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region. — Near (181 M.) *Appomattox*, at *Appomattox Court House*, the Civil War ended on April 9th, 1865, in the surrender of Lee and his forces to General Grant.

Farther on (198 M.) we cross the *James River* and approach (204 M.) **Lynchburg** (525 ft.; *Carroll*, \$2½; *Arlington*, \$2; *Rail. Restaurant*), an industrial and tobacco-exporting city of 19,709 inhab., picturesquely situated on the S. bank of the James. It is the junction of the Southern Ry. (see below). — Beyond Lynchburg we pass through a tunnel and begin to ascend towards the Blue Ridge Mts. The finely-shaped **Peaks of Otter* (3875-4000 ft.) are seen to the right. They are best reached by carriage (7 M.) from (229 M.) *Bedford* (950 ft.; *Beechenbrook*, \$2), a small town with 2897 inhab. and various industries. To the right, beyond it, is the handsome *Randolph-Macon Academy*. — At (246 M.) *Blue Ridge* (1240 ft.), with mineral springs and a hotel (\$3), we begin to descend on the other side of the crest.

257 M. **Roanoke** (910 ft.; **Hotel Roanoke*, \$2½-3; *Ponce de Leon*, \$2-4; *Rockledge, Lee*), finely situated on the *Roanoke*, among the Blue Hills, has grown, since 1880, from the insignificant hamlet of *Big Lick* (500 inhab.), to a busy city of 16,159 inhab., with large machine, iron, bridge, carriage, and other manufactories. It is the junction of various branches of the Norfolk & Western R. R., including that through the *Shenandoah Valley* (see R. 69b).

69. From Washington to New Orleans.

a. Viâ Southern Railway.

1144 M. RAILWAY in 33½ hrs. (fare \$27.50; sleeper \$7). Through vestibled train (resembling that described at p. 305) from New York to New Orleans in 43 hrs. (fare \$34; sleeper \$9).

From *Washington* the line runs at first towards the S.W. Numerous earth-works and rifle-pits; grim mementoes of the Civil War, catch the eye on both sides of the line. 7 M. *Alexandria* (p. 289). — 33 M. *Manassas* (315 ft.; *Goodwin Ho.*, \$2) was the scene of two battles during the Civil War (monument to the right).

In the first *Battle of Manassas* or *Bull Run* (July 21st, 1861), which was the first important conflict of the war, the Federals under McDowell were routed by the Confederates under Beauregard and thrown back on *Washington*. In the second battle (Aug. 29-30th, 1862), fought on almost the same ground, 3 M. to the right, Lee defeated the Federals under Pope.

At (57 M.) *Rappahannock* we cross the river of that name. 68 M. *Culpeper* was an important point during the Civil War and is now the site of a National Cemetery. The *Rapidan River*, which we cross at (79 M.) *Rapidan*, was another name frequently heard during the struggle in Virginia. 85 M. *Orange*. — At (113 M.) **Charlottesville** (p. 340; *Rail. Restaurant*) we intersect the C. & O. R. R. (R. 58b). We continue to run thence towards the S.W., with the *Blue Ridge* at some distance to the right. — At (173 M.) **Lynchburg** (*Rail.*

Restaurant) we intersect the Norfolk & Western R. R. (see p. 374). Farther on we cross several streams and pass numerous small stations. — 239 M. **Danville** (420 ft.; *Burton*, \$ 2½-4; *Rail. Restaurant*), a busy town of 10,305 inhab., in the centre of a tobacco-growing region, is the junction of the line from Richmond (p. 366).

A little beyond Danville we enter *North Carolina* ('Old North State'). — 287 M. **Greensboro** (840 ft.; *Eenbow*, \$ 3), a growing town of 3317 inhab., with a trade in tobacco, coal, and iron.

FROM GREENSBORO TO RALEIGH AND GOLDSBORO, 130 M., railway in 5-12 hrs. This line passes through a cotton and tobacco growing country. — 17 M. *Elon College*; 22 M. *Burlington*, with cotton-mills. — 47 M. *University* is the junction of a branch-line to (10 M.) *Chapel Hill*, the site of the *University of North Carolina*, founded in 1795 (300 students) — 55 M. **Durham** (*Carr Olin*, \$ 3), a city of 5185 inhab., is one of the chief tobacco-making places in America. *Duke's Factory* produces 250 million cigarettes annually. *Trinity College* (150-200 students) has been handsomely endowed by the tobacco magnates, Col. Duke and Col. Carr. — At (81 M.) **Raleigh** (p. 385) we intersect the Seaboard Air Line from Weldon to Atlanta (R. 69 c). — 109 M. *Selma* is the junction of the line to Norfolk (see below) — 130 M. *Goldsborough* (100 ft.; *St. James*, \$ 2), a small place with 4017 inhab., is connected by railway with **New Bern** (*Albert*, *Chattawka*, \$ 2-2½), at the head of *Neuse River*, and (95 M.) *Morehead*, on the Atlantic coast.

FROM GREENSBORO TO NORFOLK, 265 M., railway in 8¾ hrs. Through-trains of the Southern Railway run by this route between *Chattanooga* (viâ *Asheville* and *Salsbury*) and Norfolk. — From Greensboro to (103 M.) *Selma*, see above. Our line here diverges to the left from that to Goldsboro and runs towards the N. 134 M. *Wilson*. At (150 M.) *South Rocky Mount* we cross the Atlantic Coast Line (p. 388) and the *Pamlico*, and beyond (181 M.) *Palmyra* we cross the *Roanoke*. 191 M. *Welford*; 215 M. *Tunis*, on the *Chowan*; 259 M. *Bruce*; 263 M. *Pinner's Point*. — 265 M. *Norfolk*, see p. 374.

A line also runs from Greensboro, viâ *Fayetteville*, to (179 M.) *Wilmington* (p. 389).

Just beyond Greensboro, to the right, is the battlefield of *Guilford Court House* (Mar. 15th, 1781), where the British under Cornwallis defeated the Americans under Greene. — We traverse many cotton-fields. Near *Salisbury* we cross the *Yadkin*. — 336 M. **Salisbury** (760 ft.; *Mt. Vernon*, \$ 2), with 4418 inhab., was the seat of one of the chief Confederate prisons in the Civil War, and the *National Cemetery* contains the graves of more than 12,000 soldiers who died here in captivity.

From Salisbury to *Asheville* and *Knoxville* see R. 70.

Near (380 M.) **Charlotte** (725 ft.; *Buford*, *Central*, \$ 2-3½), with 11,557 inhab. and important cotton-manufactures, are some gold mines. It is the junction of lines to *Wilmington* (p. 389), to *Columbia* and *Charleston* (see R. 71 b), etc. — Beyond (408 M.) *All Healing Springs* we enter *South Carolina* ('Palmetto State'). Near (414 M.) *King's Mountain* (940 ft.) the Americans defeated the British on Oct. 7th, 1780, and near (447 M.) *Cowpens* is the scene of a more important victory of the patriots (Jan. 17th, 1781).

456 M. **Spartanburg** (790 ft.; *Spartanburg Inn*, \$ 2½-3), the junction of lines to *Columbia* (p. 389) and *Asheville* (R. 70), is a thriving little city of 5544 inhab., in a district of iron and gold mines

and mineral springs. — 487 M. *Greenville* (975 ft.; *Southern, Mansion Ho.*, \$ 2-3), a city with 8607 inhab., on the *Reedy River*, is the junction of a line to *Columbia* (p. 389). — Beyond (527 M.) *Seneca* (955 ft.) we cross the *Savannah* and enter *Georgia* ('Empire State of the South'). About 2 M. from (554 M.) *Toccoa* are the beautiful *Toccoa Falls* (185 ft. high). 568 M. *Mt. Airy* (1590 ft., *Echols Ho.*, \$ 2) affords a fine view of *Yonah Mt.* (3025 ft.) and the *Blue Ridge*. — The line now descends. — 570 M. *Cornelia* is the junction of a short line to (8 M.) *Clarksville* and (20 M.) *Tallulah Falls*.

Clarksville (1480 ft.; *Spencer Ho.*, \$ 2) is a convenient point from which to explore the line scenery of the Georgia portion of the *Blue Ridge Mts.* — The **Tallulah Falls* (*Cliff House*, \$ 2-3; *Grand View*, \$ 2), 400 ft. high, lie in the deep gorge of the *Tallulah* or *Terrora*, which here cuts across the *Blue Ridge*. — Other points of interest in this district are the *Valley of Nacoochee*, 8-10 M. to the N.W. of *Clarksville*, and the *Falls of the Eastatoia*, 15 M. to the N. of *Tallulah Falls*.

From (582 M.) *Lula* a branch-line runs to (39 M.) *Athens* (p. 385). — 594 M. *Gainesville* (1230 ft.; *Arlington, Hunt*, \$ 2) is a small town of 3202 inhab.; 20 M. to the N. lie the *Dahlonega Gold Mines* (deserted). — 617 M. *Suwanee* (1030 ft.). Farther on *Stone Mt.* (1685 ft.), a huge mass of granite, is seen to the left (in the distance).

648 M. *Atlanta* (**The Aragon; Kimball Ho.*, \$ 2¹/₂-5 R. \$ 1-3¹/₂; *Marion*, \$ 2-3; *Jackson; Rail. Restaurant*), the capital of Georgia (the 'Gate City'), with 65,533 inhab., is a prosperous commercial and industrial city, and an important railway-centre, whence lines radiate in all directions (comp. pp. 383, 385, 397). It is well situated 1000-1100 ft. above the sea, and enjoys a healthy and bracing climate.

The chief point of interest in the history of Atlanta, which was founded in 1840, is its siege and capture (Sept. 2nd, 1864) by Gen. Sherman, who, after holding the city for two months, here began his famous 'March to the Sea' (comp. p. 395). The business-quarter was previously burned down, by design or by accident, but has been rebuilt on a finer and more modern plan. The great staples of Atlanta's trade are tobacco and cotton. Among its industrial products are cotton, furniture, patent medicines, street-cars, flour, and iron (value in 1890, \$12,000,000).

The city is laid out in the form of a circle, of which the radius is 3¹/₂ M. and the large *Union Depot* the centre. A little to the S. of the station is the **New State Capitol*, which contains a library of about 50,000 vols. and an interesting *Geological Collection*. A little to the N.W. is the *New Court House*; and farther to the N., beyond the railway, is the *Custom House*. The *City Hall*, the *Chamber of Commerce*, the *Opera House*, and the *Equitable Building* are handsome edifices. Among the chief educational establishments are the *Georgia School of Technology* (a branch of the University at Athens (see above), the *Atlanta University* (300 coloured students), and the *Clark University* (300 students). — In the suburb of *West End* is the home of *Joel Chandler Harris* ('Uncle Remus'). To the S. of the city are the large *McPherson Barracks*.

FROM ATLANTA TO BIRMINGHAM, 167 M., *Southern Railway* in 5³/₄-6¹/₄ hrs. — The chief intermediate station is (104 M.) *Anniston* (900 ft.; *Anniston Inn*, \$ 2¹/₂-4), beautifully situated among the foot-hills of the *Blue Ridge*.

It is surrounded with rich beds of brown iron ore. Pop. (1890) 9998. Among its chief buildings are the fine *Church of St. Michael and All Angels*, the *Noble Institute for Boys and Girls*, and the *Barber Memorial Seminary*, for coloured girls (1895). — 167 M. Birmingham, see p. 384.

Our train now passes on to the tracks of the *Atlanta & West Point R. R.* — 656 M. *College Park*, with the large and handsome building of the Southern Female College. 687 M. *Newnan* (960 ft.), the junction of a line to Macon (p. 397). At (735 M.) *West Point* (585 ft.) we cross the *Chattahoochee*, enter *Alabama* ('Cotton Plantation State'), and join the lines of the *Western Railway of Alabama*. — 757 M. *Opelika* is the junction of branch-lines to (29 M.) *Columbus* and to *Birmingham* (p. 384).

Columbus (*Rankin Ho.*, \$3; *Central*, \$2½) is a busy industrial town of 30,000 inhab., with large cotton, woollen, and flour mills.

784 M. *Chehaw* is the junction of a short railway to (5 M.) *Tuskegee*, with its interesting Normal and Industrial School for coloured pupils (about 1500 in all), conducted by Mr. Booker Washington, the distinguished coloured educationalist. — Farther on the *Alabama River* runs to the right.

823 M. *Montgomery* (160 ft.; *Exchange*, \$2½-4; *Windsor*, \$2-2½; *Mabson*, R. from \$1; *Rail. Restaurant*), the capital and third city of Alabama, lies on the high left bank of the Alabama, at the head of navigation. It contains (1890) 21,883 inhab. and carries on a large trade in cotton (150,000 bales annually) and various manufactures. The dome of the *State House*, in which the Confederate Government was organized in Feb., 1861, affords an extensive view. In the grounds is a handsome *Confederate Monument*. The *Post Office*, *Court House*, and *City Hall* are large buildings. Montgomery, which dates from 1817, is surrounded by many old-fashioned plantation-residences. — We now pass on to the *Louisville & Nashville R. R.* 867 M. *Greenville*; 904 M. *Evergreen*; 942 M. *Flomaton*, the junction of a line to *Pensacola* (p. 414). Farther on we cross the *Mobile River* and skirt its estuary to —

1003 M. *Mobile*. — HOTELS. *Battle House*, \$2½-4, R. from \$1, *Windsor*, R. from \$1; *Southern*. — TRAMWAYS traverse the chief streets (5 c.). — STEAMERS ply to points on the Alabama and Tombigbee; also to New York, Liverpool, Tampa, Havana, Vera Cruz, etc. — POST OFFICE, at the cor. of Royal and St. Francis Sts. — BRITISH VICE-CONSUL, *Mr. William Barnewall*.

Mobile, the largest city and only seaport of Alabama, lies on the W. side of the *Mobile River*, just above its entrance into *Mobile Bay*. It is situated on a plain, backed by low hills, and is well laid out. Its broad and quiet streets are shaded with magnolias and live oaks, and its gardens are fragrant with orange blossom and jessamine. The harbour is approached by a deep-water channel through *Mobile Bay* and now admits vessels of 23 ft. draught. At the entrance to the bay, 30 M. below the city, are two forts. Pop. (1890) 31,076.

Mobile was founded about 1710 by the *Sieur de Bienville*, who transferred the earliest French colony in this region from *Biloxi* (p. 378) to *Mobile Bay*. It was the capital of Louisiana down to 1723. In 1763 it

passed, with part of Louisiana, to Great Britain; in 1780 it was handed over to Spain; and in 1813 it became part of the United States. It was incorporated as a city in 1819, with 2500 inhab., a number that had increased to 20,515 in 1850 and to 32,034 in 1870. In 1864 the harbour was attacked and closed by Adm. Farragut. The city itself did not surrender to the Federal troops till April 12th, 1865.

The chief articles of Mobile's commerce are cotton (250,000 bales annually), timber, coal, and naval stores. Its manufactures include shingles, barrel-staves, saddlery, bricks, cotton-seed oil, cordage, cigars, and beer.

The most prominent building in the city is the *Custom House & Post Office*, at the corner of Royal and St. Francis Sts., erected at a cost of \$250,000 (50,000*l.*). Other important edifices are the *Cotton Exchange*, the *Court House*, the *Barton Academy* (a large building with a dome), the *U. S. Marine Hospital*, the *City Hospital*, the *Medical College*, the *Southern Market and Armoury*, and the *Cathedral of the Immaculate Conception*. The *Guard House Tower* is a quaint old structure in the Spanish style. The most beautiful private residences are in the shady **Government Street*. The **Shell Road*, extending for 8 M. along the Bay, is the favourite drive.

About 6 M. to the W. is *Spring Hill* (steam-tramway; hotel), with a large Roman Catholic College (100 students). — *Frascati* is a popular resort on the Shell Drive (also reached by tramway). At the S. end of the Shell Road is *Frederic's Restaurant* (fish, game, and oysters). — More distant resorts of the Mobilians are *Point Clear* (Grand Hotel, \$2½), on the E. shore of the Bay, and *Catronelle* (Hygeia Hotel, \$1½), 30 M. to the N.

Beyond Mobile the train runs near the Gulf of Mexico, of which it affords occasional views to the left. It traverses a characteristic Southern landscape, passing savannahs, cane-brakes, and pine forest, and crossing several 'bayous'. Palmettoes and moss-draped live-oaks are among the most characteristic vegetation. Beyond (1028 M.) *Grand Bay* we enter *Mississippi* ('Bayou State'). At (1044 M.) *Scranton* we pass *Pascagoula Bay* on a low trestle. 1060 M. *Ocean Springs* (Ocean Springs Hotel, \$2-2½), a seaside resort with two chalybeate springs. At (1064 M.) *Biloxi* (Montross Ho., \$2-3; Brit. vice-consul, Mr. J. J. Lemon), where we cross another trestle, the *Sieur de Bienville* erected a fort in 1690, before he transferred his colony to Mobile (p. 377). Jefferson Davis had his country-home at (1069 M.) *Beauvoir*, where he died in 1889. — 1073 M. *Mississippi City* (Gulf View, \$2; Anniston), a seaside-resort known for its excellent mackerel fishing. — 1086 M. *Pass Christian* (*Mexican Gulf Hotel, \$3-6; Crescent, Monroc, Magnolia, \$2-3) is the largest and most fashionable of the summer and winter resorts on the 'Gulf Coast'. On leaving it we cross a long trestle of creosoted timber to (1091 M.) *Bay St. Louis* (Clifton, Crescent, \$2-2½), a flourishing little town with 1974 inhabitants. Beyond (1103 M.) *Claiborne* we cross the *Pearl River* and enter *Louisiana* ('Pelican State'). Farther on we cross the outlet of *Lake Pontchartrain* (p. 419) and traverse the peninsula between it and *Lake Borgne*. *Lake Catherine* (r.) is an arm of the former. 1106 M. *English Lookout*, a noted fishing centre, derives

its name from its occupation by the British army in 1812. — 1123 M. *Chef Menteur*; 1142 M. *Pontchartrain Junction*. In entering New Orleans, the train runs down the middle of the wide street named the 'Champs Elysées'.

1144 M. **New Orleans**, see R. 83.

b. Via the Shenandoah Valley.

1164 M. BALTIMORE & OHIO R. R. to (63 M.) *Shenandoah Junction*; NORFOLK & WESTERN R. R. thence to (430 M.) *Bristol*; SOUTHERN RAILWAY thence to (672 M.) *Chattanooga*; ALABAMA GREAT SOUTHERN R. R. (*Queen & Crescent Route*) thence to (965 M.) *Meridian*; and NEW ORLEANS & NORTH EASTERN R. R. (*Queen & Crescent Route*) thence to (1164 M.) *New Orleans* (through-fare \$27.50; sleeper \$7) — Passengers from New York are forwarded in through-sleepers (through-fare \$31, sleeper \$9). The Washington sleeper runs through to *Memphis* (p. 359).

This line traverses the beautiful *Shenandoah Valley* and affords access to two of the greatest natural wonders of America the *Natural Bridge of Virginia* and the *Luray Caverns*.

From Washington to (63 M.) *Shenandoah Junction*, see R. 45. We here turn to the S. (left) and begin to ascend the lovely ***Shenandoah Valley**, which, in addition to its natural beauties, offers the interest of the campaigns of the Civil War.

The so-called ***Valley of Virginia**, stretching between the Blue Ridge and the Allegheny Mts. for about 300 M., covers 7500 sq. M. of ground and includes the whole or part of the valleys of the Shenandoah, James, Roanoke, and New River. It was the scene of many conflicts during the war, including Stonewall Jackson's skilful operations against Pope, Banks, Fremont, and Shields (1862) and Sheridan's brilliant cavalry feats (1864).

Between Hagerstown (p. 256) and (23 M.) *Shenandoah Junction* the Norfolk & Western R. R. traverses the battlefield of *Antietam* (p. xliii). Lee's headquarters are seen from the train.

The Shenandoah runs at first to the left, at some distance. Beyond it rise the *Blue Ridge Mts.* 68 M. *Charlestown*, the scene of John Brown's execution (p. 292). We cross the river at (99 M.) *Riverton* (500 ft.), which lies at the confluence of the N. and S. forks of the Shenandoah. We follow the S. fork (to our left). The Shenandoah Valley is here divided into two branches by *Massanutton Mt.*, an offshoot of the Alleghenies, which is now conspicuous to the right. — 102 M. *Front Royal*.

128 M. **Luray** (820 ft.; **Mansion Inn*, *Lavrance*, \$2), a small town of 1386 inhab., beautifully situated on the *Hawksbill*, 5 M. from the Blue Ridge and 3-4 M. from *Massanutton*. It is frequented by thousands of visitors to the **Luray Cavern**, justly ranked among the most wonderful natural phenomena of America.

To reach the cave from the station (seat in vehicle there and back 35 c.) we ascend the main street of the village to (15-20 min.) the top of the hill, where we see (to the right) the conical hill containing the caves and the cottage at the entrance (adm. \$1, after 6 p.m. \$1½, electric lights extra after 6 p.m.; description of the cave 25 c.). The ***Cavern of Luray** is probably 'more completely and profusely decorated with stalactite and stalagmitic ornamentation' than any other in the world, surpassing even the celebrated *Adelsberg Cave* in this respect. Appropriate names have