

Werk

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(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*

(410 ft.), at the mouth of the *Little Schuylkill*, we pass through a gap in the ridge, similar to, but less picturesque than, those mentioned at pp. 250, 215. Port Clinton stands on the S. edge of the great anthracite coal-region, and has a busy traffic in coal. Our railway forks here, the left branch going on to *Pottsville* (see below), the right to Williamsport via the Catawissa Valley (see below).

FROM PORT CLINTON TO POTTSVILLE, 15 M., railway in $1\frac{1}{2}$ - $\frac{3}{4}$ hr. — The line follows the Schuylkill. — 5 M. *Auburn*; 11 M. *Schuylkill Haven*. — 15 M. *Pottsville* (615 ft.; Merchants', \$2), a city with 14,117 inhab., in the gap where the river breaks through *Sharp Mt.* (1395 ft.), lies in the great S. or Schuylkill Coal Basin, which produces 10,000,000 tons of anthracite coal annually, or one-fourth of the total production of Pennsylvania (42,637,860 tons in 1897). The surrounding district is a network of railways.

The Williamsport train ascends the valley of the Little Schuylkill and traverses a busy coal-mining district. — 103 $\frac{1}{2}$ M. *East Mahanoy Junction*. Farther on we traverse the picturesque *Catawissa Valley*. At (145 M.) *Catawissa* (475 ft.) we cross the *Susquehanna*. 198 M. *Williamsport*, see p. 252.

36. From Philadelphia to Erie.

447 M. PENNSYLVANIA RAILROAD in 13-16 hrs. (fare \$10.25).

From Philadelphia to (297 M.) *Emporium*, see R. 34b. — 318 M. *St. Mary's* (1670 ft.), in a lumbering and bituminous coal district, has a large German Benedictine college and convent. — 343 M. *Wilcox* (1525 ft.), with a large tannery. — 352 M. *Kane* (2020 ft.; Thomson Ho., \$2), with 2944 inhab., frequented for deer-shooting and fishing. We now begin to descend on the Lake Erie side of the ridge. — 381 M. *Warren* (1195 ft.), at the confluence of the *Allegheny* and the *Conewango*, is the junction of a line to *Dunkirk* (p. 294). — 410 M. *Corry* (1445 ft.), an industrial town (5667 inhab.).

From Corry to *Pittsburg* and to *Buffalo*, see p. 267. Corry is also the junction of lines to *Jamestown* (p. 307), etc.

428 M. *Waterford* (1190 ft.), on the *Le Boeuf Lake*. Beyond (434 M.) *Jackson* (1225 ft.) we cross the watershed between the Ohio and Lake Erie, here only 8 M. from the latter.

447 M. *Erie*, see p. 294.

37. From Philadelphia to Harrisburg and Pittsburg.

354 M. PENNSYLVANIA RAILROAD to (105 M.) *Harrisburg* in $2\frac{1}{2}$ - $3\frac{1}{2}$ hrs. (fare \$3.15, parlor-car \$1.50); to (354 M.) *Pittsburg* in $8\frac{3}{4}$ - $12\frac{1}{2}$ hrs. (fare \$9, parlor-car \$2, sleeper \$2). This line, forming part of the line through-route from New York to Chicago (see R. 47a), traverses the beautiful valleys of the *Susquehanna* and *Juniata*.

Leaving the handsome *Broad St. Station* (p. 230) the train crosses the *Schuylkill* and runs to the N.W. through *W. Philadelphia* (p. 241), passing various suburban stations, most of which are tasteful little buildings surrounded with flower-gardens. 9 M. *Haverford College*, with the most important college of the Orthodox Quakers, situated in a finely wooded park to the left. — 10 M. *Bryn*