

## **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\_0220

**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](mailto:gdz@sub.uni-goettingen.de)

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. 220 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

a day or two on the river will be found an agreeable change from the dusty railways. The boat-companies issue combination-tickets allowing any part of the journey the traveller selects to be traversed by railway; and liberal 'stop-over' privileges are granted on all tickets.

The commerce carried on by the Mississippi is very large. The vessels plying on that river and its tributaries number at least 8000, with an aggregate burden of about  $3\frac{1}{2}$  million tons, including over 1100 steamers, of 225,000 tons' burden. The amount of merchandise carried is about 30,000,000 tons.

In the following description of the voyage down the river only the more important places on the banks are mentioned. The distances are reckoned from St. Paul.

*St. Paul*, see p. 325. The steamer passes under five bridges. For the first 25 M. or so both banks of the river are in *Minnesota* (p. 322), but beyond the mouth of the *St. Croix River* (left) the E. bank is in *Wisconsin* (p. 320).

27 M. (right bank) *Hastings* (swing-bridge), see p. 322.

30 M. (l.) *Prescott* (swing-bridge), at the foot of *Lake St. Croix*, an enlargement of the river of that name.

52 M. (r.) *Red Wing* (see p. 322), with *Barn Bluff* (200 ft.). A little farther on the steamer traverses the beautiful expansion of the river known as \**Lake Pepin* (see p. 322). To the left rises the *Maiden Rock* (410 ft.), to the right is the bold round headland called *Point No Point*.

67 M. (r.) *Frontenac*, see p. 322. — 73 M. (r.) *Lake City* (p. 322). — 79 M. (l.) *North Pepin*. — 84 M. (r.) *Read's Landing* (pontoon bridge), at the lower end of *Lake Pepin* and opposite the mouth of the *Chippewa*. — 87 M. (r.) *Wabasha*, see p. 322. — 117 M. (l.) *Fountain City*. The next stretch of the river abounds in islands, and the flanking bluffs are very picturesque in outline. — 125 M. (r.) *Winona* (two bridges), see p. 322. — 137 M. (l.) *Trempealeau*, at the mouth of the *Black River*. \**Trempealeau Island*, 500 ft. high, commands a beautiful view. This is, perhaps, the most beautiful section of the Upper Mississippi.

156 M. (l.) *La Crosse* (two swing-bridges), see p. 322. The scenery continues to be attractive, while the towns and villages on the banks now follow each other in closer succession.

187 M. (l.) *Victory*. Nearly opposite is the boundary between *Minnesota* and *Iowa* (p. 324), where 'Black Hawk' met his final defeat. — 199 M. (r.) *Lansing* (*Iowa*). — 228 M. (l.) *Prairie du Chien* (pontoon-bridge), near the mouth of the *Wisconsin River* (see p. 325). — 231 M. (r.) *McGregor* (pontoon-bridge). — 252 M. (r.) *Guttenberg*. — 260 M. (l.) *Cassville*. — 289 M. (l.) *East Dubuque* (p. 324) lies in *Illinois* (p. 297), just beyond the frontier of *Wisconsin*. Nearly opposite rises *Eagle Point* (300 ft.).

290 M. (r.) *Dubuque* (two bridges), see p. 324. The bluffs now become lower and the scenery tamer. — 335 M. (l.) *Savanna* is connected with (337 M.; r.) *Sabula* (p. 438) by a railway-bridge.

355 M. (l.) *Fulton* (p. 358), *Lyons* (r.), and —

357 M. (r.) *Clinton* (p. 439) are connected by three bridges. —

Beyond (381 M.; r.) *Le Claire* we shoot the picturesque *Upper Rapids*, which extend hence to Rock Island.

397 M. (l.) **Rock Island** (p. 323) and (398 M.; r.) **Davenport** are united by the fine bridge mentioned at p. 324. A good view is obtained of the *Government Island* and *Arsenal*. — 426 M. (r.) *Muscataine* (bridge; Commercial, \$ 2), a thriving city with 11,432 inhab., carries on a brisk trade in timber, sweet potatoes, and melons. — 455 M. (l.) *Keithsburg* (bridge; 1484 inhab.).

480 M. (r.) **Burlington** (bridge), see p. 440. — 494 M. (l.) *Dallas City*. — 504 M. (r.) *Fort Madison* (bridge), see p. 451. — 512 M. (l.) *Nauvoo*, a place of 1450 inhab., was once a flourishing Mormon city with a population of 15,000 (see p. 478). — 515 M. (r.) *Montrose* lies at the head of the *Lower Rapids*, which extend hence to (527 M.; r.) **Keokuk** (bridge; *Keokuk Hotel*, \$ 2-3; 18,000 inhab.), at the mouth of the *Des Moines River*, here forming the boundary between Iowa and *Missouri* ('Bullion State'). — 531 M. (l.) *Warsaw* (2721 inhab.). — 551 M. (r.) *Canton* (2241 inhab.).

568 M. (l.) **Quincy** (bridge), see p. 454. — 588 M. (r.) *Hannibal* (bridge), see p. 453. — 616 M. (r.) *Louisiana* (bridge; 5090 inhab.). — 626 M. (r.) *Clarkville*. — 641 M. (l.) *Hamburg*. — 663 M. (r.) *Cap au Gris*. — 690 M. (l.) *Grafton*, at the mouth of the *Illinois River*. — 706 M. (l.) *Alton*, see p. 338.

About 3 M. farther on we reach the confluence of the *Mississippi* and the *Missouri*. The latter river, flowing in from the N. W., has a longer course than the *Mississippi* up to their junction (2908 M., as compared with 1330 M.) and contributes a greater volume of water to the joint stream, so that it would seem that the name *Mississippi* in its application below this point has clearly usurped the place of the *Missouri*. The clear waters of the *Mississippi* long refuse to mingle with the turbid flood of the *Missouri*.

729 M. **St. Louis** (410 ft.) and its two magnificent bridges are described in R. 61. This is the terminus of the *Diamond Jo Line Steamers*, and passengers continuing their journey by water are here transferred to one of the boats of the *Anchor line* (comp. p. 361).

The scenery of the *Lower Mississippi* differs materially from that of the *Upper Mississippi* (comp. p. 361), and the place of landscape beauty is taken to some extent by historic interest. The towns and villages on the banks usually follow each other rapidly, and innumerable islands are passed.

Soon after we leave *St. Louis*, *Jefferson Barracks* (p. 352) are seen to the right. 761 M. (32 M. from *St. Louis*; r.) *Crystal City* (see p. 352). — 789 M. (r.) *Ste. Genevieve* (1586 inhab.). — 809 M. (l.) *Chester* (2708 inhab.), with a large penitentiary. — Near (849 M.; l.) *Grand Tower*, a favourite resort of the citizens of *St. Louis*, we pass the island known as the *Devil's Tea Table*. — 879 M. (r.) *Cape Girardeau* (4297 inhab.). — 894 M. (l.) *Commerce*. The large island to the right, a little farther on, is *Power's Island*.

929 M. (l.) **Cairo** (315 ft.), at the mouth of the *Ohio*, see p. 360. — 951 M. (l.) **Columbus** (bridge), the first landing-place in *Kentucky* (p. 342), was strongly fortified by the Confederates in the Civil War, but was ultimately abandoned without attack. Just beyond is *Wolf Island* or *Island No. 5*. — 967 M. (l.) **Hickman** (1652 inhab.). — *Island No. 10*, off (986 M.; r.) **Donaldson Point**, was also strongly fortified in the war and was captured by the Federal gun-boats in April, 1862, after a month's bombardment. — 988 M. (l.) **Wades**, nearly opposite, is in *Tennessee* (p. 356). — 999 M. (r.) **New Madrid**, with 1193 inhab., was captured at the same time as *Island No. 10*. — 1017 M. (l.) **Tiptonville**. A little to the E. lies *Reelfoot Lake*. — Numerous small and unimportant landings are now passed. — 1074 M. (r.) **Hickman's** is the first station in *Arkansas* (p. 456). — 1119 M. (l.) **Fort Pillow**, situated on the *First Chickasaw Bluff*, evacuated by the Confederates in 1862, was the scene of what is known as the *Fort Pillow Massacre* (April 12th, 1864). The river now winds considerably and passes several islands, the largest of which are named *Centennial* and *Brandywine*.

1179 M. (l.) **Memphis** (180 ft.; bridge), see p. 359. Farther on numerous windings are threaded. — 1207 M. (l.) **De Soto** is the first station in *Mississippi* (p. 378). — 1261 M. (r.) **Helena** (140 ft.; railway-ferry) is a busy little city with 5189 inhab. and a trade in timber. — Numerous small stations. — 1358 M. (r.) Mouth of the *White River*, which rises in *Missouri* and joins the *Mississippi* after a course of 700 M.

1365 M. (r.) **Black Hawk** lies at the mouth of the *Arkansas River*.

The *Arkansas River* rises in the *Rocky Mts.*, to the W. of *South Park* (p. 461), and has a course of 1600 M., of which 800 M. are navigable.

Beyond the *Choctaw Bend* we reach (1419 M.; r.) **Arkansas City** (95 ft.; 800 inhab.). — Passing *Rowdy Bend*, *Miller's Bend*, *Island 82* (1431 M.), and *Bachelor's Bend*, we reach (1456 M.; l.) **Greenville**, a small cotton-trading city with 6658 inhabitants. The banks are now lined with cotton-plantations, which afford a very interesting sight in time of harvest (Sept.-Nov.). The planters' houses, especially as we approach the S., are often roomy and quaint old mansions, surrounded with groves of fine trees. Many of the trees are fantastically draped with *Spanish moss* (*Tillandsia usneoides*). — 1484 M. (r.) **Grand Lake** is the first station in *Louisiana* (p. 378). No places of any great size or importance are passed till we reach —

1579 M. (l.) **Vicksburg** (40 ft.; railway-ferry; see p. 359). — 1636 M. (r.) **St. Joseph**. — 1642 M. (l.) **Rodney**.

1691 M. (l.) **Natchez** (*Natchez*, \$ 3-5; *Pearl*), a city of 10,000 inhab., founded by *D'Iberville* in 1700, lies on and at the foot of a bluff rising 200 ft. above the river. It takes its name from a now extinct tribe of Indians, who were among the noblest specimens of *Red Men* in America. Some traces of the old French fort are still visible. A *National Cemetery* adjoins the city.

1756 M. (l.) *Fort Adams*. — 1767 M. (r.) *Red River Landing*, at the mouth of the *Red River*. Beyond this point both banks of the river are in Louisiana. — 1813 M. (l.) *Bayou Sara*. Oranges and figs may now be seen growing in the open air.

The 'Swampers' of Bayou Sara are a peculiar community of woodcutters, living on raft-houses floating in the swamps.

1851 M. (l.) *Baton Rouge*, see p. 359. The course of the river between this point and New Orleans is very circuitous. Several sugar-plantations are passed. — 1871 M. (r.) *Plaquemine*. — 1883 M. (r.) *Bayou Goula*. — 1896 M. (r.) *Donaldsonville* (3121 inhab.). — 1912 M. (l.) *Convent*. — 1917 M. (l.) *Belmont Plantation*. — 1938 M. *Fruit Plantation*. — 1943 M. (l.) *Bonnet Carré Point*. — 1954 M. *Red Church*. — 1964 M. (l.) *Kennerville*. — 1973 M. *Carrollton* (p. 419).

1981 M. *New Orleans*, see R. 83.

Below New Orleans the trees disappear, the river banks become less defined, and the river finally loses itself in a vast marsh, through which various 'passes' or channels lead to the Gulf of Mexico. Near New Orleans are many vegetable-gardens and small fruit-farms, often irrigated by syphon pipes, straddling the levee. About 70 M. from New Orleans the ocean-steamers pass between *Fort St. Philip* (left) and *Fort Jackson* (right) and soon after enter the *South Pass*, marked by lighthouses. At the lower end of the S. Pass are the wonderful *Eads Jetties*, constructed by Capt. Eads in 1875-79 at a cost of \$5,000,000 (1,000,000*l.*) and forming a channel 30 ft. deep where formerly the draught was not more than 10 ft. The jetties,  $2\frac{1}{3}$  and  $1\frac{1}{2}$  M. long, are constructed of willow rods, rubble, and concrete. The ends of the jetties, marked by two lights, may be called the mouth of the Mississippi, beyond which we are on the *Gulf of Mexico*.

## 66. From Washington to Richmond.

116 M. BALTIMORE & POTOMAC and RICHMOND, FREDERICKSBURG, & POTOMAC RAILROADS in  $3\frac{1}{2}$  4 hrs. (fare \$3.50; parlor-car 50 c.). This is part of the Penn. and Atlantic Coast line route to the S. (comp. R. 76a).

*Washington*, see p. 275. The train crosses the *Long Bridge* (p. 284), affording a view of *Arlington House* (p. 289) to the right, enters *Virginia* (the 'Old Dominion'), and skirts the right bank of the *Potomac* to (7 M.) *Alexandria* (p. 289) and (34 M.) *Quantico*. The line now edges away from the river and skirts the 'Wilderness', a barren and unattractive district widely known from the terrible struggles of the Civil War that took place here in 1863-64 (p. xliv).

55 M. *Fredericksburg* (*Exchange Hotel*, \$2), a quaint old city of 4528 inhab., on the *Rappahannock*, founded in 1727. It was the scene of a hardly-contested battle in 1862, when the Confederates under Lee defeated the Union troops under Burnside. The huge *National Cemetery*, on *Marye's Heights*, contains 15,000 graves, and there is also a large *Confederate Cemetery*.