

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.