

## **Werk**

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(200 members) founded in 1894, which has done much to make the mountain-scenery of the Pacific North-West better known through its periodical the *Masama* and in other ways (annual dues \$3).

#### Excursions from Portland.

The favourite excursion from Portland is the voyage up the \*Columbia River to (60 M.) the *Cascades* and to (110 M.) *The Dalles* (fare \$3½; return fare \$5; comp. p. 445; Or. R. R. & Nav. Co. Office, cor. of 3rd and Washington Sts.). The traveller may take the train to The Dalles, spend the night there, and return next morning by the steamer. If the trip is made only one way, the steamer should be preferred, as the scenery is not seen to the best advantage from the train. The boats leave early in the morning, but travellers can go on board the night before. On the way we pass (18 M.) *Vancouver*, the military headquarters of the Department of the Columbia.

Steamers (office as above) also descend the Lower Columbia to (106 M.) *Astoria* (ca. 8 hrs.), affording a good view of the wide estuary of a great river. A visit to a *Salmon Cannery* may be combined with the trip. — *Astoria* (*Occident Hotel*, \$2; Brit. vice-consul, *Mr. P. L. Cherry*), a small seaport with 6184 inhab., formerly famous for its fur-trade, has 3 M. of wharves on the Columbia. Excursions may be made hence to (16 M.) *Clatsop Beach* (hotel) and *North Beach* (in Washington; return-ticket from Portland to either of the Beaches, \$4½).

The Willamette affords another pleasant trip, steamers plying regularly to *Oregon City* (p. 515), *Dayton*, and *Corvallis* (p. 515).

\**Mt. Hood* is conveniently ascended from Portland by taking the train to (66 M.) *Hood River* (comp. p. 446).

*Mt. St. Helens* (a more or less active volcano), *Mt. Adams*, *Mt. Jefferson*, and the *Three Sisters* may also be visited from Portland; but the trails are rough, and camping out is necessary in each case.

Among other points of interest visited from Portland are the *Multnomah Falls* (p. 446), *Crater Lake* (p. 515), and *Yaquina* (p. 515), *Newport* (Ocean House), and other places on *Yaquina Bay* (8 hrs. by train; return-fare \$6).

From Portland to *Tacoma* (for *Seattle*, *British Columbia*, *Alaska*, etc.), see R. 106; to *Omaha* and the *East*, see R. 88.

## 104. From San Francisco to New Orleans.

2490 M. SOUTHERN PACIFIC RAILWAY ('Sunset Route') in about 4 days (fare \$67.50; sleeper \$13). Through-carriages.

From *San Francisco* to (484 M.) *Los Angeles*, see R. 97, and from *Los Angeles* to (542 M.) *Colton*, see R. 100b.

542 M. *Colton* (965 ft.; *Trans-Continental Hotel*, \$1½-3; *Marlborough Ho.*, \$2), a town of 1315 inhab., is of importance as the junction of lines to *San Bernardino* (p. 502), on the N., and *San Diego* (p. 504), on the S. It grows large quantities of fruits of various kinds and is widely known for its excellent black and white marble (comp. p. 483). — The train now begins to ascend rapidly towards the ridge of the *San Bernardino Mts.*, which we cross, at (563 M.) *Beaumont*, by the *San Geronio Pass* (2560 ft.). On the other side we descend as rapidly towards the Colorado Desert (see below). To the right are the striking *San Jacinto Mts.* (highest summit 10,990 ft.), to the left the *San Bernardino Range*. — The *Colorado Desert*, which we now traverse for about 150 M., is a barren sandy wilderness, a great part of which actually lies below sea-level (see p. 518). Almost nothing grows on it except cactus and

yuccas. The Gulf of California would seem to have extended to the vicinity of the San Gorgonio Pass and when it receded left a large inland sea of salt-water, which finally dried up, leaving large deposits of salt near Salton (see below). — 569 M. *Banning* (2320 ft.); 575 M. *Cabazon* (1780 ft.); 583 M. *White Water* (1125 ft.). — About 7 M. to the S.W. of (589 M.) *Palm Springs* (585 ft.) lies *Palm Valley* (inn), at the E. base of the San Jacinto Mts., with the only natural grove of date-palms in California and a curious hot sand-spring. It is now frequented to some extent as a health-resort, and fruit-growing is also carried on. — At (612 M.) *Indio* (Rail. Hotel), also frequented by consumptive patients, we are about 50 ft. below the level of the sea, and at (637 M.) *Salton* we reach a depth of 263 ft. below sea-level. In 1891 a lake, 30 M. long, 10 M. wide, and 4 ft. deep, was created near Salton by the Colorado River, the country thus partly reverting for a time to the physical conditions mentioned above. 661 M. *Volcano Springs* (225 ft. below sea-level). At (671 M.) *Flowing Well* we are again 5 ft. above sea-level. 703 M. *Cactus* (395 ft.). — Farther on we cross the *Colorado River*, and enter *Arizona* (p. 465).

731 M. *Yuma* (140 ft.; *Southern Pacific Hotel*, with *Rail. Restaurant*, \$2½), one of the hottest places in the country, which was established by the Spanish missionaries in 1700 and lies on the Colorado just below its confluence with the *Gila* ('Heela'). The Mexican frontier is only 7 M. to the S. The *Yuma Indians*, specimens of whom sell bows and arrows, etc., at the railway-station, have a reservation adjoining the Colorado. The *Territorial Prison* is situated at Yuma. — The train now follows the course of the *Gila* (left) through an arid and unattractive district. Cacti are abundant, including many specimens of the giant cactus (*Cereus giganteus*; Mex. *sahuaro*), often 40 ft. high and 'looking like a Corinthian column surmounted by candelabra'. Mirages are often seen in crossing Arizona by this route. To the left rise the *Castle Dome Mts.*, to the right the *Gila Range*. Farther on other mountains are seen on both sides. 791 M. *Mohawk Summit* (540 ft.); 854 M. *Gila Bend* (735 ft.; *Rail. Restaurant*); 873 M. *Estrella* (1520 ft.). — From (896 M.) *Maricopa* (1175 ft.) a branch-line runs to the N. to (35 M.) *Phoenix* (*Adams Ho.*, from \$ 3; *Commercial Hotel*, E. P.; *Ford Ho.*, from \$ 2; *Hardwick*, \$ 1½-2½), the capital of Arizona, a city of 3152 inhab., in the well-irrigated *Salt River Valley*. The remains of several prehistoric towns have been found in the vicinity. — About 16 M. to the N. (2 hrs. by stage) of (917 M.) *Casa Grande* (1395 ft.; *Fryer Hotel*, \$ 2) are the highly interesting remains of the pueblo of *Casa Grande* or *Chichitilaca*, with enormous adobe walls. — The line continues to ascend steadily.

982 M. *Tucson* (pron. 'Toosohn'; *Orndorff*, \$ 2½-5; *St. Xavier*, \$ 2½-3; *Rail. Restaurant*), a quaint old Spanish-looking place with 5150 inhab., is the largest city of Arizona and carries on a considerable trade with Mexico. It contains the *Territorial University* and an *Indian School*. About 9 M. to the S. is the old mission-church of

*St. Xavier*, founded at the close of the 17th century. — Beyond Tucson the *Santa Rita Mts.* are seen to the right, culminating in *Mt. Wrightson* (10,315 ft.); to the left are the *Santa Catalina Mts.* — 1029 M. *Benson* (3580 ft.) is the junction of a branch-line to *Guaymas*, on the W. coast of Mexico (Gulf of California). At (1050 M.) *Dragoon Summit* (4615 ft.) we reach the highest point of this part of the line and begin to descend slightly. 1071 M. *Wilcox* (4165 ft.); 1079 M. *Railroad Pass* (4395 ft.); 1095 M. *Bowie* (3760 ft.). At (1125 M.) *Stein's Pass* (4350 ft.), in the *Peloncillo Range*, we enter *New Mexico* (p. 471). 1145 M. *Lordsburg* (4245 ft.), the junction of a branch-line to *Clifton*; 1175 M. *Wilna* (4555 ft.). — 1204 M. *Deming* (4335 ft.; Depot Hotel, \$ 3), a place of 1136 inhab., is the junction of the A., T., & S. F. line to *Rincon* (for La Junta, Denver, etc., see p. 409) and also of a short line to (48 M.) *Silver City*. — 1215 M. *Zuñi* (4185 ft.; not to be confused with the pueblo mentioned at p. 462). Beyond (1288 M.) *Rogers* we cross the *Rio Grande* and enter *Texas* ('Lone Star State'), the largest state in the Union (265,780 sq. M., or larger than France).

1294 M. **El Paso** (3715 ft.; *Pierson*; *Grand Central*; *Vendome*; *Rail. Restaurant*), a city of 10,338 inhab., is situated on the left bank of the *Rio Grande* and has become a place of some industrial importance, with silver-smelting works and cattle-yards. It is the chief gateway of the trade between the United States and Mexico. Just across the river is the Mexican town of *Juarez* or *El Paso del Norte* (see p. 541), connected with El Paso by an 'international' tramway. El Paso is the S. terminus of the A. T. & S. F. line (R. 93 b), the W. terminus of the *Texas & Pacific Railway* (R. 105), and the N. terminus of the *Mexican Central Railway* (R. 109). — Railway time changes here from the 'Pacific' to the 'Central' standard (2 hrs. faster); local time accords with the 'Mountain' standard (comp. p. xviii).

Beyond El Paso the line follows the general course of the *Rio Grande*, here forming the boundary between Texas and Mexico. Antelopes are occasionally seen from the train. 1307 M. *Ysleta* (3665 ft.); 1348 M. *Fort Hancock* (3520 ft.); 1387 M. *Sierra Blanca* (4510 ft.; Rail. Restaurant); 1456 M. *Valentine* (4425 ft.); 1491 M. *Marfa* (4690 ft.), the main depot for *Fort Davis*, a little to the N. — At (1505 M.) *Paisano* (5080 ft.) we reach the highest point on the Southern Pacific Railway between San Francisco and New Orleans (1055 ft. higher than the Tehachapi Pass, p. 496). Fine mountain scenery in the distance. — 1566 M. *Haymond* (3885 ft.); 1611 M. *Sanderson* (2780 ft.; Rail. Restaurant); 1683 M. *Langtry* (1320 ft.), a military post. The *Rio Grande* is again in sight. Beyond (1694 M.) *Shumla* (1420 ft.) we cross the *Pecos River* by a fine cantilever bridge, 2180 ft. long and 328 ft. high (one of the highest railway-bridges in the world). Near (1695 M.) *Painted Cave* (1005 ft.), in the cañon of the *Rio Grande*, is a large cavern with some curious and undeciphered Indian hieroglyphics. As we approach (1735 M.) *Devil's River*

(970 ft.) we see, to the left, the singular *Palisades*, in the *Castle Rock Cañon*. Beyond (1748 M.) *Del Rio* (955 ft.; Hotel Val Verde, \$1½) we leave the Rio Grande and traverse a cattle-raising district. — From (1785 M.) *Spofford Junction* (1015 ft.) a line runs to (34 M.) *Eagle Pass*, the starting-point of the *Mexican International Railway* route to Mexico (see p. 540). 1826 M. *Uvalde* (930 ft.); 1877 M. *Dunlay* (1010 ft.).

1918 M. **San Antonio** (685 ft.; *Menger*, \$2½-5; *Maverick*, \$2½-4; *Southern*, *St. James*, \$2; *Rail. Restaurant*), one of the chief cities of Texas and the 'cradle of Texas liberty', is a well-built city, of a distinctly Spanish cast, situated on the *San Antonio River*, which, with its small affluent the *San Pedro*, divides the city into three parts. San Antonio is an important wool, cotton, horse, mule, and cattle market, and is the centre of numerous railways (comp. p. 521). It is also the seat of a United States military post (p. 521). Its population of (1890) 37,673 consists in nearly equal proportions of Americans, Mexicans, and Germans, with a few Coloured people. San Antonio is one of the most interesting cities in the country and will repay a day's halt. It is frequented as a winter-resort by persons of weak lungs (mean temp., winter 52°, summer 82°).

*San Antonio de Bexar* was settled by the Spaniards about 1690-1700, and like most of their settlements combined the character of a *presidio*, or military post, with that of a mission (*San Antonio de Valero*). The most outstanding event in its history is the 'Fall of the Alamo' in 1836. Texas had determined to resist certain obnoxious laws imposed by Mexico, and the latter sent an army under Santa Ana to reduce the rebels. The advance-guard of 4000 men reached San Antonio on Feb. 22nd and found the fortified Church of the Alamo (see below) garrisoned by a body of 145 Americans (afterwards joined by 25 or 30 more), under Travis, Bowie, and Davy Crockett, who refused to surrender. After a siege of 12 days, the church was finally carried by assault (Mar. 6th) and all the survivors of the gallant little band of defenders were put to the sword. 'Remember the Alamo' became a burning watchword in subsequent struggles. See 'San Antonio de Bexar', a handsomely illustrated volume by *Wm. Corner*, including a sketch by *Sydney Lanier* (price \$1.25), and 'Remember the Alamo', a novel by *Mrs. Barr*.

The first object of interest for most visitors to San Antonio is the \*CHURCH OF THE MISSION DEL ALAMO, situated in the ALAMO PLAZA, in the quarter to the E. of the San Antonio River. The church, which seems to have derived its name from being built in a grove of *alamo* or cottonwood trees (a kind of poplar; *Populus monilifera*), is a low and strong structure of adobé, with very thick walls. It was built in 1744, but has lost many of its original features. It is now preserved as a national monument (visitors admitted free). — At the N. end of the Alamo Plaza, in *Houston Street*, is the handsome *Federal Building*. On the W. side is the building containing the *San Antonio Club* and the *Grand Opera House*.

Following *Houston St.* towards the left (W.), we cross the San Antonio and reach *Soledad Street*, which leads to the left to the MAIN PLAZA (*Plaza de Las Yslas*), pleasantly laid out with gardens. On its S. side rises the imposing new *Court House* and on its W. side

stands the CATHEDRAL OF SAN FERNANDO, dating in its present form mainly from 1868-73, but incorporating parts of the earlier building, where Santa Ana had his headquarters in 1836. — To the W. of the Cathedral is the MILITARY PLAZA (*Plaza de Armas*), with the large *City Hall*.

The \*MILITARY POST (*Fort Sam Houston*) is finely situated on *Government Hill*, 1 M. to the N. of the city, and deserves a visit. A splendid \*View of the city and its environs is obtained from the tower (88 ft. high), in the centre of the quadrangle.

No stranger in San Antonio should neglect to visit some of the other old Spanish Missions near the city. Those most often visited are the *First* and *Second Missions* (see below), but, if time allows, the *Third* and *Fourth Missions* should be included. They can all be seen by a drive of 5 or 6 hrs.

The *Mission of the Conception*, or *First Mission*, lies about  $2\frac{1}{4}$  M. to the S. of the city (reached via Garden St.), dates from 1731-52, and is well preserved. The church has two W. towers and a central dome. The sculptures on the W. door should be noticed. — The *Mission San Jose de Aguayo*, or *Second Mission*, 4 M. to the S. of the city, dates from 1720-31 and is the most beautiful of all. Among the points to be noted are the W. façade of the church and the doorway, window, and capitals of the small chapel or baptistry. To the W. of the church is the *Mission Granary*, with its arched stone roof and flying buttresses (now used as a dwelling). The line of the rampart of the Mission Square is now obscured by adobe huts erected on its ruins. — The *Mission San Juan de Capistrano*, or *Third Mission*, 6 M. to the S. of San Antonio, dates from 1731. The line of its square is well defined, and its ruined church, chapel, and granary are interesting. About  $\frac{1}{2}$  M. distant is a solid old *Aqueduct*, taking water to the *Fourth Mission*. — The *Mission San Francisco de la Espada*, or *Fourth Mission*, on the W. bank of the San Antonio River, 9 M. to the S. of the city, also dates from 1731. At the S.E. corner of the Mission Square is a well-preserved *Baluarte* or bastion. The *Church* has been restored and is regularly used for service by the Indians here.

About 3 M. to the S. of San Antonio are the *International Fair Grounds and Buildings*, reached either by the Aransas Pass Railway or by electric tramway. It was on these grounds that 'Roosevelt's Rough Riders' were organized in 1898. Adjacent is *Riverside Park*, with fine groves of pecan trees (*carya oïvæe formis*). *San Pedro Park*, 1 M. to the N. of the city, contains fresh springs and a zoological collection.

FROM SAN ANTONIO TO ROCKPORT, 159 M., railway in  $6\frac{1}{2}$  hrs. The line runs towards the S.E. 61 M. *Kenedy* is the junction of a line to (177 M.) *Houston* (see p. 522). — 138 M. *Gregory* is the junction of a line, crossing *Corpus Christi Bay*, to (11 M.) *Corpus Christi* (*St. James, Merriman*, \$2), a city of 4387 inhab., frequented as a summer-resort. It has a considerable shipping-trade and is connected by the Texas & Mexican Railway with *Laredo* (p. 522). The *King Rancho*, 45 M. to the S. of Corpus Christi, is the largest cattle-rancho in the United States owned by one person (Mrs. Richard King). It covers 700,000 acres (1090 sq. M.) and is stocked with 100,000 cattle and 3000 brood-mares. — 159 M. *Rockport* (*Aransas Hotel*, \$2; *The Shell*, 2 M. from the town, \$  $2\frac{1}{2}$ -3), a place of 1069 inhab., situated on *Aransas Bay*, is a favourite resort for bathing and for its fine tarpon and other fishing. It has a good harbour, entered by *Aransas Pass*, which has been improved by the construction of stone jetties. The country round Aransas Pass and Corpus Christi is very fertile and produces large quantities of fruit.

FROM SAN ANTONIO TO AUSTIN, 81 M., *International and Great Northern R. R.* in 3 hrs. — 20 M. *Neu-Braunfels*, a German town founded by the 'Deutscher Adelsverein' in 1844; 50 M. *San Marcos*. — 81 M. *Austin* (*Driskill*, \$  $2\frac{1}{2}$ -5; *Avenue*, \$ 2- $2\frac{1}{2}$ ; *Raymond*, \$2), the capital of Texas, a pleasant little city, with 14,575 inhab., lies on the *Colorado River*, in full view of the

*Colorado Mts.* Its handsome red granite *Capitol*, finely situated on high ground, was built by Chicago capitalists in 1881-88, at a cost of 3½ million dollars, in exchange for a grant of 3 million acres of land. It is the largest capitol in America, after that at Washington, and is said to be the seventh-largest building in the world. Other prominent buildings are the *State University* (750 students), the *Land Office*, the *Court House*, and various *Asylums*. About 2 M. above the city is the *Austin Dam*, a huge mass of granite masonry, 1200 ft. long, 60-70 ft. high, and 18-66 ft. thick, constructed across the Colorado River for water-power and waterworks. *Lake McDonald*, formed by the dam, is 25 M. long.

FROM SAN ANTONIO TO LAREDO, 153 M., *International and Great Northern R. R.* in 6½ hrs. The intermediate stations are unimportant. — Laredo (*Hamilton*, \$2½; *Commercial*, \$2), a busy commercial city with 11,319 inhab., lies on the left bank of the *Rio Bravo del Norte* or *Rio Grande*. — *Mexican National Railroad* hence to the *City of Mexico*, see R. 107.

Beyond San Antonio the New Orleans line passes a number of stations of no great importance. 1993 M. *Harwood* (460 ft.); 2049 M. *Columbus* (210 ft.); 2098 M. *Rosenberg* (110 ft.).

2126 M. *Houston* (65 ft.; *Capitol Hotel*, \$2½-3½; *Hutchins Ho.*, \$2-4; *Grand Central*, *Lawlor*, \$2-3; *Bristol*, E. P.; *Tremont*, \$1½), locally pronounced 'Hewston', the fourth city of Texas in population in 1890 (27,557) and now probably the second (estimated pop. 60,000), lies on the narrow but navigable *Buffalo Bayou*, 50 M. above Galveston. It is a characteristic specimen of a 'hustling', go-ahead, 'Western' city, with more than usually extravagant hopes of future development. In 1890 the value of the cotton handled here amounted to \$20,000,000 (4,000,000*l.*), while a large trade was also done in sugar, timber, and cotton-seed oil. The numerous manufactories employ about 10,000 workmen. Among the principal buildings are the *Market* and *City Hall*, the *Cotton Exchange*, the *Court House*, the *Post Office*, and the *Masonic Exchange*. A visit to one of its large *Cotton Presses* is interesting. Houston is a railway centre of great importance, about a dozen lines radiating hence in all directions.

FROM HOUSTON TO GALVESTON, 50 M., railway in 1¼ hr. — Intermediate stations unimportant. As we approach our destination we cross a trestle, 2 M. long, leading over the channel between the two wings of *Galveston Bay* to *Galveston Island*. — 50 M. *Galveston* (*Tremont*, \$2½-4; *Washington*, \$2-2½; *Grand*, E. P.; *Beach Hotel*, see next page, \$3½-5; *British Consul*, *Mr. H. D. Nugent*), the third city of Texas in population (29,084 in 1890) and the first in commercial importance, lies at the N.E. extremity of the long and narrow *Galveston Island*, at the entrance to *Galveston Bay*. It is the third cotton-shipping port in the United States (900,000 bales yearly), and other important exports are wool, hides, flour, grain, and fruit. Regular steamer-lines ply to New York, New Orleans, Key West, Havana, Vera Cruz, Brazos, and various South American and European ports. *Galveston Bay* has a total area of about 450 sq. M. and is guarded at its entrance by a long bar, through which the U. S. Government has constructed, at vast expense, a deep water-channel flanked by stone-jetties, 5 M. long. The streets, which are little above the level of the bay, are wide and straight, and the residence-quarters abound in luxuriant gardens, shaded with oleanders, magnolias, etc. Among the principal buildings are the new *Custom House* and *Post Office*, the *Cotton Exchange*, the *City Hall*, the *Court House*, the *Ball Free School* (a large building with a dome), the *Rosenberg Free School*, the *Free Public Library*, and the *R. C. University of St. Mary*. *Magnolia Grove Cemetery* may be visited. — The city of Galveston lies largely on the

inner side of Galveston Island, on the outer or seaward side of which is a splendidly smooth and hard \*BEACH, 30 M. long, affording an unrivalled drive or walk. The *Beach Hotel* (see p. 522), near which are good bath-houses, is about  $1\frac{1}{4}$  M. from the centre of the city (tramway). Good tarpon and other fishing is obtainable. The mean temperature of winter here is about 62°, of summer 82°.

From Galveston to *Fort Worth* and *Newton*, see p. 462; to *Texarkana* (for *St. Louis*, etc.), see p. 455.

Beyond Houston our line continues to run towards the E., traversing the great timber-producing part of Texas. At (2176 M.) *Liberty* (40 ft.) we cross the *Trinity River*. 2210 M. *Beaumont* (30 ft.) is the junction of lines N. to *Rockland* and S. to *Sabine Pass* (Brit. vice-consul), with a harbour improved by the U. S. Government. Beyond (2233 M.) *Orange* (20 ft.) we cross the *Sabine River* and enter *Louisiana* (p. 378). 2271 M. *Lake Charles*; 2344 M. *Lafayette* (50 ft.). The line now bends towards the S. 2385 M. *Baldwin*. The features of the scenery are tree-lined 'bayous', magnolia-groves, live-oaks and cypresses draped with Spanish moss (*Tillandsia usneoides*), and plantations of sugar-cane, cotton, and tobacco. — 2409 M. *Morgan City* (Castillo, \$ 2; 2291 inhab.), with a small zoological and botanical garden (Oneonta Park), may be made the starting-point of an interesting steamer-trip up the picturesque *Bayou Teche*, penetrating the district to which the Acadians were removed (comp. Longfellow's 'Evangeline'). — At (2489 M.) *Algiers* (p. 415) we cross the *Mississippi*.

2490 M. *New Orleans*, see p. 415.

## 105. From New Orleans to Dallas, Fort Worth, and El Paso.

TEXAS AND PACIFIC RAILWAY to (512 M.) *Dallas* in 22-23 hrs. (fare \$ 15.30), to (545 M.) *Fort Worth* in 24 hrs. (\$15.30), and to (1160 M.) *El Paso* in 52 hrs. (\$ 33.40). — Through-carriages run by this route to Los Angeles and San Francisco, following the tracks of the Southern Pacific Railway (R. 104) beyond El Paso.

*New Orleans*, see p. 415. The line at first ascends on the right bank of the *Mississippi*, finally parting company with the river near (85 M.) *Plaquemine*. From (89 M.) *Baton Rouge Junction* a short line runs to (12 M.) *Port Allen*, opposite *Baton Rouge* (p. 359). From (170 M.) *Cheneyville* a line runs to the S. to *Lafayette* (see above), on the S. Pacific Railway. — 194 M. *Alexandria* (Stonewall Ho., \$ 2) is a pleasant little town of 2861 inhab., on the *Red River*. Steamers ply hence to *Shreveport* (see below).

324 M. *Shreveport Junction*, for (2 M.) *Shreveport* (*Phoenix*, \$ 2 $\frac{1}{2}$ ), a busy industrial and commercial city with 11,979 inhab. on the *Red River*. Its chief exports are cotton and live-stock. Steamers ply regularly to *Alexandria* and *New Orleans*. *Shreveport* is the junction of lines to *Vicksburg* (p. 359) and *Houston* (p. 522). — Our line now bends to the left (W.) and enters *Texas* (p. 519) beyond (347 M.) *Waskom*.

366 M. *Marshall* (400 ft.; *Genocchio*, \$ 2 $\frac{1}{2}$ ; *Capitol Ho.*, \$ 2), a