

## **Werk**

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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 \$ 2<sup>1</sup>/<sub>2</sub>; *Clifton*, R. from \$ 1; *Centropolis*, \$ 2-2<sup>1</sup>/<sub>2</sub>; 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: *Troot*, *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*. — 171<sup>1</sup>/<sub>2</sub> M. *Mason City*. — 216 M. *Jacksonville* (620 ft.; *Dunlap Ho.*, Pacific, \$ 2-3<sup>1</sup>/<sub>2</sub>), 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