

Werk

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Junction (for lines to Auburn, Owego, Elmira, etc.) we cross the Erie R. R. (R. 28 d). At (253 M.) *Van Etten* the line forks, the left branch running to Geneva (see below) via *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. *Via 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 4 $\frac{1}{2}$ -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*, 2 $\frac{1}{2}$ -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 1 $\frac{3}{4}$ 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 (1 $\frac{1}{2}$ hr.) from (19 M.) *Picture Rocks* (670 ft.); *Eagles' Mere* (2300 ft.); *Hotel Eagles' Mere*, *Lakeside*, *Raymond*, \$3-4; *Allegheny*, \$2), reached by coach (1 $\frac{1}{2}$ 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 (7358 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.

188 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.* (860 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*