

## **Werk**

**Titel:** The United States with an excursion into Mexico

**Verlag:** Baedeker [u.a.]

**Ort:** Leipzig [u.a.]

**Jahr:** 1899

**Kollektion:** Itineraria

**Werk Id:** PPN242370497

**PURL:** <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG\_0266

**OPAC:** <http://opac.sub.uni-goettingen.de/DB=1/PPN?PPN=242370497>

## **Terms and Conditions**

The Goettingen State and University Library provides access to digitized documents strictly for noncommercial educational, research and private purposes and makes no warranty with regard to their use for other purposes. Some of our collections are protected by copyright. Publication and/or broadcast in any form (including electronic) requires prior written permission from the Goettingen State- and University Library.

Each copy of any part of this document must contain these Terms and Conditions. With the usage of the library's online system to access or download a digitized document you accept the Terms and Conditions.

Reproductions of material on the web site may not be made for or donated to other repositories, nor may be further reproduced without written permission from the Goettingen State- and University Library.

For reproduction requests and permissions, please contact us. If citing materials, please give proper attribution of the source.

## **Contact**

Niedersächsische Staats- und Universitätsbibliothek Göttingen  
Georg-August-Universität Göttingen  
Platz der Göttinger Sieben 1  
37073 Göttingen  
Germany  
Email: [gdz@sub.uni-goettingen.de](mailto:gdz@sub.uni-goettingen.de)

## 86. From Chicago to Council Bluffs and Omaha.

### a. Viâ Chicago, Milwaukee, & St. Paul Railway.

492 M. RAILWAY in 14-15 hrs. (fare \$ 12.75; sleeper \$ 2.50). — This forms part of the *Western Midland Route* to California (through-cars from Chicago to San Francisco)

*Chicago*, see p. 308. The line runs towards the W. through a farming district. 36½ M. *Elgin* (700 ft.; Kelley Ho., \$ 2), a busy city of 17,823 inhab. on the *For River*, with large watch and other factories. From (80 M.) *Davis Junction* a line runs to the N. to (13 M.) *Rockford*. — 138 M. *Savanna* (570 ft.; *Savanna Ho.*, *Radke Ho.*, \$ 2), on the E. bank of the *Mississippi*, is the junction of lines running N. to *Dubuque* (p. 324) and S. to *Rock Island City* (p. 323). Our line here crosses the river to (141 M.) *Sabula* and enters *Iowa* (p. 324). 173 M. *Delmar Junction* (810 ft.); 193 M. *Oxford Junction* (720 ft.); 228 M. *Marion*, the junction of a line to Cedar Rapids (p. 439) and Kansas City (p. 452); 281 M. *Tama City*. From (348 M.) *Madrid* and from (378 M.) *Herndon* lines run to Des Moines (p. 440). 395 M. *Coon Rapids*. — 427 M. *Manilla*, junction of a line to Sioux City (p. 334); 468 M. *Neola*.

488½ M. *Council Bluffs* (980 ft.; *Ogden*; *Grand Hotel*, \$ 2½-4; *Union Pacific*, \$ 2-3), a flourishing city of (1895) 20,189 inhab., at the foot of the bluffs of the *Missouri*, 2½ M. to the E. of the river, owes its prosperity mainly to the fact that it is the principal E. terminus of the great *Union Pacific Railway* (see R. 88) and the converging point of the E. railways connecting with it. Many of the public buildings are large and substantial. *Fairmount Park* is prettily laid out and commands fine views. Council Bluffs is connected with Omaha by two railway-bridges and one road-bridge.

Our train now runs into the (489½ M.) *Union Pacific Transfer Station* and then crosses the *Missouri* by a fine *\*Iron Bridge*, more than ½ M. long, erected at a cost of \$ 1,000,000.

492 M. *Omaha* (1030 ft.; *Paxton Ho.*, \$ 2½-4, R. from \$ 1; *Millard*, from \$ 2½, R. from \$ 1; *Murray*, from \$ 3, *Dellone*, \$ 2½-4; *Mercer*, \$ 2-3), the largest city in *Nebraska* ('Antelope State') and on the *Missouri*, with (1890) 140,452 inhab., is situated on a plateau rising from the W. bank of the river. The business-streets adjoin the river, while the pleasant residence-quarters occupy the high ground. Among the most important buildings are the new *Federal Building* (1898), the *Coliseum* (a convention-hall with 12,000 seats), the *High School* (fine view from the lofty tower), the *County Court House*, the *Exposition Building*, the *City Hall*, several *Churches*, and the offices of the *Omaha Bee* and the *New York Life Insurance Co.* — The *Public Library* contains 55,000 vols. and the *Byron Reed* collection of arts and curios. — The *\*Art Collection of Mr. G. W. Lininger*, cor. of 18th and Davenport Sts. (open on Thurs. & Sun., to strangers at other times also), includes paintings by *Fra Angelico*,

*Guido Reni* (\*2), *Guercino*, *Del Sarto*, *Solimena*, *Giordano*, *Rembrandt*, *Zurbaran*, and several modern masters. — On the N. side of the city is the site of the great *Trans-Mississippi International Exposition* (1898), some of the handsome buildings of which are to be permanently retained.

Omaha (the 'Gate City') owes its commercial importance to its position as one of the chief gateways to the West and has grown rapidly since its foundation in 1854. Its industries include smelting, brewing, distilling, meat-packing (excelled only by Chicago and Kansas City), machine-shops, and the making of bricks and steam-engines. The total value of their products in 1890 was \$38,961,523. It is a railway-centre of great importance, being practically (comp. p. 442) the E. terminus of the Union Pacific Railway and in more or less direct communication with all the chief cities of the E. and S.

*Fort Omaha*,  $\frac{1}{4}$  M. to the N., is the headquarters of the military department of the Missouri.

From Omaha to *Portland*, see R. 88; to *San Francisco*, see R. 89.

### b. Viâ Chicago & North-Western Railway.

492 M. RAILWAY in 14-16 hrs. (fares as above) — Through-cars run to California by this line also.

*Chicago*, see p. 308. This line follows nearly the same general direction as that above described. Few of the stations are of great importance. Beyond (97 M.) *Dixon* (720 ft.) we follow the *Rock River* to (109 M.) *Sterling*, a small manufacturing city (5824 inhab.), with good water-power. — From (135 M.) *Fulton Junction*, on the E. bank of the *Mississippi*, lines run N. to *Savanna* (p. 438) and *Dubuque* (p. 324) and S. to *Rock Island City* (p. 323). We cross the river by a fine *Iron Bridge*,  $\frac{3}{4}$  M. long, enter *Iowa*, and reach (138 M.) *Clinton* (725 ft.; *Windsor*, *Revere Ho.*, \$2), a prosperous city with (1895) 17,375 inhab. and extensive lumber-mills. — 172 M. *Wheatland*. — 219 M. *Cedar Rapids* (745 ft.; *Grand*, \$3-4; *Clifton Ho.*, \$2-2 $\frac{1}{2}$ ), a city of (1895) 21,555 inhab., on *Red Cedar River*, is an important railway-centre (comp. p. 438), carries on a large trade, and contains large pork-packing establishments and several manufactories. — 270 M. *Tama*; 326 M. *Ames*, the junction of a line to (37 M.) *Des Moines* (p. 440). Beyond (340 M.) *Boone* (1155 ft.) we descend rapidly into the valley of the *Des Moines* and the scenery becomes more interesting. We cross the river near (345 M.) *Moingana*. Farther on we again traverse a rich prairie district. 362 M. *Grand Junction*. At (400 M.) *Maple River Junction* we bend to the left (S.). 405 M. *Arcadia* (1440 ft.; 870 above Lake Michigan) is said to be the highest point in the level state of Iowa. Beyond (423 M.) *Denison* we pass through the pretty *Boyer Valley*. Beyond (468 M.) *Missouri Valley* (1020 ft.), the junction of a line from *Sioux City* (p. 334), we have good views of the *Missouri* and its bluffs.

489 M. *Council Bluffs*, and thence to —

492 M. *Omaha*, see R. 86 a.

c. **Viâ Chicago, Rock Island, and Pacific Railway.**

503 M. RAILWAY in 15-20 hrs. (fares as above).

From *Chicago* to (181 M.) *Rock Island*, see R. 50c. This line runs somewhat to the S. of those described above but through much the same kind of fertile prairie-lands. From *Rock Island* the train crosses the *Mississippi*, by a fine bridge, to (183 M.) **Davenport** (580 ft.; *Kimball Ho.*, \$2-3; *St. James*, \$2-2½), the third city of Iowa, with (1895) 30,100 inhab., an important trade in grain and coal, and numerous manufactories. It is finely situated on the slopes of a bluff rising from the river and contains many handsome and substantial buildings. — At (222 M.) *West Liberty* (665 ft.) we intersect the railway from *Burlington* to *Minneapolis* (p. 324). — 237 M. **Iowa City** (670 ft.; *Kirkwood*, *St. James*, \$2), a city of (1895) 7526 inhab., on the *Iowa River*, with various manufactories, is the seat of the *State University* and the *State Historical Library* (14,000 vols.). — 303 M. *Grinnell*; 335 M. *Colfax* (750 ft.) with mineral springs.

358 M. **Des Moines** (800 ft.; *Savery*, \$2½-4; *Aborn Ho.*, \$2-2½; *Kirkwood*, \$2-3; *Morgan*, \$1½-2½), the capital of Iowa, is a city of (1895) 56,359 inhab., situated at the confluence of the *Des Moines* and the *Raccoon*, at the head of navigation of the former river. It is an important railway-centre and carries on a considerable trade and several manufactures (value of products in 1890, \$5,680,000). Among the finest buildings are the new *State Capitol* (erected at a cost of \$3,000,000), the *Post Office*, the *City Hall*, the *Grand Opera House*, *Drake University* (600 students), and the *State Library* (46,000 vols.). — The train continues to run towards the W. Beyond (479 M.) *Neola* we descend to the level of the *Missouri*.

499 M. *Council Bluffs*, and thence to —503 M. **Omaha**, see R. 86 a.d. **Viâ Chicago, Burlington, and Quincy Railroad.**

502 M. RAILWAY in 14-17 hrs. (fares as above).

*Chicago*, see p. 308. The line runs at first towards the S.W., through a rich farming district similar to those mentioned above.

37 M. *Aurora* (p. 324); 83 M. *Mendota* (750 ft.); 163 M. *Galesburg* (790 ft.; *Union*, \$2-2½), a city of 15,264 inhab., with two flourishing colleges, various industries, and a trade in agricultural produce. — From (205 M.) *Carthage Junction* the train crosses the *Mississippi* to —

206 M. **Burlington** (525 ft.; *Delano*, \$2-4; *Union*, \$2-2½), the fifth city of Iowa, with (1895) 25,246 inhab. and a considerable trade by river and railway. The city is regularly laid out, with the business quarters on the river bottom and the residence-quarters on the bluffs above. The *Burlington Institute*, the *Free Public Library* (28,000 vols.), and the *County Court House* are among the chief buildings. — The

line now ascends towards the W. 234 M. *Mt. Pleasant* (725 ft.), with two Methodist colleges and a large Insane Asylum; 282 M. *Ottumwa* (630 ft.), on the *Des Moines*, with (1895) 16,761 inhab. and considerable trade and industry; 306 M. *Albia* (945 ft.), the junction of a line to (68 M.) *Des Moines* (p. 440); 362 M. *Osceola* (1125 ft.). Beyond (396 M.) *Creston* (1250 ft.) the line descends towards the Missouri Bottom. 447 M. *Red Oak* (1030 ft.), the junction of a line to (52 M.) *Nebraska City*; 482 M. *Pacific Junction* (960 ft.).

499 M. *Council Bluffs* and thence to —

502 M. **Omaha**, see R. 86a.

## 87. From Omaha to Denver.

### a. Via Chicago, Burlington, & Quincy Railroad.

538 M RAILWAY in 14 hrs. (fare \$ 17; sleeper \$ 3.50). Through-cars from Chicago.

*Omaha*, see p. 438. The line runs towards the S.W. and crosses the *Platte River*. — 31 M. *Ashland*.

55 M. **Lincoln** (*Lincoln, Lindell*, \$ 2-3 $\frac{1}{2}$ ; *Windsor*, \$ 2 $\frac{1}{2}$ ; *Capitol, Grand*, E. P.), the capital of *Nebraska* and second city in the state, with (1890) 55,154 inhab., is an important railway, industrial, and commercial centre. Among the chief buildings are the *Capitol*, the *State Insane Asylum*, the *Penitentiary*, the *University of Nebraska* (1600 students), and several other educational institutions.

FROM LINCOLN TO BILLINGS, 838 M., railway (*Burlington Route*) in 24 hrs. This line is an important through-route for passengers for the Yellowstone Park and the Pacific Coast. We first traverse a farming region, passing numerous small stations. — From (472 M.) *Edgemont* a branch line diverges to (105 M.) *Deadwood* (*Wentworth*, \$ 2-3), the chief town (500 inhab.) in the important mining district of the *Black Hills*, in S. Dakota. This branch also leads to (29 M.) *Hot Springs* (3400 ft.; *The Evans*, \$ 2 $\frac{1}{2}$ -4), the water of which (98° Fahr.) is beneficial for rheumatism and cutaneous and stomacic diseases. There is a large Soldiers' Home here. — Beyond Edgemont the Billings line traverses a grazing country. Not far from (584 M.) *Minturn*, on the *Belle Fourche River*, is the curious *Devil's Tower* or *Bear Lodge*, a natural obelisk of columnar basaltic rock, 1200 ft. high and tapering from a diameter of 800 ft. at the bottom to 375 ft. at the top. It is supposed to be the neck or plug of an extinct volcano, of which the crater has been removed by erosion. — 694 M. *Sheridan*. From (767 M.) *Crow Agency* we may visit the scene of the Custer Massacre (p. 421), now a national cemetery. — At (838 M.) *Billings* we join the Northern Pacific Railway (p. 421).

108 M. *Fairmont*; 151 M. *Hastings*, with 15,000 inhab.; 206 M. *Holdrege*, the junction for the line to Cheyenne (p. 442); 229 M. *Oxford*, on the *Republican*, the junction of the line from St. Louis (p. 349). At (283 M.) *McCook* the time changes to the Mountain standard. The country is now less thickly settled. We enter *Colorado* (p. 458) at (356 M.) *Haigler*. 426 M. *Akron*. At (474 M.) *Corona* we have our first glimpse of Pike's Peak (p. 470) and the Rocky Mts. Farther on Long's Peak (p. 460) is prominent to the N. — In approaching Denver we pass the large smelting-works of *Argo* (p. 459).

538 M. **Denver**, see p. 458.