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— 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

to Durham (p. 375); 270 M. *Franklinton*, 280 M. *Wake Forest*, with a large college; 287 M. *Neuse*.

298 M. **Raleigh** (320 ft.; *The Park*, \$ 2¹/₂-4; *Yarborough House*, \$ 2¹/₂-3), the capital of North Carolina, with 12,678 inhab., lies on high ground near the centre of the state. The *State House* stands in *Union Square*, in the centre of the city. Among other large buildings are *St. Mary's College* (pleasant grounds), the *Peace Institute*, the *Baptist University* (these three for girls and young women), the *Agricultural & Mechanical College* (300 students), *Shaw University* (360 coloured students), the *State Insane Asylum*, the *State Geological Museum*, and the *Post Office*. A drive may be taken to the *Old, Confederate, and Federal Cemeteries* (views).

From Raleigh to Durham and Greensboro, to Goldsboro, and to Norfolk, see p. 375.

Beyond Raleigh our line continues its general direction towards the S.W. 328 M. *Moncure* is the junction of a short line to *Pittsboro*. — At (340 M.) *Sanford* we cross the Cape Fear and Yadkin Valley R. R.

On the Bennettsville branch of this railway, 57 M. from Sanford, lie *Red Springs* (Townsend Hotel), a frequented resort with two mineral springs. In summer a four-in-hand coach runs hence to Southern Pines (see below).

From (352 M.) *Cameron* a short branch diverges to (10 M.) *Carthage*. — 366 M. **Southern Pines** (600 ft.; **Piney Woods Inn*, \$ 2-5; *Prospect Ho.*, \$ 2; *Southern Pines Ho.*, from \$ 1¹/₂), a pleasant winter-resort, situated on dry sandy soil, in the heart of the long-leaved pine belt of N. Carolina (average winter-temperature 44° Fahr.).

An electric tramway runs towards the W. from Southern Pines, through peach-orchards, to (6 M.) *Pinehurst* (Holly Inn, \$ 2¹/₂), a new winter-resort among the pines, with a casino, a deer-park, and other attractions.

394 M. *Hamlet* (Rail. Restaurant) is the junction of the Seaboard Air Line branch to (110 M.) *Wilmington* (p. 389). — 419 M. *Wadesboro* is the junction of lines to (132 M.) *Rutherfordton* and to *Florence* (p. 389). Near (459 M.) *Waxhaw* we enter *South Carolina* (p. 375). At (471 M.) *Catawba* we intersect the Ohio River and Charleston Railway; at (492 M.) *Chester* we cross the Southern Railway from Charlotte to Columbia; and at (509 M.) *Carlisle* we cross the same railway's branch between Columbia and Spartanburg (p. 375). 537 M. *Clinton* is another point of connection with the Southern Railway System; 565 M. *Greenwood* and (580 M.) *Abbeville* connect both with the Southern Railway and with the Central of Georgia R.R. At (595 M.) *Calhoun Falls* we cross the *Savannah* and enter *Georgia* (p. 376). 612 M. *Elberton*. — 646 M. **Athens** (*Victoria Commercial*, \$ 2¹/₂), a small town with 10,000 inhab., claims to be the educational centre of Georgia. It is the seat of the *University of Georgia* (300 students), and among its other educational establishments may be mentioned the *Lucy Cobb Institute for Girls*. It

is the junction of lines to Macon, Lula (p. 359), and various other points. — 684 M. *Lawrenceville*; 701 M. *Tucker*; 716 M. *Howells*, 720 M. *Atlanta*, and thence to —
1216 M. *New Orleans*, see R. 69 a.

70. From Salisbury to Asheville and Morristown.

228 M. SOUTHERN RAILWAY to (141 M) *Asheville* in $4\frac{1}{4}$ - $5\frac{1}{2}$ hrs. (fare \$4.60; sleeper \$2); to (228 M.) *Morristown* in 7-9 hrs. (fare \$7.30; sleeper \$2). From New York to *Asheville* in 22 hrs. (fare \$21.45; sleeper \$5)

This railway gives access to the beautiful scenery of Western North Carolina ('Land of the Sky'), which may be described as a plateau with an average altitude of 2000 ft., 250 M. long and 25 M. wide, bounded by the *Great Smoky Mts.* (p. 332) on the W. and by the *Blue Ridge* (p. 379) on the E. It is crossed by several spurs of the main chain, including the *Black*, the *Balsam*, the *Pisgah*, the *Cowee*, and the *Nantahala* ranges. Many of these are higher than the main chains, the *Black Mts.* alone containing 19 peaks over 6000 ft. in height. The district is watered by numerous rivers that rise in the *Blue Ridge* and flow with a steep decline and rapid current across this plateau, cutting through the *Great Smokies* on their way to the *Mississippi*. The *French Broad*, the *Pigeon*, the *Tuckasegee*, and the *Little Tennessee* are the chief of these. In this way the country is cross-sectioned into many smaller valleys, affording endless variety of scenery. The fact that even the highest mountains are densely wooded to their tops adds much to the picturesqueness and softens the outlines of the landscape.

Salisbury, see p. 375. Beyond (26 M.) *Statesville* (955 ft.) we cross the *Catawba*. The main *Blue Ridge* (p. 379) soon comes into sight on the right, while various spurs are seen in the distance to the left. 48 M. *Newton* (1070 ft.). — 58 M. *Hickory* (1140 ft.; Hickory Inn, \$2-3, meal 75 c.).

From *Hickory* a narrow-gauge railway runs to (20 M.) *Lenoir* (Merchants' Hotel, \$2), whence a drive of 4 hrs. brings us to *Blowing Rock* (*Green Park Ho.*, *Blowing Rock Ho.*, \$2-2 $\frac{1}{2}$), 2 M. from the famous precipice and mountain of this name (4000 ft.). The "View from the latter is superb, including the *Grandfather* (5895 ft.) on the W., the *Pilot Mt.* (2435 ft.), 100 M. to the E., *King's Mt.* (1050 ft.) to the S., and *Mitchell's Peak* (p. 387) to the N. There are several pretty waterfalls and other points of interest in the vicinity.

To the left, at (79 M.) *Morganton* (1185 ft.), is the large State Lunatic Asylum. We enter the mountain-district proper at (111 M.) *Old Fort* (1450 ft.) and ascend abruptly through a romantic gorge, with its rocky mountain-walls overgrown by rhododendrons (in blossom in June). The engineering of the railway here is interesting, with its numerous loops, tunnels, cuttings, and bridges; at one point four sections of the line lie perpendicularly one above the other. At the head of the gorge we thread a long tunnel and reach the plateau of *Western North Carolina* (see above). 125 M. *Black Mt. Station*; 139 M. *Biltmore* (see p. 387).

141 M. *Asheville*. — HOTELS. **Battery Park Hotel*, on a hill above the town, from \$4; **Kenilworth Inn*, 2 M. from Asheville, near Biltmore, see above, \$5; *The Oaks*, \$2 $\frac{1}{2}$ -3; *Swannanoa*, \$2-2 $\frac{1}{2}$; *Berkeley*, \$2-3; *Glen Rock*, \$2-2 $\frac{1}{2}$. — *Electric Tramway* to the station (1 $\frac{1}{2}$ M. from the centre of the town) and to the suburbs (5 c.).

Asheville (2350 ft.), finely situated at the junction of the *Swan-*