in 1883, but since then several persons have passed through them safely in barrels. The old 'Maid of the Mist' was successfully piloted through the Rapids to Lewiston in 1861. Blondin and others have crossed the gorge above the Rapids on ropes of hemp or wire.

We may now cross the railway-bridge and return along the American side (tramway, see p. 220).

About 1 M. below the Railway Suspension Bridge is the *Whirlpool, of which we get a good distant view from the top of the cliff. The river here bends suddenly at right angles to its former course, and the Whirlpool is occasioned by the full force of the current impinging against the cliffs of the left bank.

Here, within the compass of a mile, those inland seas of the North, Superior, Huron, Michigan, Erie, and the multitudes of smaller lakes, all pour their floods, where they swirl in dreadful vortices, with restless undercurrents boiling beneath the surface of that mighty eddy. Abruptly from this scene of secret power, so different from the thunderous splendours of the cataract itself, rise lofty cliffs on every side, to a height of two hundred feet, clothed from the water's edge almost to their crests with dark cedars. Noiselessly, so far as your senses perceive, the lakes steal out of the whirlpool, then, drunk and wild, with brawling rapids roar away to Ontario through the narrow channel of the river. Awful as the scene is, you stand so far above it that you do not know the half of its terribleness; for those waters that look so smooth are great ridges and rings, forced, by the impulse of the currents, twelve feet higher in the centre than at the margin. Nothing can live there, and with what is caught in its hold, the mael-trom plays for days, and whirls and tosses round and round in its toils, with a sad maniacal patience'. (*Howells.*)

The RIVER ROAD ascends along the American side of the river from Goat Island Bridge to (1 M.) the *Old French Landing*, where La Salle and Father Hennepin are said to have embarked in 1678 after their portage from Lewiston. Nearly opposite, on the Canadian shore, is the village of *Chippewa*, where the Americans defeated the English in 1814. About 1 M. farther up is the *Schlosser Landing*, fortified by the French in 1750 and by the English in 1761. *Navy Island*, near the Canadian shore, gave shelter to the insurgents of the 'Mackenzie War' (1837-38). Just above is *Grand Island* (26 sq. M. in area; comp. p. 220), which obtained some notoriety in 1820, when Major Noah proposed to found here the city of Ararat, as a universal refuge for the Jews. Opposite Grand Island, on the American shore, 5 M. above the Falls, is the mouth of the *Cayuga*, where La Salle launched the 'Griffon', the first vessel to navigate the Great Lakes (1679).

The *Observation Trains* of the N.Y.C.R.R. between *Niagara Falls* and (7 M.) *Lewiston* (return-fare 25c.) afford admirable Views (to the left) of the gorge of the Niagara. — *Lewiston*, a pleasant little village, is the starting-point of the steamers across Lake Ontario to Toronto (comp. *Baedeker's Canada*). — On the opposite shore, on the Michigan Central E.R., is *Queenston*, where Gen. Brock fell on Oct. 11th, 1812 (spot marked by a monument 195 ft. high). — About 8 M. to the N.E. of Niagara Falls is the *Reservation of the Tuscarora Indians* (p. 205; baskets, etc., for sale). — *Fort Niagara*, at the (1½ M.) mouth of the river, first established in 1678, is now garrisoned by U. S. troops. Opposite is the watering-place of *Niagara-on-the-Lake*. — Comp. *Baedeker's Handbook to Canada*.

30. The St. Lawrence River and the Thousand Islands.

Passengers who make the St. Lawrence trip from American soil usually join the steamer at *Clayton* (p. 226), which is reached from New York (346 M.) viâ the N. Y. C. R. R. to (238 M.) *Utica* and the *Rome, Watertown, & Ogdensburg R. R.* thence (10 hrs.; through-carriages; fare \$ 8.27; comp. R. 28 a). — The Montreal steamer of the *Richelieu & Ontario Navigation Co.* leaves *Toronto* daily in summer at 2 p.m., and *Kingston* (where it receives most of its passengers) about 5 a.m., calling at Clayton ½ hr. later (fare from Clayton to Montreal \$5.25). Montreal is reached about 6.30 p.m. — Those who wish merely to visit the Thousand Islands may do so by the steamer 'St. Lawrence', which makes daily round trips from Clayton (fare 50c.). Comp. *Baedeker's Handbook to Canada*.