

Werk

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capital of Louisiana, is a quaint old place with 10,478 inhab., on a bluff above the Mississippi. It contains the *Louisiana State University* and other State institutions. — Beyond Baton Rouge we skirt the Mississippi, with its low banks and levees, sugar-plantations, and picturesque planters' houses. 446 M. *Kenner*.

456 M. New Orleans, see p. 415.

After calling in Memphis at the *Poplar St.* and *Calhoun St. Stations*, the through-train from Cincinnati to New Orleans runs towards the S.E. 531 M. *Nonconah*; 542 M. *Nesbits*, 574 M. *Sardis*; 603 M. *Oakland*. — At (625 M.) *Grenada* (p. 361) we join the main line from Chicago. Hence to —

919 M. New Orleans, see p. 361.

64. From Chicago and St. Louis to New Orleans.

ILLINOIS CENTRAL R. R. from *Chicago* to (922 M.) *New Orleans* in 20 hrs. (fare \$ 23; through-sleeper \$ 6); from *St. Louis* to (708 M.) *New Orleans* in 24 hrs. (fares \$ 18; sleeper \$ 5).

The train from *St. Louis* runs via *Belleville* and *Pinckneyville* and joins the Chicago line (described below) at (73 M.) *Du Quoin* (see below)

From Chicago to (81 M.) *Gilman*, see R. 56a. Our line continues to run towards the S. 103 M. *Paxton*; 114 M. *Rantoul* (see p. 338); 128 M. *Champaign* (Rail. Restaurant), seat of the *Illinois State University* (1600 students) and junction of a line to *Decatur* (p. 383); 137 M. *Tolono*; 158 M. *Arcola*; 172 M. *Mattoon*; 199 M. *Effingham*; 214 M. *Edgewood*; 244 M. *Odin*. 252 M. *Centralia* (Rail. Restaurant) is one of the chief outlets of a rich fruit-growing country (4763 inhab.). — At (288 M.) *Du Quoin* we are joined by the line from *St. Louis* (see above). 308 M. *Carbondale*, a busy little industrial town (2382 inhab.). 329 M. *Anna* adjoins *Jonesborough*, a busy market for fruit and cotton. From (356 M.) *Mounds* a branch-line runs to (4 M.) *Mounds City*.

365 M. **Cairo** (*Halliday*, \$ 2½-3½; *Planters'*, \$ 2), a manufacturing city with 10,324 inhab., lies on a low flat tongue of land at the confluence of the *Mississippi* and *Ohio*. It has never, however, attained the commercial importance expected at its foundation. — The train crosses the *Ohio* by a fine bridge and enters *Kentucky*. 392 M. *Clinton*. At (406 M.) *Fulton* (p. 358) we are joined by the line from Cincinnati and Louisville (R. 63 c.) and enter *Tennessee*. The railway forks here, the right branch running to *Memphis*, while the left runs via *Jackson* (Tenn.) to *Grenada* (p. 361). The through-trains from Chicago, Cincinnati, and *St. Louis* to *New Orleans* follow the former route.

Jackson (*Arlington*, \$ 2-2½; *Robinson*, \$ 2), with 64,496 inhab., is a considerable cotton-market and carries on various industries. It lies 64 M to the S. of *Fulton*, and beyond it the line goes on via (47 M.) *Grand Junction* and (25 M.) *Holly Springs* (Rail. Restaurant) to (75 M.) *Grenada*, where it unites with the main line described in this route.

From *Fulton* our train runs towards the S.W. 424 M. *Moffatt*; 481 M. *Hennings*; 510 M. *Millington*; 524 M. *Frayser*.

527 M. **Memphis** (Rail. Restaurant), see p. 359. We stop here first at the Poplar St. and then at the Calhoun St. station. Two routes run hence to New Orleans, one viâ Vicksburg (p. 359), the other viâ Grenada. Our train follows the latter and runs towards the S.E. — 551 M. *Hernando*; 578 M. *Sardis*; 607 M. *Oakland*. — At (628 M.) *Grenada*, on the *Yalobusha River*, we rejoin the route we left at *Fulton* (see p. 360). 681 M. *Durant*; 717 M. *Canton*. — 740 M. **Jackson** (*Edwards Ho.*, \$2-3), the small capital of Mississippi (5920 inhab.), has a handsome *State House* and other public buildings. — 794 M. *Brookhaven*; 818 M. *McComb City*. — Beyond (835 M.) *Osyka* we enter *Louisiana*. 870 M. *Hammond*. In approaching New Orleans we cross the outlet of *Lake Maurepas* (right) and skirt *Lake Pontchartrain* (left). 915 M. *Pacific Junction*.
922 M. **New Orleans**, see p. 415.

65. From St. Paul to New Orleans by the Mississippi River.

The **Mississippi**, the 'Father of Waters', is one of the great rivers of the world, with a length of 2616 M (or, reckoned from the source of the Missouri, of 4191 M) and a drainage-basin nearly 1½ million sq. M. in area. It rises in the N. part of Minnesota, on the watershed between Hudson's Bay and the Gulf of Mexico, and is a stream 12 ft. wide and 2 ft. deep after issuing from *Lake Itasca*. At first it runs towards the N.E., but soon turns towards the S.E., and its general course afterwards runs nearly due S., though with many bends and curves. The principal tributaries are the *Missouri*, which joins it from the W. about 1330 M. from its source; the *Ohio*, which comes in from the E. 240 M. farther on; and the *Arkansas* (W.). The best scenery is between St. Paul and St. Louis, where the river frequently flows between lofty and picturesque bluffs, 100-600 ft. high and 1-5 M. apart. The finest reaches are between St. Paul and Dubuque. After its junction with the Missouri the waters of the Mississippi become yellow and turbid, and it flows mainly through a flat and monotonous alluvial plain. As we near the Gulf of Mexico the vegetation becomes more and more tropical in character, and the river finally loses itself in a wilderness of creeks, bayous, and swamps, reaching the gulf through several outlets. The width of the Mississippi from St. Paul to New Orleans seldom varies much from 3000 ft., except at the bends, where it sometimes expands to 1 M. or 1½ M. — The United States Government has spent many millions of dollars in improving the navigation of the Mississippi, which is still apt to be interfered with by shallows and mud-banks. The most important work was the construction of the famous *Eads Jetties* (see p. 365) at the mouth of the river. — The first European explorer of the Mississippi was *De Soto* (1541), who is supposed to have reached it a little below *Helena* (p. 364).

Though there is a considerable traffic of smaller vessels above the *Falls of St. Anthony* (p. 327), the navigation proper of the Mississippi begins at *St. Paul*, and travellers will find comfortable passenger-steamers plying all the way thence to (1981 M.) *New Orleans*. The steamers of the *Diamond Jo Line* leave *St. Paul* twice weekly in summer for *St. Louis*, which they reach in 3½ days (fare \$16, incl. berth and meals). At *St. Louis* they connect with the *St. Louis and New Orleans Anchor Line*, the boats of which ply weekly and reach *New Orleans* in 8 days (fare \$20). Reduced rates are charged for return-tickets. Comparatively few travellers will care to make the whole journey from *St. Paul* to *New Orleans*; but