

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_0161

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

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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 Fenimore 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)