

## **Werk**

**Titel:** The United States with an excursion into Mexico

**Verlag:** Baedeker [u.a.]

**Ort:** Leipzig [u.a.]

**Jahr:** 1899

**Kollektion:** Itineraria

**Werk Id:** PPN242370497

**PURL:** <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG\_0160

**OPAC:** <http://opac.sub.uni-goettingen.de/DB=1/PPN?PPN=242370497>

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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.

*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*,