

Werk

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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. *Vià 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.