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CHAPTER 1

WATER GAP

ALTITUDE 390 FEET

Delaware Water Gap known as “The Gateway to the Poconos” is where we start our journey to visit the boarding homes, hotels, inns and resorts of the Pocono Mountains. The Indian name of this special place was Pohoqualin, meaning a stream between two mountains. Located in Smithfield Township of Monroe County, Water Gap started as a small hamlet in 1793 and by the 1830s the popularity of the area’s natural beauty attracted visitors to stay in homes. The area eventually blossomed into a vacation destination.

Situated alongside the Delaware River and nestled between the Kittatinny and Minsi mountains, the mountains rise over 1,000 feet from the waters’ edge. This part of the Blue Ridge range of the Allegheny Mountains is most picturesque. For the Victorian tourist of the era, this was a big attraction heightened by clean air and water.

It was originally named Dutotsburg, after Antoine Dutot the founder of the town. He was one of the first to build a small hotel overlooking the Delaware River. The Delaware, Lackawanna and Western Railroad constructed a railroad through the area. It opened the area to the vacationing public. Water Gap in future years was known for its many fine boarding homes, hotels, inns and resorts. They led one writer to say, “Water Gap was the second largest inland resort town in the United States after the Civil War, and its clientele were the upper classes of Philadelphia and New York.”

The Water Gap train station served the hostelry of Minisink Hills and Shawnee. All trains were met with carriages, or as time went by buses, to take guests to their lodgings.

Water Gap was “The Gateway to the Poconos” for the tourists who frequented this majestic area of Northeastern Pennsylvania. Once crossing the Delaware River from New Jersey, they found good clean air and hospitable accommodations. The region was a mecca for vacationers.

CHAPTER 2

EAST STROUDSBURG

ALTITUDE 400 FEET

East Stroudsburg is the second stop on our journey. It was originally named Dansbury, in honor of David Brodhead, a large landowner in the area. East Stroudsburg was incorporated as a borough in Smithfield Township, Monroe County on May 23, 1870. The borough owed its growth to the Delaware, Lackawanna and Western Railroad. Early businesses included the manufacturing of cigars, silk, glass and clothing. The town also had mercantile stores and a tannery.

The East Stroudsburg station also served the Delaware Valley Railroad, which had a spur line to service the small hamlets from East Stroudsburg to Bushkill in Pike County. The Delaware Valley Railroad, only 17 miles in length, shuttled tourists to their accommodations along the Delaware River. Stops included Bushkill, Dingmans Ferry, Forest Park, Marshalls Creek, Craig's Meadow, Frutchey's, Coolbaugh, Echo Lake and Shoemaker's. This service originated on August 22, 1901 and lasted until 1929 for passengers and 1938 for freight. The Pennsylvania Railroad also used the Delaware, Lackawanna and Western station for its through service from Philadelphia. The New York, Susquehanna and Western Railroad served Stroudsburg with its own station.

East Stroudsburg was also the home of the Pennsylvania State Teachers College, now known as East Stroudsburg University.

Today the borough of East Stroudsburg is a healthy and vibrant community. It is a nice place to raise a family.

CHAPTER 3

ANALOMINK

ALTITUDE 524 FEET

Analomink, the third stop on our journey, is situated on the Brodhead Creek in the northern corner of Stroud Township. The Indian translation is “tumbling water.” This hamlet was founded in 1848. Its original name was Spragueville. This name was derived from the manufacturing of sprags that were used in coal mining. In 1905, the town’s name was changed to Analomink.

Early industry revolved around wood products, since there was such a large local supply. The hamlet had a basket facility, sprag manufacturer, sawmill and tannery. The manufacturing of sprags put this location on the map.

Early boarding homes were used by the early workers. Larger homes and hotels were built for the sportsmen who visited the trout streams in the area.

The Delaware, Lackawanna and Western Railroad built a station and interlocking tower to service the businesses and passengers that frequented this stop. Passenger service ceased in the 1930s.

Today, Analomink is a quaint hamlet of a few businesses and residential homes.

CHAPTER 4

HENRYVILLE

ALTITUDE 783 FEET

Nestled on a mountainside in the southeastern section of Paradise Township is a small village known as Henryville. Founded in 1845, the village was named after an early landowner and businessman, James C. Henry. Early industry centered on the plentiful timber in the area.

At one time, this area was known as Parkside. As the village grew, it became dotted with boarding houses built for loggers and mule skimmers who hauled coal from Scranton to Easton. Henryville was the halfway point between these two towns. Streams abounded, filled with brook trout. These great fishing opportunities were known throughout the country.

Local farmers harvested wood. The advent of the Delaware, Lackawanna and Western Railroad offered a better means of getting wood to market. The D.L.&W. also provided handy transportation for sportsmen who fished the many streams. With the influx of sportsmen, larger boarding houses were built to provide more gracious lodging for vacationers.

Tourists continued to come to the area to take in the healthful climate and enjoy the mountainside beauty. As the timber business subsided, tourism took its place. Train service ceased to serve passengers in 1954 according to *The Official Guide of the Railway, 1954*.

Today, Henryville is dotted with summer homes, as well as year round homes. It remains a tranquil setting in the Pocono Mountains.

CHAPTER 5

CRESCO

ALTITUDE 1,203 FEET

The fourth station stop on our journey through the Pocono Mountains brings us to Cresco. This village was first called Oakland and sits high on the picturesque mountains that make up Barrett Township.

Other quaint hamlets that were serviced by the Cresco station were Paradise Valley, Greentown, South Sterling, Mountainhome and Canadensis. Mountainhome was formerly known as White's Tannery, Oakland and then Mountain Home. It was changed to its present name in 1895. Canadensis was formerly Coveville, Frogtown and changed to its present name in 1859.

The first industries in Barrett Township were lumbering and tanning. Other wood related businesses spurred growth as the area became populated. Some of these industries were barrel hoops, clothespins, pine tar, railroad ties, spragues, turpentine and mine props.

The area abounded in trout streams. Bright Creek, Buckhill, Middle Branch, Leavitt Creek, Goose Pond Run and Spruce Cabin Run brought more sportsmen to Barrett Township. With great fishing and a cool, healthful environment, tourists ventured to these woods. Additional lodgings were built to house these visitors.

Barrett Township was noted for its warm hospitality, gracious accommodations and tourism.

CHAPTER 6

MOUNT POCONO

ALTITUDE 1,824 FEET

On our journey, the first station in Coolbaugh Township is Mount Pocono. The other two will be Pocono Summit and Tobyhanna. New Mount Pocono was the first name given to this community. In 1864, the name was changed to Forks. In 1886, it received its present name.

Early settlers worked in lumbering and for the railroad. In 1848, the first post office was established. Beginning in the 1890s, Mount Pocono started to attract tourists. Other areas were getting crowded and the high elevation at Mount Pocono offered clean, healthy air.

The book *Coolbaugh Township, Pennsylvania: First Two Hundred Years* describes the Forks as having "two hotels, a post office, two stores, a bottling establishment, three boarding houses and 20 dwellings." Since that time, the community progressed as more people traveled by railroad. The area's good, clean, fresh air and its great stream fishing attracted many visitors. There were more boarding houses than hotels. Later, resorts dotted the landscape.

Over the years, the tourist business subsided as vacationers traveled to other destinations. In December 1965, the Delaware, Lackawanna and Western Railroad ended passenger travel to Mount Pocono.

Today, Mount Pocono continues as a busy part of the Pocono Mountains. Faster transportation brings people from the cities, not only to vacation, but also to live year round. Private communities have taken the place of many of the larger hotels and resorts. Now Mount Pocono is more a place to live than to play.

CHAPTER 7

POCONO SUMMIT

ALTITUDE 1,961 FEET

Continuing on our journey, Pocono Summit is our second stop in Coolbaugh Township. The town was originally called Pocono. The name was changed to avoid confusion with neighboring Mount Pocono.

The Pocono Summit post office was established in 1879. Before that date, the few residents received mail at the Delaware, Lackawanna and Western Railroad station. From this station, tourists proceeded to Pocono Pines, Pocono Lake and Stoddartsville.

The entire area was heavily wooded with valuable timber, which was easily transported to market on the Delaware, Lackawanna and Western Railroad. Ice harvesting became the new industry when the lumber was exhausted. Some lakes were natural, while others were man made. A chain of lakes bordered present day Route 940. Large icehouses, used for storage, dotted the landscape.

In 1893, the Wilkes-Barre and Easton Railroad reached the area. It carried ice from the Pocono Lakes area to eastern markets. The Delaware, Lackawanna and Western Railroad hauled ice from Summit Lake and the Tobyhanna area.

Pocono Summit was also a sportsman's paradise providing excellent hunting and fishing opportunities. The Tunkhannock is one of the best trout streams in the area.

These early sportsmen, who disembarked at Pocono Summit, stayed in boarding homes and small hotels. As

the number of visitors grew, new types of lodging were introduced on a larger and grander scale. Pocono Manor and Pocono Pines Assembly & Sunday School built large resorts with many amenities. Today, only Pocono Manor survives. It is a reminder of another era.

Today, the Pocono Summit area is dotted with many residential communities. It is a beautiful place that many call home.

CHAPTER 8

TOBYHANNA

ALTITUDE 1,929 FEET

Tobyhanna is the last station stop on our journey. Situated on top of the Pocono plateau, the town lies in Monroe County's Coolbaugh Township. It was originally named Naglesville. This changed to Tobyhanna Mills, then shortened to Tobyhanna.

According to *The History of Wayne, Pike and Monroe Counties*, "Tobyhanna is an old Indian name for the principal stream that lies in its boundaries." Many Indian place names came from nearby streams. The first industry was the harvesting of timber that covered the area. The Tobyhanna and Lehigh Lumber Company was an early employer. The town contained a clothespin factory, saw and planing mill and a number of smaller industries.

Once the timber was forested, Tobyhanna became a major ice producing area. The ice was used by the railroad and residents of larger cities. This business lasted until after World War II.

Tobyhanna's earliest boarding houses were built for workmen and hunters. Later, tourists came for the good, fresh air and cool summer nights. Hunting and fishing were popular activities. Once the railroad was completed, an influx of tourists flocked to the Poconos. Larger hotels and resorts were established to meet the demand. Many railroad employees also lived in Tobyhanna.

The station stop also served the United States Army. From 1912 to the present, the facility is located just outside of town. In December 1965, passenger trains discontinued service to Tobyhanna. The freight office lasted a little

longer to serve the U.S. Army. Today, Tobyhanna is a tranquil area between Scranton to the north and Stroudsburg to the south.