

Werk

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Niedersächsische Staats- und Universitätsbibliothek Göttingen
Georg-August-Universität Göttingen
Platz der Göttinger Sieben 1
37073 Göttingen
Germany
Email: gdz@sub.uni-goettingen.de

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,