

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_0190

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

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

Its position on the Soo Canal and at the convergence of several railways gives it a considerable commercial importance. To the E. lies *Fort Brady*, a U. S. military post. The St. Mary's River is crossed here by the fine bridge of the Canadian Pacific Railway. Frequent steam-ferries cross to the Canadian *Sault-Ste-Marie* (Algonquin Ho., \$ 2-3), which lags behind its American namesake in size and life.

One of the things to 'do' at the Soo is to shoot the *Rapids* in a canoe guided by an Indian, an exciting but reasonably safe experience (enquire at hotels) There is good trout-fishing above the Rapids and in the neighbouring streams, and the Indians catch whitefish with scoop nets below the Rapids. The island of *Mackinac* (p. 301) is easily reached from the Soo. From *Sault-Ste-Marie* to *Buffalo* by steamer, see R. 46e.

54. From St. Paul to Winnipeg.

a. Via Breckinridge.

506 M. GREAT NORTHERN RAILWAY in 18 hrs. (fare \$ 14.20, 2nd cl. \$ 11 35; Pullman car \$3; family tourist-car \$1). Through-tickets are issued to points on the Pacific Coast over this route ('Manitoba-Pacific Route') in connection with the *Canadian Pacific Railway* (comp *Baedeker's Canada*).

Harvest Excursion Trains from St. Paul to points in the Red River Valley are run at reduced rates in summer and autumn for visitors to the wonderful harvesting operations in this great wheat district (comp. p. 335).

St. Paul and (11 M.) *Minneapolis*, see R. 51. Our train now runs to the N.W. through the beautiful *Lake Park District* of Minnesota, thickly sprinkled with lakes (comp. p. 327). From (24 M.) *Wayzata*, at the E. end of **Lake Minnetonka* (see p. 329), a branch-line runs to *Hotel Lafayette* (p. 329) and (7 M.) *Spring Park*. Numerous small stations are passed, in a thriving farming district. 76 M. *Litchfield* (Brightwood, \$2), a summer-resort on *Lake Ripley*. — 102 M. *Willmar* is the junction of a line to *Sioux* ('Soo') *Falls* (*Cataract Ho.*, \$ 2-2½), in *South Dakota* ('Coyote State'), and *Sioux City* (*Hôt. Garretson, Mondamin*, \$ 2-3½), in Iowa.

The first of these has a large water-power from the *Big Sioux River* and contains 10,177 inhab. and extensive flour-mills. It is the seat of the *Dakota Penitentiary* and the *State Deaf and Dumb Institute*. — *Sioux City* is an important manufacturing centre with (1895) 27,371 inhab., a large foundry, and several pork and beef packing houses.

From (132 M.) *Benson* a line runs to *Watertown* and *Huron*. Other lines diverge to the W. and E. at (197 M.) *Tintah Junction*. At (214 M.) *Breckinridge* we reach the *Red River* (p. 335), which we cross to (215 M.) *Wahpeton* (960 ft.; 1510 inhab.), in *North Dakota* (p. 420), with the Red River Valley University.

Two lines of the G. N. R. ascend the Red River Valley, one on each side of the river. Through-trains generally follow that on the W. bank, which they reach on crossing from (259 M.) *Moorhead* (p. 335) to (260 M.) *Fargo* (900 ft.; p. 335), where the G. N. R. intersects the Northern Pacific R. R. (R. 84). We are here joined by the line running via *Fergus Falls* (p. 335). Fine fields of wheat are passed. — 339 M. *Grand Forks* (830 ft.; *Northern*, \$ 2-2½;

Ingalls Ho., \$2), with 4979 inhab., large lumber mills, and the *State University of North Dakota* (250-300 students), is the junction of the G. N. R. line to Montana described in R. 55. — 436 M. *Neche*, on the 49th parallel of N. lat., is the last station in the United States, and (437 M.) *Gretna* is the first station in Canada (custom-house examination). We now run over the tracks of the *Canadian Pacific Railway*, through a district peopled with Scots, French half-breeds, and Mennonites.

506 M. **Winnipeg** (*The Manitoba, Leland Ho.*, etc.), see *Baedeker's Handbook to Canada*.

b. Viâ Fergus Falls.

489 M. GREAT NORTHERN RAILWAY in 17½ hrs. (fares as above).

St. Paul and (11 M.) *Minneapolis*, see p. 325. The train ascends on the E. bank of the *Mississippi*, parallel to a track on the other side used by trains running towards *St. Paul*. 29 M. *Anoka* (3812 inhab. in 1895); 40 M. *Elk River*. — At (75 M.) *St. Cloud* (1030 ft.; *Grand Central*, \$2), a city of (1895) 9178 inhab., with large granite quarries, the two lines from *St. Paul* unite with that from *Duluth* (p. 330). It is also the junction of a line to *Willmar* (p. 334). — Farther on we pass through a country so thickly sprinkled with lakes that the line has often had to be led across them on trestles. From (119 M.) *Sauk Centre* a branch-line runs to the N. to (91 M.) *Park Rapids*. 132 M. *Osakis* (*Fair View, Lake Ho.*, \$2), on the pretty lake of that name, is a favourite resort of summer-visitors and anglers. 144 M. *Alexandria* (*Alexandria, Geneva Beach Ho.*, \$2), another summer-resort, has good fishing and shooting. 170 M. *Ashby* (*Hotel Kitson*, \$2½). At (189 M.) *Fergus Falls*, with (1895) 4497 inhab., the descent of the infant *Red River* is used by mills and factories. We now run through the interminable wheat-fields of the fertile **Red River Valley**, one of the principal wheat-growing regions of the world, its crop amounting in favourable years to 50 million bushels. Numerous grain-elevators are seen in all directions. 220 M. *Barnesville* is the point where the double line up the *Red River Valley*, mentioned at p. 334, begins. — 243 M. *Moorhead*, see p. 420. — 244 M. *Fargo*, see p. 420. Hence to (489 M.) **Winnipeg**, see p. 334.

c. Viâ Crookston and Pembina.

482 M. NORTHERN PACIFIC RAILWAY in 15 hrs. (fares as above).

From *St. Paul* to (225 M.) *Winnipeg Junction*, see p. 419. Our line here diverges to the right from the main line (R. 84) and runs to the N.W. through *Red River Valley* (see above). — 293 M. *Crookston* (p. 336); 320 M. *Grand Forks* (p. 334); 369 M. *Grafton*. Beyond (414 M.) *Pembina* we enter Canada. Hence to (482 M.) **Winnipeg**, see *Baedeker's Handbook to Canada*.

55. From St. Paul to Everett and Seattle.

1827 M. GREAT NORTHERN RAILWAY to (1794 M.) *Everett* and (1827 M.) *Seattle* in about $2\frac{3}{4}$ days (fare, 1st class \$50, 2nd cl. \$40; sleeper \$13 50, family tourist-car, \$5). This line, forming a new through route to the Pacific Ocean, was opened in the beginning of 1893. Through-carriages also run by this route to (1181 M.) *Helena* in 41 hrs. (fare \$40, sleeper \$8) and to (4254 M.) *Butte* in 45 hrs. (same fares). Free *Colonist Sleeping Cars* are also attached to all through-trains. — *Harvest Trains*, see p. 334.

The G. N. R. through-trains for *Portland* (1928 M.) follow this route to *Spokane* (p. 424) and run thence over the Oregon R. R. to *Umatilla* (see p. 424), where they join the route described at p. 445 (fares as given at p. 419).

From St. Paul to (220 M.) *Barnesville*, see R. 54 b. At (300 M.) *Crookston* we cross the *Red Lake River* and turn to the left (W.).

Some train-run from *Barnesville* to *Grand Forks* viâ *Fargo* (comp p. 334).

At (326 M.) *Grand Forks* (p. 334) we cross the *Red River* and the *Manitoba-Pacific* route (R. 54) and enter *North Dakota* (p. 420), continuing to traverse a great wheat-country and passing numerous small stations. — 415 M. *Devil's Lake* (1460 ft.; *Sevilla Ho.*, The *Oakwood*, \$2) lies on the N. shore of the large lake of that name, 50 M. long and 2-8 M. wide, with good bathing and fishing (pick-erel, etc.). On the S. shore lie *Fort Totten*, a U. S. military post (reached by steamer), and the *Cuthead Sioux Indian Reservation*. — From (433 M.) *Church's Ferry* and (472 M.) *Rugby* lines run N. to points in the *Turtle Mts.* At (491 M.) *Towner* and again at (532 M.) *Minot*, where we change to 'Mountain' time (p. xviii), we cross the *Mouse River*. At (654 M.) *Williston* we reach the *Upper Missouri River*, which flows to the left. 674 M. *Fort Buford*, an important military station, lies on the *Missouri*, opposite the mouth of the *Yellowstone* (p. 421). A little farther on we enter *Montana* (p. 421). 739 M. *Poplar*, a military post, with a large Indian school. Beyond (795 M.) *Nashua* we leave the *Missouri* and follow the *Milk River*, through a grazing district. 806 M. *Glasgow*; 866 M. *Bowdoin*; 906 M. *Savoy*. Near (941 M.) *Chinook* the *Bear Paw Mts.* and the *Little Rockies*, spurs of the *Rocky Mts.*, are seen to the left.

From (963 M.) *Havre* (2480 ft.) a line runs to the left (S.) to *Great Falls*, *Helena*, and *Butte* (see below).

FROM HAVRE TO (218 M.) HELENA AND (291 M.) BUTTE, *G. N. Railway* in 10-11 hrs. — This line actually quits the trunk line at (4 M.) *Pacific Junction* (p. 337). 8 M. *Fort Assinaboune*, amid the foot-hills of the *Bear Paw Mts.*, is one of the largest and best-equipped military posts in the United States, and has a garrison of nine companies. — 77 M. *Fort Benton*, on the *Missouri*, which the line now follows. — 120 M. *Great Falls* (3200 ft.; *Park Hotel*, \$ 2½-3½) is a brisk and growing little industrial city of (1896) 12,000 inhab., with large copper-smelting works. It derives its name and importance from the falls formed here by the *Missouri*, with a total descent of 500 ft. The river contracts here from a width of upwards of ½ M. to one of 300 yds and descends over the *Black Eagle Falls* (50 ft.), *Colters Falls* (12 ft.), *Crooked Falls* (20 ft.), *Rainbow Falls* (45 ft.), and *Great Falls* (92 ft.) Near *Rainbow Falls* is the *Giant Spring Fall*, formed by a spring or river bursting from the bank of the *Missouri*, 20 ft. above the channel. Branch-lines run S. from *Great Falls* to (64 M.) *Barber* and (87 M.)