

Werk

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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.