

Werk

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The ruins of *Fort St. Michael* and *St. Bernard* date partly from the Spanish period.

Visits may be made (small steamer) to the *Navy Yard*, *Ft. McRae*, *Ft. Barancas*, and *Ft. Pickens* (*Santa Rosa Island*). Steamers also ply to European ports.

The train now runs to the N., along the *Escambia River*, and enters *Alabama* shortly before reaching (413 M.) *Flomaton*. From *Flomaton* to (472 M.) *Mobile* and —

614 M. *New Orleans*, see R. 69 a.

83. New Orleans.

Hotels. **NEW ST. CHARLES* (Pl. b; F, 4), *St. Charles St.*, from \$4; *HOTEL ROYAL* (Pl. a; F, 3), *St. Louis St.*, E. P.; *DENECHAUD* (Pl. c; F, 4), at the corner of *Perdido* and *Carondelet Sts.*; *GRUNEWALD* (Pl. d; F, 4), *Baronne St.*, near *Canal St.*, from \$3, R. from \$1; *COSMOPOLITAN* (Pl. e; F, 4), *Bourbon* and *Royal Sts.*, near *Canal St.*, R. from \$1½ — **BOARDING HOUSES** abound throughout *New Orleans*, and the numerous *Pensions* and *Chambres Garnies* of the *French Quarter* are carried on in genuine *Creole* style. During the *Carnival* (p. 416) a special bureau is established for giving information about lodgings.

Restaurants. *Moreau*, *Canal St.*; *Fabacher*, 137 *Royal St.*; *Leon*, *St. Charles St.*; *Denechaud*, 8 *Carondelet St.* (see above); *Victor*, 209 *Bourbon St.*; *Cosmopolitan*, 121 *Royal St.*; *Louisiana*, 717 *Customhouse St.*; *Domecq*, 835 *Canal St.*; *Vonderbank*, 626 *Common St.*; *Lopez*, 730 *Canal St.*; *Nicholl*, *Camp St.*; *Antoine*, 65 *St. Louis St.*; *Alciatore*, near the *City Park* (Pl. C, 4); *Christian Women's Exchange*, 1 *South St.* — *Cafés* abound in the *French Quarter*. — The markets of *New Orleans* are singularly well stocked with game, fish, fruit, and vegetables, and its restaurants have a good reputation. Among the *Creole* dishes for which *New Orleans* is famous is *Gumbo*, a kind of thick vegetable soup.

Electric Tramways traverse the city in all directions (fare 5 c.). — **Carriages** about \$1 per hour; from the railway-stations to the hotels 50 c. each person. — **Omnibuses** meet the principal trains (25 c.). — **Ferries** ply to *Aigiers*, *Goldsborough*, and *Gretna*, on the opposite side of the *Mississippi*. — **Steamers** ply to all points on the *Mississippi* (comp. R. 65), *Ohio*, and *Missouri*, and to *New York*, *Boston*, *Key West*, *Havana*, *Vera Cruz*, *Liverpool*, *Bremen*, and many other *American* and *European* ports.

Railway Stations. *Louisville & Nashville* (Pl. F, 4), on the *Levee*; *Yazoo & Mississippi Valley* (Pl. E, 4); *Illinois Central* (Pl. D, E, 4); *New Orleans & North Eastern* (*Queen & Crescent*; Pl. G, H, 3), on the *Levee*; *New Orleans & Southern* (Pl. G, 2), *Elysian Fields*; *Southern Pacific* (Pl. G, 3), *Texas & Pacific* (Pl. F, 5), on the *Levee*, with ferries across the river; *Fort Jackson* (Pl. G, 3, 4), on the *W. bank*; *West End*, *Spanish Fort*, and *Old Lake Stations* (Pl. F 3, E 3, and G 2, 3), for local lines to *Lake Pontchartrain* (p. 419).

Places of Amusement. *French Opera House* (Pl. F, 3), corner of *Bourbon* and *Toulouse Sts.* (2000 seats); *Academy of Music* (Pl. F, 4), *St. Charles Theatre* (Pl. F, 4), *St. Charles St.*; *Grand Opera House* (Pl. F, 3), *Canal St.*; *Crescent Theatre*, *Tulane Theatre*, *Baronne St.* — Comp. p. 419.

British Consul, *A. G. Vansittart*, 141 *Carondelet St.*; vice-consul, *J. Donnelly*.

Post Office (Pl. F, 4), *Canal St.*, open 6.30 a.m. to 7 p.m., Sun. 9-12.

New Orleans, the chief city of *Louisiana*, the eleventh city of the *United States*, and the largest to the S. of *St. Louis*, is situated on the *Mississippi*, 106 M. above its mouth in the *Gulf of Mexico*. The great bulk of the city lies on the left bank of the river, which is here ¼-½ M. wide and makes the bend from which *New Orleans*

derives its appellation of 'Crescent City'. A great part of the city is below the level of the river at high water and is protected by a levee or embankment, 15 ft. wide and 14 ft. high. The municipal limits, which extend on the N. to *Lake Pontchartrain* (p. 419), enclose an area of 187 M., but about three-fourths of this is uninhabitable swamp. The city is laid out with considerable regularity, and many of the chief streets are wide and shaded with trees. The most important business-thoroughfare is *Canal Street* (Pl. B-F, 1-4), which runs at right angles to the river and divides the *French Quarter*, or '*Vieux Carré*' (see below), on the N.E., from the *New City*, or *American Quarter*, on the S.W. The finest residences are on *St. Charles Avenue* (Pl. A-E, 5, 6). In 1890 New Orleans contained 242,039 inhab., of whom about 18 per cent were of Anglo-American race, 17 per cent French, 15 per cent German, 14 per cent Irish, 8 per cent Italian, 2-3 per cent Spanish, and 25 per cent Coloured. The estimated population in 1898 was 275,000.

New Orleans was founded in 1718 by Jean de Bienville, governor of the settlement made in 1699 at Biloxi (see p. 378), and became capital of Louisiana in 1721, while still but little more than a village of trappers and gold-hunters (comp. *Miss Grace King's* '*Sieur de Bienville*'). In 1762 it was ceded by France to Spain, but the inhabitants rebelled against this transference, established a government of their own, and were not suppressed till 1769. In 1732 the population was about 5000. From 1800 to 1803 New Orleans was again in the hands of the French, but in the latter year it was ceded, with the rest of Louisiana, to the United States. In 1804, when it had about 10,000 inhab., it received its city-charter. In 1815 the British were defeated here in an important battle by Gen. Andrew Jackson (see p. 417). In 1840 New Orleans was the fourth city of the United States, ranking after New York, Philadelphia, and Baltimore. New Orleans surrendered to the Unionists under Gen. Ben. Butler in 1862, after Adm. Farragut had succeeded in passing the forts at the mouth of the Mississippi and had the city under the guns of his fleet. By 1850 the population had increased to 116,375, by 1860 to 168,675, by 1870 to 191,418, and by 1880 to 216,140.

New Orleans is in many ways one of the most picturesque and interesting cities in America, owing to the survival of the buildings, manners, and customs of its original French and Spanish inhabitants. It has been described by *Mr. G. W. Cable* as 'a city of villas and cottages, of umbrageous gardens, intersected by 470 M. of unpaved streets; shaded by forest trees, haunted by song-birds, fragrant with a wealth of flowers that never fails a day in the year, and abundant, in season, with fruit — the fig, the plum, the pomegranate, the orange'. The *French Quarter*, to the N.E. of Canal St., is inhabited almost exclusively by *Creoles*, 'a handsome, graceful, and intelligent race, of a decidedly Gallic type, whose name does not necessarily imply, any more than it excludes, a departure from a pure double line of Latin descent' (*Cable*). Among the foreign-looking features of this quarter are the walls of adobe, the limewashed stucco façades, the jalousies, the gratings, the small-paned windows, the *portes-cochères*, the arcades and balconies, the tiled roofs, and the inner courts — the whole embosomed in bright-flowering semi-tropical plants. Most of the streets bear French or Spanish names; and indeed the whole street nomenclature of New Orleans is picturesque, though the Anglicised pronunciation will sometimes puzzle a stranger. — The famous *Carnival of Mardi Gras* (Shrove Tuesday), celebrated here with great splendour, is, perhaps, the most picturesque festival in America. The city is taken formal possession of by Rex, the King of the Carnival; and the revels of his retinue, the *Knights of Momus*, the *Mystic Crews of Comus*, and other societies are of the liveliest description. The processions are

very elaborate (comp. 350). Those who mean to visit New Orleans at this season should secure rooms in advance (see p. 415).

Paul Morphy (1837-84), the famous chess-player, was a native of New Orleans and is buried in the old *St. Louis Cemetery* (Pl. F, 3).

New Orleans, as the outlet of the greatest agricultural valley in the world, is essentially a commercial city, and its foreign export trade is very important. It is the largest cotton-market in the world after Liverpool, and handles about two million bales annually. It also exports large quantities of sugar, molasses, rice, pork, Indian corn, wool, timber, hides, and tobacco, and imports fruits from Central and South America, including enormous quantities of bananas. Its manufactures (valued in 1890 at \$35,000,000) include cotton-seed oil, machinery, barrel-staves, flour, rice, tobacco, and sugar — In spite of the levees and embankments the lower Mississippi often breaks its bounds, and disastrous inundations are of frequent occurrence. Within the last 150 years the E. bank of the river at New Orleans has greatly advanced, the new land or 'batture' being at some points as much as 1500 ft. wide.

The visitor to New Orleans should be familiar with *George W. Cable's* romances ('*Sieur George*', '*Mme Delphine*', '*The Grandissimes*', etc.). The house of '*Sieur George*' is at the corner of Royal and St. Peter Sts. (Pl. F, 3). No. 253 Royal St. was the home of '*Mme. Delicieuse*', and '*Mme. Delphine's*' is at 294 Barracks St. (Pl. F, 3), near Royal St. — See also '*New Orleans: the Place and the People*', by *Grace King*.

The tourist will do well to begin his exploration of New Orleans by taking his bearings from the roof of the *St. Charles Hotel* (Pl. b; F, 4) or the *Custom House* (Pl. F, 4). The latter is a large granite building in CANAL STREET, near the river, containing the *Post Office* (on the groundfloor) and the large *Marble Hall*.

Just below the Custom House, Canal St. ends at the **Levee* (Pl. F-H, 3-6), which extends along the E. bank of the Mississippi for about 6 M. and presents a very animated and interesting scene. Following it to the left (N.) we soon reach **JACKSON SQUARE* (Pl. F, 3), the old *Place d'Armes*, which contains a *Statue of Gen. Andrew Jackson* (see p. 416) by Mills, and is adjoined by the *Cathedral of St. Louis*, a good specimen of the Spanish-Creole style, built in 1792-94, on the site of the first church in Louisiana, but altered in 1850. It contains some paintings and interesting tombs. The buildings to the right and left are *Court Houses*, that to the S. having been built for the *Cabildo*, or City Council, of the Spanish regime. — On the Levee, just beyond Jackson Sq., is the **French Market* (Pl. G, 3), a morning visit to which (best about 6 or 7 a.m.; on Sun. 8 or 9 a.m.) reveals a scene of the greatest picturesqueness and animation. — A little farther on, at the foot of *Esplanade St.*, is the *U. S. Branch Mint* (Pl. G, 3), a large building in the Ionic style.

We may now take an opportunity for a stroll in the fine **Creole Quarter* (see p. 416), among the chief promenades of which are *Esplanade Street* (Pl. D-G, 1-3), *Rampart Street* (Pl. F, 2), and *Royal Street* (Pl. F, 3). At the corner of Chartres and Hospital Sts. is the *Archbishop's Residence* (Pl. F, G, 3), in the old Ursuline Convent (1787; visitors sometimes admitted).

Among other buildings adjoining the Levee are several *Railway Stations* (comp. p. 415) and the *Ursuline Convent*.

In Canal St., a little above the Custom House (see above), is a *Statue of Henry Clay* (Pl. F, 4). Following St. Charles St. to the left, we pass the *St. Charles Hotel* (right) and the *St. Charles Theatre*

(right) and reach LAFAYETTE SQUARE (Pl. F, 4), with the *City Hall*, the *Academy of Music*, *St. Patrick's Church*, the *First Presbyterian Church*, the *Odd Fellows Hall*, a *Statue of Franklin*, by Hiram Powers, a *Statue of John McDonough* (see below; 1898), and the *Free City Library*, established in 1897 by the consolidation of the Fisk and McDonough libraries (35,000 vols.). Farther on is LEE CIRCLE (Pl. F, 5), with a monument to *Gen. Lee*. At the corner of Camp St. and Howard Ave., adjoining Lee Circle, stands the ***Howard Library** (Pl. F, 4), the last work of *H. H. Richardson*, who was a native of Louisiana. To the S.W., in Carondelet St., is the *Jewish Temple Sinai* (Pl. E, 5).

TULANE AVENUE (Pl. C-F, 2-4), named in honour of the chief benefactor of Tulane University (see below), contains the *Law Department* of that institution, the *Jesuits' Church*, and the large *Charity Hospital* (Pl. E, 3), originally established in 1784 (800 beds). The large **Cotton Exchange** (Pl. F, 4) is at the corner of Carondelet St. and Gravier St.; the *Produce Exchange* (Pl. F, 4) is in Magazine St.; and the *Sugar Exchange* (Pl. F, 4) is at the foot of Bienville St. The *Church of the Immaculate Conception* (Pl. E, F, 4) is in a singular Moorish style. The *Monument to Margaret Haughery* (Pl. F, 5), the 'Orphan's Friend', is said to have been the first statue of a woman erected in the United States (comp., however, p. 130). — The *Shot Tower*, at the corner of Constance St. and St. Joseph St. (Pl. F, 4, 5), commands a fine view (214 ft. high; elevator). — The *U. S. Marine Hospital* (Pl. A, 7) lies near the river.

In St. Charles Avenue, opposite Audubon Park (see below), are the new buildings of **Tulane University** (Pl. A, 5), an important and well-equipped institution with 950 students. Associated with Tulane University is the *H. Sophie Newcomb Memorial College for Women* (Pl. E, 6), founded in 1886. — A legacy of *John McDonough* (d. 1850) has built and equipped 30 handsome *School Houses* in different parts of the city, accommodating 15-20,000 children.

New Orleans is not well provided with parks. The **City Park** (Pl. B, C, 1), on the Metairie Ridge, is 150 acres in extent. The **Audubon Park** (Pl. A, B, 5-7), in which the Great Exhibition of 1884-85 was held, is a narrow strip extending back from the river. Both parks contain fine live-oaks. — The ***Cemeteries** of New Orleans are among its recognized sights, owing to the fact that the swampy nature of the soil prevents the digging of graves and requires the bodies to be interred in mounds above ground. Their magnolias and live-oaks are also picturesque. The *Cypress Grove Cemetery* (Pl. B, 1), near the City Park, is one of the most interesting. The *Metairie Cemetery* (Pl. A, 1), in the same district, contains the grave of *Gen. Albert Sydney Johnston* (1803-62), with an equestrian statue. In *Greenwood Cemetery* (Pl. B, 1) is a *Monument to the Confederate Dead*. — The old *French Graveyards*, near the *Jockey Club* (Pl. D, 1), in Esplanade St., are interesting.

Excursions. Among the favourite resorts of the New Orleaners is *Lake Pontchartrain*, which lies about 5 M. to the N. of the city and is 40 M. long and 25 M. wide. A fish or game dinner at one of the garden restaurants here is a regular item of a visit to New Orleans. *Spanish Fort Park*, at the mouth of the *Bayou St. John*, marks the site of a fort erected by the Spaniards to guard this approach to the city. It is reached by railway (station at the corner of Canal and Basin Sts.; Pl. E, 3) or by drive along the Shell Road. *West End* (West End Hotel), also reached by the Shell Road or by railway (cor. of Canal and Bourbon Sts.; Pl. F, 3), is a favourite boating and yachting resort. *Milneburg*, to the E. of Spanish Fort, is reached by railway from *Old Lake Station* (Pl. G, 2, 3), at the corner of the Elysian Fields and Chartres St., or from the Louisville & Nashville Station (p. 415). — The site of the **Battlefield of New Orleans** (see p. 416) is at *Chalmette*, on the Mississippi, about 5 M. to the S. of Canal St., and may be reached by tramway or carriage. On the way we pass the *U.S. Barracks*. The site of the battle is marked by a monument. The *National Cemetery* contains 12,000 graves. — The *Carrollton Gardens* lie to the N. of the city (tramway). — A visit to one of the *Sugar Plantations* on the Mississippi will be found interesting. Among the finest are the Ames, McCall, and Kernochan Plantations. — Good wild-fowl shooting and fishing are obtained all round New Orleans.

Longer excursions may be made to *Pass Christian* (p. 378), *Bay St. Louis* (p. 378), *Mobile* (p. 377), the *Eads Jetties* (p. 365), etc.

From New Orleans to *New York*, see RR. 69 a, 69 b; to *Pensacola* and *Jacksonville*, see R. 82; to *Mobile*, see p. 377; to points in *Texas* and *California*, see RR. 104, 105; to *Cincinnati*, see R. 63; to *St. Louis*, see R. 64; to *Louisville*, see R. 63; to *Chicago*, see R. 64.

84. From St. Paul to Tacoma, Seattle, and Portland.

2056 M. NORTHERN PACIFIC RAILWAY to (1912 M.) *Tacoma* in 65 hrs. (1st class fare for continuous passage \$50, available for 30 days \$60; 2nd class fare \$40; sleeper \$13.50), to (1932 M.) *Seattle* in 66 hrs. (same fares), and to (2056 M.) *Portland* in 72 hrs. (same fares). Passengers bound for *Portland* direct (1887 M.) change cars at *Pasco Junction* (p. 424) and proceed thence by the Oregon R. R. and Nav. Co. (R. 88). *Duluth* (p. 330) is also one of the E. termini of this line, the line thence uniting with the St. Paul line at *Staples* (see p. 420).

This important railway crosses a district of immense agricultural and mineral wealth and forms one of the main lines of communication between the E. and W. coasts of the United States, besides affording convenient access to *British Columbia*, *Vancouver Island*, and *Alaska*. Much of the scenery on the W. part of the line is very fine, and the branch-line from *Livingston* (see p. 421) affords the most direct route to the wonderful *Yellowstone Park* (R. 85).

For the Great Northern Railway route to *Seattle*, *Tacoma*, and *Portland*, see R. 55.

St. Paul, see p. 325. The train follows the E. bank of the *Mississippi* (views to the left), passing the *State Fair Buildings* (p. 327) and *Hamline University*. At (11 M.) *Minneapolis* (see p. 327) we cross and recross the river. 29 M. *Anoka* (p. 335); 41 M. *Elk River* (p. 335); 76 M. *St. Cloud* (p. 335). Our line now parts company with that of the G. N. R. (R. 55). 77 M. *Sauk Rapids*. From (108 M.) *Little Falls* (Buckman, \$2-2½), where we leave the *Mississippi Valley*, a branch-line runs to (61 M.) *Brainerd* (1600 ft.), an industrial city with (1895) 7031 inhab. and the N. P. R. workshops, on the line to *Duluth* (p. 330).