

Werk

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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, *Æsculus 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.

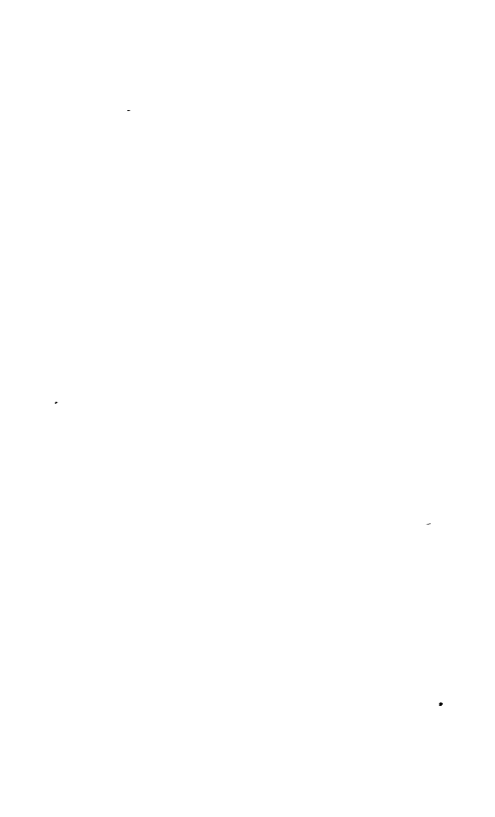
Hotels. **HOLLENDEN** (Pl. a; D, 2), Superior St., cor. of Bond St., a large house, Amer. plan \$3-5, R. on Europ plan from \$1; ***STILLMAN** (Pl. b; D, 2), pleasantly situated in Euclid Ave., good cuisine, from \$3½; **WEDDELL** (Pl. c; C, 2), Superior St., commercial, \$3-5; **COLONIAL**, in the Colonial 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.; *Boehmeke*, 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.

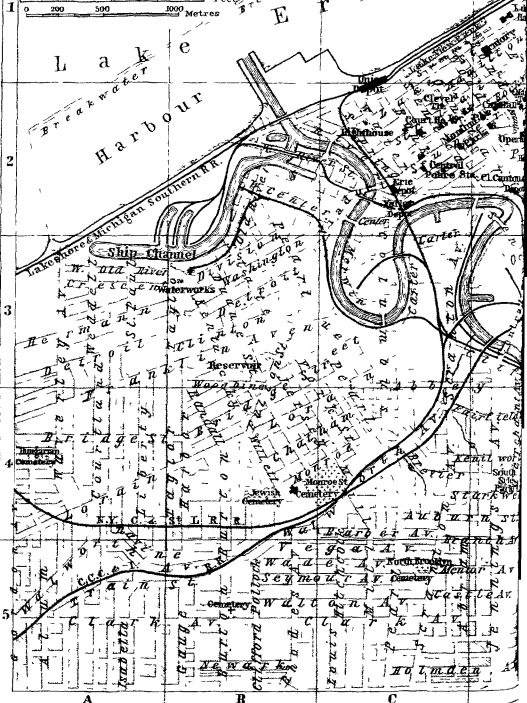
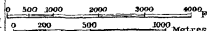
Places of Amusement. *Opera House* (Pl. D, 2), Euclid Ave.; *Lycæum Theatre* (Pl. C, 2); *Star Theatre* (Pl. D, 2); *Cleveland Theatre* (Pl. C, 2).

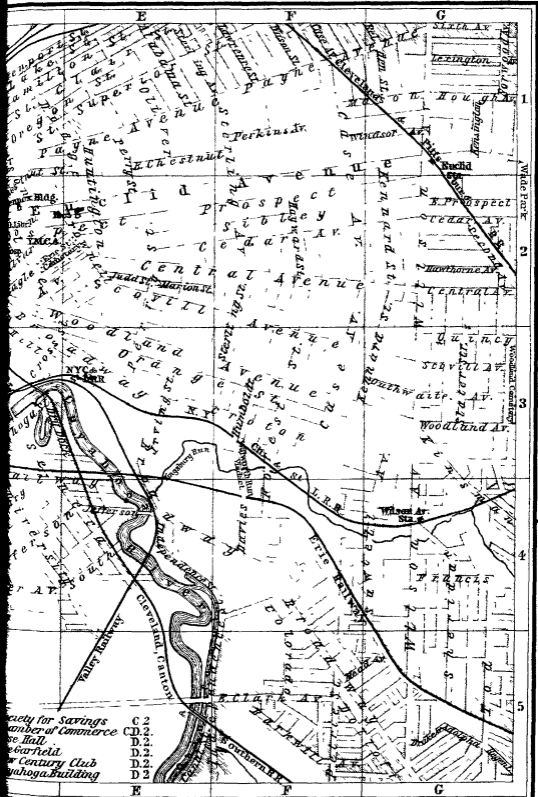
Post Office (Pl. D, 2), East Public Sq. —



CLEVELAND.

1 : 36,500





- Society for Savings
- Chamber of Commerce
- Ice Hall
- Garfield
- Century Club
- Yahoga Building

- C 2
- D 2
- D 2
- D 2
- D 2
- D 2

E

F

G



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.*, \$ 2 $\frac{1}{2}$ -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 2-2 $\frac{1}{2}$ 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*, \$ 2-2 $\frac{1}{2}$), 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 \$ 1 $\frac{1}{2}$ -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.