

## **Werk**

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to (78½ M.) *Cape May* in 1½-2 hrs. (fare as above). — STEAMERS also ply in summer down *Delaware Bay* to *Cape May* (6 hrs.; return-fare \$ 1).

The West Jersey R. R. route diverges to the right from the Atlantic City line at (30 M.) *Newfield* (p. 248). 34 M. *Vineland*, see p. 247. — From (61 M.) *Sea Isle Junction* a branch-line runs to (5 M.) *Sea Isle City* and (16 M.) *Ocean City* (see below). 81 M. *Cape May* (see below).

The Reading route runs viâ (24½ M.) *Winslow Junction* (p. 248) and then follows the South Jersey R. R. 52 M. *Tuckahoe* is the junction of lines to (12 M.) *Sea Isle City* (*Tivoli*, *Continental*, \$ 2) and (13 M.) *Ocean City* (*Brighton*, *Strand*, *Traymore*, \$ 2-2½), two popular sea-bathing resorts. — 67 M. *Cape May Court House*. — 78½ M. *Cape May* (see below).

**Cape May.** — **Hotels.** LAFAYETTE, STOCKTON HOUSE (1100 beds) CHALFONTE, WINDSOR, CONGRESS HALL (800 beds), BALTIMORE INN, ELBERON, all these \$ 3-5; ALDINE, COLUMBIA, ARLINGTON, from \$ 2; and many others. — *Boarding Houses*, \$ 5-20 a week.

*Cape May City*, at the extreme S. point of *Cape May*, the E. arm of *Delaware Bay*, a village with (1895) 2452 inhab., a popular sea-bathing resort of the Philadelphians and also frequented to some extent by Southerners and Westerners, is a somewhat more fashionable edition of Atlantic City (p. 248). Its beach, 5 M. long, is hard and smooth. The *Esplanade*, skirting the sea-front, is most thronged between 11 and 1 and between 5 and 8. Excursions may be made to *Cape May Point* (electric cars), *Cold Spring*, *Sewell's Point* (electric cars), along the beach, etc. The cape is named after a Dutch navigator, *Carolus Jacobsen Mey*, who visited Delaware Bay in 1623.

For farther details, see *Kobbe's 'New Jersey Coast and Pines'*.

## 34. From Philadelphia to Buffalo.

### a. Viâ Bethlehem and Mauch Chunk.

418 M. PHILADELPHIA AND READING R. R. to (56 M.) *Bethlehem*, and LEHIGH VALLEY R. R. thence to (362 M.) *Buffalo*. Through-trains in 9½-12 hrs. (fare \$ 10; sleeper or parlor car \$ 2).

*Philadelphia*, see p. 230. The train traverses the N. part of the city and passes several suburban stations. 4½ M. *Wayne Junction* (p. 229); 9½ M. *Ogontz*, with a large girls' school; 11 M. *Jenkinson* (*Beechwood Inn*, \$ 2-5). Beyond (33 M.) *Sellersville* we penetrate the *Landis Hills* by a tunnel, ½ M. long.

56 M. *Bethlehem* (*Hôt. Wyandotte*, at S. Bethlehem, \$ 2½-3; *Eagle*, \$ 2-3; *Sun*, a relic of last century, \$ 2), a thriving town of 17,064 inhab. (incl. *South Bethlehem*), lies on the *Lehigh*, a small stream which joins the *Delaware*, 12 M. lower down. It is noted as the chief American centre of the Moravian Brothers, who settled here under Count Zinzendorf in 1740-41. Many of the old Moravian schools and other buildings are still extant. *Lehigh University*, above the town, is attended by 400 students and ranks very high for its work in engineering, physics, chemistry, and metallurgy.

Its library contains 100,000 volumes. The chief industries are the making of brass, zinc, and iron.

Easton (\**Paxinosa Inn*, \$4; *United States Ho.*, \$2½-3), at the *Forks of the Delaware*, 12 M. to the N.E. of Bethlehem, an industrial town of 14,481 inhab., is the site of *Lafayette College*, a well-known Presbyterian institution (3-400 students), founded in 1826. It is an important railway centre (p. 215). The *Paxinosa Inn* (see above) is a favourite summer-resort, 2 M. above the town (reached by electric car).

The train now ascends the \**Lehigh Valley*, with the tortuous stream to the right. Numerous iron-works are passed. 62 M. *Allentown* (Allen, \$2½-3; *American Ho.*, \$2-2½), an iron and silk making town with 25,228 inhabitants. — 64 M. *Catasauqua*; 65 M. *Hokendauqua*; 66 M. *Coplay*, all with iron-works, blast-furnaces and heaps of slag. The iron-works now disappear for a time and the scenery improves. 77 M. *Slatington* is the outlet for the most extensive slate-quarries in America. About 2 M. farther on we penetrate the *Blue Mts.* by the \**Lehigh Water Gap* (*Hotel Craig*), in which two railways, the river, and a canal are compressed between perpendicular cliffs. Beyond this point the valley expands, and the iron-works re-appear at (85 M.) *Parryville*. — At (89 M.) *Packerton* are the workshops of the *Lehigh Valley R.R.* and huge scales in which cars of coal are weighed while in motion. A little farther on the valley contracts and our line crosses to the N. bank of the river.

90 M. **Mauch Chunk** (530 ft.; *American*, \$2-3), a small town with 4000 inhab., picturesquely situated on a rocky shelf on the brink of the river, in one of the narrowest parts of the valley, with mountains towering overhead, is visited annually by thousands of travellers. It has but two streets, one running along the river and the other extending at right angles to it up a cleft in the mountains; while the slope is so abrupt that the man who enters his front-door on the street-level may step into his back-yard from the second story window. The *Bear Mt.* (Indian, *Mauch Chunk*) from which it takes its name rises to a height of 700 ft. immediately above the town. *Mauch Chunk* lies in the midst of a rich coal-district, and an immense traffic in coals is carried on by the railways and canals.

The chief lion of *Mauch Chunk* is the \**Switchback or Gravity Railroad*, originally built in 1827 to bring the coals out from the mines to the river, but now used by pleasure-seekers only (round trip in 1½ hr., fare 75c.; omn. to foot of railway 25c.). The train is first drawn by a powerful stationary engine to (½ M.) the top of *Mt. Pisgah* (1370 ft.; view), whence it descends by gravity to (6½ M.) the foot of *Mt. Jefferson* (1530 ft.; \**View*). It is drawn up another inclined plane (gradient 1:4½) on this hill, and then runs on a level to (1 M.) *Summit Hill* (1485 ft.), a mining village with 2816 inhab., frequented by summer-visitors. One of the points of interest here is a *Burning Mine*, which has been smouldering for nearly 70 years. The descent to *Upper Mauch Chunk*, near our starting-place, a distance of 9 M., is made by gravity in 25 minutes. — Good views are also obtained from *Prospect Rock* and *Flag-staff Peak* (1700 ft.).

Beyond *Mauch Chunk* the railway continues to follow the narrow winding gorge of the river. — 92 M. \**Glen Onoko* (*Hotel Wahneta*, \$2½), a beautiful little glen, traversed by a stream form-

ing a series of falls. — At (115 M.) *White Haven* (1140 ft.) we leave the river and ascend the mountains to the left. — 126 M. *Glen Summit* (1730 ft.; Hotel, \$3, meal-station), on the watershed between the Delaware and the Susquehanna, commands a distant view of the main ridge of the Alleghenies (W.). We now descend rapidly into the \**Wyoming Valley* (see below), a beautiful \*View of which, with the *Susquehanna River*, is suddenly disclosed to the right.

144 M. *Wilkesbarré* (550 ft.; *Wyoming Hc.*, \$2<sup>1</sup>/<sub>2</sub>; *Exchange*, \$2), the chief town in the Wyoming Valley, on the E. bank of the Susquehanna, contains 37,718 inhab., who owe their prosperity to the rich coal-mines of the district. It is connected by a bridge with *Kingston* (2381 inhab.) on the opposite bank.

The 'Valley of Wyoming' (a corruption of the Indian *Maughwawama* or 'large plains'), the name given to this expansion of the Susquehanna Valley, is about 20 M. long and 3-4 M. wide and is inclosed by two parallel ranges of hills, 800-1000 ft. high. The *Susquehanna* ('broad and shallow river'), which has a total length of 400 M. from Otsego Lake (see p 175) to Chesapeake Bay, enters the valley through the *Lackawannock Gap* and leaves it through the narrow *Nanticoke Gap*. Within the valley its course is generally placid, but it forms two sets of rapids (the *Wyoming* and *Nanticoke Falls*) and receives several tributaries from the mountains. Numerous coal pits, culm-heaps, and smoking chimneys testify to the prevailing industry of the valley. A good \*View of the valley is obtained from *Prospect Rock* (750 ft.), 2 M. from Wilkesbarré. *Campbell's Ledge*, on the F. side of the Lackawannock Gap, is also a good point of view. — *Mountain Park* (stat. on the Central R. R. of New Jersey), 8 M. to the E., is a favourite resort of excursionists. — A steamer descends the Susquehanna from Wilkesbarré to (8 M.) *Nanticoke*.

The name of the valley is widely known from the harrowing incidents narrated by Campbell in his 'Gertrude of Wyoming'. In June, 1778, a force of British troops and Indians entered the valley and defeated the settlers in a battle fought on July 3rd. The battle was followed by an atrocious massacre, in which the British officers were unable to set any bounds to the butchery of their savage allies, who, it is estimated, slew 300 men, women, and children. *Fort Forty*, the scene of the battle, 4 M. above Kingston (see above), is marked by an *Obelisk*, 62<sup>1</sup>/<sub>2</sub> ft. high; and about 3 M. farther up is *Queen Esther's Rock*, where the half-breed queen of the Senecas tomahawked 14 defenceless prisoners.

About 12 M. to the W. of Wilkesbarré is the picturesque *Shawanese Lake*, now a favourite resort.

FROM WILKESBARRÉ TO NINEVEH, 92 M., *Delaware & Hudson R. R.* in 3<sup>1</sup>/<sub>2</sub> hrs. (fare \$2.84). This line traverses a coal-mining district. — 8 M. *Pittston* (see below); 11 M. *Avoca*; 15 M. *Minooka*; 18 M. *Carbon Street Junction*; 19 M. *Scranton* (p. 216); 35 M. *Carbondale* (Hot. Anthracite, \$2-2<sup>1</sup>/<sub>2</sub>), a busy coal-mining city with 15,000 inhabitants. — The train now ascends to (55 M.) *Ararat Summit* (2500 ft.), beyond which it descends into the valley of the *Susquehanna*. 70 M. *Jefferson Junction*; 72 M. *Lanesboro*; 81 M. *Windsor*; 84 M. *East Windsor*; 89 M. *Centre Village*. — 92 M. *Nineveh*, see p 176.

The train now ascends along the E. bank of the Susquehanna. The Wyoming Monument (see above) is seen across the river to the left. — 153 M. *Pittston* (570 ft.; see above), with 10,302 inhab., lies near the point where the *Lackawanna* pours into the Susquehanna. Above rises *Campbell's Ledge* (see above).

Beyond Pittston the scenery is less interesting. At (236 M.) *Athens* we cross the *Chemung River*. — Beyond (238 M.) *Sayre*

*Junction* (for lines to Auburn, Owego, Elmira, etc.) we cross the Eric R. R. (R. 28d). At (253 M.) *Van Etten* the line forks, the left branch running to Geneva (see below) viâ *Watkins* (p. 209) and *Seneca Lake* (p. 209), while that traversed by most through-trains runs to the N. to (274 M.) *Ithaca* (p. 208) and skirts the W. side of *Cayuga Lake* (p. 208). 297 M. *Hayt's Corners*. — 315 M. **Geneva**, see p. 209. — 349 M. *Rochester Junction*, for (13 M.) *Rochester* (p. 210). — 380 M. *Batavia* (p. 210); 413 M. *East Buffalo* (p. 211). 418 M. **Buffalo**, see p. 211.

### b. Viâ Williamsport and Emporium.

418 M. PENNSYLVANIA RAILROAD to (297 M.) *Emporium* in 10 hrs; WESTERN NEW YORK & PENNSYLVANIA RAILWAY thence to (121 M.) *Buffalo* in 4½-5 hrs. (fares as above).

From Philadelphia to (105 M.) *Harrisburg*, see R. 37. Our line here diverges to the right from the line to Pittsburg and runs to the N. along the *Susquehanna*. — 159 M. *Sunbury* (450 ft.; 5930 inhab.), on the left bank of the wide *Susquehanna*, is an important outlet for the *Shamokin Coal District*. — At (161 M.) *Northumberland*, at the confluence of the N. and S. branches of the *Susquehanna*, *Dr. Joseph Priestly*, discoverer of oxygen gas, lived from 1794 till his death in 1804. He is buried in the cemetery here. — Farther on our line runs parallel with the Reading line.

199 M. **Williamsport** (*Updegraff*, \$2-4; *Park*, 2½-3), a city on the right bank of the S. (or W.) branch of the *Susquehanna*, with 27,132 inhab., chiefly engaged in the timber trade. The huge 'Boom' on the river here can contain 300 million feet of timber.

FROM WILLIAMSPORT TO SATTERFIELD, 56 M., *Williamsport & North Branch R. R.* in 1¼ hr. This line traverses a picturesque district which has been ambitiously dubbed the 'Adirondacks of Pennsylvania'. — The chief resorts are *Highland Lake* (2000 ft.; Grand View Hotel, Essick, Highland Ho.), reached by coach (1½ hr.) from (19 M.) *Picture Rocks* (670 ft); *Eagles' Mere* (2300 ft.; *Hotel Eagles' Mere*, *Lakeside*, *Raymond*, \$3-4; *Allegheny*, \$2), reached by coach (1½ hr.) from (30 M.) *Muncy Valley*; and *Lake Mokoma* (*La Porte Hotel*), 4 M. from (38 M.) *Nordmont*.

From Williamsport to *Elmira*, see p. 216.

We turn to the left (W.), cross the *Lycoming Creek* and the *Susquehanna*, and ascend on the right bank of the latter. 224 M. *Lock Haven*, another lumbering town (7368 inhab.), situated on the right bank of the *Susquehanna*. The scenery here and as we advance farther up the river is picturesque. We cross and recross the stream. — 251 M. *Renovo* (670 ft.; \**Renovo Hotel*, \$2), a summer-resort, finely situated in the *Susquehanna valley*, among hills 800-1000 ft. high.

At (264 M.) *Keating* (720 ft.) the train leaves the *Susquehanna*, after following it for 160 M., and begins to ascend the *Sinnemahoning*. The dreary district we now traverse is known as the *Great Horseshoe of the Alleghenies*. — 279 M. *Driftwood*, junction of a line to Pittsburg (p. 263). — 297 M. **Emporium** (1030 ft.; *St. Charles*, \$2), a hill-surrounded village with 2147 inhab., is the junction of the Pennsylvania R.R. route to Erie (R. 36). Our line runs to the N. to

(222 M.) *Port Allegheny*, and then follows the *Allegheny River* to (248 M.) *Olean* (*Olean Ho.*, from \$2), on the Erie R. R. (p. 307), one of the largest petroleum storing places in the world. Pop. 7358. — To the left, near (369 M.) *Franklinville*, is *Lime Lake*.

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

### 35. From Philadelphia to Reading and Williamsport.

198 M. PHILADELPHIA & READING RAILROAD in 6-8 hrs. (fare \$5.78). — The PENNSYLVANIA RAILROAD (Broad St. Station) is also available, the trains following nearly the same route (fare as above; comp. R. 37). — Both lines traverse the Schuylkill Valley and connect the great anthracite coal-fields of Pennsylvania with the ocean.

*Philadelphia*, see p. 230. The train crosses the *Schuylkill* (p. 231), touches the N. end of *Fairmount Park* (p. 242), and ascends the right bank of the river, parallel with the Schuylkill Valley Division of the Pennsylvania Railroad on the opposite bank. The valley is thickly populated and presents a scene of busy industry, with its numerous factories and mills. — 17½ M. *Bridgeport* lies opposite *Norristown* (*Montgomery, Windsor Ho.*, \$2), a thriving manufacturing city (19,791 inhab.). — 24 M. *Valley Forge* (Washington Inn, \$2), the headquarters of Washington and the American army during the trying winter of 1777-78. The farm-house in which Washington had his quarters is still preserved (to the left of the railway). — Beyond (28 M.) *Phoenixville*, at the foot of *Black Rock*, with 8514 inhab. and the huge Phoenix Iron and Steel Works, we thread a tunnel nearly ½ M. long. Our train then crosses the river, changing sides with the Pennsylvania line. We are now in the district of the so-called 'Pennsylvania Dutch', a hard-working race of Teutonic origin, speaking a curious dialect of German, Dutch, and English. Near (40 M.) *Pottstown*, another iron-making place (13,285 inhab.), are the *Ringing Rocks*, emitting a musical sound when struck (electric tramway). We cross the *Manatawny* by a long bridge.

58½ M. *Reading* (270 ft.; *Mansion Ho.*, from \$3; *Central*, \$2-2½), a busy manufacturing city with 58,661 inhab., lies on a comparatively level plateau hemmed in by *Penn's Mt.* on the E. and *Neversink Mt.* on the S. The *Court House* is a handsome building, with a portico borne by six columns of the old red sandstone found in the adjacent mountains. The chief industry is iron-making, and the shops of the Reading Railway give employment to about 3000 men.

*Penn's Mt.* (1040 ft.), at the top of which is the *Summit Hotel* (\$2½-3), is ascended by a 'switchback' railway. The *White Spot*, 1000 ft above the river, a remnant of Potsdam sandstone lying unconformably on Laurentian rock, is a favourite point of view. — Another mountain-railway (views) climbs to the top of *Neversink Mt.* (850 ft.), with its large hotel (\$3½). — Reading is an important railway-centre, lines radiating hence in all directions

Beyond Reading our line continues to follow the Schuylkill Valley, and the long ridge of the *Blue Mts.* looms up ahead of us, changing from grey to blue as we approach it. — At (79 M.) *Port Clinton*