

Werk

Titel: The United States with an excursion into Mexico

Verlag: Baedeker [u.a.]

Ort: Leipzig [u.a.]

Jahr: 1899

Kollektion: Itineraria

Digitalisiert: Niedersächsische Staats- und Universitätsbibliothek Göttingen

Werk Id: PPN242370497

PURL: <http://resolver.sub.uni-goettingen.de/purl?PPN242370497>

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

LOG Id: LOG_0184

LOG Titel: St. Paul and Minneapolis

LOG Typ: chapter

Terms and Conditions

The Goettingen State and University Library provides access to digitized documents strictly for noncommercial educational, research and private purposes and makes no warranty with regard to their use for other purposes. Some of our collections are protected by copyright. Publication and/or broadcast in any form (including electronic) requires prior written permission from the Goettingen State- and University Library.

Each copy of any part of this document must contain these Terms and Conditions. With the usage of the library's online system to access or download a digitized document you accept the Terms and Conditions.

Reproductions of material on the web site may not be made for or donated to other repositories, nor may be further reproduced without written permission from the Goettingen State- and University Library.

For reproduction requests and permissions, please contact us. If citing materials, please give proper attribution of the source.

Contact

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

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).

Cabs. For 1 pers., 1 M. 50c., 1½ M. 75c., 2 M. \$1; each addit pers. 50c. for the whole hiring; per hr. \$1, each addit. hr. 50c., with two horses \$1½ and \$1.

Steamers ply to all points on the *Mississippi* (comp. p. 361).

Places of Amusement. *Metropolitan Opera Ho.* (Pl. D, 2); *Grand Opera House* (Pl. C, 3), 6th & St. Peter Sts.

Post Office (Pl. C, 3), cor. Wabasha & 5th Sts. (7-7; Sun. 9-10 a.m.).

British Vice-Consul, *Mr. Edward H Morphy.*

St. Paul (700-800 ft. above the sea), the capital of Minnesota, is finely situated at the head of navigation on the *Mississippi*, mainly on a series of terraces rising from the E. (or rather N.) bank. The business part of the town is well-built and regularly laid out, and the suburban quarters contain many fine streets and handsome residences. *St. Paul* is a great railway-centre, and by rail and river carries on a large wholesale and retail trade. The annual value of its industrial products in 1890 was \$32,600,000 (6,520,000*l.*). The population in 1895 was 140,292, including many Scandinavians.

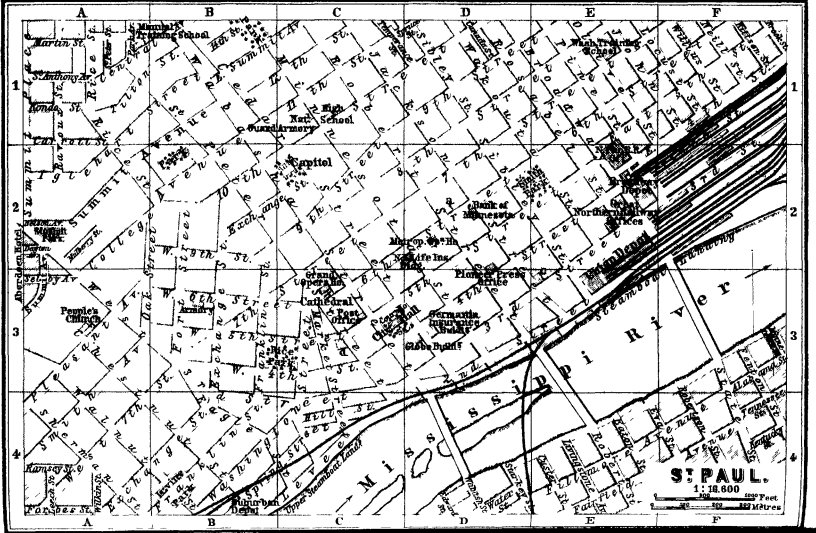
The first white settler, a Canadian voyageur, built a house here in 1838, and in 1841 the place received its name from a French priest. In 1854, when it received a city charter, it contained 3000 inhab., and since then its growth has been very rapid — A fine *Ice Carnival* is generally held here in winter.

The traveller in *St. Paul* may begin his visit by ascending to the top of the **Pioneer Press Office* (Pl. D, 2, 3), a 13-story building at the corner of 4th and Roberts Sts. (elevator). Another good view is obtained from the dome of the *Capitol* (Pl. C, 2; hard to climb; key on groundfloor). The library of the *State Historical Society*, in the *Capitol*, contains 30,000 books, 32,000 pamphlets, and many patriotic curios and historical relics. The *State Law Library* has 25,000 volumes.

A new *State Capitol* is now being constructed a little to the N. of the present building (beyond Pl. B, 1), but it will not be completed for some years. This is to be a large and handsome edifice of granite and Georgia marble, surmounted by a lofty central dome. Its cost, including site, is estimated at two million dollars. The architect is *Mr. Cass Gilbert.*

A little to the S. of the *Capitol* are the *Post Office* (Pl. C, 3) and the *City Hall* (Pl. C, 3), the latter a large and handsome building, erected at a cost of \$1,000,000 and containing the *Public Library* (45,000 vols.). — Among other important buildings in the business-quarter are the *New York Life Insurance Building* (Pl. C, 2), cor. 6th & Minnesota Sts.; the *R. C. Cathedral of St. Paul* (Pl. C, 3), 6th St., cor. of St. Peter St.; the *High School* (Pl. C, 1), cor. 10th & Minnesota Sts.; the *National Guard Armoury* (Pl. C, 1), opposite the last; the *Globe Building* (Pl. D, 3), 4th St., cor. Cedar St.; the *Germania Life Insurance Office* (Pl. D, 3), opposite the last; the *Bank of Minnesota* (Pl. D, 2); the odd-looking *People's Church* (Pl. A, 3); and the *Great Northern Railway Offices* (Pl. E, 2).

The finest residence-street is **SUMMIT AVENUE* (Pl. A, B, 1, 2), of which *Mr. Schuyler* writes that very few streets in the United States 'give in as high a degree the sense of an expenditure liberal without ostentation, directed by skill, and restrained by taste'. It begins at *Wabasha St.* and runs from *Summit Park* (Pl. A, 2) along a high ridge.



A B C D E F

1

2

3

4

1

2

3

4

ST. PAUL.

1:18,600

100 Feet
30 50 100 Metres

The most prominent dwelling is the large brown-stone mansion of Mr. Hill, President of the G. N. Railroad, containing a good collection of paintings by Corot, Delacroix, Courbet, Troyon, Decamp, and other artists. — Near Summit Ave. is the extensive new *Roman Catholic Seminary of St. Thomas Aquinas*.

From Summit Ave. the visitor may descend to the **High Bridge**, a sloping bridge rising rapidly from the low N. (E.) bank of the Mississippi to the high bluffs on the S. (W.) side. It commands an excellent *View.

The *Indian Mounds*, at *Dayton's Bluff*, on the Mississippi, just to the E. of St. Paul, command a fine view of the city and river. *Carver's Cave*, in the bluff, was named from Capt. Jonathan Carver, who made a treaty with the Indians here in 1767 — *Lake Como* and *Como Park* lie about 3½ M. to the N W of the centre of the city (tramway). To the W. are the *State Fair Grounds*. — *Fort Snelling*, a U. S. military post, lies on the W. bank of the Mississippi, 6 M. above the city (C. M. & St. P. R. R.). — The *Minnehaha Falls* (see p. 329) may be reached from St. Paul by river (steamers in summer) or by the C. M. & St. P. R. R. — The State of Minnesota is thickly sown with lakes (7-10,000 in number, covering an area of 4160 sq. M.), and a number of these are within easy reach of St. Paul. Among the largest and most beautiful of these are *White Bear Lake* (10 M.; see p. 330), *Bald Eagle Lake* (11 M.; see p. 330), and **Lake Minnetonka* (20 M.; see p. 329).

From St. Paul down the Mississippi to *St. Louis*, etc., see R. 65.

Minneapolis (10 M.) may be reached from St. Paul by railway (1½ hr.) or by the Interurban Electric Tramway (p. 325; ¾ hr.).

Minneapolis. — *Union Depot* (Pl. C, 1), Bridge Sq., used by several railways; *Chicago, Milwaukee, & St. Paul* (Pl. C, D, 2, 3), Washington Ave.; *Minneapolis & St. Louis Railway* (Pl. A, 1), N. 3rd St. and Fourth Ave.

Hotels. ***WEST HOTEL** (Pl. a; A, B, 2), Hennepin Ave., cor. 5th St., S 3-5; **NICOLLET HO.** (Pl. b; B, 2), Washington Ave., S 2½-4, R. from \$ 1; **THE HOLMES** (Pl. c; A, 3), Hennepin Ave., S 2½-4, R. from \$ 1; **BRUNSWICK** (Pl. d; B, 3), from \$ 2; **NATIONAL**, \$ 2; **BELLEVUE**; **VICTORIA**.

Restaurants. *Scheik's*, 3rd St. S., near 1st Ave.; at the *Nicollet Ho.* (see above); **Railway Restaurant*, at the Union Depot; *Russell Coffee House*, 14 Fourth St. S.

Tramways and Cabs as in St. Paul (see p. 325).

Theatres. *Metropolitan Opera* (Pl. B, 3), 6th St.; *Lyceum* (Pl. A, 3), Hennepin Ave.; *Bijou* (Pl. B, 2), Washington Ave.

Post Office (Pl. B, 2), 3rd St. (7-7; Sun. 9-10 a.m.).

Minneapolis (700-800 ft. above the sea), the largest city in Minnesota and the chief flour-making place in the world, lies on both banks of the Mississippi, a little above St. Paul, at the point where the river descends over the *Falls of St. Anthony*. The population in 1895 was 192,833, including many Scandinavians. Minneapolis covers a larger area (54 sq. M.) than St. Paul and is not so much built up; but it contains many individual edifices that are unexcelled in the sister-city, while numerous trees and lawns add to its attractions.

Minneapolis owes its prosperity and rapid growth to the extensive and fertile agricultural district tributary to it, and to the splendid water power of the St. Anthony Falls, with an available perpendicular fall of 50 ft., yielding from 50,000 to 100,000 horse-power. The falls were named by *Father Hennepin* (p. 221) in 1680, but it was not till 1838 that the village of *St. Anthony*, now included in Minneapolis, was founded on the E. bank of the river. The settlement on the W. bank, which received the name

of *Minneapolis* (from *minne*, the Sioux for water, and the Greek *polis*), was founded in 1852 and became a city in 1867. In 1870 the population was 13,000, and in 1880 it was 46,000; while the next decade showed an increase of 252 per cent.

Its *Flour Mills*, about 25 in number, have a daily capacity of about 60,000 barrels and produce about 13 million barrels annually. Its *Lumber Mills* yearly cut 420-470 million ft. of timber. The total annual value of its manufactures, which also include iron goods, machinery, street-cars, etc., was estimated in 1896 at about \$120,000,000 (24,000,000!). Its trade is also very large, the chief import being grain and the chief exports flour and timber.

At the corner of Second Ave. South and 3rd St. stands the building of the **Guaranty Loan Building Co.* (Pl. C, 2), one of the best-equipped office-buildings in the United States, erected in 1888-90 at a cost of \$1,600,000. The roof (172 ft. high, tower 48 ft. more) is laid out as a garden (concerts in summer) and commands an excellent **View of the city* (**Restaurant on the 12th floor*). Adjacent is the *Post Office* (Pl. B, C, 2), in a Romanesque style.

We may now follow 3rd St. to the W. to HENNEPIN AVENUE (Pl. A-C, 1-3) and turn to the left. To the left, at the corner of N. 5th St., is the imposing *Lumber Exchange* (Pl. B, 2). To the right are the *West Hotel* (Pl. a; A, B, 2) and the *Masonic Temple* (Pl. A, 3). Farther on, at the corner of 10th St., is the **Public Library and Art Gallery* (Pl. A, 3), a handsome Romanesque structure, with an ornate façade.

The *Library* (100,000 vols.) and *Reading Rooms* (open 8.30 a.m. to 10 p.m.) are on the first floor. Upstairs is the *Art Gallery* (10-12 & 1.30-6; Sun., 2-10), containing pictures, casts, bric-a-brac, etc. Among the pictures belonging to the Gallery are *De Neuville's* 'Storming of Tell el-Kebir' and examples of *David, Lefebvre, Bierstadt, Kauibach, and Washington Allston*. Among the Baker 'Incunabula' are two that belonged to Melancthon. — On the second floor are the collection of the *Minnesota Academy of Natural Sciences*. — The building also includes a *School of Art*.

Adjoining the Public Library is the **First Baptist Church* (Pl. A, 4). The **First Unitarian Church* (Pl. A, 3), at the corner of Mary Place and 8th St., is also a fine building.

At the other end of Hennepin Ave. are the old *City Hall* (Pl. B, 2), and the *Union Depot* (Pl. C, 1). The bridge at its foot leads to the pleasant *Nicollet Island* (Pl. C, 1). — Among other prominent buildings in the business-quarter are the new **Court House and City Hall* (Pl. C, 3), a handsome building in 4th St., between Third Ave. and Fourth Ave., completed in 1896 at a cost of \$4,000,000, with a tower 345 ft. high (**View of city*); the **New York Life Insurance Building* (Pl. B, 3), 5th St. and Second Ave., with an elaborate interior (containing a double spiral staircase inspired by the rood-screen of St. Etienne du Mont in Paris); the *Bank of Commerce* (Pl. B, 3), First Ave. South, cor. of 4th St.; the *Globe Building* (Pl. B, 2); and the *Chamber of Commerce* (Pl. C, 3), 3rd St. and Fourth Ave.

The *Flour Mills* of Minneapolis, perhaps its most characteristic sight, are congregated on the banks of the Mississippi, near *St. An-*

thony's Falls (Pl. D, 2; p. 327); and no one should leave the city without a visit to them. Previous application will generally secure admission to any of the larger mills. The 'roller' or Hungarian system is used here to the exclusion of the mill-stone.

Little is now to be seen of the *Falls*, which are 'cribbed, cabined, and confined' by dams, retaining walls, and a huge wooden 'apron'. Among the largest mills are those of the *Washburn-Crosby Co.*, on the right bank, with a production of 16 000 barrels a day. The *Pillsbury A Mill* (office in the Guaranty Loan Building), on the left bank, with a capacity of 10,700 barrels, is the largest single mill in the world. Comp. p. 325. — The *Gram Elevators*, with a capacity of 16½ million bushels, are also interesting. The *Union Elevator* alone has a capacity of 2½ million bushels.

A visit should also be paid to the **Lumber Mills**, the operations of which are of an extremely interesting nature. Most of them are on the river, above the town.

The mill of the *Bovey De Lattre Lumber Co.*, 3 M. above the city (Camden Place electric tramway), is a good specimen of a modern mill, cutting 25-30 million feet of timber yearly. The logs, each provided with its owner's mark, are floated down the river and guided as far as possible into their proper 'booms'. A certain mixture of logs is, however, inevitable; and this is adjusted by a sort of clearing-house arrangement by a class of State officials named 'scalers', who charge the stray logs against the yards they are found in. The logs are drawn up an inclined plane into the mill by an endless chain with large hooks, passed under the 'gangue' saw, and sawn into planks before they are well out of the water. Among the various improvements in machinery, with the object of minimizing the waste of sawdust, are the wonderfully delicate band-saws.

The **University of Minnesota** lies on the left bank of the river, between Eleventh and Eighteenth Avenues, S.E. It possesses various well-equipped buildings (*View from tower of main building) and is attended by about 2800 students (both sexes).

Among the finest residence-streets are *Summit Avenue* (to the S.W.), *Linden Avenue*, and *Harmon Place*.

Minneapolis is adjoined on the S.W. by several little lakes (*Lake Calhoun*, *Lake Harriet*, etc.), in connection with which a fine system of *Parks* and *Boulevards* has been constructed, affording opportunity for numerous pleasant drives. — About 5 M. to the S. (reached by C. M. & St. P. R. R. or by electric cars), in a pretty glen preserved as a town-park, are the graceful *Falls of the Minnehaha*, 50 ft. high, immortalized by Longfellow and only wanting a little more water to be one of the most picturesque cascades in the country. The smaller fall below has been nicknamed the *Minnetiggle*. On the opposite side of the creek is the *Minnesota Soldiers' Home* (fine grounds). About 2 M. below the falls is *Fort Snelling* (p. 327).

The most delightful resort near Minneapolis or St. Paul is **Lake Minnetonka* (920 ft. above the sea), which lies about 10 M. to the S.W. of the former city and is easily reached from either by railway. The lake is singularly irregular in outline, and with a total length of 12-15 M. has a shore-line of perhaps 150 M. It is surrounded with low wooded hills, and affords good boating and fishing. Steamers ply regularly between all the chief points. The most frequented resorts are the *Hotel Lafayette* (\$3-5), on the N. shore, reached by the G. N. R. R.; the *Lake Park Hotel* (\$3½); the *Hotel St. Louis* (\$3-4), on the S. shore, reached direct by the C. M. & St. P. R. R.; the *Chapman House*; and the *Hotel Harries* (\$2½). There are also small hotels and boarding-houses at *Excelsior*, *Wayzata* (p. 334; the nearest point to Minneapolis and the starting-place of the lake steamers), and other points. The *Upper Lake* is wilder and less accessible than the *Lower Lake*, but has simple hotel and boarding-house accommodation. The *Minnehaha* (see above) flows out of Lake Minnetonka.

FROM MINNEAPOLIS AND ST. PAUL TO SAULT-STE-MARIE, 494 M., *M., St. P., & S. Ste. M. Railway* in 15-16 hrs. (fare \$12; sleeper \$2.50). — This line runs to the N.W. through *Wisconsin* and *Michigan*. Stations unimportant. — 494 M *Sault-Ste-Marie*, see p. 333.

52. From St. Paul to Duluth.

152 M. ST. PAUL & DULUTH R. R. in 5-7 hrs. (fare \$4.30; sleeper \$1.50). — Other routes are the *Eastern Railway of Minneapolis (Great Northern R. R. System)* and the *Chicago, St. Paul, Minneapolis, & Omaha Railways*

St. Paul, see p. 325. The district traversed is comparatively uninteresting and most of the stations are unimportant. At first we traverse fields of Indian corn and afterwards tracts of unreclaimed forest. Soon after leaving St. Paul we pass between (12 M.) *White Bear Lake* (to the right) and (13 M.) *Bald Eagle Lake* (to the left), two favourite summer-resorts of the citizens of St. Paul (good hotels).

152 M. *Duluth* (610 ft.; *Spalding Hotel*, \$2½-5; *St. Louis*, \$2-3; *Tremont*, *St. James*, \$2), ambitiously termed the 'Zenith City of the Unsalted Seas', is finely situated on a bay at the W. end of *Lake Superior*, at the mouth of the *St. Louis River*, and contained 59,396 inhab. in 1895. In 1860 Duluth contained only 70 white inhabitants, and even in 1885 it had only 3470; it owes its rapid increase and its promise of future greatness to its situation at the head of the navigation of the Great Lakes and its extensive railway-connections with the rich agricultural states of the West and the iron regions to the N. (see below). It possesses a large harbour, entered by a short canal and lined with docks and warehouses, and carries on a very large trade in grain.

It is estimated that the annual receipts of wheat at Duluth amount to 60 million bushels, and of all kinds of grain (incl. flour reduced to bushels) 90 million bushels. About 2000 vessels enter and clear its harbour annually, bringing coal and taking away flour, copper, and iron ore. The lumber trade is also important.

A great part of Duluth is well and substantially built. Among the most prominent buildings are the *Schools*, the *Palladio*, the *First National Bank*, the *Lyceum Theatre*, the *Board of Trade*, the *Exchange*, and *St. Luke's Hospital*.

The **Boulevard Drive*, on the terrace at the back of the town (an old beach-line of *Lake Superior*), 4-500 ft. above the lake, affords splendid views of the town and lake.

FROM DULUTH TO TOWER AND ELY, 114 M., *Duluth & Iron Range R. R.* in 4½ hrs. — This line runs to the N.E., along the shore of *Lake Superior*, to the iron-shipping port of (27 M.) *Two Harbors* (1934 inhab. in 1895), and then strikes inland (N.W.), running through a district studded with small lakes (shooting and fishing) — From (70 M.) *Allen Junction* a branch line runs to (27 M.) *Eveleth*, in the *Mesabi Range* (p. 331). — 95 M. *Tower* (1265 inhab. in 1895), on *Lake Vermilion*, is the starting-point of the route (stage and road) to the *Rainy Lake Gold Fields* (through-fare from Duluth \$10) — The railway turns to the E. and runs through the *Vermilion*