

Werk

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47. From New York to Chicago.

a. Via Philadelphia and Pittsburg.

912 M. PENNSYLVANIA RAILROAD in 24-33 hrs. (fare \$ 24 25; continuous passage \$ 20; sleeper \$ 5). To the W. of Pittsburg we may go either via Crestline and Fort Wayne or via Columbus and Logansport (see R. 44). The *Pennsylvania Limited Train* on this route (fare \$ 29, incl. sleeper), starting from New York at 10 a. m. and reaching Chicago at 9.45 a. m. (central time) next day, consists entirely of Pullman vestibuled cars and offers every imaginable comfort to the traveller. It is provided with a dining-car, a library, a smoking and outlook car, a barber's shop, a bath, a ladies' maid, and a stenographer. Through-cars on the other trains also.

The various sections composing this route have been already described. From New York to (90 M.) *Philadelphia*, see R. 31; from Philadelphia to (444 M.) *Pittsburg*, see R. 37; from Pittsburg to (912 M.) *Chicago*, see R. 44. The most beautiful part of the route is that between Philadelphia and Pittsburg, most of which is traversed by the Limited Train by daylight.

b. Via Buffalo and Detroit.

There are various combinations by which this route can be effected. Through-carriages are run on the following:—

(a.) 976 M. NEW YORK CENTRAL AND HUDSON RIVER R. R. to (440 M.) *Buffalo* and MICHIGAN CENTRAL R. R. thence to (976 M.) *Chicago* in 24-32 hrs. (fare \$ 20, sleeper \$ 5).

(b.) 956 M. WEST SHORE RAILROAD to (429 M.) *Buffalo* and WABASH R. R. thence to (956 M.) *Chicago* in 27½-35 hrs. (fare \$ 18; sleeper \$ 5). Between *Suspension Bridge* and *Windsor* (see below) the line is operated jointly by the Grand Trunk and Wabash Railroads.

(a.) From New York to (440 M.) *Buffalo*, see R. 28 a; from Buffalo to (976 M.) *Chicago*, see R. 46 c. This line affords a good view of *Niagara Falls* (see p. 298).

(b.) From New York to (429 M.) *Buffalo*, see R. 28 b. From Buffalo to (454 M.) *Suspension Bridge* the Wabash route coincides with the Erie line as described in R. 28 d. Beyond *Suspension Bridge* it is parallel with R. 46 c., passing (472 M.) *Welland*, (500 M.) *Canfield Junction*, (529 M.) *Simcoe*, (551 M.) *Tilsonburg*, (576 M.) *St. Thomas*, (603 M.) *Glencoe*, (637 M.) *Chatham*, and (683 M.) *Windsor* (p. 298). — 684 M. *Detroit*, see p. 298. Beyond Detroit the Wabash R. R. runs to the S.W., passing through a rich farming country. 743 M. *Adrian*, see p. 297; 780 M. *Montpelier*. The line now turns to the W. 804 M. *Ashley-Hudson*; 820 M. *Wolcottville*; 876 M. *North Liberty*; 900 M. *Westville*; 914 M. *Crocker*; 939 M. *Englewood* (p. 307). — 956 M. *Chicago*, see p. 308.

c. Via Buffalo and Port Huron.

982 M. LEHIGH VALLEY RAILROAD to (463 M.) *Suspension Bridge* and GRAND TRUNK RAILWAY thence to (982 M.) *Chicago* in 26-33½ hrs. (fare \$ 18, sleeper \$ 5).

From New York to (463 M.) *Suspension Bridge*, see R. 28 e; from *Suspension Bridge* to (982 M.) *Chicago*, see R. 46 d.

d. **Viâ Buffalo and Cleveland.**

(a.) 980 M. NEW YORK CENTRAL RAILROAD to (440 M.) *Buffalo* and LAKE SHORE & MICHIGAN SOUTHERN R. R. thence to (980 M.) *Chicago* in 24-34 hrs. (fare \$ 20; sleeper \$ 5). The *Vestibule Limited Train* (comp. p. 305) on this route leaves New York at 5 p.m.

(b.) 952 M. WEST SHORE RAILROAD to (429 M.) *Buffalo* and NEW YORK, CHICAGO, & ST. LOUIS RAILROAD thence to (952 M.) *Chicago* in 27-36 hrs. (fare \$ 18; sleeper \$ 5).

(c.) 933 M. DELAWARE, LACKAWANNA, & WESTERN RAILROAD to (410 M.) *Buffalo* and NEW YORK, CHICAGO, & ST. LOUIS RAILROAD thence to (933 M.) *Chicago* in 27-35 hrs. (fare \$ 18; sleeper \$ 5).

(a.) From *New York* to (440 M.) *Buffalo*, see R. 28a; thence to (980 M.) *Chicago*, see R. 46a. This line runs along the S. shore of Lake Erie.

(b.) From *New York* to (429 M.) *Buffalo*, see R. 28c; from *Buffalo* to (952 M.) *Chicago*, see R. 46b.

(c.) From *New York* to (410 M.) *Buffalo*, see R. 28b; from *Buffalo* to (933 M.) *Chicago*, see R. 46b.

e. **Viâ Oswego and Suspension Bridge.**

978 M. NEW YORK, ONTARIO, & WESTERN RAILWAY to (325 M.) *Oswego* in 10 hrs.; ROME, WATERTOWN, & OGDENSBURG R. R. thence to (476 M.) *Suspension Bridge* in 4¼ hrs.; WABASH R. R. thence to (979 M.) *Chicago* in 13 hrs. (in all, 28 hrs.; fare \$ 18, sleeper \$ 5, reclining chair car free). — The trains start from the West Shore Station at Weehawken (p. 6; ferries from Franklin St. and W. 42nd St.).

Weehawken, see p. 56. As far as (52 M.) *Cornwall* the route coincides with that of the West Shore R. R. (R. 21c). Our line then diverges to the left (N.W.). 68 M. *Campbell Hall*, the junction of the Phil'a, Reading, & New England R. R. (p. 167) and of a line to Kingston (p. 169). Beyond (78 M.) *Middletown* (p. 217) the country is hilly and picturesque. 93 M. *Summitville*. We now skirt the S.W. side of the Catskills (p. 176). 118½ M. *Liberty*, with the well-known Loomis Sanitarium, for cases of incipient consumption. From (160 M.) *Cadosia* a branch-line runs to (54 M.) *Scranton* (p. 216). 179½ M. *Walton*, for *Delhi*; 203 M. *New Berlin Junction*, for *Edmeston*; 244 M. *Randallsville*, junction of a branch to (32 M.) *Utica* (p. 206). At (267 M.) *Oneida* (p. 214) we intersect the West Shore R. R., and at (298 M.) *Central Square* we cross the R. W. & O. R. R. (see below).

325 M. *Oswego* (*Doolittle Ho.*, \$ 2-3) is a busy flour-making city and port, with 21,826 inhab., on the shore of *Lake Ontario* (p. 302).

We now pass on to the Rome, Watertown, & Ogdensburg R. R., which skirts the S. shore of Lake Ontario. 363 M. *Wallington*; 393 M. *Windsor Beach*. From (394 M.) *Charlotte* a branch-line runs to (7 M.) *Rochester* (p. 210). 415 M. *Morton*; 471 M. *Lewiston*. — 476 M. *Suspension Bridge* (p. 214). Hence to (978 M.) *Chicago*, see R. 47b.

f. **Viâ Salamanca and Marion.**

998 M. **ERIE RAILROAD** in 27-36 hrs. (fare \$ 18, sleeper \$ 5). The solid through-train leaves New York at 2 p.m.

From *New York* to (332 M.) *Hornellsville* (1160 ft.), see R. 28 d. Our line here diverges to the left from the line to *Buffalo* (see p. 218). Beyond *Hornellsville* we traverse a farming district. 359 M. *Wells-ville* (1525 ft.). At (384 M.) *Cuba* (1700 ft.) we pass the culminating point of the route and begin to descend. From (396 M.) *Olean* (1440 ft.) to *Buffalo*, see p. 253. 408 M. *Carrollton* (1400 ft.).

414 M. **Salamanca** (185 ft.; *Keating, Dudley, \$ 2*), with 3692 inhab., is the junction of a line to (43 M.) *Dunkirk* (p. 294). Central time here becomes the standard. — 448 M. **Jamestown** (1320 ft.; *Sherman Ho., Humphrey Ho., \$ 2-3*), a city of 16,038 inhab., near the S. outlet of *Lake Chautauqua* (see below), and (453 M.) **Lakewood** (*Kent, Waldmere, \$ 4*), at the S. end of the lake, are frequented as summer-resorts.

**Lake Chautauqua* (1290 ft. above the sea; 725 ft. above *Lake Erie*), 18 M. long and 2 M. wide, is only 8 M. from *Lake Erie* but empties its waters into the Atlantic through the *Conewango, Allegheny, Ohio, and Mississippi*. It is surrounded by low hills. Steamers ply regularly from *Jamestown* and *Lakewood* to *Mayville* (p. 267), *Chautauqua* (see below), and *Point Chautauqua* (*Grand Hotel, \$ 3-3½*).

Chautauqua (*Hotel Athenaeum, 500 beds, \$ 2½-4*; numerous small hotels and boarding-houses), a pretty little place on the W. bank of the lake, is famous as the summer meeting-place (July & Aug.) of the **Chautauqua Assembly**, a huge system of home-reading circles and correspondence classes, which has spread all over the United States since its foundation by *Bishop Vincent* in 1878. It has had about 200,000 members. The *National Home Reading Union* of England has been founded on the same model. The public buildings of *Chautauqua* include assembly-halls, lecture-rooms, club-houses, a museum, a gymnasium, and a model of *Palestine*, 300 ft. long. The *Summer School* has classes in language, literature, science, art, and music, taught by upwards of 50 instructors from various American colleges and universities. A so-called '*Citizen Tax*' is levied on all frequenters of the *Chautauqua Summer Assembly* (above twelve years of age): 40 c. per day, \$ 1½ per week, \$ 5 per season. The tuition fees are \$ 5 for one department, \$ 10 for two or more. The official address of the Assembly is P. O. Drawer 194, *Buffalo*. — The *Jamestown & Lake Erie R. R.* runs from *Jamestown* to *Chautauqua* and *Mayville* (comp. p. 267).

About 15 M. beyond *Jamestown* we enter *Pennsylvania*. Beyond (474 M.) *Corry* (1430 ft.; p. 254) we descend the valley of *French Creek*, passing several important petroleum-wells. 516 M. *Meadville* (1080 ft.; 9520 inhab.) is the junction of a line to (36 M.) *Oil City* (p. 267). Near (555 M.) *Orangeville* we enter *Ohio*. 572 M. *Youngstown*, the junction of a line to *Pittsburg* (p. 263); 589 M. *Leavittsburg* (890 ft.), the junction of a line to (49 M.) *Cleveland* (p. 294); 610 M. *Ravenna*, an agricultural and industrial town, with 3417 inhab.; 627 M. *Akron* (1005 ft.), a flour and woollen making city of 27,601 inhabitants. At (693 M.) *Mansfield* (1155 ft.; see p. 290) we intersect the *Pennsylvania* and *B. & O.* railroads. 729 M. *Marion* (960 ft.) is the junction for (84 M.) *Dayton* (p. 343) and (143 M.) *Cincinnati* (p. 344). 781 M. *Lima*; 825 M. *Decatur*; 856 M. *Hun-*

tington; 913 M. Monterey; 978 M. Hammond; 992 M. Englewood.

998 M. Chicago (Dearborn Station), see below.

g. Via Baltimore and Washington.

1048 M. BALTIMORE & OHIO RAILROAD in 31-33 hrs. (fare \$ 18; sleeper \$ 5). The *Vestibule Limited Train* (extra fare) leaves New York at 2 p.m. and arrives in Chicago at 9 p.m. on the following day.

From New York to (90 M.) Philadelphia, see R. 31b; from Philadelphia to (186 M.) Baltimore, see R. 40; from Baltimore to (226 M.) Washington, see R. 42; from Washington to (1048 M.) Chicago (Grand Central Station), see R. 45.

48. Chicago.

Plans. In the subjoined *General Plan* of Chicago (scale 1:100,000), referred to as Gen. Pl., clearness is aimed at by the omission of some of the streets. The important central section of the city is also given in a *Special Plan* (1:28,500), referred to in the text as Pl.

Railway Stations. *Illinois Central R. R.* (Pl. C, 5), at the S. end of Lake Park, also used by the C. C. C. & St. L. R. R., the C. & W. M. R. R., and the M. C. R. R. (suburban stations at the foot of Lake St., Pl. C, 2, and at the foot of Van Buren St., Pl. C, 3 — the latter underground); *Canal St. Union Depot* (Pl. A, 3), for the C. & A., C. B. & Q., C. M. & St. P., C. St. L. & P., and P. Ft. W. & C. R. R.; *Van Buren St. Depot* (Pl. B, C, 3), for the C. R. I. & P., the L. S. & M. S., and the N. Y. C. & St. L. R. R.; *Dearborn Station* (Pl. C, 4), cor. of Dearborn and Polk Sts., for the C. & G. T., A. T. & S. F., C. & E., C. & E. I., L. N. A. & C., C. & W. I., Chicago & Atlantic, St. L. & P., and Wabash R. R.; *Grand Central Depot* (Pl. B, 4), Harrison St., for the C. & N. P., the Chic. Gt. West., the B. & O. and Wis. Central lines; *Chicago & North-Western* (Pl. B, 1), cor. of Wells & Kinzie Sts., also used by the U. P. R. R. — *Cab* to the principal hotels, 1-2 pers. 50c.; hack (1-2 pers.) \$ 1 (comp. p. 309). *Parmeles's Omnibuses*, 50c. each.

Hotels. *AUDITORIUM (Pl. a; C, 3), a large building in Michigan Ave., facing the lake, with a very elaborate interior, \$ 3¹/₂-5. R. \$ 2-4; opposite

† Legend of Special Plan.

| | | | | | |
|--|-------|--|--------|-----------------------------------|-------|
| 1 Ashland B. | B 2 | 11 Siegel & Cooper Bldg | C 3 | 23 Monadnock | C 3 |
| 1a Art Institute | C 3 | 12 Fair Building | C 3 | 24 Monon | C 3 |
| Auditorium (see Pl. a) | C 3 | 13 First National Bank | C 3 | 27 A. M. Rothschild Bldg. | C 3 |
| 2 Board of Trade | B 3 | 14 German (Schiller) Theatre | C 2 | 28 Phenix B. | B 3 |
| 3 Central Music Hall | C 2 | 15 Grand Opera House | B C 2 | 29 Portland B. | C 2 |
| 4 Chamber of Commerce | B 2 | 16 Home Insurance B. | B 3 | 30 Pullman B. | C 3 |
| 5 Chicago Club | C 3 | 17 Hooley's Theatre | B 2 | 31 Rookery | B 3 |
| 6 " Opera House | B 2 | 18 McVicker's Theatre | C 2, 3 | 32 Royal Insurance Co. | B 3 |
| 7 " Burl. & Quincy R. R. Office | B 3 | 19 Manhattan | C 3, 4 | 33 Studebaker B. | C 3 |
| City Hall & County Court House | B 2 | 20 Marshall Field's Store | C 2 | 34 Tacoma B. | B 2 |
| 8 Columbia Theatre | B C 3 | 21 " Wholesale | B 3 | 35 Union League Club | B C 3 |
| 9 Columbus Memorial | C 2 | 22 Masonic Temple | C 2 | 36 Unity B. | C 2 |
| 10 Illinois Trust & Savings Bank | B 3 | | | 37 Women's Temple | B 3 |