

Werk

Titel: The United States with an excursion into Mexico

Verlag: Baedeker [u.a.]

Ort: Leipzig [u.a.]

Jahr: 1899

Kollektion: Itineraria

Werk Id: PPN242370497

PURL: <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG_0280

OPAC: <http://opac.sub.uni-goettingen.de/DB=1/PPN?PPN=242370497>

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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

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.*,