

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_0268

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

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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