

Werk

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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.

b. Viâ Chicago, Rock Island, & Pacific Railway.

580 M. RAILWAY in 15-18 hrs (fares as above). — This is part of the *Western Midland Route to California* (comp. p. 438).

Omaha, see p. 438. The route is much the same as that above described. — 58 M. *Lincoln*, see p. 441. 109 M. *Fairbury*. At (148 M.) *Belleville* we are joined by the line from *Kansas City* (p. 452). Mountain time is reached at (243 M.) *Phillipsburg*, and *Colorado* (p. 458) is entered at (383 M.) *Goodland*. 490 M. *Limon* is the junction of the line to *Colorado Springs* (p. 468).

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

c. Viâ Union Pacific Railroad.

569 M. RAILWAY in 14 hrs. (fares as above).

From *Omaha* to (375 M.) *Julesburg*, see R. 88. Our train here diverges to the left from the main line to *Ogden* and *Portland* and follows the course of the *Platte River*. 430 M. *Sterling*; 522 M. *La Salle*.

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

88. From Council Bluffs and Omaha to Portland.

1823 M. UNION PACIFIC RAILROAD to (878 M.) *Granger* in 24-28 hrs.; *Oregon Short Line* thence to (1419 M.) *Huntington* in 14 hrs.; *Oregon Railroad & Navigation Co.* thence to (1823 M.) *Portland* in 18 hrs. (through-fare \$50; sleeper \$13). Dining-cars are attached to through-trains (meals \$1). For general remarks on the *Union Pacific System* and its connections, see p. 446.

Council Bluffs and *Omaha*, see p. 438. The train at first traverses the manufacturing suburbs of *Omaha*. Beyond (31 M.) *Elkhorn* (1165 ft.) we run along the left bank of the *Platte River*, through a farming and prairie district. At (49 M.) *Fremont* (1190 ft.) we are joined by a line from *Sioux City* (p. 334). 94 M. *Columbus* (1440 ft.), the junction of lines to *Sioux City* (p. 334) and other points; 156 M. *Grand Island* (1860 ft.), a railway-centre of some importance; 199 M. *Kearney* (2145 ft.); 234 M. *Lexington* (2385 ft.). At (294 M.) *North Platte* (2795 ft.; 3055 inhab.) we cross the *North Platte River* and pass from 'central' to 'mountain' time (p. xviii). — At (375 M.) *Julesburg* (3455 ft.), the junction of the direct line to *Denver* (see R. 87 c), the line dips into *Colorado* but returns almost at once to *Nebraska*. We now quit the *Platte River*, which we have followed for about 350 M. — Near (417 M.) *Sidney* (4090 ft.) the train passes from the farming district of *Nebraska* into the grazing district, in which immense herds of cattle are reared. Between (466 M.) *Bushnell* and (476 M.) *Pine Bluffs* we enter *Wyoming*, called the 'Equality State' because its men and women have equal voting rights. — 519 M. **Cheyenne** (pron. Shyénn; 6050 ft.; *Inter-Ocean Hotel*, \$2½-5; *Metropolitan*, *Dyer*, \$2), with 11,690 inhab., is the junction of the *Denver Pacific* branch of the U. P. System (from *Kansas City* and *Denver*; comp.