

## **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\_0267

**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.