

Werk

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junction of lines to *Norfolk* (p. 371) and to (75 M.) *Plymouth*, on *Albemarle Sound*. At (137 M.) *Wilson* the line forks, the new 'Short Cut' running in a straight direction, while the line to (24 M.) *Goldsborough* (comp. p. 375) and (108 M.) *Wilmington* diverges to the left.

Wilmington (*Orton*, \$2½; *Oceanic*, at *Carolina Beach*; British vice consul, *Mr. James Sprunt*), the largest city of North Carolina (20,056 inhab.), lies on the *Cape Fear River*, 20 M. from the Atlantic Ocean. It has a large foreign commerce and regular steamship-communication with New York, Philadelphia, and Baltimore. It is a prominent market for naval stores. The *Atlantic Coast Line* (p. 388) has its headquarters here. — From *Wilmington* a railway runs to the N. to (82 M.) *New Bern* (p. 375).

163 M. *Selma*, the junction of a line to *Raleigh* (p. 385); 211 M. *Fayetteville*, the junction of lines to *Greensborough* (p. 375), *Bennettsville*, and *Wilmington* (see above); 243 M. *Pembroke*, the junction of a line to *Charlotte* (p. 375). At (281 M.) *Pee Dee* we are rejoined by the *Wilmington* loop-line. — 294 M. *Florence* (Central Hotel, \$2-3), with 3395 inhab., is a cotton-market and railway-centre of some importance. We here turn sharply to the left (S.). — 342 M. *Lane's* is the junction of a line to (37 M.) *Georgetown*, a quaint and old little seaport. 390 M. *Ashley Junction* (comp. pp. 394, 398). 396 M. *Charleston*, see p. 390.

b. Viâ Charlotte and Columbia.

518 M. SOUTHERN RAILWAY to (388 M.) *Columbia* in 11 hrs.; SOUTH CAROLINA AND GEORGIA RAILWAY thence to (130 M.) *Charleston* in 4-4½ hrs. (fares as above).

Richmond, see p. 366. The train crosses the *James*, passes (1 M.) *Manchester* (p. 366), and runs to the S.W. through a tobacco-growing district. At (53 M.) *Burkeville* (520 ft.) we intersect the *Norfolk & Western R. R.* (R. 68). 73 M. *Keysoville* (625 ft.). At (90 M.) *Randolph* we cross the *Roanoke*. From (109 M.) *South Boston* we follow the *Dan River* to (141 M.) *Danville* (p. 375).

From *Danville* to (282 M.) *Charlotte*, see p. 375. We here diverge to the left from the route to *New Orleans* (R. 69a). Beyond (299 M.) *Fort Mill* we cross the *Catawba River*. 326 M. *Chester*.

388 M. *Columbia* (300 ft.; *Grand Central*, \$2-3; *Jerome, Wright*, \$2-2½; *Columbia*), the capital of South Carolina, lies on the high banks of the *Congaree*, in the district of the *Pine Barrens*. Pop. (1890) 15,353. Its streets are wide and shady, and many of the public buildings are imposing. The most important is the **State House*, in the grounds of which is a fine monument to the 'Palmetto Regiment', which served with distinction in the Mexican War (1846-47). Other large edifices are the *State Penitentiary*, the *Lunatic Asylum*, the *Court House*, and the *City Hall*. The *South Carolina College* is attended by 200 students. The grounds of the *Executive Mansion* and *Arsenal Hill* command fine views of the valley. Pleasant drives

may be taken in the *Fair Grounds* and *Sydney Park*. The city possesses large car, machine, and iron works.

Columbia became the state-capital in 1796. In 1832 the 'Nullification Ordinance' was passed by a convention sitting here; and on Dec. 20th, 1860, another convention announced the dissolution of the union between S. Carolina and the other states. The city was occupied by Gen. Sherman in 1865 and suffered severely from fire.

From Columbia to (67 M.) *Spartanburg*, see p. 375; to *Augusta*, see p. 393.

Beyond Columbia our line passes through a level, pine-clad district. 412 M. *Kingville* is the junction of a branch-line to (38 M.) *Camden* (240 ft.; *Hobkirk Inn*, \$4; *Upton Court*, \$3), a quaint little town with 3000 inhab., frequented as a winter-resort among the pines. — At (456 M.) *Branchville* (Rail. Restaurant) we join the line described in R. 73.

518 M. *Charleston*, see below.

72. Charleston.

Hotels. *Charleston Hotel* (Pl. a; B, 2), Meeting St., \$3½-4; *St. Charles* (Pl. b; B, 2), Meeting St., \$2½.

Electric Tramways traverse the chief streets (5 c) and run to various suburban points — Omnibuses meet the principal trains (return-ticket 50 c.).

Steamers ply to *New York* (50 hrs.; fare \$20), *Boston*, *Baltimore*, *Philadelphia*, *Savannah*, *Georgetown*, *Beaufort*, and *Jacksonville*. A small steamer plies twice daily from Custom House Wharf to *Mt. Pleasant*, *Sullivan's Island*, and *Fort Sumter* (1½ hr., there and back; fare \$1).

Post Office (Pl. 1; B, 2), cor. of Meeting and Broad Sts. — *British Consul*, Col. H. W. de Coëtlogon, 62 South Battery. — *Grand Opera House*, Meeting St.; *Academy of Music*, King St.

Charleston, the largest city of South Carolina and one of the chief seaports of the Southern States, occupies the end of the narrow peninsula formed by the confluence of the *Ashley* and *Cooper Rivers*, about 6 M. from their embouchure in the Atlantic Ocean. It is a pleasant old-fashioned town, with its main streets well paved and numerous picturesque private residences embowered in semi-tropical flowers and trees. Pop. (1898) 65,000, more than half of whom are coloured. The land-locked harbour, since the completion of the new jetties, admits vessels of 24½ ft. draught.

The small body of colonists under Col. Sayle, sent out by the lords proprietors to take possession of the Carolinas in 1669, after calling at Port Royal settled on the W. bank of the Ashley River, but soon (ca. 1680) transferred their town, named in honour of Charles II., to its present site. In 1685-86 numerous Huguenot emigrants were added to the population, and 1200 exiles from Acadia settled here in 1755. Charleston took a prominent share in the Revolution, repelled an attack on *Sullivan's Island* (Pl. F, 3) in 1776 (Col. Moultrie), and was captured by Sir Henry Clinton in 1780 after an obstinate defence. The Civil War began at Charleston with the bombardment of *Fort Sumter* (Pl. E, 4; April 12-13th, 1861), and the city was more than once attacked by the Unionists in the ensuing years, being finally evacuated in Feb., 1865. In 1886 Charleston was devastated by a severe earthquake, which rendered seven-eighths of its houses uninhabitable, destroyed property to the value of \$8,000,000, and killed scores of persons. A few traces of its action are still visible in the form of ruined buildings and iron stays and clamps.