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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.

Farther on the valley contracts and the hills grow higher. Near (92 M.) *Weverton* (250 ft.), the junction of a line to *Hagerstown* (p. 256), took place the battle of South Mountain (Sept. 14th, 1862). The scenery here is very picturesque. The train soon crosses the Potomac and enters *West Virginia* at —

95 M. *Harper's Ferry* (270 ft.; *Conner's*, \$2; *Morrell Ho.*, *Hill Top Ho.*, *Lockwood Ho.*, on the hill), magnificently situated on the point of land formed by the confluence of the Potomac and *Shenandoah*, with the *Maryland Heights* on the one side and the *Virginian* or *Loudon Heights* on the other. Pop. 1762, including *Bolivar*, whose name is widely celebrated through the famous raid of John Brown (see below), practically the first scene of the Civil War. The armoury and arsenal, destroyed during the Civil War, have not been rebuilt.

John Brown of Ossawatimie, at the head of a party of about 20 armed Abolitionists, entered Harper's Ferry by the bridge on the night of Oct. 16th, 1859, and took possession of the Arsenal, intending to liberate the negro-slaves and occupy the Blue Ridge as a base of hostilities against the slave-owners. The negroes, however, did not rise, and Brown and most of his companions were killed or captured, after two days' fighting, by a squad of U. S. Marines that had come to the aid of the Virginia militia. The small engine house in which John Brown made his last stand (known as 'John Brown's Fort') was removed to Chicago in 1893, but was brought back after the World's Fair and placed in a small park on the Shenandoah, about 4 M from Harper's Ferry. John Brown and six of his associates were hanged at Charlestown, 7 M. to the S W.

The visitor should ascend from the station to (5-10 min.) the top of the promontory (about 300 ft. above the river), which commands a fine view of the confluence of the rivers and of the gap made in the Blue Ridge by their combined waters bursting through it. Just below, on the Shenandoah side, is a curious pile of rocks known as *Jefferson's Rock*. We may follow the path along the Shenandoah (high above it) and then go on by road, passing the large *Storer College*, to (1 M.) the top of the ridge called *Bolivar Heights*, which commands a splendid view of the rich and fertile *Valley of Virginia* (*Shenandoah Valley*), backed by the *Allegheny Mts.*, 30 M. away. To the N. lies the battlefield of *Antietam* (p. 379). — A fine drive may be taken on the road round the promontory at the foot of the cliffs. — The ascent of *Maryland Heights* (1455 ft.; view) takes 1½ hr (bridle-path). We cross the bridge over the Potomac and turn to the left. About 2/3 of the way up we take the less promising path to the left.

Beyond Harper's Ferry the line leaves the Potomac for a time. 103 M. *Shenandoah Junction* is the junction for the railway through the Shenandoah Valley (see R. 69 b). 114 M. *Martinsburg*, the junction for Harrisburg, see p. 256. Farther on we cross *North Mt.* (550 ft.) and rejoin the Potomac (right), on the other side of which are the ruins of *Fort Frederick* (1765). The line hugs the winding stream, with the hills rising abruptly on each side. Beyond (184 M.) *Patterson's Creek* we cross the Potomac and re-enter Maryland. — 192 M. *Cumberland* (640 ft.; *Queen City Hotel*, with rail. restaurant, \$ 2-3), a city of 12,729 inhab., with large rolling-mills and glass-works.

Cumberland is the junction of a line to (150 M.) *Pittsburg* (p. 263), running viâ the picturesque *Foughtiogheny Valley*, *Connelville*, and *McKeesport*.

Our line turns to the S.W. and continues to follow the Potomac. The scenery is rugged and picturesque. Near (215 M.) *Keyser* (800 ft.)

we cross the river into West Virginia, but soon recross it. At (220 M.) *Piedmont* (930 ft.) we leave the river and begin the steep ascent of the *Allegheny Mts.* 223 M. *Frankville* (1700 ft.); 233 M. *Swanton Water Station* (2280 ft.); 237 M. *Attamont* (2620 ft.), the highest point of the line. The descent is more gradual, and we pass at first through a comparatively level district known as the *Glades*, on the crest of the *Alleghenies* and containing the headwaters of the *Youghiogheny*. 240 M. *Deer Park Hotel* (2440 ft.; \$ 3), a large summer-resort (\$ 3); 244 M. *Mountain Lake Park*; 246 M. *Oakland* (2370 ft.; Oakland, \$ 2½-4; Glades, \$ 2-3), another summer-resort amid beautiful scenery; 256 M. *Terra Alta* (2550 ft.). We now descend, passing through numerous cuttings and tunnels, to the *Cheat River Valley*, crossing the river at (267 M.) *Rowlesburg* (*View to the right). We now begin another steep ascent to the crest of *Laurel Hill*. 274 M. *Cassidy's Summit* (1855 ft.). Beyond (275 M.) *Tunnelton* (1820 ft.) we pass through the *Kingwood Tunnel*, ¾ M. long. 281 M. *Newburg* (1215 ft.). At (294 M.) *Grafton* (990 ft.; 3159 inhab.), on the *Tygart's Valley River*, we leave the mountains.

Our line (to Wheeling and Chicago) here diverges to the right from the line to Parkersburg, Cincinnati, and St. Louis (see R. 58 d) and runs towards the N.W., down the Tygart's River. Beyond (316 M.) *Fairmount* (875 ft.), at the head of navigation on the *Monongahela*, we ascend the picturesque ravine of *Buffalo Creek*, passing through the head of the pass (1150 ft.) by a tunnel. We then descend along a branch of *Fish Creek*, threading several tunnels. At (382 M.) *Moundsville* (640 ft.) we approach the *Ohio* (to the left).

The place takes its name from an *Indian Mound*, 70 ft. high and 820 ft. in circumference at the base, in which two sepulchral chambers were found, containing three skeletons (comp. p. 347).

At (389 M.) *Benwood* we cross the river and enter *Ohio*. Beyond this point we run by *Central Time* (p. xviii).

Wheeling (645 ft.; *Windsor*, \$ 2-3; *McClure Ho.*, \$ 2½-3), on the *Ohio*, 4 M. above Benwood, is the largest city in West Virginia (34,522 inhab.) and has manufactures of nails, iron, pottery, and glassware (value in 1890, \$11,540,000). It is an important railway centre (to Pittsburg, see p. 267).

390 M. *Bellaire* (655 ft.) lies on the *Ohio* side of the river, opposite Benwood (see above). — 468 M. *Zanesville* (710 ft.; Clarendon, \$ 2½-3½; Kirk Ho., \$ 2), a manufacturing city with 21,009 inhab., at the confluence of the *Muskingum River* and the *Licking River*. We cross the former river by a bridge 170 yds. long. — At (494 M.) *Newark* (820 ft.; Warden, \$ 2), with 14,270 inhab., we cross the *Pittsburg, Cincinnati, and St. Louis R. R.* (see p. 290). Our line runs N.W. to (556 M.) *Mansfield* (p. 290) and (582 M.) *Chicago Junction*, where it forks, the left branch leading to Chicago, the right to *Sandusky* (p. 296). The stations beyond this point are unimportant. 670 M. *Defiance*; 707 M. *Auburn Junction*; 748 M. *Milford Junction*; 840 M. *Rock Island Junction*; 841 M. *South Chicago*.

860 M. *Chicago* (*Grand Central Station*), see R. 48.

46. From Buffalo to Chicago.

a. Viâ Lake Shore & Michigan Southern Railroad.

540 M. RAILWAY in 13-18 hrs. (fare \$14; sleeper or parlor-car \$3). This line skirts the S. shore of Lake Erie. From *New York to Chicago* by this route, see R. 47d.

Buffalo, see R. 28a. Several small stations are passed. 32 M. *Silver Creek* was the home of Kitty, in 'A Chance Acquaintance', by W. D. Howells. At (40 M.) *Dunkirk* (Gratiot, \$2-3; Erie, \$2-2½) connection is made with the Erie R. R. (comp. p. 307). Pleasant views of Lake Erie to the right. 50 M. *Brocton Junction* (for Chautauqua, etc.), see p. 267. — 58 M. *Westfield* is the point of intersection with the 'Old Portage Road', a military route constructed by the French explorers in 1753. At (68 M.) *State Line* we pass into *Pennsylvania*. — 88 M. *Erie* (*Reed Ho.*, \$2-4½; *Liebel Ho.*, \$2-4½; *Union Depot Hotel*; *Massasauga Point*, on the lake), a lake shipping-port with a good harbour (enclosed by *Presque Isle*) and 40,464 inhab., occupies the site of a French fort built in 1749 and was the headquarters of Commodore Perry when he defeated the Anglo-Canadian fleet in 1813. It contains some handsome buildings, including the *Pennsylvania Soldiers' and Sailors' Home*, and has important manufactories of boilers and engines. It is the junction of lines to Philadelphia (p. 230), Pittsburg (p. 263), etc. — 103 M. *Garard* (p. 267). Beyond (108 M.) *Springfield* we enter *Ohio* (the 'Buck-eye State', so called from the buckeye-tree, *Aesculus flava* or *glabra*). 129 M. *Ashtabula* is the junction of a line to Oil City, Pittsburg, etc. 154 M. *Painesville* is also the junction of a line to Pittsburg. 161 M. *Mentor* was the home of President Garfield (d. 1881), whose large white house, now occupied by his widow, may be seen beyond the station, to the left. — In approaching Cleveland we pass through *Gordon Park* (p. 296).

183 M. **Cleveland.** — **Railway Stations.** *Union Depot* (Pl. C, 1, 2), at the foot of Bank St.; *Erie Depot* (Pl. C, 2), near the Viaduct; *New York, Chicago, & St. Louis Railroad* (Pl. E, 3), Broadway; *Cleveland & Canton Railroad* (Pl. D, 2), Ontario St.; *Valley Railway* (Pl. C, 2), S Water St.

Hotels. **HOLLENDEN** (Pl. a; D, 2), Superior St., cor. of Bond St., a large house, Amer. plan \$3-5, R. on Europ plan from \$1; ***STILLMAN** (Pl. b; D, 2), pleasantly situated in Euclid Ave., good cuisine, from \$3½; **WEDDELL** (Pl. c; C, 2), Superior St., commercial, \$3-5; **COLONIAL**, in the Colonial Arcade (p. 295); **FOREST CITY** (Pl. d; C, 2), Monument Park, \$2-3; **KENNARD** (Pl. e; C, 2), \$2-3; **AMERICAN** (Pl. f; C, 2), \$2-2½; **GARLOCK** (Pl. g; E, 2), 430 Euclid Ave., from \$2½; **LIVINGSTON** (Pl. h; D, 2), Euclid Ave., \$2-3; **HAWLEY HO.**, \$2.

Restaurants. **Hollenden*, see above; *Lennox*, Euclid Ave. and Erie St.; *Boehme*, 250 Erie St.; *Savarin*, Ontario St.; *Stranahan*, in the Arcade.

Electric Tramways traverse the chief streets in all directions and run to various suburban points. — **Cab** from station to hotel, each pers. 50c., incl. baggage; per hour, \$1½; other fares in proportion; 50 per cent. more after 11 p.m.

Places of Amusement. *Opera House* (Pl. D, 2), Euclid Ave.; *Lycæum Theatre* (Pl. C, 2); *Star Theatre* (Pl. D, 2); *Cleveland Theatre* (Pl. C, 2).

Post Office (Pl. D, 2), East Public Sq. —