

Werk

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spite of the fact that both the price of horses and their keep are usually lower than in England. Fares vary so much that it is impossible to give any general approximation, but they are rarely less than twice as high as in Europe. When the traveller drives himself in a 'buggy' or other small carriage, the rates are relatively much lower.

Electric Tramways. Most of the cities of the United States now possess excellent systems of electric tramways, which enable the tourist to visit all the points of interest, urban and suburban, at a minimum expenditure of time and money.

IV. Plan of Tour.

The plan of tour must depend entirely on the traveller's taste and the time he has at his disposal. It is manifestly impossible to cover more than a limited section of so vast a territory in an ordinary travelling season, but the enormous distances are practically much diminished by the comfortable arrangements for travelling at night (comp. p. xx). Among the grandest natural features of the country, one or other of which should certainly be visited if in any wise practicable, are Niagara Falls (R. 29), the Yellowstone Park (R. 85), the Yosemite Valley (R. 102), Alaska (R. 106), and the Grand Cañon of the Colorado (p. 466). Along with these may be mentioned the cañons, mountains, and fantastic rocks of Colorado (RR. 93, 94), the grand isolated snow-covered volcanic cones of the Pacific coast (pp. 426, 446, 514, etc.), the Mammoth Cave of Kentucky (p. 356), the cavern of Luray (p. 379), the Natural Bridge of Virginia (p. 380), and the Shoshoné Falls (p. 444). Among the most easily accessible regions of fine scenery are the Adirondacks (R. 25), including the Ausable Chasm (p. 187), the White Mts. (R. 16), the Catskills (R. 24), Mt. Desert (R. 11), the Hudson (R. 21), and the Delaware Water Gap (p. 215). Visitors to the S., besides the climate and vegetation, will find much to repay them, especially in such quaint old cities as New Orleans (R. 83). California (RR. 95-104) abounds in objects of interest and beauty. The trip into Mexico (RR. 107-111) is well worth the making. Travellers who make the trip to the Pacific Coast and back will do well so to plan their journey as to include the wonderful scenery of the Denver & Rio Grande Railroad (R. 94), as well as a trip into the Yellowstone Park, while the W. part of the Canadian Pacific Railway, between Vancouver and Banff (about 600 M.; see *Baedeker's Canada*), offers the grandest railway scenery in North America. Most of the larger cities have their own special points of interest, and a visit to the national capital (p. 275) should by all means be made.

Where the territory included is so vast and the possible combinations of tours so endless, it may seem almost useless to attempt to draw up any specimen tours. The following, however, though not intrinsically better than hundreds of others, may serve to give the traveller some idea

of the distances to be traversed and of the average expenses of locomotion. It is, perhaps, needless to say that the traveller will enjoy himself better if he content himself with a less rapid rate of progress than that here indicated. A daily outlay of \$10-12 will probably cover all the regular travelling expenses on the under-noted tours; and this rate may be much diminished by longer halts.

a. A Week from New York.

(Railway Expenses about \$40.)

	Days
New York to <i>Albany</i> by steamer (R. 21a)	1
<i>Albany</i> to <i>Buffalo</i> and <i>Niagara Falls</i> (RR. 28, 29)	1 1/2
<i>Niagara Falls</i> to <i>Toronto</i> (see <i>Baedeker's Canada</i>)	1/2
<i>Toronto</i> to <i>Montreal</i> by Lake Ontario and the St. Lawrence (R. 30)	1 1/2
<i>Montreal</i> to <i>Boston</i> (RR. 15, 5)	2
<i>Boston</i> to <i>New York</i> (R. 4)	1/2
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Visits to the *Catskills* (R. 24), *Adirondacks* (R. 25), and *White Mts.* (R. 16) may easily be combined with the above tour. Or we may go from *Montreal* to *Quebec* (see *Baedeker's Canada*; 1/2 day) and thence to *Portland* (RR. 14, 9) or to *Boston* direct (R. 15).

b. A Fortnight from New York.

(Railway Fares about \$ 60.)

New York to <i>Niagara Falls</i> as above (RR. 21, 28, 29)	2 1/2
<i>Niagara Falls</i> to <i>Chicago</i> (R. 46)	1
<i>Chicago</i> (R. 48)	3
<i>Chicago</i> to <i>Washington</i> and at <i>Washington</i> (RR. 45, 43)	4
<i>Washington</i> to <i>Baltimore</i> (RR. 42, 41)	1
<i>Baltimore</i> to <i>Philadelphia</i> (R. 40)	1/2
<i>Philadelphia</i> , and back to <i>New York</i> (RR. 32, 31)	2
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c. Three Weeks from New York.

(Railway Fares about \$ 120.)

New York to <i>Chicago</i> as above (RR. 21, 28, 29, 46)	6 1/2
<i>Chicago</i> to <i>St. Louis</i> (RR. 56, 61)	1 1/2
<i>St. Louis</i> to <i>New Orleans</i> (RR. 64, 83)	2
<i>New Orleans</i> to <i>Jacksonville</i> (RR. 82, 76)	2
<i>Jacksonville</i> to <i>St. Augustine</i> (R. 77)	1
<i>St. Augustine</i> to <i>Richmond</i> (RR. 76a, 66)	1 1/2
<i>Richmond</i> to <i>Washington</i> (R. 66)	1/2
<i>Washington</i> , and back to <i>New York</i> as above (RR. 43, 42, 41, 32, 31)	5
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d. Six Weeks from New York.

(Railway Fares \$ 300-350.)

New York to <i>Chicago</i> as above (RR. 21, 28, 29, 46)	6 1/2
<i>Chicago</i> to <i>St. Paul</i> and <i>Minneapolis</i> (RR. 50, 51)	2
<i>St. Paul</i> to <i>Livingston</i> (R. 84)	1 1/2
<i>Yellowstone Park</i> (R. 85)	6
<i>Livingston</i> to <i>Portland</i> (R. 84, 103)	2
<i>Portland</i> to <i>San Francisco</i> (R. 103)	1 1/2
<i>San Francisco</i> , with excursions to <i>Monterey</i> , etc (RR. 95, 96)	5
<i>San Francisco</i> to the <i>Yosemite</i> and back (RR. 97, 102)	4
<i>San Francisco</i> to <i>Salt Lake City</i> (RR. 89, 94)	3
<i>Salt Lake City</i> to <i>Denver</i> via the <i>Marshall Pass</i> , with excursions from <i>Colorado Springs</i> to <i>Manitou</i> , etc. (RR. 94, 93)	5 1/2
<i>Denver</i> to <i>St. Louis</i> (RR. 91, 61)	2 1/2
<i>St. Louis</i> to <i>New York</i> (R. 10)	1 1/2
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e. Two Months from New York.

	Days
To <i>San Francisco</i> as above (R.R. 21, 23, 29, 46, 50, 51, 84, 85, 103, 95, 96)	24½
<i>San Francisco</i> to the <i>Yosemite</i> (R.R. 97, 102)	3½
<i>Yosemite</i> to <i>Los Angeles</i> (<i>Pasadena</i> , etc.; R.R. 97, 93, 99)	3½
<i>Los Angeles</i> via <i>Barstow</i> and <i>Flagstaff</i> to the <i>Grand Cañon of the Colorado</i> (R.R. 99, 93b)	3
<i>Flag-staff</i> to <i>Colorado Springs</i> (<i>Manitou</i> , etc.) with excursion to <i>Marshall Pass</i> from <i>Pueblo</i> (R.R. 93b, 94)	5
<i>Colorado Springs</i> to <i>Denver</i> (R.R. 94, 93a)	1
Excursions from <i>Denver</i> (R. 93a)	3
<i>Denver</i> to <i>Kansas City</i> and <i>St. Louis</i> (R. 91)	2½
<i>St. Louis</i> to <i>Cincinnati</i> (R. 6Jd)	1½
<i>Cincinnati</i> to <i>Washington</i> (R. 58d)	1
<i>Washington</i> , and thence to <i>New York</i> as in R. b (R.R. 43, 42, 41, 40, 32, 31)	6½
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The following table of the distances from New York of a few important points, together with the present railway fares and approximate length of the journey, may not be without interest. The fares are for first-class 'limited' tickets, but do not include sleeping-car rates.

San Francisco: distance 3500 M., fare \$75-82; time of transit 4½-5½ days — *Chicago*: 912-1048 M.; \$18-20; 24-32 hrs. — *New Orleans*: 1370 M.; \$31-34; 40 hrs. — *Jacksonville* (Florida): 99-101½ M.; \$29-30; 25-35 hrs. — *Cincinnati*: 760 M.; \$16-18; 22-26 hrs. — *St. Louis*: 106½ M.; \$21-27; 30-35 hrs. — *St. Paul*: 1330 M.; \$23-31; 37 hrs. — *Denver*: 2100 M.; \$45-50; 2½ days. — *Kansas City*: 1400 M.; \$29-32; 35 hrs. — *Montreal*: 400 M.; \$10; 12-15 hr. — *Philadelphia*: 90 M.; \$2½; 2-2½ hrs. — *Washington*: 228 M.; \$6½; 5-6½ hrs. — *Boston*: 215-230 M.; \$5; 5-6 hrs. — *Richmond*: 345 M.; \$9-10; 10 hrs. — *Salt Lake City*: 2475-2850 M.; \$58-62; 3-4 days. — *Los Angeles*: 3400 M.; \$79-82; 5-5½ days. — *Niagara Falls*: 460 M.; \$8-10; 9-12 hrs.

Excursion Agents. Travellers may sometimes find it advantageous to avail themselves of the facilities for tours in the United States offered by *Messrs. Raymond & Whitcomb* (296 Washington St., Boston, and 31 E. 14th St., New York), *Thomas Cook & Son* (261 and 1225 Broadway, New York), and *H. Gaze & Sons* (113 Broadway, New York). These firms have agencies in all the most frequented resorts throughout the country. *Raymond & Whitcomb* arrange for a large series of excursions in special vestibuled trains, under the care of one of their representatives, which relieve the inexperienced traveller of almost all the inconveniences of a journey in a strange land. The arrangements are made so as to afford the widest possible freedom of movement in every way, and the charges are reasonable. For the *Raymond* trip into Mexico, see p. 537. — Most of the railway-companies issue tickets for circular tours on favourable conditions, and some of them (such as the *Pennsylvania R.R.* and the *Burlington Route*) also arrange personally conducted excursions in special trains.

The **Pedestrian** is unquestionably the most independent of travellers, but, except in a few districts such as the *Adirondacks* (p. 183) and the *White Mts.* (p. 134), walking tours are not much in vogue in the United States, where, indeed, the extremes of temperature and the scarcity of well-marked footpaths often offer considerable obstacles. For a short tour a couple of flannel shirts, a pair of worsted stockings, slippers, the articles of the toilet, a light waterproof, and a stout umbrella will generally be found a sufficient equipment. Strong and well-tryed boots are essential to comfort. Heavy and complicated knapsacks should be avoided; a light pouch or game-bag is far less irksome, and its position may be shifted at pleasure. A more extensive reserve of clothing should not exceed the limits of a small portmanteau, which may be forwarded from town to town by express.