

Werk

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being that of Durham, England. About 6,000,000 tons of coke are produced here annually.

FROM PITTSBURG TO BUFFALO, 269 M., in 9-10 hrs. (*Allegheny Valley R. R. to Oil City, 132 M.; Western New York & Pennsylvania R. R. thence to Buffalo, 137 M.*). This line runs through one of the chief petroleum districts, and numerous oil-wells, in operation or deserted, are passed. Petroleum is obtained from oil-bearing sands by pipes of varying diameter, sunk to a depth of 300-3000 ft. The oil is transmitted to the large storage tanks of the Pipe Line Companies by pipe lines, which are sometimes hundreds of miles long. — The railway at first follows the *Allegheny River* — 132 M. *Oil City* (*Arlington, § 3*), a city of 10,932 inhab., is the great centre of the Oil District, and all the processes of procuring, preparing, and shipping the oil may be conveniently observed here. In 1892 Oil City was the scene of a terrible disaster, caused by the catching fire of a large petroleum tank. The burning oil, overspreading the water in the creek, set fire to many buildings and caused the loss of many lives. — The train now follows the valley of *Oil Creek*, with many abandoned wells. It is calculated that somewhere about 1865 this valley, between Oil City and Titusville, contained 75,000 people. At least 60 million barrels of oil, valued at \$200,000,000, were taken from the valley in ten years. The present yield is insignificant. — 148 M. *Titusville* (*Brunswick, Mansion Ho., § 2*), with 8073 inhab., is another busy oil-centre. — 175 M. *Corry* (5671 inhab.). — 205 M. *Mayville*, at the head of *Chautauqua Lake* (1300 ft.), is the junction for (4 M.) *Chautauqua* (see p. 307). — 219 M. *Brockton*, and thence to (269 M.) *Buffalo*, see R. 46a.

FROM PITTSBURG TO ERIE, 148 M., *Pennsylvania Railway* in $4\frac{3}{4}$ -5 $\frac{1}{2}$ hrs. — 25 M. *Rochester* (see below); 47 M. *Lawrence Junction*; 92 M. *Jamestown* (p. 307); 133 M. *Grard*, and thence to (148 M.) *Erie*, see R. 46a.

FROM PITTSBURG TO CLEVELAND, 150 M., *Penna. R. R.* in $3\frac{1}{2}$ -6 hrs. — This line diverges from that to Erie at (25 M.) *Rochester*. 48 M. *Wells-ville*; 93 M. *Alliance*; 124 M. *Hudson*. — 150 M. *Cleveland*, see p. 294.

FROM PITTSBURG TO WHEELING, 71 M., *B. & O. R. R.* in $2\frac{1}{2}$ -2 $\frac{3}{4}$ hrs. — *Wheeling*, see p. 293.

From Pittsburg to *Columbus* and *Cincinnati*, see R. 44b; to *Chicago*, see R. 44b.

40. From Philadelphia to Baltimore.

96 M. *PENNSYLVANIA RAILWAY* in 2-4 hrs. (fare \$2.80; parlor-car 50c). From New York (186 M.) in 4-7 hrs. (fare \$5.30). — The *BALTIMORE & OHIO R. R.* follows almost the same route (same times and fares).

Philadelphia (Broad St. Station), see p. 230. The train crosses the *Schuylkill* and runs to the S.W., not far from the W. bank of the *Delaware*. The *University of Pennsylvania* (p. 241) and the *Blockley Almshouses* (p. 241) are seen to the right. $13\frac{1}{2}$ M. *Chester* (20,226 inhab.) was settled by the Swedes in 1643. Between (17 M.) *Linwood* and (19 M.) *Claymont* we cross a small stream and enter the *State of Delaware* ('Diamond State'). Farther on we cross the *Brandywine* (p. 268) and reach —

27 M. *Wilmington* (*Clayton Ho., § 2 $\frac{1}{2}$; Jennings*), the chief city of Delaware, situated at the confluence of the Delaware, Brandywine, and *Christiana*, with 61,643 inhab. and extensive manufactures, including the making of iron (*Diamond State Iron Works*, etc.), carriages, railway-carriages, iron and wooden ships, gunpowder, morocco and other leather, and cotton goods (total value in 1890, \$20,500,000). The most interesting point is the old *Swedish*

Church (seen to the right as we enter the station), which dates from 1698 and marks the site of the first Swedish colony in America and the first permanent European settlement in the valley of the Delaware (1638).

Picturesque walks may be taken in the **Glen of the Brandywine*, which is kept as a public park. — The *Battle of the Brandywine*, in which Washington was defeated by the English in Sept., 1777, was fought about 13 M. to the N.W.

FROM WILMINGTON TO CAPE CHARLES, 192 M., railway in 6 hrs. This line, which descends the narrow peninsula to the E. of Chesapeake Bay (p. 273), is of some importance as forming part of a through-route from New York to *Old Point Comfort* (p. 372; 11-12 hrs.) and as a means of bringing fruit and vegetable supplies to the Northern cities. It runs through the famous peach district of Delaware. One perfectly straight section of this line, 90 M. long, is said to be the longest tangent in the United States. From (192 M.) *Cape Charles* steamers ply to (24 M.) *Old Point Comfort* (p. 372) and (36 M.) *Norfolk* (p. 374).

Beyond (39 M.) *Newark* the train crosses the famous *Mason & Dixon's Line* (p. 259) and enters *Maryland* ('Old Line State'). Near (51 M.) *North-East* we see *Chesapeake Bay* (p. 273) to the left. At (61 M.) *Havre-de-Grace* we cross the wide *Susquehanna*, which here enters the head of Chesapeake Bay. Farther on we cross several wide shallow rivers or arms of the Bay.

96 M. *Baltimore* (*Union Station*), see below.

41. Baltimore.

Railway Stations. *Union or Charles Street Station* (Pl. C, D, 2, 3), for all points reached by the Pennsylvania Railroad and its branches, incl. the N. Central and Bal. & Pot. R. R.; *Camden Station* (Pl. C, 5, 6), Camden St., for the B. & O. lines; *Mt. Royal Station* (Pl. C, 3), cor. Mt. Royal Ave. and Cathedral St., also for B. & O. trains (comp. p. 271); *Calvert St. Station* (Pl. D, 4), for trains of the Northern Central and Baltimore and Potomac lines; *Hollen St. Station* (Pl. D, 4), for the West Maryland R. R.; *North Avenue Station* (Pl. C, 2), for local trains (Baltimore & Lehigh R. R.). — *Cab* to hotel 25c. for each person.

Hotels. *THE STAFFORD (Pl. e; C, 4), cor. of Charles and Madison Sts., R. from \$1½; *HOTEL RENNERT (Pl. a; C, 4), cor. Saratoga & Liberty Sts., R. from \$1½; *ALTAMONT (Pl. b; B, 3), well situated in Eutaw Place, with view; \$2½-4½, R. from \$1; *MT. VERNON (Pl. c; C, 4), a quiet and comfortable house in a central situation, R. from \$1 (E. P.); EUTAW HOUSE (Pl. d; C, 5), Eutaw St., \$2½-8; CARROLLTON (Pl. f; D, 5), a large down-town house, frequented by business-men, \$2½-4; ALBION (Pl. g; C 3; \$3½-5), a quiet family hotel; THE STUDIO (Pl. k; C, 3), cor. Mt. Royal Ave. and Charles St., R. from \$1½; LEXINGTON (Pl. l; D, 5), opposite the City Hall, a good second class house.

Restaurants. At *Hotel Rennert*, see above; restaurants at *Union, Camden*, and *Mt. Royal Stations*; *Ganzhorn* (*City Hotel*), 226 E. Baltimore St.; *Women's Exchange*, cor. Charles and Pleasant Sts. (for ladies); *Nachr*, 108 E. German St. (German beer and wines); *Green Ho.*, 12 E. Pratt St., moderate (these two for men); *New York Confectionery Store*, Lexington St., with luncheon-room frequented by ladies.

Tramways (5c.) traverse the chief streets and run to various suburbs.

Cabs. Within district bounded by Jones's Falls, Pratt, Carey, and Mosher Streets, each pers. 25c.; beyond the above district and within city limits 35c. By time 75c. per hr. To *Druid Hill Park*, 1-2 pers. \$1½,