

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_0148

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

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Contact

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

34 M. *Westminster* (700 ft.); 49 M. *Bruceville* (415 ft.), for (17 M.) *Frederick* (p. 294). 69 M. *Blue Ridge* (1375 ft.), where the line crosses the summit of the Blue Ridge Mts., is the station for *Monterey Springs* (hotel). 70 M. *Buena Vista*, connected by tramway with (2 M.) *Buena Vista Spring Hotel*. — 71 M. *Pen-Mar* (1200 ft.; *Cascade Ho.*; *Imperial*), named from its situation on the boundary between *Pennsylvania* and *Maryland*, is one of the most popular resorts in the Blue Ridge Mts. A fine view of the *Cumberland* and *Shenandoah Valleys* (pp. 256, 379) is obtained from (2 M.) **High Rock* (2000 ft.), and **Mt. Quirauk* (2500 ft.) is another good view-point. — 72 M. *Blue Mountain House* (\$ 3½), a large and excellent hotel, is, perhaps, the best point for those who wish to stay a few days in the neighbourhood, being less invaded by the excursionist than *Pen-Mar*. — 75 M. *Edgemont* is the junction of the *Cumberland Valley* branch to *Chambersburg* (p. 260). 87 M. *Hagerstown* (p. 256); 98 M. *Williamsport* (p. 252). — 103 M. *Cherry Run*

FROM BALTIMORE TO HARRISBURG, 85 M., *Northern Central R. R.* in 2½-3½ hrs. — 7 M. *Hollins*; 46 M. *Hanover Junction*; 57 M. *York*; 83 M. *Bridgeport*. — 85 M. *Harrisburg*, see p. 255.

FROM BALTIMORE TO ANNAPOLIS, *Annapolis & Baltimore Short Line* (26 M.) in 1 hr., or *B. & O. R. R.* (38 M.) in 1½ hr. — The former skirts *Chesapeake Bay* (left), crossing several of its arms. The intermediate stations are unimportant.

26 M. *Annapolis* (*The Maryland*, \$ 2½; board, even for one night, at *Mrs. Kennedy's*, 78 Prince George St., *Mrs. Buchanan's*, Maryland Ave., and *Mrs. Handy's* and *Mrs. Iglesias*, Church Circle), the quaint and quiet little capital of Maryland, with 7604 inhab., is pleasantly situated at the influx of the *Severn* into *Chesapeake Bay*. It carries on a considerable trade in oysters. The traveller is advised to begin his visit with the **View from the dome* (200 ft. high) of the *State House* (apply to janitor), near the centre of the town. The *Senate Room* (to the right on entering) was the scene of Washington's surrender of his commission in 1783 and of the First Constitutional Convention in 1786. In front of the *State House* is a colossal *Statue of Chief Justice Taney* (1777-1864), by Rinehart. To the left is a *Statue of Gen. De Kalb* (1721-80). The *Old City Hotel* was once frequented by George Washington (adm. on application to janitor). Some of the old colonial houses and churches are interesting (comp. p. lxxxix), but the chief lion of Annapolis is the **United States Naval Academy*, founded in 1845 for the education of officers for the navy, as West Point (p. 168) was for army officers. The cadets, of whom there are about 250, are nominated in the same way as the West Point cadets and are under similar discipline. The course of instruction comprises four years at the Academy and two at sea. Among the chief points of interest for visitors are the *Old Ships*; old *Fort Severn*, now a gymnasium; the *Boat House*, with its rigging-loft ballroom; the *Seamanship House*, with its models; the *Steam House*, for instruction in everything connected with steamships; the *Armoury*; and the *Cadet Quarters*, with mess-rooms, etc. The drills, parades, and fencing take place after 4 p.m., when the 'recitations' (classes) end.

42. From Baltimore to Washington.

a. Via Baltimore & Potomac Railroad.

43 M. RAILWAY in 1½ hr. (\$1.20; parlor-car 25c.). This forms part of the *Pennsylvania* line from *New York* to *Washington* (228 M.; express in 5-6½ hrs., \$6.50; sleeper \$2, parlor-car \$1.25).

The trains start from the *Calvert* and *Union Stations* (see p. 268) and pass below the N.W. quarters of the city by a tunnel 1½ M. long. The country traversed is flat and uninteresting. 19 M. *Odenton* is the junction of a line to (14 M.) *Annapolis* (see above) and (18 M.) *Bay Ridge* (p. 273). 40½ M. *Navy Yard* (p. 287). In approaching

Washington we thread a tunnel 300 yds. long. Fine view of the Capitol to the right.

43 M. Washington, see below.

b. Via Baltimore & Ohio Railroad ('Royal Blue Line').

40 M. RAILWAY in $\frac{2}{3}$ -1 hr. (fares as above). Express from New York in 5 hrs. (fares as above).

Baltimore, see p. 268. At (9 M.) *Relay Station* the train crosses the fine *Washington Viaduct*, the oldest railway-bridge of stone in America, over the *Patapsco River*. From (18 M.) *Annapolis Junction* a line runs to (20 M.) *Annapolis* (see p. 274). 34 M. *Hyattsville*.

40 M. Washington, see below.

43. Washington.

Railway Stations. *Baltimore & Potomac (Pennsylvania) Railroad* (Pl. E, 4; restaurant), cor. of Sixth and B Sts.; *Baltimore & Ohio* (Pl. F, 3), cor. of New Jersey Ave. and C St. — *Hotel Omnibuses* meet the chief trains (25 c.). *Cabs* into the town, each pers. 25-35 c. (see below).

Hotels. *ARLINGTON* (Pl. a; D, 3), *Vermont Ave.*, \$5; *SHOREHAM* (Pl. b; D, 3), 15th St., \$4-5, R. \$1-3; *ARNO* (Pl. c; C, 3), 916 16th St., \$4-5, R. from \$1; *NORMANDIE* (Pl. d; D, 3), *McPherson Sq.*, from \$5, R. \$1-3; *THE COCHRAN* (Pl. s; D, 3), 14th and K Sts., \$5; *THE RALEIGH* (Pl. r; D, 3), cor. *Pennsylvania Ave* and 12th St., R. from \$1 $\frac{1}{2}$ commercial; *THE CAIRO* (Pl. p; C, 2), cor. of Sixteenth and Q Sts., \$3 $\frac{1}{2}$ -4; *WILLARD'S* (Pl. e; D, 3), cor. of *Pennsylvania Ave.* and 14th St., from \$3, R. from \$1; *EBBITT Ho.* (Pl. f; D, 3), F St., near 14th St.; *Riggs Ho.* (Pl. g; D, 3), cor. G and 15th Sts., \$3-5; *METROPOLITAN* (Pl. i; E, 4), *Pennsylvania Ave.*, 6th and 7th Sts., \$2 $\frac{1}{2}$ -4, these four old-established houses on the American plan, much frequented by politicians; *COLONIAL* (formerly *Wormley's*; Pl. h, D 3), cor. H and 15th Sts.; *WELLINGTON* (formerly *Welcker's*; Pl. k, D 3), from \$3, R. from \$1; *CHAMBERLIN* (Pl. l; D, 3), R. from \$1; *THE GRAFTON* (Pl. q; C, 2), *Connecticut Ave.*, from \$2 $\frac{1}{2}$; *GORDON*, 16th St., between H and I Sts.; *THE REGENT* (Pl. m; D, 3), cor. *Pennsylvania Ave* and 15th St.; *ST. JAMES* (Pl. o; E, 4), R. from \$1; *LA FETRA'S TEMPERANCE HOTEL*, cor. of G and 11th Sts., unpretending, \$2. Also numerous small *Family Hotels* and *Boarding Houses* (\$10-20 a week).

Restaurants. At the **Shoreham*, **Wellington*, *Chamberlin*, *Raleigh*, and other hotels on the European plan (see above); *Harvey*, 1016 *Pennsylvania Ave.* (steamed oysters, etc.); *Losekam*, 1325 F St.; *Hancock*, 1234 *Pennsylvania Ave.*, a quaint little place (men only), with a collection of relics; *Capitol Restaurants*, see p. 279; *Fussell*, 1425 *New York Ave.* (ice-cream, etc.); *La Fetra's Luncheon Rooms*, see above (frequented by ladies); restaurant of the *Pennsylvania Station* (see above).

Tramways (mostly on the 'underground trolley' system) and *Omnibuses* ('*Herries*') traverse many of the principal streets.

Cabs (Hacks and Hansoms). For 15 squares each pers. 25 c., each addit. 5 squares 10 c., at night (12.30-5 a.m.) 40 and 15 c.; per hr., 1-2 pers., 75 c., each addit. $\frac{1}{4}$ hr. 20 c., 3-4 pers. \$1 and 25 c., at night \$1, 25 c., \$1 $\frac{1}{4}$, 35 c. Two-horse Hacks, 1-4 pers., per. hr. \$1 $\frac{1}{2}$, each addit. $\frac{1}{4}$ hr. 25 c. To *Arlington* \$5, *Soldiers' Home* \$5, *Great Falls of the Potomac* \$20.

Steamers ply daily from 7th St. Wharf (Pl. E, 5) to *Norfolk* (p. 371), *Old Point Comfort* (p. 372), *Mt. Vernon* (see p. 289), and other river-landings; also, at irregular intervals (see daily papers), to *Baltimore* (p. 268), *Philadelphia* (p. 230), *New York* (p. 6), *Boston* (p. 81), etc. *Steam Ferry* hourly from 7th St. Wharf to *Alexandria* (p. 289; fare 15 c.).

Places of Amusement. *Lafayette Opera House* (Pl. D, 3), *Lafayette Sq.*; *Grand Opera House* (Pl. D, 3), 15th St.; *New National Theatre* (Pl.