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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

been given to the more important formations, which are often as beautiful in colour as in shape. Some of the chambers are very large and lofty. Small lakes, rivers, and springs occur. The cavern has a pleasant uniform temperature of 51-58°, is traversed by dry and easy paths, and is brilliantly lighted by electricity, so that a visit to it involves little fatigue. It takes about 2-3 hrs. to see the parts usually shown to visitors.

Visitors to Luray may also ascend *Stony Man* (4030 ft.), one of the highest of the Blue Ridge summits, which rises 5 M. to the E. and commands a fine view (one day. horses can go nearly all the way to the top) Accommodation may be obtained at *Stony Man Camp* (\$2). — Luray is also a good centre from which to visit many of the battlefields of the Virginia Valley campaign.

Beyond Luray the scenery of the valley continues to increase in picturesqueness. 146 M. *Shenandoah*, with iron-works and railway workshops. — 169 M. *Grottoes* or *Shendun* (4120 ft.; Grottoes Hotel, \$2½) is the station for a visit to the *Grottoes of the Shenandoah* (*Weyer* and *Fountain Caves*), which lie ½ M. from the railway.

The grottoes (adm. \$1) are lighted by electricity and are easily explored (2-3 hrs.) The stalactites and stalagmites vie with those of Luray.

At (183 M.) *Basic City* (Brandon Hotel, \$2-3), a new industrial settlement, we intersect the C. & O. Ry. (see p. 341). Near (207 M.) *Vesuvius* (4420 ft.) are the *Crabtree Falls*. 224 M. *Buena Vista* (Hotel Buena Vista) is another of the busy little towns that have recently sprung up to develop the mineral resources of the district. We cross the *South River*.

238 M. *Natural Bridge Station* (760 ft.), on the *James River*, 2½ M. from the *Natural Bridge*, the hotels at which send vehicles to meet the trains (fare 50 c.). The C. & O. Ry. has also a station here.

The ****Natural Bridge of Virginia** (1500 ft. above the sea) is a huge monolithic limestone arch, 215 ft. high, 100 ft. wide, and 90 ft. in span, crossing the ravine of the *Cedar Brook*. It seems to be a remnant of a great horizontal bed of limestone rock that entirely covered the gorge of the brook, which originally flowed through a subterranean tunnel. The rest of this roof has fallen in and been gradually washed or worn away. The bridge is finely situated in a beautiful amphitheatre, surrounded by mountains. Adjacent is a group of not very first class hotels (*Appledore*, *Pavilion*, \$3-4). A kind of *Park* has been formed, embracing the five hills named *Lebanon*, *Mars Hill*, *Mt. Jefferson*, *Lincoln Heights*, and *Cave Mt.*; and drives and bridle-paths have been constructed in all directions.

The pathway to the foot of the bridge (adm. 50c.) descends along a tumbling brook, overhung by grand old arbor vitæ trees. The *View of the arch from below is very imposing. Among the names upon the smooth side of the archway is that of George Washington (W. side, about 25 ft. up), which was the highest of all until a student named Piper actually climbed from the bottom to the top of the arch in 1818. We pass under the bridge and follow the path up the glen to (1 M.) the small but pretty *Lace Falls*, passing *Saltpetre Cave*, *Hemlock Island*, and the *Lost River*. We then return to the gate-house and follow the road crossing the bridge, so as to enjoy the *Views from the top (from *Pulpit Rock*, *Cedar Cliff*, etc.) A pleasant path leads from the bridge along the edge of *Rock Rimmon*, on the top of the right (W.) bank of the ravine of Cedar Brook (views). — Continuing to follow the road we soon come in sight of the (¾ M.) view-tower on *Mt. Jefferson*, which commands a splendid *View of the Blue Ridge (E.), the Peaks of Otter (S.E.; p. 374), Purgatory Mt. (S.), House Mt. (N.), and North Mt. (W.). — The view from *Mt. Lincoln* is said to be even better. — The *Balcony Falls* lie 7 M. to the E.

The line now follows the James (right), with the C. & O. Ry. on the opposite bank as far as (254 M.) *Buchanan*. Fine scenery.

279 M. *Roanoke* (p. 374) is an important junction, lines diverging here to *Norfolk* (p. 371) and *Winston-Salem*. — From (286 M.) *Salem* (1005 ft.) stages run to (9 M.) *Roanoke Red Sulphur Springs*. 299 M. *Elliston* (1250 ft.); 303 M. *Shawsville* (1470 ft.), the station for (3 M.) *Allegheny Springs* (stage); 307 M. *Montgomery*, for (1 M.) *Montgomery White Sulphur Springs* (tramway); 312 M. *Christiansburg* (2005 ft.), for (3 M.) *Yellow Sulphur Springs* (stage). — 323 M. *East Radford* (1770 ft.; Radford Inn, \$2), on New River, is the junction of the Ohio Extension (New River Branch) of the N. & W. R. R.

FROM EAST RADFORD TO COLUMBUS, 406 M., railway in 14½ hrs. — This line descends through the Alleghenies along the left bank of the *New River*. 19 M. *Pembroke* (1620 ft.); 23 M. *Big Stone Junction*. At (39 M.) *Glen Lyn* it leaves the *New River* and ascends to (62 M.) *Bluefield*, beyond which it traverses the great *Pocahontas Coal Field*. From (73 M.) *Bluestone Junction* a short branch-line runs to (1 M.) *Pocahontas*. Beyond (74 M.) *Cooper* we thread a tunnel the sides of which are of coal. We then descend to the *Elkhorn* and *Tug River*, passing below a corner of Kentucky by a long tunnel at (155 M.) *Thacker*. From (183 M.) *Naugatuck* we descend the *Twelve Pole River* to (267 M.) *Keneva*, at the confluence of the *Ohio* and the *Big Sandy*. We cross the former river and enter *Ohio*. 279 M. *Ironton*. At (307 M.) *Portsmouth* we leave the *Ohio* and ascend the *Scioto Valley*, which is full of interesting remains of the 'Mound Builders' (comp. p. lxiv). Some of the most extensive of these are near *Portsmouth*, which is 35 M. by railway from *Peebles* (*Serpent Mound*; p. 347). Near (330 M.) *Piketon* is a remarkable 'Graded Way', 1080 ft. long. 355 M. *Chillicothe* (p. 343) also lies amid numerous mounds and circles. 375 M. *Circleville* — 406 M. *Columbus*, see p. 290.

338 M. *Pulaski* (1920 ft.; Maple Shade Inn, \$3), a busy little iron and zinc making town with 2118 inhab., is connected by a branch-line with the *Cripple Creek District*, with its rich deposits of brown hematite iron ore. 351 M. *Max Meadows* (2030 ft.; inn); 359 M. *Wytheville* (2240 ft.; Fourth Avenue, Hancock, Boyd, \$2), a frequented summer-resort. To the S. (left) are the *Lick Mts.*, here dividing the valley into two branches. 372 M. *Rural Retreat* (2575 ft.), the highest point on the line; 386 M. *Marion* (2135 ft.), with the State Insane Asylum; 402 M. *Glade Spring*; 425 M. *Abingdon*.

430 M. *Bristol* (1690 ft.; *Hamilton, St. Lawrence, \$2; Fairmont; Thomas Ho.*), an industrial city and tobacco market with 6226 inhab., lies on the boundary between Virginia and Tennessee. — The scenery continues picturesque. — 455 M. *Johnson City* (1640 ft.).

A narrow-gauge railway, known as the 'Cranberry Stem Winder', ascends through the *Doe River Cañon* (1500 ft. deep) and up *Roan Mt.* to (26 M.) *Roan Mt. Station* and (34 M.) *Cranberry*. From *Roan Mt. Station* stages (\$2) run to (12 M.) the *Cloudland Hotel* (\$2½), on the summit (8315 ft.), the highest human habitation to the E of the *Rocky Mts.* The view hence is very extensive, some authorities considering it the finest in Western North Carolina (comp. p. 386). The rhododendrons and azaleas are at their best between June 20th and July 10th. Excursions may be made hence over the mountain-roads to *Fot Springs* and (80 M.) *Asheville* (p. 386).

On a hill to the left as we leave (487 M.) *Greenville* is the grave monument of *Andrew Johnson* (1808-75), a resident of the district. — 519 M. *Morristown* (1280 ft.), the junction of the line to Asheville and Salisbury described in R. 70.

A short branch-line runs hence to *Bean's Station*, $1\frac{1}{2}$ M. from which lie *Tate Springs* (Hotel, \$2 $\frac{1}{2}$ -3 $\frac{1}{2}$), among the *Clinch Mts.* (3200 ft.).

Beyond *Morristown* we enjoy frequent glimpses of the *Holston River*, which we cross before reaching *Knoxville*.

561 M. **Knoxville** (900 ft.; *Imperial*, \$2 $\frac{1}{2}$ -5; *Flanders*, \$2-2 $\frac{1}{2}$; *Palace*, \$2), the chief city of E. Tennessee, is finely situated among the foothills of the *Clinch Mts.*, on the *Tennessee River*, formed 4 M. farther up by the junction of the *Holston* and the *French Broad*. It is the centre of the Tennessee marble district, in which 250,000-300,000 tons of this beautiful stone are annually quarried. It has a large trade in country produce and various manufactures. Among the chief buildings are the *University of Tennessee* (500 students), the *Agricultural College*, the *Custom House*, the *Court House*, and the *City Hall*.

Knoxville claims to have been besieged thrice, but never captured. *Fort Saunders*, on the outskirts of the city, was unsuccessfully attacked by the Confederates on Nov. 29th, 1863. Visits may also be paid to the *National Cemetery*, *Gray Cemetery*, *Island Home Park*, and *Luttrell Park*.

Mountaineers may go by train to (16 M.) *Maryville* (Jackson Ho., \$2), 25 M. (drive) from *Thunderhead Peak* (5520 ft.), one of the finest of the *Great Smoky Mts.* (ascent, with guide, in 7-8 hrs.; *View). — Not far off is a reservation containing about 1800 *Cherokee Indians*.

The KNOXVILLE, CUMBERLAND GAP, AND LOUISVILLE R. R. (*Southern Railway Co.*) runs from *Knoxville* to (65 M.) **Cumberland Gap* (1665 ft.), the chief pass across the *Cumberland Mts.*, between *Virginia* and *Kentucky*, and to (69 M.) *Middlesborough* (*The Middlesborough*, from \$2; *Fulkerson*, \$2), a young iron-making town with 3271 inhab., of whose future vast hopes are entertained. In approaching the Gap the railway passes through a tunnel, 3750 ft. long, which begins in *Tennessee*, passes under a corner of *Virginia*, and comes out in *Kentucky*.

Railways also run from *Knoxville* to *Louisville* (p. 353), etc.

The part of the *Alleghenies* bounding the S. horizon at this part of our route is known as the **Great Smoky Mts.** (5-6000 ft.), familiar to the readers of *Charles Egbert Craddock's* novels. At (590 M.) *Loudon* (815 ft.) we cross and quit the *Tennessee River*. 616 M. *Athens* (930 ft.), with part of *Grant University* (left; comp. p. 383).

At (643 M.) *Cleveland* (880 ft.; *Ocoee Ho.*, \$2), an industrial city with 2863 inhab., the railway forks, one branch running viâ *Rome* to *Atlanta*, *Macon*, and *Brunswick* (see p. 383) and the other viâ *Chattanooga* to *Birmingham* and *New Orleans*. The latter is our present route.

The line from *Cleveland* to *Brunswick* unites with that from *Chattanooga* to *Brunswick* at (15 M.) *Cohutta* (see p. 383).

Farther on we cross the *Citico Creek* and thread a tunnel.

672 M. **Chattanooga** (685 ft.; *Read Ho.*, \$2 $\frac{1}{2}$ -4, R. from \$1; *Southern Hotel*, opposite the *Central Station*, \$2 $\frac{1}{2}$ -3; *Rossmore*, \$2-2 $\frac{1}{2}$), the third city of *Tennessee*, with 29,100 inhab., lies on the left bank of the *Tennessee*, in the centre of a district

rich in iron, coal, and timber. Its progress of late has been very rapid, and its manufactures (value in 1890, \$9,500,000) and trade are of considerable importance. The river is navigable to this point during the greater part of the year, and railways diverge in all directions. The large *Grant University* (Methodist) is attended by 500-600 students (incl. those in the department at Athens, p. 382).

Chattanooga was a point of great strategic importance during the Civil War, and several battles were fought in the neighbourhood (comp. p. xliii). The best general idea of the military operations is obtained from *Lookout Mt.* (2125 ft.), which rises to the S. of the city and commands a superb *View*, extending into seven states. The top may be reached by railway (15 M.), by road, or by two inclined planes with cable-railways. The railway winds through the suburbs of Chattanooga, passes the *Cravens Ho.* (headquarters of Gen Walthall) and the old *Confederate Fort*, skirts the point where the 'Battle above the Clouds' took place on Nov. 24th, 1863, and ends at the large *Lookout Inn* (\$3-5; 1000 beds, incl. the cottages). A narrow-gauge railway (*Views*) runs from the head of the inclined plane (*Point Hotel*) along the crest of the mountain to *Sunset Rock* and (3 M.) *Natural Bridge*. To the E rises *Missionary Ridge* (also ascended by an electric tramway), which gave name to the battle of Nov. 25th, 1863. Beyond the ridge is the battlefield of *Chickamauga* (Sept. 19th-21st, 1863), perhaps the bloodiest battle of modern days (30,000 men killed or wounded out of 112,000 engaged), 11 sq. M. of which, together with parts of Lookout Mountain and Missionary Ridge, have recently been laid out as a national park (*Park Hotel*, near Crawfish Springs, \$2). Numerous memorial monuments have been erected, and the positions of the battle-lines and batteries have been marked, in many instances with the guns actually used in the battles. The park contains 100 M of drives. Other battlefields lie a little farther to the E. The pretty *Lulu Falls* are easily reached from Lookout Inn. — The *National Soldiers' Cemetery*, with 13,000 graves, lies to the E. of the city.

FROM CHATTANOOGA TO BRUNSWICK, 432 M., railway (*Southern Railway Co.*) in 15-17 hrs. At (27 M.) *Cokutta* this line joins the line from Cleveland (see p. 382) and enters *Georgia*. 80 M *Rome* (*Armstrong Hotel*, \$2½-4½), one of the chief cities of N. Georgia, with 6957 inhab and considerable manufactures, is the junction of lines to Anniston (p. 376), Attala (p. 384), and other points. The railway now runs towards the S.E. and passes near several battlefields. — 154 M. *Atlanta*, see p. 376. From (205 M.) *Flovilla* a steam-tramway runs to *Indian Springs* (The Wigwam, \$2½). — 242 M. *Macon*, see p. 397. — 281 M. *Cochran*; 300 M. *Eastman* (De Leitch Ho., \$2), a winter-resort; 318 M. *Helena*. At (390 M.) *Jesup* we intersect the Plant System Line from Savannah to the S (see R. 74a) and at (410 M.) *Everett* the Florida Central & Peninsular Line (R. 74 b) — 432 M. *Brunswick* (*Oglethorpe*, \$2½-4; Brit. vice-consul, *Mr. Rosendo Torres*), a rising cotton-shipment port and winter-resort, with 8459 inhab., is situated on the *Brunswick River*, near its embouchure in the Atlantic Ocean. The 'Wanderer', the last slave-ship to cross the ocean, landed her 500 slaves at Brunswick. The historic *St. Simon's Island* (Hotel, \$1½-3) and other pleasant resorts are in this vicinity. Steamer to Savannah and Florida, see p. 396.

FROM CHATTANOOGA TO MEMPHIS, 310 M., *Memphis & Charleston Railway* in 11-12 hrs. — The line crosses the Tennessee, enters *Alabama* at (30 M.) *Bridgeport*, and runs towards the W. 38 M. *Stevenson* is the junction of a line to Nashville (p. 367). 97 M. *Huntsville* (610 ft.; *Huntsville Hotel*, \$2-4; *Monte Sano*, a summer-hotel on a spur of the Cumberland Mts., 1700 ft. above the sea, \$2-3) was formerly the capital of the state. — We recross the Tennessee to (122 M.) *Decatur* (570 ft.; *Bismarck*, \$2-2½; *American Ho.*, \$2), a rising little iron-making city with 6330 inhab and various manufactures. 165 M *Tuscumbia*, with the adjacent *Sheffield* and *Florence* (across the Tennessee), has an industrial population of 11,200. Beyond (196 M.) *Iuka* (555 ft.) we leave the Tennessee and enter *Mississippi*.

— 217 M. *Corinth* was a place of some strategic importance in the War and was occupied by Gen. Beauregard after the two days' fight at Shiloh (10-12 M. to the N.; April 6-7th, 1862), in which Gen. Johnston lost his life and the Confederates were defeated by Grant and Buell. Afterwards Corinth was occupied by the Unionists under Rosecrans, who repelled a desperate attempt to take it (Oct 3rd-4th, 1862). — 258 M. *Grand Junction*. — 310 M. *Memphis*, see p. 359.

From Chattanooga to *Lexington* and *Cincinnati*, see R. 63a.

Beyond Chattanooga the New Orleans train runs to the S.W. across Alabama on the tracks of the *Alabama Great Southern R. R.* (see p. 379). 722 M. *Fort Payne* (860 ft.); 756 M. *Attala* (580 ft.), the junction of lines to Decatur (p. 383) and Rome (p. 383).

814 M. *Birmingham* (580 ft.; *Morris*, E. P.; *Florence*, from \$ 2), a busy manufacturing city in *Jones Valley*, founded in 1871 and containing 26,178 inhab. in 1890, owes its rapid growth, phenomenal among southern cities, to the vicinity (6 M.) of *Red Mountain*, which contains inexhaustible stores of hematite iron ore in conjunction with abundant coal and limestone. Its activity is exhibited in large rolling mills, iron-furnaces, foundries, machine shops, a large basic steel mill (established in 1898), etc. (total value of products in 1890, \$5,237,000). Alabama stands third in the list of iron-producing states, and three-fourths of Alabama iron is produced in the Birmingham district. Railways radiate hence in all directions. — 825 M. *Bessemer* (600 ft.; *Grand Hotel*), founded in 1887, contained 4544 inhab. in 1890 and is already an iron-making place of considerable importance. — 868 M. *Tuscaloosa* (160 ft.), at the head of steamboat-navigation on the *Black Warrior River*, has 4315 inhab. and is the site of the *University of Alabama* (250 students). — At (945 M.) *Cuba* we enter *Mississippi*. — 968 M. *Meridian* (320 ft.; *St. Charles*, E. P.; *Southern*, \$ 2¹/₂-4), an industrial city with 10,624 inhab., is the junction of lines to *Vicksburg* (p. 359), *Corinth* (see above), and *Mobile* (p. 377). — We now follow the *New Orleans & N. E. R. R.* Unimportant stations. We reach *Louisiana* at (1115 M.) *Nicholson*. In entering New Orleans we cross *Lake Pontchartrain* (p. 419) by the longest bridge in the world, consisting of 26 M. of continuous trestle (19 M. over land, 7 M. over water).

1164 M. *New Orleans*, see p. 415.

c. *Viâ Weldon, Raleigh, and Atlanta (Seaboard Air Line).*

1216 M. RAILWAY in 40 hrs. (fares as above). RICHMOND, FREDERICKSBURG, AND POTOMAC R. R. from Washington to (116 M.) *Richmond*; ATLANTIC COAST LINE from Richmond to (81 M.) *Weldon*; SEABOARD AIR LINE from Weldon to (520 M.) *Atlanta*; ATLANTA & WEST POINT R. R. from Atlanta to (175 M.) *Montgomery*; LOUISVILLE & NASHVILLE R. R. from Montgomery to (321 M.) *New Orleans*.

From Washington to (116 M.) *Richmond*, see R. 66; from Richmond to (200 M.) *Weldon*, see R. 71 a. We here join the SEABOARD AIR LINE, the N. terminus of which is at *Portsmouth* (see p. 371).

Our route runs towards the S.W. 221 M. *Littleton*; 241 M. *Ridgeway*; 254 M. *Henderson* (4000 inhab.), the junction of a line