

Werk

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Civil War; and *Wakefield* (74 M.; right), the birthplace of George Washington (1732-99), with a monument erected in 1897. At (105 M.) *Point Lookout* (left) we enter *Chesapeake Bay*. 184 M. *Fort Monroe*, see p. 372; 192 M. *Newport News*, see p. 371. — 196 M. *Norfolk*, see p. 371.

RAILWAY EXCURSIONS may be easily made from Washington to *Annapolis* (p. 274), *Harper's Ferry* (p. 292), the *Shenandoah Valley* (p. 379), etc. — From Washington to *Chicago*, see R. 45; to *Baltimore*, see R. 42; to *New York*, see R. 42; to *Richmond*, see R. 67; to *New Orleans*, see R. 70.

44. From Pittsburg to Chicago.

a. Viâ Crestline and Fort Wayne.

468 M. PENNSYLVANIA CO.'S LINES in 12½-14 hrs. (fare \$12, sleeper \$2½). — From New York to *Chicago* by this route, see R. 47a.

Pittsburg, see R. 39. The train crosses the *Allegheny River* (p. 266), runs through *Allegheny City* (p. 266), and follows the right bank of the *Ohio* for some distance. 25 M. *Rochester* (710 ft.), at the confluence of the *Ohio* and the *Beaver River*, which we now follow towards the N. (right). 30 M. *Beaver Falls*. Farther on we turn again to the W. (left) and beyond (45 M.) *Enon* (995 ft.) we enter *Ohio* (comp. p. 294). — 83 M. *Alliance* (1100 ft.) is the junction of a branch-line to *Cleveland* (p. 294). — 101 M. *Canton* (The *Hurford*, *Barnett Ho.*, \$2-2½), a city of 26,189 inhab., in a fine wheat-growing district, is the home of President *McKinley*. — 175 M. *Mansfield* (13,473 inhab.). — 189 M. *Crestline* (1170 ft.) is the junction of lines to *Toledo*, *Cleveland*, *Cincinnati*, *Indianapolis*, etc. — 201 M. *Bucyrus* (5974 inhab.), on the *Sandusky River*. Beyond (288 M.) *Van Wert* we enter *Indiana* (p. 297).

320 M. *Fort Wayne*, an important railway-centre (comp. p. 298). From this point the route is substantially the same as that described at p. 298. — 360 M. *Warsaw*, on the *Tipppecanoe River*; 384 M. *Plsmouth*; 415 M. *Wanatah*; 424 M. *Valparaiso* (p. 298). We now approach *Lake Michigan* (right). Various suburban stations.

468 M. *Chicago* (*Canal St. Station*), see R. 48.

b. Viâ Columbus and Logansport.

507 M. PITTSBURG, CINCINNATI, CHICAGO, & ST. LOUIS RAILWAY (Pennsylvania Co.'s 'Pan Handle Line') in 17-19 hrs. (fares as above).

Pittsburg, see R. 39. This line runs at first almost due W., crossing the narrow arm of *West Virginia* (p. 292), interposed between Pennsylvania and Ohio. Beyond (42 M.) *Wheeling Junction* we cross the *Ohio River* and enter *Ohio* (see above). 43 M. *Steubenville* (730 ft.; U. S. Hotel, *Imperial*, \$2-2½), an industrial city of 13,394 inhab. on the W. bank of the *Ohio*. 93 M. *Dennison*; 124 M. *Coshocton*; 138 M. *Trinway*, the junction of a line to *Cincinnati*.

193 M. *Columbus*. — Hotels. CHITTENDEN, \$3-5; GRAND SOUTHERN, \$2½-5; NEIL HO., \$2-3; PARK HOTEL, \$2-2½; SMITH'S EUROPEAN HOTEL; AMERICAN, \$1½-2. — Tramways traverse the principal streets. — Post Office, *Capitol Sq.*, cor. of *State St.* and *Third St.*

Columbus (745 ft.), the capital of Ohio, is a thriving city of (1890) 88,150 inhab. (now about 120,000). situated on the E. bank of the *Scioto River*. Its commerce is important, and it has manufactures of iron and steel goods, carriages, and agricultural implements (value in 1890, \$20,000,000). Its streets are broad and much better paved than is usual in American cities. *Broad Street*, in particular, affords a delightful drive of 7 M. over an asphalted roadway shaded with trees. — The *State Capitol* is a large and somewhat odd-looking building, surrounded with a small park full of tame grey squirrels. Other important buildings are the *Ohio State University* (1000 students), the *Central Ohio Lunatic Asylum*, the *Deaf and Dumb Asylum*, the *State Penitentiary*, the *U. S. Barracks* (in a pretty park), the *Court House*, the *Starling Medical College*, the *Idiot Asylum*, the *Blind Asylum*, and the *Board of Trade*. **Goodole Park*, at the N. end of the city, is prettily laid out.

From Columbus to Cincinnati, see p. 310. Railways also run hence to Toledo, Cleveland, Indianapolis, etc.

Beyond Columbus we pass numerous unimportant stations. 240 M. *Urbana* (3511 inhab.), a railway-centre; 266 M. *Piqua* (9090 inhab.). At (276 M.) *Bradford Junction* the railway forks, the left branch leading to Indianapolis (p. 339) and St. Louis (p. 349), while the Chicago line keeps to the right. At (297 M.) *Union City* we enter *Indiana*. 350 M. *Marion* (8769 inhab.). 386 M. *Anoka Junction* (p. 340). — 390 M. *Logansport* (605 ft.; *Burnett*, \$2¹/₂-3; *Johnston*, \$2), a city of 13,328 inhab., at the confluence of the *Wabash River*, *Eel River*, and *Wabash & Erie Canal*, is an intersecting point of several railways (comp. p. 340). — 415 M. *Winamac*: 466 M. *Crown Point*. — In entering Chicago this railway crosses the *Drainage Canal* (p. 313) by the largest swing-bridge in the world, 400 ft. long and 112 ft. wide; it is laid with eight tracks.

507 M. *Chicago* (*Canal St. Station*), see R. 48.

45. From Baltimore to Chicago.

360 M. BALTIMORE & OHIO RAILROAD in 27 hrs. (fare \$17, sleeper \$5). This line passes some fine scenery. — From New York to *Chicago* by this route, see p. 308.

From Baltimore to (40 M.) *Washington*, see R. 42. A good view of *Washington* is enjoyed as we leave it. The line runs towards the N.W. through *Maryland* (p. 256). Beyond (76 M.) *Dickerson's* the *Potomac* comes into sight on the left. At (83 M.) *Washington Junction*, or *Point of Rocks* (230 ft.), the train threads a tunnel below a promontory of the *Catoctin Mts*, a prolongation of the *Blue Ridge*.

This is the junction of a line to (15 M.) *Frederick* (8193 inhab.), the scene of *Barbara Frietchie's* exploit with the flag and *Stonewall Jackson* (see *Whittier's* poem and *Mrs. Caroline Dall's* book). *Francis Scott Key* (1779-1843), author of 'The Star-Spangled Banner' (p. 269), is buried in *Mt. Olivet Cemetery*, opposite the entrance of which is a handsome monument, by *Alex. Doyle*, erected to him in 1895.