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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

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

brisk little city with 7207 inhab., machine-shops, and other factories, is the junction of a line to (74 M.) *Texarkana* (p. 457), connecting there with the Iron Mountain Line (R. 92). — 390 M. *Longview* (335 ft.; Moberly, Magnolia, \$2-2½) is the junction of the International and Great Northern Railway to Austin (p. 521), San Antonio (p. 520), and Laredo (p. 522). — 435 M. *Mineola* (400 ft.).

512 M. *Dallas* (465 ft.; *Oriental*, \$2½-5; *McLeod Hotel*, \$2½-5; *Windsor*, \$2½-4½; *Lakeside*, at Oak Cliff), the largest city in Texas, lies on the *Trinity River*, in the centre of a rich corn, wheat, and cotton producing district. Pop. (1890) 38,067. It is a railway-centre of great importance, lines branching off to all points of the compass; and the annual value of its trade is \$30,000,000, of its manufactures about \$7,000,000. The *Court House* and *City Hall* are large buildings. In 1897 a *Confederate Monument* was erected here, consisting of a shaft of Texas granite 50 ft. high, with statues of Jefferson Davis, Stonewall Jackson, Robert Lee, and Sydney Johnson at its base. On the bluffs (200 ft.) to the S. of Dallas is the suburban town of *Oak Cliff*, with a large Female University.

545 M. *Fort Worth* (640 ft.; *Delaware*, \$2½-3½; *Worth*; *Mansion*, E. P.), a city with (1890) 23,076 inhab., on the *Trinity River*, is an important railway-centre, including lines to *Wichita* (p. 462) and *Newton* (p. 462), *Austin* (p. 521), *San Antonio* (p. 520), and *Houston* (p. 522). This is the headquarters of the stock-men of the N. part of Texas and has large stockyards, grain elevators, and flour-mills. The annual value of its trade is \$30,000,000. To the W. are *Arlington Heights* (180 ft.; **Arlington Inn*, \$3-4), a winter resort commanding a splendid view of *Trinity Valley*.

Beyond Fort Worth the line traverses an interminable cattle-raising district, with few points of interest for the traveller. Stations unimportant. 578 M. *Weatherford* (865 ft.). 661 M. *Cisco* (1610 ft.) is the junction of the *Houston* and *Central Texas R. R.* 706 M. *Abilene*; 747 M. *Sweet Water*; 813 M. *Big Springs*.

To the N. of this part of the line extends the *Llano Estacado* or *Great Staked Plain*, a district of 50,000 sq. M., consisting of a vast elevated plateau nearly 5000 ft. above the sea, surrounded by an escarpment of erosion resembling palisades. On the N. it is bounded by the *Canadian River* and on the E. by the *Pecos*. The name is said to be due to the stakes driven into it by the Spaniards to mark their way. The soil is generally a brown loam, covered with grama grass (*Bouteloua digostachya*) and low mesquite shrubs, but there are also large tracts of sand. There is no other vegetation. The surface is almost perfectly level, except where a slight variation is afforded by the sandhills. There is no surface-water, except in a few scattered ponds, but numerous wells have been sunk, and the *Staked Plain* has thus now become a vast cattle pasturage. The geological conditions are interesting to the scientific visitor.

Beyond (873 M.) *Odessa* we see the *White Sand Hills* to the right. 946 M. *Pecos City*, on the *Pecos River*, is the junction of the *Pecos Valley R. R.* to (90 M.) *Eddy*. From (964 M.) *Toyah* stages run to *Fort Davis* and *Fort Stockton*. We now enter a mountainous district, with the *Guadalupe Mts.* to the right and the *Apache Mts.* to the left.

At (1048 M.) *Carrizo* the *Carrizo Mts.* rise to the right. From (1067 M.) *Sierra Blanca* to —
1160 M. *El Paso*, see p. 519.

106. From Tacoma to Puget Sound, Victoria, and Alaska.

The tourist traffic to Alaska is mainly in the hands of the *Pacific Coast Steamship Co.* of San Francisco, and a pamphlet with all necessary information, including stateroom-plans of the steamers, may be obtained from Messrs. Goodall, Perkins, & Co., 10 Market St., San Francisco, or from any agent of the company. The steamer 'Queen' of this company (3000 tons burden) makes about six trips from Tacoma to *Sitka* and back every summer (June-Aug.), taking about 12 days to the round journey (fare \$ 80-200, according to position of berth and stateroom, the highest charge securing the sole occupancy of a large stateroom). This steamer carries passengers only and calls at Seattle, Port Townsend, Victoria, Fort Wrangell, Juneau, Dyea, Skagway, the Muir Glacier, and *Sitka*. — The steamships 'City of Topeka' and 'Cottage City' of the same company sail fortnightly the year round, carry freight as well as passengers, take 12-14 days for the round trip from Tacoma (fares \$ 80-200), and call at more points in Alaska. Return-tickets are also issued from San Francisco (fare from \$ 105), passengers travelling by sea between that city and Portland or Port Townsend (p. 526). The fares from Seattle, Port Townsend, or Victoria are the same as those from Tacoma. Passengers should secure their berths in advance.

The arrangements of the Alaska trip resemble those on the trip to the North Cape (see *Baedeker's Norway and Sweden*), and it involves no greater hazard or fatigue. There are only a few hotels in Alaska, and passengers live almost entirely on the steamers. The weather is generally pleasant in June, July, or Aug., though rain and fog may be looked for at some part of the voyage, and forest-fires are apt to obscure the sky in the first part of the trip, especially in July and August. Warm winter clothing should be taken, as the nights on board are often very cold, though the sun may be quite powerful during the day. Stout boots are desirable for the short excursions on land, and waterproofs are indispensable. Deck-chairs may be bought or hired at the port of departure. Nearly the whole of the voyage is in the calm channel between the coast-islands and the mainland, so that sea-sickness need not be dreaded. The steamers, though not so luxurious as the Atlantic liners or the Fall River boats, are safe and reasonably comfortable. The *Scenery passed en route is of a most grand and unique character, such as, probably, cannot be seen elsewhere at so little cost and with so little toil or adventure. In the description of the text the usual route of the 'Queen' is followed. The approximate distances from Tacoma by this course are given in nautical miles (7 naut. miles = about 8 statute miles). Native curiosities can, perhaps, be best obtained at *Sitka* (p. 535), furs at Juneau (p. 533). In buying the latter the traveller, if not an expert, should be on his guard against deception and should in no case buy except at the larger stores.

The recent mining developments in the Upper Yukon District have caused the establishment of several more or less temporary steamboat lines to various points in Alaska, but these hardly come within the scope of the present Handbook. Comp. pp. 532, 534, and *Baedeker's Canada*.

Tacoma, see p. 425. The first part of the voyage lies through **Puget Sound*, named from a lieutenant on Vancouver's vessel, one of the most beautiful salt-water estuaries in the world, surrounded by finely wooded shores and lofty mountains. Its area is about 2000 sq. M., while its extremely irregular and ramified shore-line is nearly 1600 M. long. The usual width is 4-5 M. The depth varies from 300 to 800 ft., and at many points 'a ship's side would strike the shore before the keel would touch the ground'. There are nu-