

## **Werk**

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## c. Viâ Delaware, Lackawanna, &amp; Western Railway.

410 M. RAILWAY to Buffalo in 10-14 hrs. (fare \$8; sleeper \$2; parlor car \$1.50). The trains start from Hoboken (ferries from Barclay St. and Christopher St.; comp. p. 6).

Hoboken, see p. 56. The train threads the *Bergen Tunnel* ( $\frac{7}{8}$  M.). 11 M. *Passaic*, with (1895) 17,894 inhab., at the head of navigation on the *Passaic River*. — 15 M. *Paterson* (*U. S. Hotel*, \$3), an industrial city with (1895) 97,344 inhab. and large silk and cotton mills. The *Passaic Falls* here are 50 ft. high. — 35 M. *Denville* (520 ft.).

Another route of the same railway to this point leads viâ (8 M.) *Newark* (p. 228); 12 M. *Orange*, a pretty little suburban city of (1895) 22,792 inhab., adjoining *West Orange*, with the laboratory and home (in Llewellyn Park) of Thomas A. Edison, the inventor, and also the home of H. A. Harvey (1824-93), the inventor of 'Harveyized steel'; 20 M. *Summit* (380 ft.); and (30 M.) *Morristown* (Mansion Ho., \$3), with a historical museum in a house occupied by Washington as headquarters in 1777 and later. — 37 M. *Denville*, see above.

From (46 M.) *Hopatcong* coaches run to (4 M.) *Lake Hopatcong* (725 ft.),  $8\frac{1}{2}$  M. long and  $3\frac{1}{2}$  M. wide, with several summer-hotels. — 48 M. *Stanhope* (870 ft.) is the station (stage) for ( $2\frac{1}{2}$  M.) the pretty little *Budd's Lake*. — From (57 M.) *Hackettstown* (570 ft.) stages run to *Schooley's Mountain* (1200 ft.), another summer-resort (*Dorincourt Ho.*, \$3 $\frac{1}{2}$ -4; *Heath Ho.*, \$3-3 $\frac{1}{2}$ ). — 67 M. *Washington* (500 ft.) is the junction of a line to (14 M.) *Easton* (p. 250) and *Philadelphia*. Farther on our line penetrates the *Manunka Chunk Mt.* by the *Voss Gap Tunnel*, 330 yds. long. 77 M. *Manunka Chunk*, the junction of the *Belvedere Division* of the *Penna. R. R.*

88 M. *Delaware Water Gap* (320 ft.); \**Kittatinny House*, \**Water Gap Ho.*, \$3-4; *Glenwood*, \$2-3), a group of hotels and cottages, at the \**Water Gap*, or gorge, where the Delaware forces its way through the *Kittatinny* or *Blue Mts.*, the *Minsi* rising to the W. (in Pennsylvania) and *Tammany* (comp. p. 32) to the E. (in New Jersey). The gorge is about 2 M. long, with rocky sides 1500 ft. high, and is so narrow as barely to leave room for the railway and the river.

'Whether this immense chasm has been caused by one mighty eruption, or by a gradual yielding of stratum after stratum, by the immense pressure of the waters of a lake thousands of acres in area . . . is of course a subject of mere conjecture. . . . The evidences of the action of water and rocks hundreds of feet above the present level of the river-bed, and the masses of drift forming isolated hills and alluvial banks, indicate lake-like repose in the country now drained by the tributaries of the stream above the great gate in the mountain barrier' (*L. W. Brodhead's* 'Delaware Water Gap'). The Indian name of *Minsink* ('the water is gone'), applied to the country above the Gap, points to the traditional existence of this lake. Several other gaps in the *Blue Mts.* are of similar late formation (comp. pp. 250, 254). — The Gap should be seen from the river, the road, *Table Rock*, and *Lovers' Leap*.

WALKS (comp. Map supplied at the hotels). To *Eureka Falls*, the *Moss Grotto*, and *Rebecca's Bath*, by the carriage-road through the Gap to ( $\frac{2}{3}$  M.) the first creek. — *Hunters' Spring*,  $\frac{1}{3}$  M. farther up the \**Eureka Glen*, is also reached by a white-marked path diverging to the right from the Mt. *Minsi* path (see p. 216). — The *Silvan Way*, beginning at the small lake near the *Water Gap House* and indicated by white marks, leads viâ *Cooper's Cliff* and *Table Rock* (500 ft. above the river) to ( $\frac{1}{2}$  M.) *Caldeno Falls*, the *Moss Cataract*, and *Diana's Bath*. — By turning to the left 200 yds. farther

on we can descend to the ( $\frac{1}{4}$  M.) *Ledge Path* (red marks) and follow it to the left, past the *Lovers' Retreat*, back to ( $\frac{1}{2}$  M.) the hotel. — To ascend *Mt. Minsi* (1500 ft.;  $1\frac{1}{2}$ -2 hrs.) we follow the *Ledge Path* (see above; red marks), passing the *Lovers' Retreat* and *Winona Cliff*, and making a slight digression (path with yellow marks) to *Prospect Point* (1 M. from hotel; 700 ft. above the river; view). The top, 2 M. farther on, commands an extensive *View*. The summit is also known as the *Sappers' View*, from the *Honourable Corps of Sappers and Miners*, an association of New Yorkers and Philadelphians, which had about 100 officers of various grades to command a single individual known as the 'High Private'. This body made many of the paths and roads in the vicinity. — On the top of *Winona Cliff* is the *Lovers' Leap*, reached by a blue-marked path diverging from the *Ledge Path*. — To ascend *Mt. Tammany* (1480 ft.;  $1\frac{1}{2}$ -2 hrs.) we cross the river and start below the slate-factory.

Among the favourite DRIVES are those to *Stroudsburg* (4 M.), *Deer Park* and *Cherry Valley* (a round of 10 M.), *Buttermilk Falls* (3 M.), *Falls of Winona* (12 M.), *Marshall's Falls* (7 M.), and *Castle Rock* (4 M.).

A small STEAMER plies on the Delaware, and BOATS may be hired for rowing or fishing. Among the places visited along the river are the *Indian Ladder Bluff*, *Mather's Spring*, and the *Point of Rocks*.

From *Philadelphia* (p. 230) the Delaware Water Gap is reached by the Pennsylvania R. R. in  $3\frac{1}{2}$  hrs., viâ *Trenton* (p. 228).

In leaving the Water Gap the train crosses *Brodhead Creek* and penetrates *Rock Difficult* by a narrow cutting. — Beyond (92 M.) *Stroudsburg* (400 ft.) we soon begin to ascend the steep slope of *Pocono Mt.*, passing through a tunnel near the top (view). At (118 M.) *Tobyhanna* (1930 ft.) we begin to descend the W. slope of the *Allegheny Mts.*, at places very rapidly.

145 M. *Scranton* (1060 ft.; *Jermyn*, \$  $2\frac{1}{2}$ -5; *Westminster*, \$ 3; *Terrace*, \$ 2-3), with (1890) 75,215 inhab. (now probably 100,000), at the confluence of the *Roaring Brook* and the *Lackawanna*, owes its importance to the vast fields of anthracite coal in the neighbourhood. Its iron industries are extensive. — Beyond Scranton we pass several small stations and enter *New York State* ('*Empire State*').

207 M. *Binghamton* (845 ft.; *Arlington*, \$ 2-3; *Hotel Bennett*, \$  $2\frac{1}{2}$ -4), a manufacturing town of 35,005 inhab., is the junction of railways to *Albany* (D. & H. R. R.; p. 176), *Richfield Springs* (p. 206), *Syracuse* (p. 207), *Utica* (p. 206), etc., and of the *Erie Railway* (R. 28 d). — Our line here turns to the W. and follows the same course as the *Erie Railroad* (p. 218), the one on the right and the other on the left bank of the *Susquehanna*. 228 M. *Owego* (815 ft.; *Ahwaga*, \$ 2), at the confluence of the *Owego* and the *Susquehanna*, is the junction of a line to *Ithaca* (p. 208).

264 M. *Elmira* (855 ft.; *Rathbun*, \$  $2\frac{1}{2}$ -3; *Frasier*, *Delevan*, \$ 2; *Elmira Water Cure*), an industrial town with 30,893 inhab., contains large rolling mills, the car-shops of the *Erie Railroad*, a *Female College*, and an *Academy of Science*. The *Elmira Reformatory* has played an important part in the reformatory treatment of criminals.

Railways radiate hence to *Watkins Glen* (p. 209) and *Rochester* (p. 210), to *Ithaca* (p. 208) and *Canastota* (p. 207), to *Harrisburg* (p. 255) and *Philadelphia* (p. 230), and through the *Lehigh Valley* (p. 250).

280 M. *Corning* (930 ft.; *Dickinson Ho.*, \$ 2), with 8850 inhab., is the junction of lines to *Rochester* (p. 210) and *Williamsport*

(p. 252). At (326 M.) *Wayland* (1360 ft.) we part company with the Erie line, which here turns to the N. 333 M. *Dansville* (1040 ft. *Dansville Sanitarium*, \$ 3 $\frac{1}{2}$ -5); 365 M. *Rochester & Pittsburg Junction*, for lines to the N. to Rochester and to the S. to Pittsburg.

410 M. **Buffalo**, see p. 211.

From Buffalo to *Niagara Falls*, see p. 214 or p. 219.

#### d. Via Erie Railway.

444 M. FRIE R. R. to (424 M.) *Buffalo* in 12 $\frac{1}{2}$  hrs (fare \$ 8; parlor-car or sleeper \$ 2); to (444 M.) *Suspension Bridge* in 13 $\frac{1}{4}$ -17 hrs (fares as above).

The train starts from *Jersey City* (comp. p. 6; ferries from 23rd St. and Chambers St) — This line, constructed in 1836-52, passes some fine scenery in penetrating the Allegheny Mts.

*Jersey City*, see p. 56. The train threads the *Bergen Tunnel* (p. 215) and traverses the *Salt Marshes of the Hackensack*.

These extensive marshes are covered with reeds and sedge grass, growing in soft mud, which is sometimes 40 ft. deep. They are overflowed at high tide.

Beyond (9 $\frac{1}{2}$  M.) *Rutherford* we cross the *Passaic*. 12 $\frac{1}{2}$  M. *Passaic* (p. 215); 17 M. *Paterson* (see p. 215). At (32 M.) *Suffern* (300 ft.) we enter *New York State* (p. 216). — 34 M. *Ramapo*, in the picturesque valley of that name. — 38 M. *Tuxedo*.

About 1 $\frac{1}{2}$  M. to the W. is *Tuxedo Lake*, the property of the *Tuxedo Park Association*, a club of wealthy New Yorkers, who have made this one of the most fashionable pleasure-resorts and game-preserves in the country. On the shores of the lake are the club-house and the cottages of members. A good golf-course has been laid out.

47 M. *Turner's* (558 ft., Rail. Restaurant) is the junction of a line to *Newburgh* (p. 169). — 50 M. *Monroe* (*Monroe Hotel*, \$ 2).

About 9 M. to the S. lies \**Greenwood Lake* (1000 ft.), a favourite resort, 10 M. long and 1 M. wide, also reached by a direct railway from *Jersey City*. The chief hotels are the *Brandon House* (8 $\frac{1}{2}$ -3), in *Greenwood Lake Village*, at the N. end of the lake, and the *Riverside House* (W. bank).

60 M. *Goshen*, junction of a line to *Kingston* and *Rondout* (p. 169); 67 M. *Middletown* (560 ft.; *Madison Ho.*, \$ 2), with 11,977 inhab., junction of the *New York, Ontario, & Western R. R.* to *Oswego* (comp. R. 47 e). Beyond (71 M.) *Howells* the line ascends the *Shawangunk Range*, and the scenery improves. Beyond (76 M.) *Otisville* the train reaches the summit (870 ft.) by a long rocky cutting and begins to descend rapidly into the valley of the *Delaware*.

88 M. **Port Jervis** (440 ft.; *Fowler Ho.*, from \$ 2; *Delaware Ho.*, from \$ 1 $\frac{1}{2}$ ), situated at the junction of the *Delaware* and the *Neversink*, is a village of 9327 inhab., frequented as a summer-resort.

At *Port Jervis* the *Delaware* abruptly changes its course from S.E. to S.W. and runs hence, parallel to the Allegheny Mts., to (42 M.) the *Delaware Water Gap*, where it again turns to the S.E. in breaking through the *Blue Ridge*. A fine road, much frequented by bicyclists, runs along the river at the foot of the shaly bluffs on the right bank; and the scenery of this section of the Upper *Delaware*, in \**Pike County* (Penna.), is deservedly famous and much visited by artists. Numerous picturesque falls are formed by the streams descending from the mountains to the *Delaware*. The region is as yet uninvaded by the railway. Among the chief points