

Werk

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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.*,