

Werk

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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.*,

\$ 2; Rail. Restaurant), the capital of Missouri, is a prosperous place of 6742 inhabitants. The *State Capitol*, built in 1858-60, was enlarged in 1887-88. — A little farther on we leave the river. 188 M. **Sedalia** (890 ft.; *Sicher's Hotel*, \$2-2½; *Kaiser*, \$2) is a busy industrial city of 14,068 inhabitants.

The line forks at Sedalia, the left branch leading to Kansas City via Pleasant Hill (see below), while the right branch runs via (56 M.) *Lexington* (735 ft.), a place of 1075 inhab., on the S. bank of the Missouri.

At (249 M.) *Pleasant Hill* the line forks again.

The left branch, which affords an alternative route to Pueblo and Denver (1064 M. from St. Louis), runs via *Fort Scott*, *El Dorado*, and *Wichita* (p. 462), joining the route described below at *Geneseo* (572 M. from St. Louis).

We follow the right branch. 273 M. *Independence*.

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

Our line now runs towards the S., entering *Kansas* at (310 M.) *Newington*. At (341 M.) *Ossawatimie* (2662 inhab.; Rail. Restaurant), the Kansas home of John Brown (monument), we turn to the right (W.). 362 M. *Ottawa* (900 ft.; Centennial, \$ 2), a summer resort with 6248 inhab.; 379 M. *Lomax*, the junction of a line to (39 M.) *Topeka* (p. 457); 397 M. *Osage City* (1075 ft.; 3469 inhab.); 435 M. *Council Grove* (1240 ft.; 2211 inhab.). — From (488 M.) *Gypsum City* (Rail. Restaurant) a loop-line runs to (17 M.) *Salina* (1225 ft., 6149 inhab.) and back to (42 M.) *Marquette* (see below). — 531 M. *Marquette* (see above). At (550 M.) *Geneseo* we are joined by the line mentioned above. We are now ascending the basin of the *Arkansas River*, which, however, flows far to the S. of the railway. At (584 M.) *Hoisington* we change from 'Central' to 'Mountain' time (1 hr. slower; see p. xviii). 641 M. *Brownell*; 707 M. *Scott*; 756 M. *Horace*. At (771 M.) *Towner* we enter *Colorado* (p. 458). Beyond (791 M.) *Brandon* we cross *Big Sandy Creek*. 846 M. *Arlington*; 901 M. *Boone*.

923 M. **Pueblo**, see p. 470. — Beyond Pueblo we follow the line of the *Denver and Rio Grande R. R.* (see R. 94 a).

1041 M. **Denver**, see p. 458.

92. From St. Louis to Texarkana.

490 M. **ST. LOUIS, IRON MOUNTAIN, AND SOUTHERN RAILWAY** in 16-22 hrs. fare \$14.80, sleeper \$3.50). Through-carriages run by this line to *Arkansas Hot Springs*, *Fort Worth*, *San Antonio*, *Laredo*, *Dallas*, *Houston*, *Galveston*, and *El Paso* (for *Los Angeles* and *San Francisco* via Texas Pacific Railway).

St. Louis, see p. 349. The line runs to the S. along the W. bank of the *Mississippi* as far as (26 M.) *Riverside*. It then leaves the river and runs to the S.W. through the great mineral district of E. Missouri. From (61 M.) *Mineral Point* (860 ft.) a branch-line runs to (4 M.) *Potosi*, with its numerous lead-mines. At (75 M.) *Bismarck* (1025 ft.; Rail. Restaurant) the railway forks, the left branch leading to *Columbus* (Ky.; p. 364), while the Texas line runs nearly due S.