

## **Werk**

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## **Contact**

Niedersächsische Staats- und Universitätsbibliothek Göttingen  
Georg-August-Universität Göttingen  
Platz der Göttinger Sieben 1  
37073 Göttingen  
Germany  
Email: [gdz@sub.uni-goettingen.de](mailto:gdz@sub.uni-goettingen.de)

(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*