

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_0008

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

Terms and Conditions

The Goettingen State and University Library provides access to digitized documents strictly for noncommercial educational, research and private purposes and makes no warranty with regard to their use for other purposes. Some of our collections are protected by copyright. Publication and/or broadcast in any form (including electronic) requires prior written permission from the Goettingen State- and University Library.

Each copy of any part of this document must contain these Terms and Conditions. With the usage of the library's online system to access or download a digitized document you accept the Terms and Conditions.

Reproductions of material on the web site may not be made for or donated to other repositories, nor may be further reproduced without written permission from the Goettingen State- and University Library.

For reproduction requests and permissions, please contact us. If citing materials, please give proper attribution of the source.

Contact

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

steamer may be reckoned at \$75-125 (15-25*l.*). The intermediate or second cabin costs \$30-65 (6-13*l.*), the steerage \$20-30 (4-6*l.*). The slowest steamers, as a general rule, have the lowest fares; and for those who do not object to a prolongation of the voyage they often offer as much comfort as the 'ocean greyhounds.'

The average duration of the passage across the Atlantic is 69 days. Passengers should pack clothing and other necessities for the voyage in small flat boxes (*not* portmanteaus), such as can lie easily in the cabin, as all bulky luggage is stowed away in the hold. Stateroom trunks should not exceed 3 ft. in length, 1½-2 ft. in breadth, and 15 inches in height. Trunks not wanted on board should be marked 'Hold' or 'Not Wanted', the others 'Cabin' or 'Wanted'. The steamship companies generally provide labels for this purpose. Dress for the voyage should be of a plain and serviceable description, and it is advisable, even in midsummer, to be provided with warm clothing. A deck-chair, which may be purchased or hired (4*s.*) before sailing, is a luxury that may almost be called a necessary. If bought, it should be distinctly marked with the owner's name or initials, and may be left in charge of the Steamship Co.'s agents until the return-journey. On going on board, the traveller should apply to the purser or chief steward for a seat at table, as the same seats are retained throughout the voyage. It is usual to give a fee of 10*s.* (2½ dollars) to the table-steward and to the stateroom-steward, and small gratuities are also expected by the boot-cleaner, the bath-steward, etc. The stateroom-steward should not be 'tipped' until he has brought all the passenger's small baggage safely on to the landing-stage — Landing at New York, see pp 3, 6.

The custom-house officer usually boards vessels at the Quarantine Station (see p. 2) and furnishes blank forms on which the passengers declare any dutiable articles they may have in their trunks. The luggage is examined in the covered hall adjoining the wharf, where it is arranged as far as possible in alphabetical order by the initials of the owners' names (comp. p. 6). After the examination the traveller may hire a carriage to take himself and his baggage to his destination, or he may send his trunks by a transfer-agent or express man (see p. xxii) and go himself on foot or by tramway. Telegraph messengers and representatives of hotels also meet the steamers.

III. Railways. Steamers. Coaches. Tramways.

Railways. The United States now contain about 185,000 M. of railway, or nearly as much as all the rest of the world put together. The lines are all in private hands, and the capital invested in them amounts to about \$11,000,000,000 (2,200,000,000*l.*). Nearly 50 corporations report over 1000 M. of track each, while the Chicago & North Western System alone operates almost 8000 M. The total number of employees is not far short of 900,000. The railway mileage per 1 sq.M. of surface varies in the different states from about ⅓/10 M. in New Jersey and Massachusetts to about 1/120 M. in Nevada. Illinois has about 10,500 M. of railway, Rhode Island about 220 M. In 1896 the number of passengers carried was 511,772,737 and the average distance travelled by each was about 25 M.

The equipments of American railways are, as is well known, very different from those of European railways. Instead of comparatively small coaches, divided into compartments holding 6-8 people each, the American railways have long cars (like an enlarged tramway-car), holding 60-70 pers., entered by doors at each end, and having a longitudinal passage down the middle, with the seats on each side of it. Each seat has room for

two passengers. Local and short-distance trains, especially in the East, generally have one class of carriage only, but all long-distance trains are also furnished with drawing-room (parlor) cars by day and sleeping cars at night, which accommodate about 24-30 people in the same space as the ordinary cars and are in every way much more comfortable. Second-class and emigrant carriages are also found on some long-distance trains and in parts of the South and West, but scarcely concern the tourist. Smoking is not permitted except in the cars ("Smokers") specially provided for the purpose and generally found at the forward end of the train. Smoking compartments are also usually found in the parlor-cars. The parlor and sleeping cars are generally the property of special corporations, of which the Pullman and Wagner Palace Car Companies are the chief; but on a few railways they belong to the railway-company itself. The vexed question of whether the American or the European railway-carriage is the more comfortable is hard to decide. It may be said generally, however, that the small compartment system would never have done for the long journeys of America, while the parlor-cars certainly offer greater comfort in proportion to their expense than the European first-class carriages do. A *Limited Vestibuled Train*, such as that described at p. 305, comes measurably near the ideal of comfortable railway travelling, and reduces to a minimum the bodily discomfort and tedium of long railway-journeys. In comparing the ordinary American car with the second-class or the best third-class carriages of Europe, some travellers may be inclined to give the preference for short journeys to the latter. The seats in the American cars offer very limited room for two persons, and their backs are too low to afford any support to the head; a single crying infant or spoiled child annoys 60-70 persons instead of the few in one compartment; the passenger has little control over his window, as someone in the car is sure to object if he opens it; the window opens upward instead of downward; the continual opening and shutting of the doors, with the consequent draughts, are annoying; the incessant visitation of the train-boy, with his books, candy, and other articles for sale, renders a quiet nap almost impossible; while, in the event of an accident, there are only two exits for 60 people instead of six or eight. On the other hand the liberty of moving about the car, or, in fact, from end to end of the train, the toilette accommodation, and the amusement of watching one's fellow-passengers greatly mitigate the tedium of a long journey; while the publicity prevents any risk of the railway crimes sometimes perpetrated in the separate compartments of the European system. Rugs, as a rule, are not necessary, as the cars are apt to be over, rather than under, heated. Little accommodation is provided in the way of luggage-racks, so that travellers should reduce their hand-baggage to the smallest possible dimensions. — In the sleeping-car the passenger engages a *Half-Section*, consisting of a so-called 'double berth', which, however, is rarely used by more than one person. If desirous of more air and space, he may engage a whole *Section* (at double the rate of a half-section), but in many cases a passenger is not allowed to monopolize a whole section to the exclusion of those not otherwise able to find accommodation. Parties of 2-4 may secure *Drawing Rooms*, or private compartments. A lower berth is generally considered preferable to an upper berth, as it is easier to get into and commands the window; but, by what seems a somewhat illiberal regulation of the sleeping-car companies, the upper berth is always let down, whether occupied or not, unless the whole section is paid for. So far nothing has been done towards reserving a special part of the car for ladies, except in the shape of a small toilette and dressing room. — *Dining Cars* are often attached to long-distance trains, and the meals and service upon them are generally better than those of the railway-restaurants. The charge for a meal is usually \$1, sometimes 75 c. In the few instances where the *à la carte* system is in vogue, the prices are comparatively high; and this is also true of refreshments furnished from the buffets of sleeping or parlor cars. — Tickets are collected on the train by the *Conductor* (guard), who sometimes gives counter-checks in exchange for them. Separate tickets are issued for the seats in parlor-cars and the berths in sleeping-cars; and such cars

generally have special conductors. Fees are never given except to the coloured *Porters* of the parlor-cars, who brush the traveller's clothes and (on overnight journeys) boots and expect about 25c. a day. In America the traveller is left to rely upon his own common sense still more freely than in England, and no attempt is made to take care of him in the patriarchal fashion of Continental railways. He should, therefore, be careful to see that he is in his proper car, etc. The conductor calls 'all aboard', when the train is about to start, but on many lines no warning bell is rung. The names of the places passed are often not shown distinctly (sometimes not at all) at the stations, and the brakeman, whose duty it is to announce each station as the train reaches it, is apt to be entirely unintelligible. A special word of caution may be given as to the frequent necessity for crossing the tracks, as the rails are often flush with the floor of the station and foot-bridges or tunnels are rarely provided. Each locomotive carries a large bell, which is tolled as it approaches stations or level ('grade') crossings. — With the exception of the main line trains in the Eastern States, the speed of American trains is generally lower than that of English trains; and over a large portion of the South and West it does not exceed 20-25 M. per hour even for through-trains.

Fares vary so much in different parts of the country, that it is difficult to state an average. Perhaps 3-4c ($1\frac{1}{2}$ -2d) per mile will be found nearly correct on the whole, though in E. states the rate is frequently lower, especially for season, 'commutation' (good for so many trips), or mileage tickets, while in the S. and W. 4c. is often exceeded. The extra rate for the palace-cars ($\frac{1}{2}$ -1c. per mile) is low as compared with the difference between the first and third class fares in England, and the extra comfort afforded is very great. Return-tickets ('excursion' or 'round trip' tickets) are usually issued at considerable reductions (comp. also p. xxv). The 100 M. Tickets, from which the conductor collects coupons representing the number of miles travelled, is a convenient arrangement which European railways might do well to imitate. A distinction is frequently made between 'Limited' and 'Unlimited' tickets, the former and cheaper admitting of continuous passage only, without 'stopovers'; and the latter being available until used and admitting of 'stopovers' at any place on the route. Tickets may sometimes be obtained at lower than the regulation rates at the offices of the so-called 'Scalpers', found in all large towns; but the stranger should hardly attempt to deal with them unless aided by a friendly expert. In some states their business is illegal. Railway-fares change more frequently in the United States than in Europe, so that the continued accuracy of those given throughout the Handbook cannot be guaranteed. — At the railway-stations the place of the first, second, and third class waiting-rooms of Europe is taken by a *Ladies' Room*, to which men are also generally admitted if not smoking, and a *Men's Room*, in which smoking is often permitted.

Among the American *Railway Terms* with which the traveller should be familiar (in addition to those already incidentally mentioned) are the following. *Railroad* is generally used instead of railway (the latter term being more often applied to street-railways, i.e. tramways), while the word 'Road' alone is often used to mean railroad. The carriages are called *Cars*. The *Conductor* (often addressed as 'Captain' in the South and West) is aided by *Brakemen*, whose duties include attention to the heating and lighting of the cars. A slow train is called an *Accommodation* or *Way Train*. The *Ticket Office* is never called booking-office. Luggage is *Baggage*, and is expedited through the *Baggage Master* (see p. xvii). *Depot* is very commonly used instead of station, and in many places the latter word, when used alone, means police-station. Other terms in common use are: *turn-out* = siding; *bumper* = buffer; *box-car* = closed goods-car; *caboose* = guard's van; *freight-train* = goods train; *cars* = train; *to pull out* = to start; *way station* = small, wayside station; *cow-catcher* = tender in front of engine; *switch* = shunt; *switches* = points.

The railway-system of the United States is so vast that it is impracticable to produce such complete *Railway Guides* as those of European countries. The fullest is the *Travellers Official Guide*, a bulky volume

of 8-900 pp., published monthly at New York (50 c.) Other general monthly guides are *Rand-McNally's* (40 c.) and *Appleton's* (25 c.). Local collections of time-tables are everywhere procurable, and those of each railway-company may be obtained gratis at the ticket-office and in hotels. All the more important railway-companies publish a mass of 'folders' and descriptive pamphlets, which are distributed gratis and give a great deal of information about the country traversed. These are often very skilfully prepared and well illustrated.

Luggage. Each passenger on an American railway is generally entitled to 150 lbs. of luggage (baggage) free; but overweight, unless exorbitant, is seldom charged for. The so-called *Check System* makes the management of luggage very simple. On arrival at the station the traveller shows his railway-ticket and hands over his impedimenta to the *Baggage Master*, who fastens a small numbered tag, made of brass or cardboard, to each article and gives the passenger brass or cardboard 'checks' with corresponding numbers. The railway-company then becomes responsible for the luggage and holds it until reclaimed at the passenger's destination by the presentation of the duplicate check. As the train approaches the larger cities, a *Transfer Agent* usually walks through the cars, undertaking the delivery of luggage and giving receipts in exchange for the checks. The charge for this is usually 25 c. per package, and it is thus more economical (though a composition may sometimes be effected for a number of articles) to have one large trunk instead of two or three smaller ones. The hotel-porters who meet the train will also take the traveller's checks and see that his baggage is delivered at the hotel. In starting, the trunks may be sent to the railway-station in the same way, either through a transfer agent or the hotel-porter; and if the traveller already has his railway-ticket they may be checked through from the house or hotel to his destination, even though that be at the other side of the continent, 3000 M. away. Baggage, unaccompanied by its owner, may be sent to any part of the country by the *Express Companies* (comp. p. 15), which charge in proportion to weight and distance. The drawbacks to the transfer system are that the baggage must usually be ready to be called for before the traveller himself requires to start, and that sometimes (especially in New York) a little delay may take place in its delivery, but this may, of course, be avoided by the more expensive plan of using a carriage between the house and railway-station.

Steamers. Some of the American steamers, such as the *Fall River* and *Hudson* boats (pp. 74, 161), offer comforts and luxuries such as are scarcely known in Europe, and their fares are usually moderate. Where the fare does not include a separate stateroom, the traveller by night will find the extra expenditure for one (\$1-2) more than compensated. Meals are sometimes included in the fare and are sometimes served either *à la carte* or at a fixed price. Throughout the Handbook the traveller will find indicated the routes on which he may advantageously prefer the steamer to the railway.

Coaches, usually called *Stages*, and in some country-places *Barges*, have now been replaced by railways throughout nearly the whole of the United States, but in places like the *Yosemite* (p. 506), the *Yellowstone* (p. 427), and some of the other mountainous and rural districts the traveller is still dependent on this mode of conveyance. The roads are generally so bad, that the delights of coaching as known in England are for the most part conspicuously absent. The speed seldom exceeds 6 M. an hour and is sometimes less than this. The fares are relatively high.

Carriages. Carriage-hire is very high in the United States in