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46. From Buffalo to Chicago.

a. Viâ Lake Shore & Michigan Southern Railroad.

540 M. RAILWAY in 13-18 hrs. (fare \$14; sleeper or parlor-car \$3). This line skirts the S. shore of Lake Erie. From *New York to Chicago* by this route, see R. 47d.

Buffalo, see R. 28a. Several small stations are passed. 32 M. *Silver Creek* was the home of Kitty, in 'A Chance Acquaintance', by W. D. Howells. At (40 M.) *Dunkirk* (Gratiot, \$2-3; Erie, \$2-2½) connection is made with the Erie R. R. (comp. p. 307). Pleasant views of Lake Erie to the right. 50 M. *Brocton Junction* (for Chautauqua, etc.), see p. 267. — 58 M. *Westfield* is the point of intersection with the 'Old Portage Road', a military route constructed by the French explorers in 1753. At (68 M.) *State Line* we pass into *Pennsylvania*. — 88 M. *Erie* (*Reed Ho.*, \$2-4½; *Liebel Ho.*, \$2-4½; *Union Depot Hotel*; *Massasauga Point*, on the lake), a lake shipping-port with a good harbour (enclosed by *Presque Isle*) and 40,464 inhab., occupies the site of a French fort built in 1749 and was the headquarters of Commodore Perry when he defeated the Anglo-Canadian fleet in 1813. It contains some handsome buildings, including the *Pennsylvania Soldiers' and Sailors' Home*, and has important manufactories of boilers and engines. It is the junction of lines to Philadelphia (p. 230), Pittsburg (p. 263), etc. — 103 M. *Garard* (p. 267). Beyond (108 M.) *Springfield* we enter *Ohio* (the 'Buck-eye State', so called from the buckeye-tree, *Aesculus flava* or *glabra*). 129 M. *Ashtabula* is the junction of a line to Oil City, Pittsburg, etc. 154 M. *Painesville* is also the junction of a line to Pittsburg. 161 M. *Mentor* was the home of President Garfield (d. 1881), whose large white house, now occupied by his widow, may be seen beyond the station, to the left. — In approaching Cleveland we pass through *Gordon Park* (p. 296).

183 M. **Cleveland.** — **Railway Stations.** *Union Depot* (Pl. C, 1, 2), at the foot of Bank St.; *Erie Depot* (Pl. C, 2), near the Viaduct; *New York, Chicago, & St. Louis Railroad* (Pl. E, 3), Broadway; *Cleveland & Canton Railroad* (Pl. D, 2), Ontario St.; *Valley Railway* (Pl. C, 2), S Water St.

Hotels. **HOLLENDEN** (Pl. a; D, 2), Superior St., cor. of Bond St., a large house, Amer. plan \$3-5, R. on Europ plan from \$1; ***STILLMAN** (Pl. b; D, 2), pleasantly situated in Euclid Ave., good cuisine, from \$3½; **WEDDELL** (Pl. c; C, 2), Superior St., commercial, \$3-5; **COLONIAL**, in the Colonial Arcade (p. 295); **FOREST CITY** (Pl. d; C, 2), Monument Park, \$2-3; **KENNARD** (Pl. e; C, 2), \$2-3; **AMERICAN** (Pl. f; C, 2), \$2-2½; **GARLOCK** (Pl. g; E, 2), 430 Euclid Ave., from \$2½; **LIVINGSTON** (Pl. h; D, 2), Euclid Ave., \$2-3; **HAWLEY HO.**, \$2.

Restaurants. **Hollenden*, see above; *Lennox*, Euclid Ave. and Erie St.; *Boehme*, 250 Erie St.; *Savarin*, Ontario St.; *Stranahan*, in the Arcade.

Electric Tramways traverse the chief streets in all directions and run to various suburban points. — **Cab** from station to hotel, each pers. 50c., incl. baggage; per hour, \$1½; other fares in proportion; 50 per cent. more after 11 p.m.

Places of Amusement. *Opera House* (Pl. D, 2), Euclid Ave.; *Lycæum Theatre* (Pl. C, 2); *Star Theatre* (Pl. D, 2); *Cleveland Theatre* (Pl. C, 2).

Post Office (Pl. D, 2), East Public Sq. —

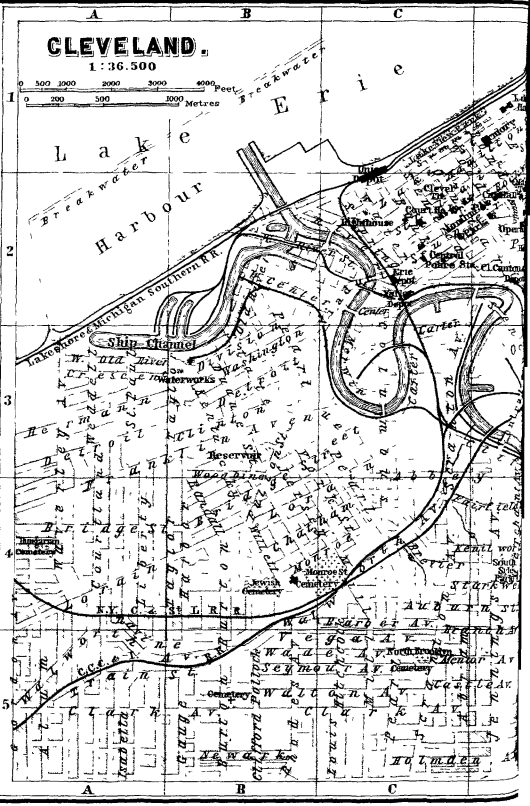


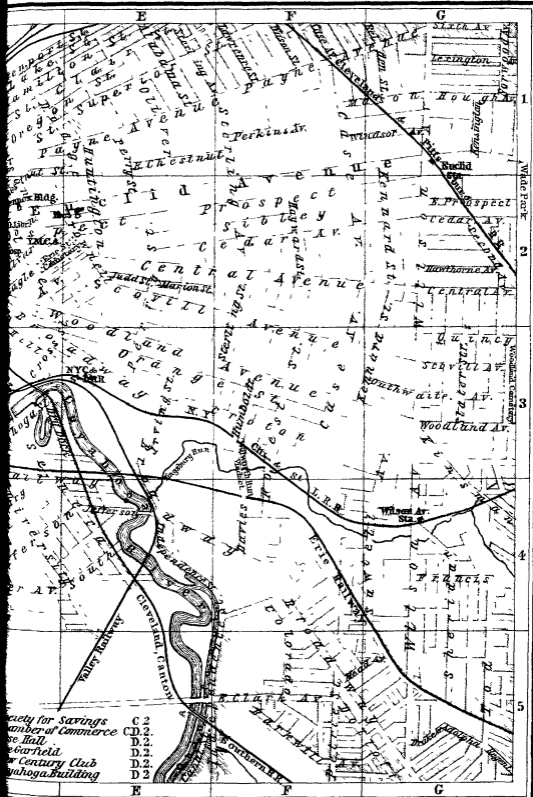
CLEVELAND.

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Cleveland (580 ft. above the sea), the second city of Ohio, with (1890) 261,353 inhab. (now estimated at 385,000), lies on the S. shore of Lake Erie, at the mouth of the small *Cuyahoga River*, and, with its broad and well-paved streets, its green lawns and squares, and its numerous trees ('Forest City'), makes a favourable impression on the visitor. Its important iron and steel works produce goods to the annual value of \$ 36,000,000; it is the seat of the Standard Oil Co.; and it carries on a very extensive trade through its excellent harbour. Most of its factories, among which may also be mentioned those for the making of sewing-machines, electro-dynamic machinery, and electric lamp carbons, are tucked away in the river-valley below the level of the plateau on which the city lies, or are in West Cleveland and along the river-front.

Cleveland was founded in 1796, but did not begin to grow with any rapidity until the completion of the Ohio Canal, connecting Lake Erie with the Ohio (1834). Its pop. in 1830 was 1000, in 1860 it was 43,417, and in 1880 it was 160,142. In the decade 1880-90 it increased by 60 per cent. Cleveland is one of the chief ship-building cities in the United States, building vessels of 71,322 tons in 1839 and 1890. The value of its manufactures in 1890 was \$ 105,500,000 (21,100,000*l.*); 50,000 hands were employed.

The chief business-street is **SUPERIOR STREET** (Pl. C-F, 2, 1), a really fine and wide thoroughfare, the W. end of which is lined with substantial business blocks, such as the *Perry-Payne Building* (Nos. 103-109). A little farther on the street expands into **Monumental Park* or the *Public Square* (Pl. C, D, 2), containing a *Soldiers' Monument* and a *Statue of Gen. Moses Cleaveland* (1754-1806), founder and godfather of the city. At the N.E. corner of the square stands the **Post Office and Custom House** (Pl. D, 2), and at the N.W. corner is the *Old Court House* (Pl. C, 2), adjoined by the *American Trust Building* (14 stories). On the N. side of the square, at the corner of Ontario St., is the handsome building of the **Society for Savings* (Pl. 1; C, 2), established in 1849 and now containing upwards of 20 million dollars (four millions sterling). There are no stock-holders, the entire profits going to the 45,000 depositors (*View from the top of the building). Adjacent is the new *Chamber of Commerce* (Pl. 2; C, D, 2). In Superior St., just beyond the Post Office, is *Case Hall* (Pl. 3; D, 2), with a library of 30,000 vols., and next to it is the massive **City Hall** (Pl. D, 2). — A little to the N. of this point is the huge *New Central Armoury* (Pl. D, 1), used for conventions, horse-shows, etc.

Euclid Avenue* (Pl. D-G, 2, 1), which begins at the S.E. angle of the Public Square, is at its E. end also an important artery of business and farther out becomes one of the most beautiful residence streets in America, with each of its handsome houses surrounded by pleasant grounds and shady trees. To the left is the **Arcade* (Pl. D, 2), 400 ft. long, 180 ft. wide, and 144 ft. high, with a fine five-balconied interior, running through to Superior St.; and to the right is the **Colonial Arcade (Pl. D, 2), constructed in 1898 and running through to Prospect St. At the corner of Bond St. are the

tall *Garfield* (10 stories) and *New England* (16 stories) *Buildings* (Pl. 4, 5; D, 2), the top floor of the latter occupied by the *New Century Club*. Near Erie St. is the *Public Library* (110,000 vols.), and at the corner is the *Lennox Building* (Pl. D, 2). Farther on are several fine churches. About 4½ M. from the square (street-car) Euclid Ave. reaches the beautiful **Wade Park*, which contains statues of *Commodore Perry* (p. 294) and *Harvey Rice*. Opposite the Park are the buildings of the *Western Reserve University* (*Adelbert College* and *Cleveland Medical College*; 800 students) and the *Case School of Applied Sciences* (250 students). About 1½ M. farther on, the avenue ends at **Lake View Cemetery*, containing the handsome **Garfield Memorial* (adm. 10 c.; erected in 1890 at a cost of \$ 130,000), the top of which (165 ft. high) affords a splendid **View* of the city and its environs.

Prospect Street (Pl. D-G, 2), which runs parallel to Euclid Ave. on the S., is little inferior to it in beauty. At the corner of Erie St. is the handsome *building of the Young Men's Christian Association* (Pl. D, 2). — Another favourite resort is **Gordon Park*, to the N.E. of the city, on the lake, connected with Wade Park by a fine boulevard, which also extends to the new *Rockefeller Park*. — The huge *Market* (Pl. D 2), in Ontario St., is one of the largest and finest in the country.

Cleveland is connected with *West Cleveland*, on the other side of the Cuyahoga Valley, by an enormous **Viaduct* (Pl. C, 2), 1070 ft. long, completed in 1878 at a cost of \$ 2,200,000 (440,000*l.*) and deservedly regarded as a wonderful feat of engineering. The main portion of the viaduct is of stone, but the central part is of iron lattice-work and swings open to allow the passage of vessels. The **View* of the manufacturing quarters in the valley from this viaduct is very imposing, especially at night. There are three other similar viaducts at different parts of the city (see Pl. D, 2; F, 3).

Driving parties may cross the Viaduct and follow *Lakeside Ave.* and *Detroit St.* to (8M.) *Rocky River*, a favourite supper resort in summer.

A visit may also be paid to the great OIL DISTRICT at the S. end of *Wilson Ave.* (comp. Pl. G, 5), where the enormous tanks and refining works of the *Standard Oil Co.* are situated.

The huge ORE DOCKS of the N. Y. P. & O. R. R., on the W. side of the city, sometimes contain 2,000,000 tons. — The HARBOUR (Pl. A, B, 1, 2) and BREAKWATER (2 M. long) also repay inspection.

Cleveland is, naturally, an important RAILWAY CENTRE, from which lines radiate, more or less directly, to *Pittsburg* (p. 263), *Marietta*, *Columbus* (p. 290), *Cincinnati* (p. 314), *Toledo* (p. 297), *Chicago* (p. 303), etc. — STEAMERS ply to all important points on the Great Lakes.

At (208 M.) *Elyria* the line forks, the branches reuniting at *Millbury* (p. 297). The chief station on the right branch is (243 M.) *Sandusky* (*West Ho.*, *Sloane Ho.*, \$ 2-3), with a good harbour, a *Soldiers' Home* (visible to the left), the *State Fish Hatchery*, and a large trade in fish and fruit (see p. 304). Pop. 18,471. Beyond Sandusky we cross the *Bay Bridge* (4 M. long, including approaches), affording a fine view of the lake. — The left or inland line runs

viâ (217 M.) *Oberlin* (with a college open to both sexes, white or coloured; 1300 students) and (238 M.) *Norwalk*. — 288 M. *Millbury*.

296 M. *Toledo* (*Boody Ho.*, \$ 2¹/₂-4; *Madison, Jefferson, Burnett*, \$ 2-3; *St. Charles*; *Rail. Restaurant*), a city and important railway-centre on the *Maumee River*, 6 M. from Lake Erie, with 81,434 inhab., has a large trade in grain, clover-seed, coal, iron ore, and timber. and numerous manufactures (value in 1890, \$ 15,000,000). Among the handsomest of its buildings are the *Public Library* (35,000 vols.), the *Soldiers' Memorial*, and the *Toledo Club House*. One of its newspapers is named the *Toledo Blade*. Many pleasant excursions may be made on the Maumee River.

FROM TOLEDO TO DETROIT, 65 M., railway in 2-2¹/₂ hrs. The chief stations are (25 M.) *Monroe* and (44 M.) *Trenton*. 65 M. *Detroit*, see p. 298.

Beyond Toledo the line forks, the branches rejoining each other at *Elkhart* (see below). The 'Air Line' (followed by through-trains) enters *Indiana* (the 'Hoosier State') at (337 M.) *Archibald* and runs through that state to (429 M.) *Elkhart*. The 'Old Line' enters *Michigan* ('Wolverine State') beyond (307 M.) *Sylvania* and passes (329 M.) *Adrian* (810 ft.; 9511 inhab. in 1894), the centre of a rich farming country, (362 M.) *Hillsdale*, a fine summer-resort, (408 M.) *Sturgis* (with the Lewis Art Gallery), and (420 M.) *White Pigeon*, the junction of a line to *Kalamazoo*, *Grand Rapids* (p. 301), and *Mackinaw* (p. 301).

439 M. *Elkhart* (735 ft.; *Rail. Restaurant*) is a busy little city, with 11,360 inhabitants. 454 M. *South Bend* (725 ft., *Johnson, Oliver, Sheridan, Grand View*, \$ 2-2¹/₂), a city with 21,819 inhab., on the *St. Joseph's River*, is known for its carriages and wagons (*Studebaker's works*). — 481 M. *La Porte* (*Teegarden Ho.*, \$ 2; *Rail. Restaurant*), a little town, with 7126 inhab., handsome buildings, and brisk industries, lies near a chain of small lakes (*Clear, Stone, Pine Lakes*), which afford pleasant excursions (hotels \$ 1¹/₂-2; small steamers). *La Porte* is the junction of a line to *Indianapolis* (p. 339). 491 M. *Otis*. *Lake Michigan* (p. 304) soon comes into sight on the right, and we enter *Illinois* ('Prairie State') at (499 M.) *Chesterton*. Various suburban stations are passed before we reach the Van Buren St. Station at —

540 M. *Chicago* (see p. 308).

b. Viâ New York, Chicago, and St. Louis Railroad.

523 M. RAILWAY ('*Nickel Plate Line*') in 16-19 hrs. (fares as above).

Buffalo, see p. 241. As far as (184 M.) *Cleveland* (p. 294) this line runs parallel with the one above described and passes the same stations. Beyond *Cleveland* it follows the shore of Lake Erie pretty closely. 240 M. *Lorain*, the junction of a line to *Elyria* (p. 296). Beyond (221 M.) *Vermillion* the line bends to the left and runs inland. 240 M. *Kimball*; 248 M. *Bellevue* (*Rail. Restaurant*); 260 M. *Green Springs* (*Oak Ridge*, \$ 2), with copious sulphur springs; 280 M.

Fostoria, the junction of several railways; 286 M. *Arcadia* (carriages changed for points on Lake Erie & Western R. R.); 300 M. *McComb*; 310 M. *Leipsic Junction*, for a line to Dayton and Cincinnati. Beyond (349 M.) *Payne* we enter *Indiana*.

371 M. **Fort Wayne** (775 ft.; *Aveline Ho.*, *Wayne Ho.*, \$ 2 $\frac{1}{2}$ -3 $\frac{1}{2}$; *Rail. Resturant*), an industrial city of 35,393 inhab., on the *Maumee River*, here formed by the confluence of the *St. Joseph* and the *St. Mary*, occupies the site of an old fort (first built in 1764), which plays a considerable part in Colonial history. It is a railway-centre of great importance (comp. p. 290). — Near (424 M.) *Tippecanoe* Gen. Harrison ('Old Tippecanoe') defeated Tecumseh, at the head of the *Miamis* and *Shawnees*, in 1812. — 477 M. *Valparaiso*; 514 M. *Grand Crossing*.

523 M. **Chicago** (*12th and Clark St. Station*), see R. 48.

c. **Viâ Michigan Central Railroad.**

536 M. RAILWAY (*North Shore Line* or '*Niagara Falls Route*') in 13-16 hr., (fares as above). This line runs on the N. side of Lake Erie, through the Canadian province of Ontario. It affords a good view of *Niagara Falls* (see below). Luggage checked to United States points is not examined; small packages examined in crossing the *Cantilever Bridge* (p. 224).

Buffalo, see p. 211. The train descends along the right bank of the *Niagara River* (comp. p. 214) to (22 M.) *Niagara Falls*, N. Y. (p. 221), and (24 M.) *Suspension Bridge* (p. 219). It then crosses the river by the **Cantilever Bridge* described at p. 224 (**View of rapids*) to (24 $\frac{1}{2}$ M.) *Clifton* (p. 249). From *Clifton* it runs to the S., along the *Victoria Park* (p. 223), to (25 $\frac{1}{2}$ M.) *Niagara Falls* (Ont.) and (27 M.) *Falls View*, where all trains stop five minutes to allow passengers to enjoy the splendid **View of Niagara Falls* (p. 220). We then turn to the right (W.). 38 M. *Welland*, a small town with 2035 inhab., lies on the *Welland Ship Canal* (27 M. long) uniting Lake Ontario with Lake Erie. It is the junction of a direct line to Buffalo and of a line to *Port Dalhousie*. From (79 $\frac{1}{2}$ M.) *Hagersville* a branch-line runs to *Hamilton* (p. 302). 139 M. *St. Thomas* (*Grand Central*, \$ 2-2 $\frac{1}{2}$), a thriving town with 10,370 inhab., is the junction of lines to *Toronto*, *London* (p. 302), *St. Clair* (p. 300), and *Port Stanley*, the last, the chief harbour on the N. side of Lake Erie, lying 8 M. to the S. — 194 M. *Fargo*; 220 M. *Comber*; 234 M. *Essex*. At (250 M.) *Windsor* (*International Hotel*, \$ 1-2) the train is run on to a large steam-ferry and carried across the *Detroit River* to (251 M.) *Detroit*.

Detroit. — **Railway Stations.** *Central Station* (Mich. Cen. R. R.) cor. of Third and River Sts. *Union Station* (Wabash, Detroit, Lansing, Northern, Flint & Pere Marquette, and Can. Pac. railways), cor. of Third and Fort Sts. *Brush Street Station*, at the foot of Brush St., for the Grand Trunk, Lake Shore, Mich. Southern, and Detroit, Grand Haven, & Milwaukee railways

Hotels. **CADILLAC*, Michigan Ave., \$ 3-4; *RUSSELL HOUSE*, Campus Martius, \$ 3-3 $\frac{1}{2}$; *THE WAYNE*, opposite the M. C. R. R. Depot, well spoken of, \$ 2-3; *STE. CLAIRE*, cor. of Randolph St. and Monroe Ave., \$ 2 $\frac{1}{2}$ -3; *GRIS*,

WOLD, cor. of Griswold and Grand River Sts., \$ 2-3; NORMANDIE, \$ 2-3. — *Swan's Restaurant*, 87 Woodward Ave.

Electric Tramways traverse the principal streets (5 c.) and run to various neighbouring points. — **Cabs:** drive within the city limits, each pers. 50 c.; first hour 1-4 pers. \$1½, each. addit. hr. \$ 1; trunk 15 c.

Ferries ply from the foot of Woodward Ave. to *Belle Isle* and to *Windsor* every ¼ hr., and from the foot of Joseph Campau Ave. to *Belle Isle* and to *Walkerville* every ½ hr. — **Steamboats** ply to *Put-in-Bay Islands* (p. 304), *St. Clair*, *Cleveland*, *Buffalo*, *Port Huron*, *Sault Ste. Marie*, *Mackinac*, and other points on the Great Lakes.

Post Office, Fort St.

Detroit (580 ft.), the chief city of Michigan, with (1894) 237,798 inhab. (now estimated at 300,000), is situated 18 M. from Lake Erie. on the N.W. bank of the *Detroit River*, which connects that lake with the small *Lake St. Clair* (530 ft.), just above the city, and so with Lake Huron (p. 304). It is a well-built town, with numerous trees, carries on a large traffic in grain, wool, pork, and copper, and has many important manufactures. Most of its streets are laid out on the rectangular plan, but several avenues radiate from a centre like the spokes of a wheel. The city is lighted by electricity by a system of lofty steel towers (150-175 ft. high).

The site of Detroit was visited by Frenchmen in 1670 and 1679 (*La Salle*), and in 1701 the *Sieur de la Motte Cadaiillac* (p. 113) founded *Fort Ponchartrain* here. In 1760 it passed into the hands of the English, and in 1763-6 it was successfully defended for 15 months against the Indian chief Pontiac. It was nominally ceded to the United States in 1783, but the Americans did not become masters of it till 1796. The fort was taken by the British in 1812 and retaken by the Americans in 1813. Detroit was incorporated as a city in 1824, with about 1500 inhabitants. In 1850 the population was 21,019, in 1880 it was 134,834, in 1890 it was 205,876.

Some idea of the volume of traffic on the Great Lakes may be gathered from the fact that about 52,000 vessels pass Detroit yearly in the seven months during which navigation is open, carrying nearly 40 million tons of freight.

The staples of its manufactures, the value of which in 1890 was \$80,000,000 (16,000,000*l.*), are iron and steel goods, cars and car-wheels, stoves, drugs, salt, and tobacco.

WOODWARD AVENUE, running N.W. from the river and dividing the city into two nearly equal parts, is the main business thoroughfare and the chief centre of life. Most of the principal buildings are on or near it. Near its foot (S.E. end) are the chief *Steamboat Wharves* and the *Ferry to Windsor* (p. 298). About ½ M. from the river the street expands into the CAMPUS MARTIUS, adorned with a handsome fountain (1898), from which *Michigan* and *Gratiot Avenues* diverge to the left and right. To the left stands the **City Hall**, the tower (view) of which contains a clock with a dial 8½ ft. in diameter. In front of the City Hall is the *Soldiers' Monument*, by Randolph Rogers.

In Gratiot Ave., near the Campus Martius, is the **Public Library**, containing 150,000 vols. and some historical relics. At the corner of Griswold St. (running parallel with Woodward Ave. on the W.) and Grand River Ave. is the *Young Men's Christian Association*. The *Chamber of Commerce*, at the corner of Griswold and State Sts., is 13-stories high. — The new **Post Office**, in Fort St., adjoining the site of the old *Fort Lernoult*, is a handsome building.

A little farther on Woodward Ave. reaches GRAND CIRCUS PARK, a square with trees and fountains. At the corner of Edmund Place, $\frac{1}{2}$ M. farther on, are the **First Unitarian* and *First Presbyterian Churches*, two fine Romanesque buildings of red stone. To the right, at the head of Martin Place, is the handsome *Harper Hospital*; and *Grace Hospital* is also seen to the right (cor. of Willis Ave. and John R. St.) a little farther on. To the left, a little higher up, is the *Detroit Athletic Club*. The N. end of Woodward Avenue and the adjoining streets form the principal residence-quarter of the town.

JEFFERSON AVENUE, which runs at right angles to Woodward Ave., crossing it $\frac{1}{5}$ M. from the river, contains many of the chief wholesale houses, and towards its N.E. end has also many pleasant residences. The site of Fort Pontchartrain (p. 299) was at the corner of Jefferson Ave. and Shelby St., two squares to the W. of Woodward Ave. To the E., on the left side of the street, are the *Academy of the Sacred Heart*, the R.C. *Cathedral of SS. Peter and Paul*, and the *Jesuit College*. Nearly opposite, at the corner of Jefferson Ave. and Hastings St., about $\frac{1}{2}$ M. to the E. of Woodward Ave., stands the **Museum of Art* (9-4, 25c., Sun., 2-4, free).

The chief contents of the Museum are the *Scrypps Collection of Old Masters* and the *Stearns Collection of Japanese, Chinese, and East Indian Curiosities*. The former contains a painting by *Rubens* (David and Abigail), pen-and-ink drawings by *Raphael* and *Michael Angelo*, and works ascribed to *Lippi*, *Pinturicchio*, *Masaccio*, *Beltni*, *Da Vinci*, *Matsys*, *Titian*, *Del Sarto*, *Correggio*, *Carracci*, *Guido Reni*, *Cuyp*, *Rembrandt*, *Temers*, *Murillo*, *Corn. de Vos*, *De Hoogh*, etc.

At Nos. 1022-1056 Jefferson Ave., near Elmwood St., are the large *Michigan Stove Works*.

In Atwater St., near this point, is the huge *Drug Manufactory of Messrs. Park, Davis, & Co.*

About 3 M. from Woodward Ave. we reach the bridge crossing an arm of the river to **Belle Isle*, which is about 700 acres in extent and forms a beautiful public park, with fine trees and still retaining many of its natural features unimpaired. In summer park carriages take visitors round for a small fee. Fine view of Lake St. Clair from its E. end. *Ferries*, see p. 299.

Among other points of interest in Detroit are **Elmwood Cemetery*, in the E. part of the city, about $\frac{1}{2}$ M. to the N.W. of Jefferson Ave.; and *Fort Wayne*, on the river, $3\frac{1}{2}$ M. to the S.W. of Woodward Ave. (tramway through Fort St.), garrisoned by a few companies of U. S. troops. — A new *County Building* is in course of erection on the block bounded by Congress, Fort, Brush, and Randolph Sts. — A wide BOULEVARD has been constructed round the entire city, beginning and ending at the river-front.

Among favourite resorts in the vicinity are *Grosse Pointe*, on Lake St. Clair, 9 M. to the E., with the country-houses of many of the citizens; *St. Clair Flats*, a frequented shooting and fishing resort, with its hotels and cottages built on piles; *Windsor* (p. 298), *M. Clemens* (p. 301); *St. Clair Springs* (Hotel Somerville, \$ 2 $\frac{1}{2}$ -5; Oakland Hotel, from \$ 3); and *Put-in-Bay Islands* (p. 304).

From Detroit to Toledo, see p. 297.

FROM DETROIT TO LANSING AND GRAND RAPIDS, 153 M., railway (Detroit, Grand Rapids, & Western) in 4-5 hrs. — 23 M. *Plymouth*. — 85 M. Lansing (*Downey*, \$ 2-3½; *Hudson*, \$ 2-2½), the capital of the State, is a manufacturing city of (1894) 15,847 inhab., on the *Grand River*. Adjoining the Capitol is a statue of Gov. *Austin Blair*, erected in 1898. — 150 M. Grand Rapids (*Morton Ho.*, \$ 2½-4; *Livingston*, \$ 2½-4½), a busy city of (1894) 79,438 inhab., with fine water-power afforded by a fall of 18 feet on the Grand River (value of manufactures in 1890, \$ 20,000,000).

FROM DETROIT TO PORT HURON, 59 M., railway in 1¾ hr. — 22 M. *Mt. Clemens* (Avery, \$ 3-5; Egnew, Park, etc., \$ 2-4). — 59 M. *Port Huron*, see p. 304.

FROM DETROIT TO MACKINAC CITY (*Mackinac Island*), 290 M., railway in 13 hrs. — This railway traverses nearly the entire length of Michigan from S. to N., passing through one of the greatest 'lumbering' regions in America. 60 M. *Lapeer*; 87 M. *Vassar*, the junction of a line to (22 M.) *Saginaw City* (44,643 inhab. in 1894). — 108 M. *Bay City* (*Fraser Ho.*, \$ 2½-3), situated near the point where the *Saginaw* empties into *Saginaw Bay*, with (1894) 30,042 inhab. and a large trade in timber, fish, and salt. — 142 M. *Alger*; 227 M. *Gaylord*. — 290 M. *Mackinaw City* (Wentworth, \$ 2), with (1894) 448 inhab., lies at the N. extremity of Michigan, on the *Straits of Mackinac* (4 M. wide), which connect *Lake Michigan* (p. 304) and *Lake Huron* (p. 304). Steamers run hence, in connection with the trains, to *St. Ignace* (p. 332), on the opposite side of the Straits, and to (8 M.) *Mackinac Island* (see below), while others run to *Sault Ste. Marie* (p. 333), *Manistique*, etc.

Mackinac Island, a rocky and wooded little islet, 9 M. in circumference, contains a good deal of picturesque scenery in its narrow limits and has become a favourite place of summer-resort. Its fresh breezes, clear water, excellent fishing, and romantic legends are additional attractions. It is a military post of the United States and is reserved as a National Park. On the S. side of the island lies the picturesque village of *Mackinac*, with 750 inhabitants. On the cliff above it stands *Fort Mackinac*, and a little farther inland are the ruins of *Fort Holmes* (300 feet; 'Views'), built by the British. The largest hotel on the island is the *Grand Hotel* (1300 beds; \$ 3-5), on a bluff near the village; and good accommodation may also be obtained at the *Astor House* (\$ 2½-3), the *Mission House* (\$ 3), the *Murray* (\$ 2-3), the *Island House* (\$ 3), the *Mackinac* (\$ 2½-3), and other smaller inns and boarding-houses. Among the chief points of interest on the island are the *Arch Rock*, on the E. side, 150 ft. high; the *Lover's Leap*, 145 ft. high; *Robertson's Folly*, the *Guant's Causeway*, *Sugar Loaf Rock*, *Scott's Cave*, the *British Landing* (1812), etc. Excursions may be made to *St. Ignace* (p. 332), the *Cheneaux Islands*, *Bois Blanc Island*, etc. A steamboat tour round the island should also be made. The island was frequently visited by the early French travellers and remained in possession of France from 1610 to 1761, when it was ceded to Great Britain. It came into the hands of the United States in 1796, was taken by the English in 1812, and was restored to the United States in 1815. The *Astor House* (see above) was the headquarters of the *Astor Fur Co.*, founded by John Jacob Astor, in 1809-50. Comp. the 'Annals of Fort Mackinac', by D. H. Kelton, and 'Anne', by *Constance Fentimore Woolson*. — Mackinac Island is also reached from Detroit by steamer.

Beyond Detroit the line runs almost due W., across the State of Michigan. 268½ M. *Wayne Junction*; 280½ M. *Ypsilanti*, a paper-making town of (1894) 6126 inhab., on the *Huron River*, which we now follow. — 288 M. *Ann Arbor* (770 ft.; *American*, \$ 2-3; *New Arlington*, \$ 2), a flourishing, tree-shaded city of (1894) 11,069 inhab., situated on both sides of the *Huron River*, is the seat of the UNIVERSITY OF MICHIGAN.

This university, one of the most important educational institutes in the United States, is attended by about 3200 students, of whom 1/5 or 1/6 are women. It differs from the large Eastern universities in being a State

institution. It is richly endowed and has several fine buildings, good museums and laboratories, and a library of about 120,000 volumes.

327 M. *Jackson* (925 ft.; Hibbard, Ruhl, \$ 2-3), an industrial town on the *Grand River*, with (1894) 22,615 inhab., is the junction of lines to Lansing (p. 301). *Grand Rapids* (p. 301), etc. Beyond (337 M.) *Parma* we follow the wheat-growing valley of the *Kalamazoo River*. 372 M. *Battle Creek*. 395 M. *Kalamazoo* (Burdick Ho., \$ 2 $\frac{1}{2}$ -3), an agricultural centre with (1894) 21,054 inhab. and a Baptist College (175 students), is the junction of lines to *Grand Rapids* (p. 301) and *South Haven*. — Our line now runs to the left (S.) to (443 M.) *Niles*, on the *St. Joseph River* (4508 inhab. in 1894). — 469 M. *New Buffalo*. *Lake Michigan* now lies to the right. 479 M. *Michigan City*, with the state-prison for N. Indiana; 500 M. *Lake*; 515 M. *Hammond*. 522 M. *Kensington*; 530 M. *Hyde Park*.

536 M. *Chicago* (*Illinois Central Station*), see R. 48.

d. *Viâ Grand Trunk Railway.*

541 M. RAILWAY in 15-18 hrs. (fares as above). This line passes through the peninsular part of the province of Ontario, one of the most fertile districts in Canada. — Hand-baggage examined in crossing the *Niagara* and *St. Clair Rivers*. — For fuller details, see *Baedeker's Canada*.

From *Buffalo* (p. 211) we proceed to (24 M.) *Suspension Bridge* either by the N. Y. C. & H. R. R. or the *Erie R. R.* Thence we cross the river by the new *Single Arch Bridge* (p. 223). From the Canadian village of (24 $\frac{1}{4}$ M.) *Niagara Falls* (*Rail. Restaurant*) the line runs almost due W. At (34 M.) *Merritton* we pass through a tunnel below the *Welland Ship Canal* (p. 29²), the vessels in which may be seen sailing above our heads as we emerge. — 36 M. *St. Catharine's* (*Welland*, \$ 2), a prettily situated town (9170 inhab.) on the *Welland Canal*, with mineral springs. *Lake Ontario* is now frequently in view to the right. 50 M. *Grimsby Park*, with a Methodist camp-meeting ground, lies in a district producing immense quantities of peaches and other fruit.

68 M. *Hamilton* (255 ft.; *Royal*, \$ 2 $\frac{1}{2}$ -4; *Revere*, *St. Nicholas*, \$ 2; *Rail. Restaurant*), finely situated at the W. end of *Lake Ontario*, a busy industrial and commercial city of 50,348 inhab., is the junction of the railway to *Toronto*, which may also be reached by steamer. — 87 M. *Harrisburg* (735 ft.), the junction of various lines; 115 M. *Woodstock* (960 ft.). — 144 M. *London* (805 ft.; *Tecumseh Ho.*, \$ 2-3; *Grigg Ho.*, \$ 1 $\frac{1}{2}$ -2; *Rail. Restaurant*), an important agricultural and railway centre, with 31,977 inhab. and a considerable trade. — 203 M. *Sarnia* (*Bell Chamber*, *Vendome*, \$ 2), on *Lake Huron*, with 6693 inhabitants. We now pass from Canada to the United States (*Michigan*) by a **Tunnel*, 1 $\frac{1}{6}$ M. long, under the *St. Clair River*.

This was constructed in 1889-90 at a cost, including approaches, of \$ 2,700,000 (540,000 £). It consists of a cast-iron tube, with an inside diameter of 20 ft., and was designed by *Mr. Joseph Hobson*.

Central time is now the standard. 205 M. *Port Huron* (*Harrington*, \$ 2-5; *Huron Ho.*, \$ 2-2 $\frac{1}{2}$; *Rail. Restaurant*), with (1894)

18,140 inhab., lies on Lake Huron, at the mouth of the *Black River*, and carries on a trade of considerable importance (lumber, fish, etc.). The train now runs to the S.W. through Michigan. 251 M. *Lapeer* (p. 301). From (288 M.) *Durand* (Rail. Restaurant) a line diverges to *Grand Haven*, on Lake Michigan, whence a steamer plies in connection with the trains to *Milwaukee* (p. 319). 320 M. *Lansing* (p. 301); 365 M. *Battle Creek* (p. 302; Rail. Restaurant); 396 M. *Schoolcraft*; 442 M. *South Bend* (p. 297); 485 M. *Valparaiso* (Rail. Restaurant); 521 M. *Blue Island Junction*.

541 M. *Chicago* (*Dearborn Station*), see R. 43.

e. By Steamer.

It is possible to go the whole way from Buffalo to Chicago by water, through Lakes Erie, Huron, and Michigan, with one change of steamer. — The 'North West' and 'North Land', the two magnificent steamers of the NORTHERN STEAMSHIP Co. (each 336 ft. long, of 5000 tons burden, and accommodating 500 passengers), leave Buffalo (wharf at foot of Main St.) every Tues. and Frid. in summer at 9.15 p.m. (central time), reaching *Mackinac Island* in 1½ day. Here passengers for *Chicago* change steamers, while the Buffalo boats go on to (1½ day) *Duluth* (comp. p. 332). Through-fares to Chicago 1st class \$11.50, 2nd class \$10. The latter includes berths, but first class passengers have to pay extra for berths (to *Mackinac* from \$3 up). Meals are extra in each case; first-class passengers pay *à la carte*, second class, 35 c. per meal. Luggage up to 150 lbs. is free. Fares to *Cleveland*, \$2.50; to *Detroit*, \$4.25; to *Mackinac Island*, \$8, \$6.50; to *Sault Ste. Marie*, \$9, \$7; to *Duluth*, \$16.50, \$12.50. These steamers are admirably appointed in every way and afford most comfortable quarters. Gentlemen of modest requirements will find the second cabin very fair. The Northern S.S. Co. works in connection with the Great Northern Railway and offers a large choice of circular and other tours by land and water. — At *Mackinac Island* (see above) passengers for *Chicago* change to the steamer 'Manitou' (3000 tons) of the LAKE MICHIGAN AND LAKE SUPERIOR TRANSPORTATION Co., which reaches the 'Windy City' in one day more (from Buffalo 2½ days; meals on *Manitou* \$¾-1, berth from \$1). As the 'Manitou' does not call at *Milwaukee*, passengers for that city are sent on from Chicago by the GOODRICH LINE without extra charge.

The steamers of the ANCHOR LINE leave Buffalo (Atlantic Dock, foot of Evans St.) at 2.30 p.m. every Thurs and every alternate Mon. between May 1st and Nov. 1st for *Duluth*, which they reach in about 5 days (through-fare, including berth and meals, \$25). They call at *Erie*, *Cleveland*, *Detroit*, *Port Huron*, *Mackinac Island*, *Sault Ste. Marie*, *Marquette*, *Houghton*, and *Hancock*. At *Sault Ste. Marie* they connect with steamers for *Milwaukee* and (1 day) *Chicago* (through-fare from Buffalo \$19, incl. meals and berth). If the steamer 'Manitou' is taken at *Mackinac Island* the through-fare is \$17, not including meals or berths between *Mackinac* and *Chicago*.

The whole journey is apt to be rather tedious, but the traveller who is wearied of railway-travelling may be glad to make part of the distance by water. Stop-over checks are given by the Purser to first-class passengers on application. Warm wraps should be taken even in midsummer.

Some idea of the commerce carried on by the Great Lakes may be gathered from the fact that they are regularly traversed by a fleet of 5000 vessels of 1½ million tons' burden and manned by 40,000 men (all this exclusive of fishing-smacks, etc.) New vessels are built annually with a burden of about 120,000 tons. Comp. pp. 295, 299.

Buffalo, see p. 211. The steamer plies to the W. through *Lake Erie*, a description of which has been given at p. 212. The following are the points usually called at by the steamers of the Anchor Line,

and ample time to go ashore is generally allowed (consult the captain). [The vessels of the Northern S. S. Co. touch at Cleveland and Detroit only before reaching Mackinac.]

80 M. **Erie**, see p. 294. The picturesque harbour is protected by *Presque Isle*. Hither Commodore Perry brought his prizes after defeating the English fleet in 1813. — Beyond Erie the steamer runs near the well-wooded shore. *Ashtabula* (p. 294) is seen about noon.

175 M. **Cleveland** (p. 294), one of the most beautiful cities on the great lakes, is seen to advantage from the steamer *The Garfield Memorial* (p. 296) is conspicuous as we approach. Several hours are usually spent here. — Then the coast becomes more picturesque. *Sandusky* (p. 296) is the chief place passed before we leave Lake Erie. The *Put-in-Bay Islands*, near the mouth of the Detroit, are a favourite summer-resort (several hotels).

Detroit River, which we ascend on leaving Lake Erie, is 25 M. long and varies in width from 4 M. at its mouth to $\frac{1}{2}$ M. opposite Detroit. It generally presents a very animated scene (comp. p. 299).

285 M. **Detroit**, see p. 298.

We now pass *Belle Isle* (p. 300) by the Canadian channel and soon enter **Lake St. Clair** (530 ft.), a shallow lake, 25 M. in diameter and about 20 ft. deep. The intricate navigation of the shallow upper end is avoided by a canal $1\frac{1}{2}$ M. long. The lake is connected with Lake Huron by the *St. Clair River*, a strait 40 M. long.

355 M. **Port Huron**, see p. 302. Opposite, on the Canadian shore, lies *Sarnia* (p. 302). We pass above the tunnel mentioned at p. 302. Between *Fort Gratiot* and *Fort Edward*, just above Port Huron, the strait narrows to 330 yds.

Lake Huron, which we now enter, is 250 M. long, 50-200 M. wide, 23,800 sq. M. in area, 580 ft. above the sea, and 300-1700 ft. deep. It contains about 3000 islands, and is often visited by violent storms. The steamer makes no stop before reaching —

620 M. **Mackinac Island** (p. 301), where passengers for Chicago change steamers (hotels, see p. 301). Those who wish to go on at once take the steamer 'Manitou', which makes close connection with the Buffalo boats; but there are several other steamers plying regularly between Mackinac Island and Chicago.

The steamer on which we have been travelling hitherto goes on through the beautiful *St. Mary's River* (65 M. long), connecting Lakes Huron and Superior, to (695 M.) **Sault Ste. Marie** (p. 333). Thence it traverses Lake Superior to (1065 M.; 3-5 days from Buffalo according to steamer) **Duluth** (p. 320) as described in the reverse direction in B. 53b.

The Chicago steamer passes through the *Straits of Mackinac* (p. 301), and enters **Lake Michigan** (590 ft. above the sea), the largest lake within the United States (360 M. long, 108 M. wide; greatest depth 900 ft.). Some of the steamers call en route at —

360 M. **Milwaukee** (see p. 319), about 16 hrs. from Mackinac, but the 'Manitou' (comp. p. 303) goes direct to Chicago. — 450 M. **Chicago** (see p. 308).