

## Werk

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## 50. From Chicago to St. Paul and Minneapolis.

### a. Viâ Chicago, Milwaukee, & St. Paul Railroad.

420 M. RAILWAY to (410 M.) *St. Paul* in 13-14 hrs. and thence to (10 M.) *Minneapolis* in  $\frac{1}{2}$ - $\frac{3}{4}$  hr. more (fare \$11.50; parlor-car \$1, sleeper \$2) The fast mail line of this service is the route viâ *La Crosse*, described below; but some trains run viâ *Madison* and *Prairie du Chien* or viâ *Dubuque*

From Chicago to (85 M.) *Milwaukee*, see R. 49. The line now turns to the W. 99 M. *Brookfield* is the junction of the line viâ *Madison* (p. 323) and *Prairie du Chien* (see p. 324 and above), which diverges to the left.

Near *Palmyra*, on this route, is a curious rock in the shape of an elephant, supposed to have been hewn out by some prehistoric race.

118 M. *Oconomowoc*. — 130 M. *Watertown* (Commercial, Daub's, \$2), an industrial city on *Rock River* (good water-power) and the seat of the N.W. University (Lutheran; 150 students) and the Sacred Heart University.

Beyond *Watertown* our line runs to the N.W. 150 M. *Columbus*; 178 M. *Portage City* (Rail. Restaurant), a trading city with (1895) 5419 inhab., at the head of the navigation of the *Wisconsin*. 195 M. *Kilbourn City* (Finch Ho., \$2-2 $\frac{1}{2}$ ) is the starting-point for a visit to the fantastic \**Dalles of the Wisconsin* (comp. p. 445). 240 M. *Tomah*; 257 M. *Sparta*. — 283 M. *La Crosse* (650 ft.; *Cameron Ho.*, \$2 $\frac{1}{2}$ ; Rail. Restaurant), a flourishing city of (1895) 28,769 inhab. on the E. bank of the *Mississippi*, with 13 large saw-mills, annually turning 300,000,000 ft. of lumber into manufactured products, and an extensive supply business.

We now cross the *Mississippi*, here  $\frac{1}{3}$  M. wide, enter *Minnesota* (the 'North Star State'), and ascend on the W. bank of the river, through picturesque scenery (views to the right). 308 M. *Winona* (The *Winona*, \$2-4), with (1895) 20,649 inhab., is one of the most important grain-shipping points in the country. 341 M. *Wabasha* (Hurd Ho., \$2) lies near the foot of the beautiful expansion of the *Mississippi* known as \**Lake Pepin* (30 M. long and 3-5 M. wide). 353 $\frac{1}{2}$  M. *Lake City* (Lyon, \$2) and (360 M.) *Frontenac* (Lake Side, \$2) are two favourite resorts in this beautiful district (comp. p. 362). 370 M. *Red Wing*; 391 M. *Hastings*.

410 M. *St. Paul*, see p. 325. — 420 M. *Minneapolis*, see p. 327.

### b. Viâ Chicago & North-Western Railway.

418 M. RAILWAY to (408 M.) *St. Paul* in 13-14 hrs.; to (418 M.) *Minneapolis* in  $\frac{3}{4}$  hr. more (fares as above).

*Chicago*, see p. 308. The train runs to the N.W., passing various suburban stations. 63 M. *Harvard Junction*. We enter *Wisconsin* a little farther on. Beyond this point some trains run viâ (91 M.) *Beloit* (important college, with 450 students) and others viâ (91 M.) *Janesville* (cotton and woollen mills; trade in locally grown tobacco), re-uniting at (116 M.) *Evansville*.

138½ M. **Madison** (845 ft.; *Park Hotel*, \$2½-3½; *Capitol, Ogden*, \$2-2½; *Tonyawatha Springs Hotel*, 3 M. from the city, \$2-3), the capital of Wisconsin, a pleasant city of (1895) 15,950 inhab., situated between the beautiful *Lakes Mendota* and *Monona*. The *State Capitol* is a handsome building and contains a good library. The S. wing is occupied by the \**Wisconsin Historical Society*, the most important institution of the kind beyond the Alleghenies, which possesses a library of 190,000 vols., an art-gallery, and a valuable museum. The *University of Wisconsin*, finely situated on *University Hill*, overlooking Lake Mendota. is attended by 1700 students. Its observatory (the *Washburn Observatory*) is one of the best in America.

Beyond Madison we pass to the N. of the pretty *Lake Mendota* (see above). At (213 M.) *Elroy* we diverge to the left from the line to *La Crosse* (p. 322) and traverse a district of pine-forests. 321½ M. *Eau Claire*, with (1895) 18,637 inhab., the junction of the branch to *Duluth* (p. 330), is an important lumbering point at the head of navigation on the *Chippewa River*, which we cross here. 345 M. *Menomonie*. — 389 M. *Hudson*, with the *O. W. Holmes Sanitarium* (\$1½-2½), pleasantly situated on the E. bank of *Lake St. Croix*. An excursion may be made to the \**Dalles of the St. Croix*. We now cross the *St. Croix* and enter *Minnesota* (p. 322).

408 M. *St. Paul*, see p. 325. — 418 M. *Minneapolis*, see p. 327.

### c. Viâ Albert Lea Route.

529 M. CHICAGO, ROCK ISLAND, & PACIFIC R. R. to (222 M.) *West Liberty*; BURLINGTON, CEDAR RAPIDS, & NORTHERN R. R. thence to (413 M.) *Albert Lea*; MINNEAPOLIS & ST. LOUIS R. R. thence to (521 M.) *Minneapolis* and (529 M.) *St. Paul* (21 hrs.; fares as above).

*Chicago* (Van Buren St. Station), see p. 308. The train runs at first to the W.S.W. through a great prairie region, which offers comparatively little of interest to the stranger, except the sight of the growing wheat. — 40 M. *Joliet* (540 ft.; *Munroe, Palmer, St. Nicholas*, \$2), an agricultural and industrial centre with 23,364 inhab., on the *Des Plaines River*, is the terminus of the *Illinois & Michigan Canal* and the seat of the *Illinois State Penitentiary*. The immense plant of the *Illinois Steel Co.* covers 186 acres and is the centre of probably the most extensive manufacture of barbed wire in the world. In the vicinity are large limestone quarries, employing 3000 men. — 84 M. *Ottawa* (9985 inhab.); 99 M. *La Salle* (9855 inhab.); 159 M. *Geneseo*.

181 M. *Rock Island* (470 ft.; *Harper Ho.*, \$2-3; *Rock Island Ho.*, \$2; *Rail. Restaurant*), an important railway-centre and industrial town of 13,634 inhab., on the E. bank of the *Mississippi*. It lies at the foot of the *Moline Rapids*, which afford good water-power. The island in the river from which it takes its name, 970 acres in area, is occupied by a large \**United States Arsenal*.

The train now crosses the river by a fine bridge, enters *Iowa* (the 'Hawkeye State'), and reaches (182 M.) **Davenport** (*Kimball Ho.*, \$ 2-3; *St. James*, \$ 2-2½; *Black Hurst Inn*, for summer-visitors), an important commercial and grain-shipping city opposite Rock Island, with (1895) 30,010 inhab. and considerable manufactures. It is the junction of a line to *Kansas City* (p. 452). — Our train diverges to the right (N.) from the main line to Omaha at (222 M.) *West Liberty* (Rail. Restaurant) and traverses the great wheat-fields of N. Iowa. 259 M. *Cedar Rapids* (710 ft.; Grand, \$ 3-4; Clifton, \$ 2-2½) is a thriving town and railway-centre on the Cedar River, with (1895) 22,784 inhab., a large trade in dairy produce, and the car-shops of the B., C. R., & N. R. R. — 316 M. *Cedar Falls*. Beyond (396 M.) *Northwood* we enter *Minnesota*. 413 M. *Albert Lea* (1230 ft.; Winslow Ho., \$ 2) is a thriving little city (4158 inhab. in 1895). 512 M. *Hopkins*.

521 M. **Minneapolis**, see p. 327. — 529 M. **St. Paul**, see p. 325.

#### d. **Viâ Chicago Great Western Railway.**

430 M. RAILWAY in 14-17 hrs. (fares as above).

*Chicago* (Harrison St. Station), see p. 308. The train runs at first a little to the N. of W. 52 M. *Sycamore*; 126 M. *Stockton*. We reach the *Mississippi* at (167 M.) **Dubuque** (600 ft.; *Julien Ho.*, \$ 2½-4; *Allison*, \$ 2), the third city of *Iowa* and the chief industrial city of the state, with (1895) 40,574 inhab., large railway workshops, and the *Iowa Institute of Science and Arts*. It is the centre of the lead and zinc industries of the N.W. — 197 M. *Dyersville*. At (240 M.) *Oelwein* (1040 ft.) we diverge to the right (N.) from the main line to *Kansas City* (p. 452). 348 M. *Dodge Centre*.

420 M. **St. Paul**, see p. 325. — 430 M. **Minneapolis**, see p. 327.

#### e. **Viâ Chicago, Burlington, & Quincy Railroad.**

442 M. RAILWAY in 13½-20 hrs. (fares as above)

*Chicago* (Canal St. Station), see p. 308. 37 M. *Aurora* (650 ft., *Bishop Ho.*, \$ 2-2½), an industrial city with 19,688 inhab., claims to have been the first to light its streets by electricity (1881) and has the large workshops of the C. B. & Q. R. R. We diverge to the right (comp. p. 440) from the line to *Kansas City* (p. 452), *Omaha* (p. 438), and *Denver* (p. 458). 99 M. *Oregon*. We now follow the tracks of the Chicago, Burlington, and Northern Railroad. From (146 M.) *Savanna* (Rail. Restaurant) the line runs to the N. along the E. bank of the *Mississippi*, affording numerous fine views to the left. 172 M. *Galena Junction*, for (6 M.) *Galena*, a thriving little city (5635 inhab.) in an important lead-mining district. At (185 M.) *East Dubuque*, on the E. bank of the river, opposite *Dubuque* (also reached by trains of this line), we enter *Wisconsin* (p. 320). — 239 M. **Prairie du Chien** (620 ft.; *Commercial, Depot*, \$ 2), with (1895)

3286 inhab., was a French military post in the latter part of the 17th cent. and lies just above the mouth of the *Wisconsin River*. 299 M. *La Crosse* (Rail. Restaurant), see p. 322; 326 M. *East Winona* opposite Winona (p. 322). Numerous small stations.

432 M. *St. Paul*, see below. — 442 M. *Minneapolis*, see p. 327.

#### f. Viâ Wisconsin Central Railroad.

472 M. RAILWAY in 14 hrs. (fares as above) This route leads through the most productive white pine (*Pinus Strobus*) district in the world.

*Chicago* (Harrison St. Station), see p. 308. This line runs towards the N.E. and enters *Wisconsin* beyond (55 M.) *Antioch*. 98 M. *Waukesha* (p. 321). At (118 M.) *Rugby Junction* we join the Wisconsin Central line from Milwaukee (p. 319). — 156 M. *Fond du Lac* (Palmer, Windsor, \$ 2), a manufacturing city of (1895) 13,051 inhab., with a trade in lumber, lies at the S. end of *Lake Winnebago* (30 M. long and 10 M. wide), the W. shore of which we now follow. 174 M. *Oshkosh* (Athern, Tremont Ho., \$ 2-3 $\frac{1}{2}$ ), a city of (1895) 26,947 inhab., with saw-mills and factories, is the seat of the State Normal School and the State Insane Asylum. At (187 M.) *Neenah* we turn to the left (W.) and leave the lake. 249 M. *Stevens Point*, 303 M. *Abbotsford*; 358 M. *Chippewa Falls*, on the *Wisconsin*, with (1895) 9136 inhab. and a trade in lumber; 423 M. *New Richmond* 462 M. *St. Paul*, see below. — 472 M. *Minneapolis*, see p. 327.

## 51. St. Paul and Minneapolis.

*St. Paul* and *Minneapolis*, the 'Twin Cities' of the West, are so intimately associated with each other in all ways, that it is convenient to treat of them together. Though their centres are 10 M. apart, they have extended towards each other so as almost to form one large city with over 330,000 inhabitants.

**St. Paul.** — *Union Depot* (Pl. E, 2, 3), on the river, at the foot of Sibley St., used by most of the railways; *Broadway Depot* (Pl. E, 2), Broadway, between E. 4th St. and Prince St., the station of the N. P. R. R., also used by the Minneapolis & St. Louis R. R. and trains to St. Croix Falls.

**Hotels.** \*RYAN (Pl. a; D, 2), cor. Robert & 6th Sts., \$3-5, with good café-restaurant; ABERDEEN, cor. of Dayton and Virginia Sts., from \$3; MERCHANTS (Pl. c; E, 3), cor. E. 3rd & Jackson Sts., commercial, \$2-3; WINDSOR (Pl. d; C, 3), cor. 5th & St. Peter Sts., \$2 $\frac{1}{2}$ -5, a family house; METROPOLITAN, S.W. cor. of Washington and 4th Sts., \$2-3, R. from \$1; ASTORIA.

**Restaurants.** *Magee*, 347 Robert St.; *Neumann*, cor. 6th and Cedar Sts.; *Schebens*, 15 E. 5th St.; *Delicatessen*, Robert St., near 4th St.; at the *Ryan*, *Windsor*, and *Metropolitan* hotels (see above); \**Railway Restaurant*, at the Union Depot.

**Tramways.** St. Paul is traversed in all directions by an excellent system of electric and cable cars (fare 5c., incl. transfer to any intersecting line). — *Interurban Electric Tramway* to (10 M.) *Minneapolis*, starting at Wabasha & 5th Sts. (fare 10c.;  $\frac{3}{4}$ -1 hr.). — An electric line also runs from St. Paul to *White Bear Lake* (p. 327).