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

The *University of California, founded in 1868, has played a very important part in the educational development of the Pacific Slope and will repay a visit. Its other departments are at San Francisco (see p. 484) and Mt. Hamilton (p. 492). The university is attended by about 2300 students, two-thirds of whom are at Berkeley and a large proportion women. Tuition is free except in some of the professional departments. The total endowments of the university amount to upwards of \$8,000,000. Some of the buildings at Berkeley are handsome, and the picturesque grounds, 250 acres in extent, command a splendid *View of the Golden Gate (p. 482) and San Francisco. The experimental grounds have been of great service to the farmers of California. The museums, the *Bacon Art Gallery, the library (70,000 vols.), and the laboratories also deserve attention — The *State Deaf and Dumb Asylum* is also at Berkeley.

1861 M. **Oakland** (*Juanita*, \$2-4; *Metropole*, from \$2), the 'Brooklyn' of San Francisco, is a flourishing city of 48,682 inhab., pleasantly situated on the E. shore of the Bay of San Francisco. It derives its name from the number of live-oaks in its streets and gardens. The value of its manufactures in 1890 was \$6,335,000. The steam-railways which traverse Oakland convey passengers free of charge within the city-limits.

Visitors to Oakland are recommended to take the cable-car to *Blair Park*, in order to enjoy the splendid *View of San Francisco, the Bay, and the Golden Gate from *Inspiration Point* (especially fine at sunset). — Other points of interest near Oakland are *Lake Merritt* (boating), *Brush Peak* (1740 ft.), *Moraga Pass* (1400 ft.), *Alameda* (p. 487), and *San Leandro*.

The San Francisco train skirts the W. side of Oakland and runs out into San Francisco Bay on a mole $1\frac{1}{2}$ M. long, at the end of which we leave the train and enter the comfortable and capacious ferry-boat which carries us across (4 M., in 20 min.) the bay. In crossing we see *Goat*, *Alcatraz*, and *Angel* islands to the right, with the *Marin Peninsula* beyond them and the *Golden Gate* opening to the left of Alcatraz.

1867 M. **San Francisco**, see p. 484.

90. From Chicago to Kansas City.

a. Via Atchison, Topeka, and Santa Fé Railway.

458 M. RAILWAY in 13-16 hrs. (fare \$12.50; sleeper \$2.50; tourist car \$1). This line forms part of the through *Santa Fé Route* from Chicago to California (comp. p. 462).

From *Chicago* (Dearborn Station) to (41 M.) *Joliet* this line follows practically the same route as that described at p. 323. — Beyond (54 M.) *Blodgett* we cross the *Kankakee*. 63 M. *Coal City*. — 94 M. *Streator*, a city of 11,414 inhab. and a railway-centre of some importance. At (100 M.) *Ancona* the line forks, the left branch running to *St. Louis* (p. 349). At (134 M.) *Chillicothe* (Rail. Restaurant) we cross the *Illinois River* and the *Rock Island Railway* (R. 50 c). — 182 M. *Galesburg* (Rail. Restaurant), an important railway-centre (comp. p. 440). — At (229 M.) *Dallas* we reach the *Mississippi*, which we cross at (236 M.) *East Fort Madison*. — 237 M. **Fort Madison** (*Anthes*, *Montandon*, *Merchants*, \$2; *Rail. Restaurant*), on the W.

bank of the Mississippi, in *Iowa* (p. 324), is a thriving little city with (1895) 10,022 inhabitants. The line bends to the S.W. and near (257 M.) *Dumas* crosses the *Des Moines River* and enters *Missouri* (p. 363). — 305 M. *Hurdland*; 352 M. *Marceline* (Rail. Restaurant). From (416 M.) *Lexington Junction* a branch-line runs to *St. Joseph* (p. 453) and *Atchison* (p. 462). Our line now crosses the *Missouri*. 455 M. *Grand Avenue* (Kansas City).

458 M. *Kansas City* (730 ft.; *Coates*, \$ 3-5; **Midland*, from \$ 3, R. from \$ 1; *Brunswick*, \$ 2-3; *Victoria*, from \$ 2¹/₂; *Clifton*, R. from \$ 1; *Centropolis*, \$ 2-2¹/₂; Brit. vice-consul, *Mr. P. E. Burrough*), the second city of Missouri, with (1890) 132,716 inhab., lies on the S. bank of the Missouri, just below the influx of the *Kansas River*. It had only 3500 inhab. in 1865, but is now an important industrial, commercial, and railway centre (value of manufactures in 1890, \$ 32,700,000). Among the most prominent buildings are the *Court House*, the *Board of Trade*, the *Custom House*, the *Grand Central Depot*, the *Winner Building*, and several *Banks* and *Insurance Offices*. The Missouri is crossed here by three fine bridges; and there are three beautiful parks: *Troost*, *Fairmount*, and *Washington*.

On the opposite bank of the Missouri, at the mouth of the *Kansas River*, lies *Kansas City* or *Wyandotte*, *Kansas* (*Ryus Ho.*, \$ 2-3; *Garmo Ho.*, \$ 2), the largest city in Kansas, with 38,316 inhab. and the second-largest stock-yards and packing-houses (*Armour*, etc.) in the country (value of products in 1890, \$ 44,000,000).

FROM KANSAS CITY 10 (485 M.) DALLAS, (508 M.) FORT WORTH, AND (750 M.) HOUSTON, *Missouri*, *Kansas*, and *Texas Railway* in 21-23 hrs., 23-24 hrs., and 32-34 hrs. This railway affords a direct route to points in Texas, but is of no great interest to the tourist. Its extreme N. terminus is *Hannibal* (p. 453), and passengers from St. Louis may join it at *Sedalia* (p. 455). — Beyond (161 M.) *Chelopa* we enter *Indian Territory* (see p. 462). 254 M. *Muskogee* is the seat of the U. S. Indian Agency for the Five Tribes (p. 462), of an Indian University, and of some Indian schools. At (412 M.) *Denson*, a railway-centre with 10,958 inhab., we enter *Texas* (p. 519). The line forks here, one branch running to (508 M.) *Fort Worth* (p. 524), the other to (485 M.) *Dallas* (p. 524). The latter is continued to (750 M.) *Houston* (see p. 522).

b. *Viâ Chicago and Alton Railroad.*

489 M. RAILWAY in 15 19 hrs. (fares as above). Dining-cars.

From *Chicago* to (126 M.) *Bloomington*, see R. 56 b. The *Kansas City* line diverges to the right from that to *St. Louis*. — 171¹/₂ M. *Mason City*. — 216 M. *Jacksonville* (620 ft.; *Dunlap Ho.*, Pacific, \$ 2-3¹/₂), a city of 12,935 inhab., with two flourishing colleges and several State asylums. — 237 M. *Roodhouse*, the junction of a line to *Godfrey* (p. 338). Beyond (243 M.) *Drake* we cross the *Illinois River*, and beyond (266 M.) *Pleasant Hill* we cross the *Mississippi* and enter *Missouri* (p. 363). — 302 M. *Vandalia*. Near (326 M.) *Mexico* (800 ft.), the junction of a line to *Jefferson City* (p. 454), is *Florida*, the birthplace of Mark Twain (*Sam. Clements*; b. 1835). Beyond (381 M.) *Glasgow* (630 ft.) we cross the *Missouri*. 434 M. *Higginsville* (645 ft.); 487 M. *Grand Avenue* (see above). —

489 M. *Kansas City*, see above.

c. **Viâ Wabash Railroad.**

512 M. RAILWAY in 22 hrs. (fares as above). Dining-cars.

From *Chicago* to (173 M.) *Decatur*, where our line diverges from that to *St. Louis* (p. 349), see R. 60 c. — The next important station is (213 M.) *Springfield* (see p. 338). 246 M. *Jacksonville*, see p. 452. At (267 M.) *Naples* we cross the *Illinois River*. Beyond (301 M.) *Kinderhook* we cross the *Mississippi* and reach (313 M.) **Hannibal** (470 ft.; *Union Depot Hotel*, \$ 2-2½; *Park*, \$ 2), in *Missouri*, an important river-port and railway-centre (comp. pp. 363, 452), with 12,857 inhab., a brisk trade in tobacco, timber, and farm-produce, and numerous manufactories. About 1 M. to the S. is the *Hannibal Cave*, immortalized in 'Tom Sawyer', which runs for miles under the bluffs and the *Mississippi* itself. — 383 M. *Moberly* (880 ft.; 8215 inhab.); 422 M. *Brunswick* (630 ft.). We now have a view of the *Missouri* to the left. 446 M. *Carrollton*; 470 M. *Lexington Junction* (p. 455). We skirt the N. bank of the *Missouri* and cross it at (510 M.) *Harlem*.

512 M. **Kansas City**, see p. 452.

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

519 M. RAILWAY in 16-21 hrs (fares as above). Dining-cars (meals 75 c.).

From *Chicago* to (182 M.) *Davenport*, see R. 50 c. Our line here diverges to the left from the *Omaha* line and runs towards the S.W. 212 M. *Muscatine* (545 ft.), on the W. bank of the *Mississippi*, is a river-port of some importance (lumber, etc.; comp. p. 363). At (232 M.) *Columbus Junction* (585 ft.) we cross the *Red Cedar River*, and at (295 M.) *Eldon* we cross the *Des Moines River*. At (376 M.) *Lineville* we enter *Missouri* (p. 363). 451 M. *Allamont*, the junction of a line to *St. Joseph* (see below). At (465 M.) *Cameron Junction* we diverge to the left from the line to *Leavenworth* (p. 457) and *Atchison* (p. 462). 493 M. *Kearney* (635 ft.); 517 M. *Harlem* (see above).

519 M. **Kansas City**, see p. 452.

e. **Viâ Chicago Great Western Railway.**

597 M. RAILWAY in 21-24 hrs. (fares as above). Dining-cars.

From *Chicago* to (240 M.) *Oelwein*, where we diverge to the left (S.) from the line to *Minneapolis* and *St. Paul*, see p. 324. 266 M. *Waterloo* (Irving; Logan, \$ 2), a busy little town with 7000 inhab. and varied industries. 314 M. *Marshalltown*. — 372 M. **Des Moines**, see p. 440. — At (425 M.) *Afton Junction* we intersect the *Burlington* and *Quincy Railroad*. Beyond (463 M.) *Blockton* we enter *Missouri* (p. 363). 491 M. *Conception*, the junction of a line to *Omaha* (p. 438).

529 M. **St. Joseph** (*Pacific House*, \$ 2-3; *Bacon Ho.*, \$ 2-2½), a city of 52,324 inhab., on the E. bank of the *Missouri*, is an important railway-centre and has immense stock-yards, numerous factories (value

of products in 1890, \$11,400,000), and a large trade. The *City Hall* is a handsome building. — The train now descends on the E. bank of the Missouri. 548 M. *Dearborn*, the junction for *Atchison* (p. 452), on the other side of the river; 566 M. *Leavenworth* (p. 457).

597 M. **Kansas City**, see p. 452.

f. **Viâ Burlington Route.**

491 M. CHICAGO, BURLINGTON, AND QUINCY RAILROAD in 16-24 hrs. (fares, etc., as above).

From *Chicago* to (163 M.) *Galesburg*, see R. 86 d. Our line now diverges from that to *Omaha* (p. 438) and runs towards the S. 193 M. *Bushnell*; 243 M. *Camp Point*.

265 M. **Quincy** (*Newcomb*, \$2¹/₂-3; *Tremont Ho.*, \$2-3), the third city of Illinois, with 31,494 inhab., lies on a high bluff on the E. bank of the *Mississippi*. It carries on a brisk trade, and its manufactures in 1890 were valued at \$10,760,000. — 267 M. *West Quincy*, on the opposite bank of the river, is in *Missouri* (p. 363). We now follow the tracks of the *Hannibal and St. Joseph Railroad*. 282 M. *Palmyra Junction*, for the line to (15 M.) *Hannibal* (p. 453), 335 M. *Macon*; 395 M. *Chillicothe* (p. 451). At (436 M.) *Cameron* the line forks, one branch leading to *St. Joseph* (p. 453). Our line runs to the S. by the route described above.

491 M. **Kansas City**, see p. 452.

g. **Viâ Chicago, Milwaukee, and St. Paul Railway.**

530 M. RAILWAY in 18-20 hrs. (fares, etc., as above).

From *Chicago* to (228 M.) *Marion*, see p. 438. Our line here diverges to the left (S.) from that to *Omaha* (p. 438). 234 M. *Cedar Rapids* (see p. 439); 288 M. *Webster*. At (324 M.) *Ottumwa* (p. 441) we cross the *Des Moines River*. Beyond (380 M.) *Sewal* we enter *Missouri* (p. 363). 444 M. *Chillicothe*; 491 M. *Lawson*, the junction for *St. Joseph* (p. 453); 498 M. *Excelsior Springs* (The Elms, \$3).

530 M. **Kansas City**, see p. 452.

91. **From St. Louis to Kansas City and Denver.**

1041 M. MISSOURI PACIFIC RAILWAY to (283 M.) *Kansas City* in 7-10 hrs. (fare \$7.50; sleeper \$2); thence to (1041 M.) *Denver* in 27 hrs. (through-fare \$25.65; sleeper \$5.50).

Kansas City may also be reached from *St. Louis* by the *Wabash R. R.* (277 M.), the *Chicago and Alton R. R.* (323 M.), and the *Chicago, Burlington, and Quincy R. R.* (337 M.); while from *Kansas City* to *Denver* the tourist may also travel by the *Atchison, Topeka, & Santa Fé Railway* (752 M.), the *Union Pacific Railway* (639 M.; see R. 93 a), the *Chicago, Rock Island, & Pacific Railway* (633 M.), and the *C. B. & Q. R. R.* (634 M.). Over all these routes run through-cars for various large Western cities.

St. Louis, see p. 349. At (44¹/₂ M.) *Labadie* (600 ft.) we reach the *Missouri River*, which flows to our right for the next 80 M. — 125 M. *Jefferson City* (625 ft.; *Madison Ho.*, \$2-2¹/₂; *Monroe Ho.*,