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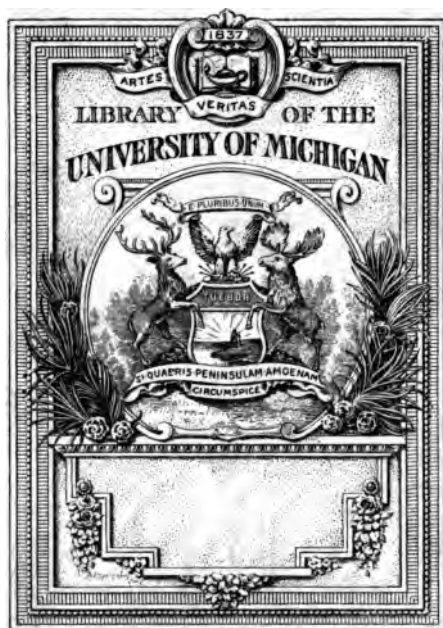
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in Black and white.





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# VIRGINIA

IN BLACK  
AND WHITE

U. I. TRUITT, Special Passenger Agent,  
Chesapeake & Ohio Ry.  
234 Clark Street - CHICAGO, ILL.





/



IN THE ALLEGHANIES.







VIRGINIA



— IN —



BLACK AND WHITE.



— ISSUED BY —

PASSENGER DEPARTMENT,

Chesapeake & Ohio R'y,

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## SOME VIRGINIA HISTORY.



THE richest field of history in America is Virginia—the land where the first English colonists strove to gain a foothold in the New World ; where the primeval savage was first overcome ; where the life and manners of the mother country found their closest counterpart ; where the great leaders of the greatest movement for freedom were born ; where the gigantic figure of Washington first towered above his fellows ; where the thinker Jefferson studied, and Patrick Henry cried aloud for war. It was here that many of the great battles of the Revolution were fought, and where, nearly a century later, was to be determined the issue of that greater conflict which has left the fair bosom of Virginia scarred with wounds and her garments soaked in the blood of her children. The theater of two great wars, the birth-place and cradle of states-

men, the home of gentleness, the school of chivalry, the story-book of adventure and romance, every foot of Virginia is historic ground, interesting and necessary to every American who would know the story of his country, or whose blood beats faster at the thought of its heroes.

As though built with the purpose to draw together with one connected chain the scattered events of 300 years, the Chesapeake & Ohio Railway penetrates the richest region of this classic land, binding together its mountains and valleys, its homes and its battlefields, its cities and its ruins. But the interest is not all in the past, for there is no fairer land to look upon. The bold, rugged cañons of the New River give place to the beautifully undulating mountains and valleys of the Greenbrier, which murmurs like a lover as it kisses the soft banks that incline to it like a yielding maiden,

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What is fairer than the Piedmont Valley, that might be taken for a painter's dream of Italy, framed in the encircling Blue Ridge? The pastoral lands of the James River, the stately old homes near Richmond, the rich farms of the Shenandoah Valley, and east of the Blue Ridge, all give evidence of past and future wealth. All these things we see in a ride over the Chesapeake & Ohio Railway.

It was in Virginia that was forged the first link in the chain that has bound the New World to the Old. After repeated expeditions, for the most part set on foot by Sir Walter Raleigh, some of them disastrous, and all nearly fruitless in results, Sir Richard Grenville, in 1585, founded a colony on Roanoke Island, in Albemarle Sound, off the northern coast of what is now North Carolina; but the settlers returned to England, and in 1587 a second colony was planted there. It disappeared, and to this day no man has ever learned what fate befell the colonists. For a time it seemed that America was to be given up to the French and Spanish, and that the latter would become the masters of the Western continent. But in May, 1607, some hardy Englishmen, about one hundred in number, landed on a point of land in what is now the James River and established Jamestown. Then began American history.

Captain John Smith was in this party, and in the struggles and hardships that followed was the soul of the enterprise and the strong hand that guided it to success. Being driven by a storm northward from Roanoke Island, the colonists took shelter in Chesapeake Bay. We all know Old Point Comfort, but how many of us know that its name was given in grateful remembrance for the refuge it afforded these storm-tossed adventurers? The colonists landed at what is now Hampton, but resumed their ships and sailed up the magnificent Powhatan River—now the James—and on May 13, 1607, landed on a low peninsula, where they built Jamestown. The site is now an island that has almost disappeared; but here may still be seen the ivy-clad tower of the church they built, and the graveyard still shows some cracked slabs and tombstones on which some of the names may yet be deciphered, among them that of the wife of Commissary Blair, the founder of William and Mary College at Williamsburg. It is a noteworthy fact that one of the first cares was the providing of a place for religious worship. An old tent was the first church; but when Lord Delaware came out in 1610 he found at Jamestown a substantial church, the ruins of which are among the *most interesting relics* of that early time.



THE OLD CHURCH AT  
JAMESTOWN.

Then there followed the conflicts of force and strategy between Smith and that great savage Powhatan, who was a mighty emperor of a vast nation. The region from Old Point Comfort to Richmond, along the York, the James and the Chickahominy rivers is full of interesting relics of this time.



IN THE GRAVEYARD.

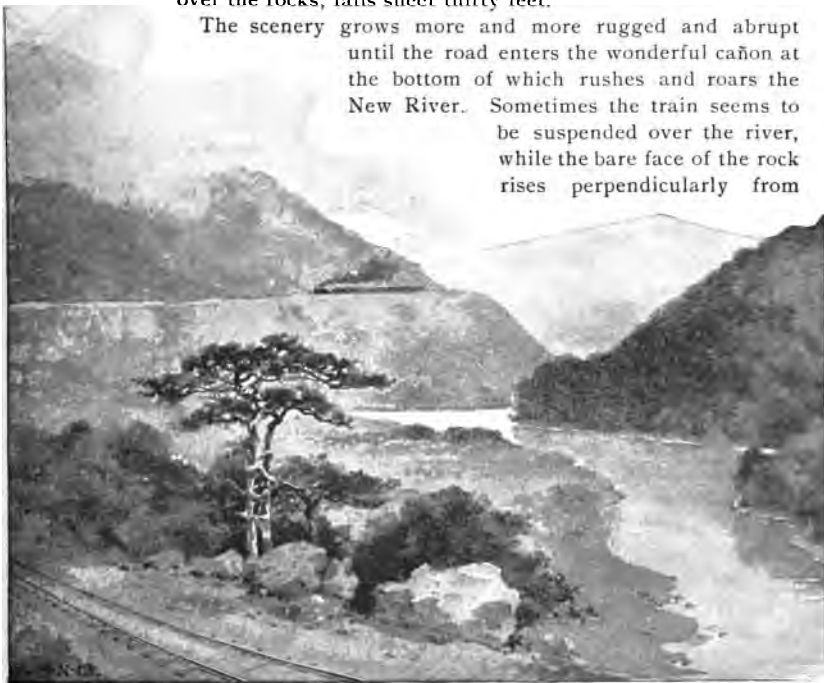
From the train may be seen the pretty little island in the Chickahominy where tradition says Smith was captured. Pocahontas becomes a very real person to the tourist who visits this region. Powhatan held his court at Werowocomoco, on the York River, and the spot is supposed to be marked by a curious ruin known as "Powhatan's chimney." It is on an estate called "Shelly," the property of the Page family. Another ruin of great significance is the old stone building on Ware Creek, which Smith built as a place of refuge from his savage foes during the time when starvation threatened the colonists.

As the history of the country proceeds it leaves its foot-prints along the line of the Chesapeake & Ohio. In fact, the main line of the road is built upon the trail of the aborigines and the early settlers who penetrated the Alleghany Mountains. Alexander Spotswood went as far as the Blue Ridge, and some of his followers went still further west. The Sandusky Indians came down from Ohio on their annual hunt, leaving their old and rheumatic at White Sulphur Springs to be cured of their ills. The stage coaches between Virginia and the Ohio River later followed the same route. The James River division is laid upon the line of the old James River and Kanawha Canal, which, in turn, was a development of the James River Canal, of which George Washington was the first president. So, it is not strange that we find ourselves riding in a vestibuled car over the road which Patrick Henry traveled on horseback when he went from Hanover Court House to Williamsburg, or that we stop for a few hours in Richmond and visit the church where he raised his mighty shout for liberty or death. From the train we see Monticello, the home of Jefferson, and we catch a glimpse of the University of Virginia, which that father of our liberties designed to be their constant nurse. Jefferson was born at Shadwell, which is also on the line of the Chesapeake & Ohio.

These are only a few of the points of interest which make a journey over this line a vivid object-lesson in American history. When we descend to our own times we find almost every mile of the way marked by some event of the late war. One could spend a whole summer on the Chesapeake & Ohio and each day find some new point to excite his curiosity or his admiration. Indeed, it does not need this panorama of history to make the road one of the most delightful in the world. It is the most beautiful line of equal length in America, presenting greater variety of scenery, each in the highest perfection, than any other continuous one thousand miles of road in

the United States. Starting from Cincinnati, there are one hundred and sixty miles up the valley of the Ohio, with the beautiful river almost constantly in sight. On either shore many thriving towns and busy cities lie under the green hills that slope gradually away. We ride through the fertile pastures of Kentucky and look over to the clattering towns of Ohio. Then comes Huntington, in West Virginia. Next we are in the Kanawha Valley, and the country grows hilly. Charleston, the capital of West Virginia, lies on the opposite bank of the Kanawha. The road follows the river to Kanawha Falls, one of the most picturesque bits of scenery on the line. The hills come down abruptly almost to the river, which, spreading out over the rocks, falls sheer thirty feet.

The scenery grows more and more rugged and abrupt until the road enters the wonderful cañon at the bottom of which rushes and roars the New River. Sometimes the train seems to be suspended over the river, while the bare face of the rock rises perpendicularly from



CROSSING THE ALLEGHANIES, C. & O. R'Y.

1,200 to 1,500 feet. One of the most famous points in this section of the road is the Hawk's Nest, which Chief-Justice Marshall measured and found to be 1,200 feet above the river. Enormous boulders washed from the mountain and rounded by the force of the water amaze the tourist. A beautiful cataract is the falls of New River. Leaving this region, where Nature's wildest mood finds expression, we emerge upon totally different mountain scenery — the beautiful reaches of the purling Greenbrier. The mountains are more majestic and stretch away at great distance, with beautiful vistas ending only where the clouds seem to come down into the valleys. Such is the scenery about White Sulphur Springs, the Hot and the Warm Springs, and the other famous watering-places of the region. The road continues its ascent of the mountains until Alleghany Station is reached. The tunnel here is a mile long, and is a wonderful piece of engineering skill. In the tunnel is a spring, some of the water of which flows into the Atlantic through the James River, while the rest escapes into the Gulf of Mexico, by way of the Kanawha, Ohio and Mississippi rivers. The State line between Virginia and West Virginia also runs across the tunnel. Soon after leaving Alleghany the road follows the course of the Jackson River to Clifton Forge, where the Jackson meets the James, and where the James River division of the Chesapeake & Ohio leaves the main line. From Cincinnati to Clifton Forge, 388 miles, the road follows the banks of streams, 250 miles of which are navigable. This fact materially aided in the construction of the road through this rugged country, and contributes in no small degree to the comfort as well as to the enjoyment of the traveler. While the builders of the road simply sought the easiest grades in the passage of the mountains, they thus succeeded in finding, and following, the most beautiful forms that Nature has to exhibit in this most picturesque region.

After skirting Elliott's Knob, which has an elevation of 4,500 feet, and is the highest point in Virginia, the road passes through Buffalo Gap, a natural opening in the North Mountains. Then on, at a flying pace, to Staunton and the Valley of Virginia. So past Waynesboro and through the Blue Ridge tunnel. Then comes Afton, and then the Piedmont! This is a broad valley that stretches away like a garden. There is no fairer place in North America than this which now delights the tourist's eyes. When Governor Spotswood first gazed upon it, he called it "the Valley of the Euphrates," on account of its exquisite beauty. Then comes Charlottesville, and we have our choice of a ride over the battlefields to Washington, or a trip to



Richmond and down the Peninsula, along the banks of the James, across the Chickahominy, through the swamps, past Williamsburg, and so on to Newport News, Old Point Comfort, Norfolk, Portsmouth, and Hampton, which towns cluster about the mouth of the James River and the entrance to Chesapeake Bay. Every feature of physical geography, every possible variety of scenery, has been comprehended in this ride of twenty-three hours, and we have ridden over the most storied land in America. Should the traveler start at Louisville he will miss the ride up the Ohio, but his road will lie through the richest portion of the famous Blue Grass region of Kentucky, through Frankfort, up the Kentucky River, through Lexington, Winchester and soon to Huntington, W. Va., where the road joins that from Cincinnati.

In all that goes to make the physical excellence of a railroad, the Chesapeake & Ohio stands among the first of the country. It has west of Clifton Forge nearly 100 miles of double track, and this year the double track

on this section will be largely increased. East of Clifton Forge the James River division practically makes a double track of nearly 200 miles. The road is rock-ballasted and laid with 75-lb. steel rails, equipped with interlocking switches, and operated under the block system.

The train service of the line is famous. The "F. F. V.," as the brag train is called, is one of the most perfect trains in the world. It is vestibuled, lighted with electricity, heated with steam, and runs a through dining car from Cincinnati to New York. A vestibuled Pullman sleeper through from



Louisville to New York connects with the train at Huntington. The entire train runs through to New York via Washington. By the same train there is through Pullman service to Old Point Comfort. All through trains on the line are vestibuled, heated with steam, and lighted with electric lamps. The cars are exquisitely finished, and there is no more luxurious mode of travel than that afforded by the F. F. V. A feature of this road and its schedule is that a person making the round-trip sees the entire line by daylight.

For the convenience of those who, for lack of either leisure or means, are unable to spend a month or two in an outing, the Chesapeake & Ohio Railway Company suggests the following outline of three tours, respectively ten, fifteen, and twenty days each, that will give the tourist the largest possible return for the time and money invested.



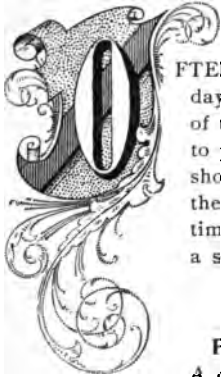
JAMES RIVER—WATER GAP AT CLIFTON FORGE.



ABOVE THE FALLS OF NEW RIVER.



## SUMMER OUTINGS.



**O**FTEN the question is asked: "Where can I go for a few days' outing?" Frequently the matter ends there for lack of the desired information, and the much needed vacation goes to protest. The following itineraries have been prepared to show the possibilities of a ten, fifteen, or twenty-day trip over the picturesque Chesapeake & Ohio, with special reference to time, cost, and value received. The reader may find therein a solution of the vexed question: Where to go this summer.

### "TEN-DAY OUTING."

**First Day.**—Leave Cincinnati or Lexington in the morning.

A daylight ride from Cincinnati along the banks of the Ohio River for 160 miles, thence through the Kanawha Valley and the cañons of New River, and along the banks of the placid and beautiful Greenbrier to White Sulphur Springs, which is reached shortly after dusk.

**Second Day.**—Visit the Springs Pagoda before breakfast, after which drive over mountain roads that lead off in various directions from the hotel, or ramble through the forests to Lover's Leap and other romantic scenes. After dinner join in "the tread-mill," the term applied to the tireless stroll back and forth on the immense piazza, that very nearly surrounds the hotel building. This walk is indulged in during the season by the 2,000 guests, and is one of the distinctive features of "The White." The afternoon, like the morning, may be pleasantly passed in the open air, and the evening devoted to the ball-room, either as a participant in the dance or as an onlooker.

**Third Day.**—Leave White Sulphur after breakfast for the famous Hot Springs, the route being over the main line of the Chesapeake & Ohio to

Covington, Virginia, and thence over the Warm Springs Valley Branch, which is laid upon the banks of Jackson River, a wild mountain stream, abounding in interesting scenery.

**Fourth Day.**—Leave Hot Springs in the morning for Natural Bridge, reached in about three hours. The course of the Jackson River is followed



NEW RIVER VALLEY.

to Clifton Forge, where the famous water gap, formed by the head waters of the James, is passed through, and thence the route is upon the banks of that historic stream. After viewing the wonders of Natural Bridge, and visiting

Salt-Petre Cave, the Lost River, Lace Falls and Jefferson's Mountain, take the Norfolk & Western Railway for the celebrated caverns of Luray.

**Fifth Day.**—Explore the caverns, and leave in the afternoon for Richmond. This day's journey affords some of the most charming mountain views in the United States, including Elliott's Knob, North Mountain, Buffalo Gap, and the passage of the Blue Ridge Mountains, as well as a 50-mile stretch of the renowned Shenandoah Valley, over many a hard-fought battlefield. There are glimpses of the University of Virginia; Monticello, the home of Jefferson, on the summit overlooking Charlottesville; the ruins of Jefferson's mill at Shadwell, his birthplace; the old court-house at Hanover, where Patrick Henry made his famous plea in the "Parson's cause," and miles of rifle-pits and earthworks—grim mementoes of the late war.

**Sixth Day.**—After sight-seeing in Richmond, leave on the afternoon train for Old Point Comfort, reached in time for supper after a three hours' ride down the Peninsula, along the James, across the Chickahominy, through Williamsburg, and near Jamestown and Yorktown.

**Seventh Day.**—A day at Old Point Comfort, with its diversified pleasures of the surf. The soldier-life at Fortress Monroe, fishing and sailing, and the ball room, where the grand military band from the fort discourses music for the dancers.

**Eighth Day.**—A trip across Hampton Roads harbor and up Elizabeth River to Norfolk. A short rail-ride may be taken to Virginia Beach for a dip in the briny surf of the Atlantic, or the time may be devoted profitably to sight-seeing in Norfolk, and visiting the Gosport Navy Yard at Portsmouth. The start from Old Point can be made after breakfast, and the return in time for supper and the evening festivities at the Hygeia.

**Ninth Day.**—In the surf at Old Point. Witness guard-mount at the fort. Take electric car for a few minutes' ride to Hampton, visiting the Soldiers' Home, the Indian Industrial School and Normal School. Start homeward after supper.

**Tenth Day.**—Homeward bound. Day breaks in the mountains, and from "early morn 'till dewy eve" nature's unrivaled panorama unfolds before the tourist, presenting scenes of beauty and grandeur, until the train rolls into the Western Terminal Station, and **Finis** appears on the last page of the itinerary of an unrivaled **ten days' outing**.

NOTE.—If the F. F. V. Vestibuled Limited is taken from Cincinnati and Lexington at night and Louisville in the afternoon, the route to White

Sulphur is passed over in the night, but the scenery is not lost, as the train on the return makes a daylight trip from White Sulphur to the western terminals. The foregoing schedule may be adopted for the F. F. V., by making the arrival at White Sulphur for breakfast on the second day.

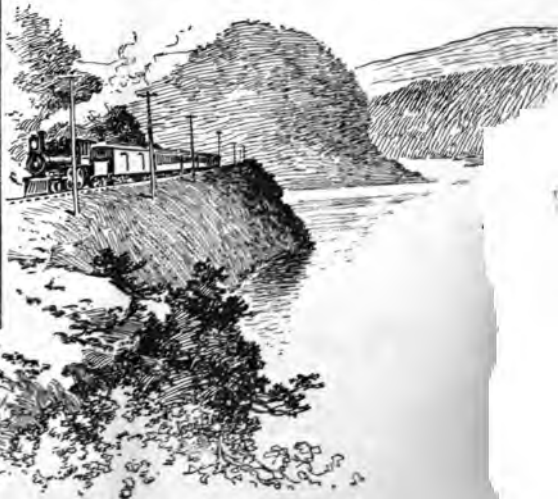
## "FIFTEEN-DAY OUTING."

**First Day.**—Leave Cincinnati or Lexington in the morning for a daylight ride to White Sulphur, or leave Cincinnati, Louisville or Lexington on the F. F. V., reaching White Sulphur the following morning for breakfast.

**Second Day.**—Adopt programme given for the second day in the ten-day outing.

**Third Day.**—Same programme as third day in the ten-day outing.

**Fourth Day.**—Visit Warm Springs and bathe in its delightful pool, and drive to the Healing Springs and Falling Springs Cascade, where a bold mountain stream falls from a



G&O Scenery.

ledge of rock 200 feet in width into a most beautiful glen 150 feet below. Return to Hot Springs at sunset.

**Fifth Day.**—Leave Hot Springs in the morning for Natural Bridge.

**Sixth Day.**—Leave Natural Bridge in the morning for Gladys Inn, at Clifton Forge, remaining there until evening. Leave for the Alleghany at Goshen.

**Seventh Day.**—At the Alleghany. Drive through mountain passes or ascend the heights that rise above Goshen.

**Eighth Day.**—Leave Goshen, after breakfast, for Luray Caverns.

**Ninth Day.**—Leave Luray Caverns in the morning for Richmond.

**Tenth Day.**—Leave Richmond in the afternoon for Williamsburg, visit William and Mary College, the "powder horn," and the oldest church of America.

**Eleventh Day.**—Leave Williamsburg in the morning for Old Point Comfort.

**Twelfth Day.**—At Old Point Comfort. Visit Fortress Monroe and Hampton.



HAWK'S NEST CAÑONS.

**Thirteenth Day.**—Visit Norfolk and Virginia Beach, and Gosport Navy Yard at Portsmouth, returning to Old Point Comfort in the evening in time for supper.

**Fourteenth Day.**—Visit Newport News in time for dinner at Hotel Warwick, spend the afternoon at the shipyard, and take the train for the west after supper.

**Fifteenth Day.**—Homeward bound, reaching Cincinnati, Lexington or Louisville in the evening.

## "TWENTY-DAY OUTING."

**First Day.**—Leave Cincinnati or Lexington in the morning for a daylight ride to White Sulphur, or leave Cincinnati, Louisville, or Lexington on the F. F. V., reaching White Sulphur the following morning before breakfast.

**Second Day.**—At White Sulphur Springs.

**Third Day.**—Leave White Sulphur in the morning for Hot Springs.

**Fourth and Fifth Days.**—At Hot Springs. Visit Warm and Healing Springs, and the many places of interest among the mountains in the vicinity.

**Sixth Day.**—Leave Hot Springs in the morning for Natural Bridge.

**Seventh Day.**—Leave Natural Bridge in the morning for Gladys Inn at Clifton Forge.

**Eighth Day.**—Leave Clifton Forge in the morning for "The Alleghany" at Goshen.

**Ninth Day.**—Visit Rockbridge Alum Springs, reached from Goshen by a narrow gauge railroad, returning to "The Alleghany" for supper.

**Tenth Day.**—Leave Goshen in the morning for Luray Caverns. Leave Luray Caverns in the evening for Richmond.

**Eleventh Day.**—Leave Richmond in the afternoon for Old Point Comfort.

**Twelfth Day.**—At Old Point Comfort. Visit Fortress Monroe and Hampton.

**Thirteenth Day.**—Visit Norfolk and Virginia Beach or the Gosport Navy Yards at Portsmouth, returning to Old Point Comfort for supper.

**Fourteenth Day.**—Visit Newport News and the shipyard, returning to Old Point Comfort in the afternoon.

**Fifteenth Day.**—Leave Old Point Comfort in the evening by steamer, for Washington, taking supper on board. Enjoy the summer evening on Chesapeake Bay, from the steamer's deck.

**Sixteenth Day.**—Arrive in Washington for breakfast, and spend the day among the public buildings.

**Seventeenth and Eighteenth Days.**—Sight-seeing in Washington. Visit Baltimore, the trip being made in less than an hour—fast trains running in each direction at frequent intervals.

**Nineteenth Day.**—After another day devoted to sight-seeing in Washington, leave in the evening for the west on the F. F. V. Vestibuled Limited.

**Twentieth Day.**—Homeward bound, arriving in Cincinnati, Lexington or Louisville in the evening.

Individual railway fare for the round trip outlined in the foregoing pages ranges from \$28.00 to \$35.00. For parties of ten or more reduced rates will be made. The average rate at the best hotels en route will be about \$3.50 per day. Carriages may be procured at the various stopping places at reasonable rates. The journey between Richmond and Old Point Comfort may be varied by taking the James River steamer in either direction, passing Drury's Bluff, Dutch Gap, Brandon, Jones' Neck, Deep Bottom, Bermuda Hundred, Powhatan, Jamestown and other interesting places.

## FROM THE EAST VIA WASHINGTON.

Tourists from eastern points can purchase excursion tickets from Washington to White Sulphur Springs and return, and follow the foregoing itinerary east of the latter point in about two days less time and for about \$8.00 less railway fare. Reduced rates to parties of ten or more from Washington on application.

For further particulars address any of the following

### *CHESAPEAKE AND OHIO AGENCIES:*

NEW YORK—362 Broadway ; Offices of Pennsylvania Railway.

PHILADELPHIA—Offices of Pennsylvania Railway.

BALTIMORE—Offices of Pennsylvania Railway.

WASHINGTON—513 and 1421 Pennsylvania Avenue, and B. & P. Station.

NORFOLK—99 Main Street ; Atlantic Hotel ; on Steamer Louise.

OLD POINT—In Hygeia Hotel ; Chesapeake & Ohio Station.

RICHMOND—Main Street, corner Eighth Street ; 809 E. Main Street, corner Ninth Street ; Broad Street Station, near 17th.

LYNCHBURG—814½ Main Street ; Chesapeake & Ohio Station.

CINCINNATI—Corner Fifth and Walnut streets, and Union Station.

LEXINGTON, KY.—Phoenix Hotel.

LOUISVILLE—253 Fourth Avenue, and Union Station.

ST. LOUIS—Big Four and O. & M. Railway Offices ; Union Station.



ON THE GREENBRIER, NEAR WHITE SULPHUR.



## THE THEATER OF WAR.



THE country traversed by the Chesapeake & Ohio Railway has been the theater of two great wars. It is lined with battlefields. The War of the Revolution was practically terminated at Yorktown, and at Appomattox General Lee gave up the Confederate cause. One who travels over the line for the first time is startled by the frequency of the names of places which were the scenes of great conflicts. From Richmond to Petersburg and Yorktown Lafayette fought Phillips and Cornwallis. Col. Tarleton's cavalry ravaged the James-River region, drove Jefferson from Monticello, and raided the Assembly at Charlottesville. There were battles at Williamsburg and Jamestown, Cornwallis retreating down the Peninsula and finally taking up his position at Yorktown, where the American leaders hemmed him in and struck their great blow. He surrendered October 19, 1781.

But these battles, momentous as they were in the world's history, were, in point of fighting, insignificant when compared to the great encounters of the Rebellion. During every year of the war the Valley of Virginia was the theater of the most rapidly-shifting scenes of that great drama.

Nearly every mile of the road is marked by some event of the war. Waynesboro, where were several fights, and where Sheridan finally gained control of the valley, is directly on the line. A little further on are Gordonsville, Orange Court House, Culpeper and Manassas, at which point the Confederate monument stands in sight of the train. Bull Run is at hand, and the road passes on over battle-scarred ground to Alexandria and Washington. It was in his effort to clear the valley that MacClellan took his army from Manassas to Yorktown, with Johnston following. It was one of the

most active and hardly-contested campaigns of the war. The Seven Days' Battles, commencing with Mechanicsville, were a part of it.

Between Orange and Culpeper the train passes through the battlefield of Cedar Mountain, where Jackson checked Pope's advance. Grant's headquarters were at Culpeper when he started on the Wilderness campaign towards Appomattox. From Orange it is easy to reach Fredericksburg, Chancellorsville and Spottsylvania. Near Gordonsville Lee had his headquarters during the last winter of the war. From this point the road runs through Trevilian, Louisa Court House, Hanover, and so to Richmond, passing close to Yellow Tavern, where Jeb Stuart was killed in his fight with Sheridan. For miles about Richmond are to be seen the splendid earth-works which defended the city, and which are such remarkable examples of field fortification. The famous fields close by cannot even be named, so numerous are they. The road runs through Seven Pines, or Fair Oaks. It is only seven miles to Drewry's Bluff. Cold Harbor, where Grant's army suffered its worst defeat, Malvern Hill, Gaines' Mill are only a few miles from Richmond. Then the Army of the Potomac marched across the railroad, fighting through the tangled swamps, and Grant marched to the rear of Petersburg. This was in the summer and fall of 1864. Five Forks was fought, and then came Appomattox. The latter point is most easily reached from Lynchburg, on the James River division of the Chesapeake & Ohio Railway.

After the road leaves Richmond and passes through the scenes of McClellan's disastrous battles, it touches Williamsburg, Newport News, Hampton, and ends almost at the sally-port of Fortress Monroe. It was 500 yards out in Hampton Roads that the Monitor, on March 9, 1862, whipped the hitherto invincible Merrimac and changed the navies of the world.



## MOUNTAINS AND SEA-SHORE.



THE springs basin of the Alleghanies contains a greater number and diversity of health-giving waters than any similar region in the United States. From the earliest times the springs have been celebrated for their great curative powers, and the delightful character of the climate, the beauty and variety of the surrounding country, the easy access to the locality have made these resorts famous. Situated at an altitude of from 2,000 to 2,500 feet, the center of the springs region is reached by two limited, vestibuled, electric-lighted trains in eleven hours from Cincinnati, thirteen from Louisville, seven from Washington, eight from Baltimore, ten from Philadelphia, and twelve from New York.

The springs are located in beautiful green valleys among heavily-wooded mountains. The scenery is grand without being austere. Gentle streams flow through mossy banks and over gravel beds. Long vistas open through the rolling masses of hills and mountains. Delightful glades invite to rest, and one may walk or ride with perfect comfort in all directions. The climate is equable, the days being mildly warm, tempered by cool evenings and nights. One does not experience great degrees of either heat or cold, and there is always the feeling of energy and buoyancy that the rare mountain air inspires. There is ozone and exhilaration in the atmosphere during even the warmest season, and persons who are listless at home are surprised to find themselves taking keen delight in long mountain walks, or in riding or driving for miles over mountain roads.



MAIN HOTEL BUILDING, WHITE SULPHUR SPRINGS.

**White Sulphur Springs (the Old White).**—During the season the principal resorts are filled with the gay and fashionable from every part of the country. New York, Baltimore, Washington, Philadelphia, Richmond, Cincinnati, Louisville, St. Louis, New Orleans, and other cities send their belles to White Sulphur, and a girl is scarcely equipped for a social campaign until she has had her season at "The White." There is no other place where one may get so full a view into the social life of the South as at this resort of the gallantry and the beauty of so many generations. The buildings are in the old Colonial style, and in their spacious halls or on their broad piazzas one experiences all that has given Southern society its distinctive character. The springs are situated in Greenbrier County, W. Va., in a most beautiful valley. The Chesapeake & Ohio Railway has a station almost at the doors of the hotel, but far enough removed not to mar the beauty of the vast lawn, which is shaded by majestic oaks and maples, and which terminates at the superb fountain, whence flow daily 50,000 gallons of the famous

water. The valley is like a well-kept park, and the drives and walks run through splendid groves of forest trees. The surrounding mountains are among the grandest in the Alleghanies, their peaks towering above the clouds.

The medicinal virtues of the waters are world-renowned, and have been tested since 1788. From that date till the present day they have been used

with great benefit by thousands in various diseases, the distinct medical influences of the water being cathartic, diuretic, and alterative. In rheumatism, dyspepsia, jaundice, malaria, hay fever, and especially liver disease, it is a specific. The sulphur baths for gout, scrofula, and various forms of skin diseases are attended with almost immediate relief.



SPRING HOUSES, WHITE SULPHUR SPRINGS, W. VA.

The cottage system, with its pretty, home-like surroundings, enables visitors to live in a whirl of gaiety or the utmost privacy, as their wishes may dictate. During the season, besides the nightly balls, there are several grand, fancy and masquerade balls, which add to the amusement of the guests. The cottages, which are a hundred in number, being a part of the Grand Hotel, make it the largest hotel at any American summer resort.

**Old Sweet and Sweet Chalybeate Springs.**—Alleghany Station is at the summit of the mountains, five miles east of White Sulphur. At this

station, 2,100 feet above the sea, passengers destined to Sweet Springs and Sweet Chalybeate leave the train. "Old Sweet" is the affectionate name given the former by those who have enjoyed their beauty or recovered health through the virtue of the waters.

Stages from Alleghany take the tourist to this resort, ten miles southward. It is among the oldest of Virginia springs, in age ranking with White Sulphur and the Warm. The waters are highly tonic in effect, with mild cathartic action, and are of great benefit in diseases of the stomach or bowels, and in female complaints. Plunge baths are supplied by the spring, and the capacity is ample for the needs of 800 guests. All the appointments of these springs are in the most convenient shape. Gas, water, and every-



COTTAGES, WHITE SULPHUR, W. VA.

thing that can contribute to comfort is at hand, and abundant, and the scenery in the vicinity is equal to any that has been described in these pages.

Sweet Chalybeate Springs are nine miles from Alleghany Station by stage. They, also, were known early in the century. The waters are strongly



impregnated with iron and are among the most valuable chalybeate springs in the world.

**The Alleghany.**—This is one of the new, but one of the most interesting and attractive, resorts on the line of the road. The hotel stands on a



CORNER PORCH, ALLEGHANY HOTEL.

plateau nearly 2,000 feet above the sea and 100 feet above the river. This eminence rises abruptly out of the valley, and the hotel overlooks the town of Goshen. Elliott's Knob is close at hand, and the view of valleys, rolling mountains and towering peaks is one of the most magnificent in Virginia. There is no hotel of its

size more admirably constructed or better equipped for the comfort of the tourist. The building, which was recently completed, is of brick, the architecture being sixteenth-century Gothic, and of a pure style. Its beauty forms one of the pleasant recollections of the tourist, who merely sees it from the train, and one is always tempted to interrupt his journey in order to more fully enjoy the charms it presents. The rooms all command superb views. The house is lighted with incandescent electric lights. The equipment and furnishings are luxurious and in keeping with the exterior appearance of the building. The architectural design is faithfully carried out in the rotunda by means of heavy oak girders, wainscoting, pillars, etc. The fire-places have that ample character that wintry fire-places should have. The dining hall and other rooms are finished in native

hard woods, and there is an artistic harmony in all the features of the hotel.

The house is supplied with water from the Cold Sulphur Springs, one of the oldest and most noted of the Virginia watering-places. There could be no better situation for mountain drives, the drive to Lexington being especially attractive. Rockbridge Alum is seven miles distant.

**Cold Sulphur Springs**, one and one-half miles from Goshen, Va., is one of the most delightful places in the mountains for rest and recreation, and the waters, the best of their kind in America, are much sought after for



EAST FRONT, ALLEGHANY HOTEL, GOSHEN, VA.

dyspepsia, kidney and liver affections. The hotel is well kept and the charges moderate.

**Rockbridge Alum Springs.**—This famous resort has accommodations for 600 guests. The springs are celebrated for their many medicinal properties.



They consist of alum, chalybeate, and freestone waters, and are highly valued by the medical fraternity. The three large hotels and the surrounding cottages make a little city. They occupy an elevation of 2,000 feet, and are in the center of a lawn of fifty acres, shaded by forest trees. The springs are reached by the Victoria Narrow Gauge Railway from Goshen, nine miles distant.

**Luray Caverns.**— Leaving for the present the wonderful springs region, Luray Caverns attract attention. The caverns are very large and marvelously beautiful. They are situated fifty-four miles from Basic City, up the famous Shenandoah Valley. The stalactites and stalagmites form the weirdest, most fantastic shapes. Colossal statues are suddenly encountered by the astonished explorer. Delicate images, the most exquisite



JAMES RIVER—NEAR NATURAL BRIDGE, JAMES RIVER DIVISION.

tracery, the glinting of myriads of diamonds, yawning abysses, labyrinthian passages, make one feel that he has entered the region of enchantment.

**Natural Bridge.**— But, after all, the wonder of wonders in Virginia, and the most beautiful of all its thousand beautiful scenes, is the Natural Bridge. Not the pen of the writer, the canvas of the painter, or the plate of the



NATURAL BRIDGE.

photographer can reproduce the imposing and majestic grace of this most exquisite example of Nature's architecture. One stands spell-bound as he gazes on that glorious arch, which spans one of the most romantic glens in the world. There is something mysterious and awe-inspiring in the superb proportions of this most famous natural curiosity in Virginia. The place is classic, too, for they tell unbelievable stories about how Washington carved his name in the rock a couple of hundred feet high, and threw stones over the bridge itself. The bridge is 215 feet high, and has a span of 100 feet. Its width is 90 feet.

The admirable care that has been taken to preserve the natural wild and picturesque beauty of the glen which the bridge spans, the splendid mountain views on all hands, the beautiful waterfall a mile above the bridge, these and other attractions make the place charming. Year by year the number of visitors to the bridge has increased. The bridge is reached by the James River division of the Chesapeake & Ohio from Clifton Forge, where the lovely Gladys Inn affords comfortable accommodations for tourists who desire to break their journey.

**Buena Vista.**—This is a new city that presents many advantages to the investor or the settler. It is on the North River—a remarkable water-power—and is also located on the Lexington branch of the James River division of the Chesapeake & Ohio. It is surrounded by forests of hard woods, and is in the midst of inexhaustible beds of iron ore. Being within easy reach of the three great coal-coking regions of America it presents, in advantages of location, attractions seldom united in one spot. Many enterprises have already been secured, and liberal inducements are offered for the location of others. The Hotel Buena Vista, a new building, modern in design and furnishing, is a well-kept and attractive resting place. A spring that supplies the town furnishes as fine lithia water as one ever drank. There is no stint to the use of this most excellent water.

**Red Sulphur Springs.**—The waters of these springs cure catarrh, bronchitis, the early stages of consumption, heart affections, dyspepsia, rheumatism, hay fever, and nervous prostration. They are located twelve miles from the line of railroad, and are reached by a fine turnpike road from Lowell Station, twelve miles from Hinton. They are the only springs of the kind in this country. The analysis of the water shows that sulphur is by no means its principal ingredient, but phosphorus in high state of potency has been most efficacious in reaching the seat of disease. It also contains a

peculiar sulphur compound, or gelatinous substance, which is the distinctive feature of this water. The virtues of the water have been held in high esteem for the last half century.

**Salt Sulphur Springs.**—This resort is reached from Fort Spring Station, being fourteen miles from the railroad. In addition to the Salt Sulphur



ALONG THE JAMES RIVER, NEAR CLIFTON FORGE, VA.

Springs, there is an Iodine Spring, a Sweet Sulphur Spring, and a Chalybeate Spring; thus affording an opportunity for a variety of treatments. It is a beautiful old place. The buildings are of stone, having the appearance of antiquity, and the lawn surrounding them comprises 900 acres.

**Alderson.**—The little town of Alderson is one of the most beautifully located and attractive places on the road. It is on the main line, twenty-two miles from Hinton. The Greenbrier River here exhibits some of its most charming moods, and offers fine sport to the fisherman. Excellent accommodations may be had at the hotel. A wagon trip over the mountains to the Cherry and other swift streams, from fifteen to thirty miles distant, gives one as fine trout fishing as is to be had. In and about the village are many excellent boarding houses where one hundred or two hundred guests can be accommodated. The expense of a summer spent here in this way is very small, all rates of charge being much less than at the more fashionable hotels.

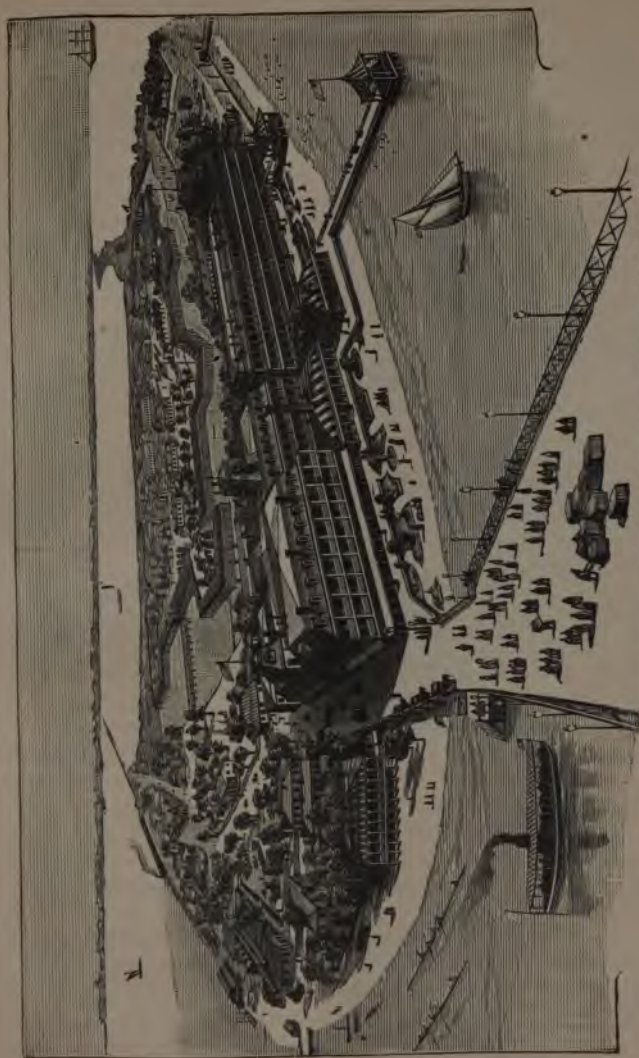
**Covington.**—Covington is another of these pleasant places. It is located on the Jackson River in a most picturesque valley. It is the junction point of the Hot Springs Railway, recently completed. The new hotel, the Inter-mont, is one of the prettiest buildings and one of the most completely equipped hotels in the mountains. Its appointments are all of the most modern character.

**Mountain Top.**—Mountain Top Hotel and Springs are immediately over the Blue Ridge tunnel, a mile and a half from Afton. The hotel is 2,000 feet above the sea level. It is on the first great highway to the far West, over which the emigrants to Kentucky made their way. In 1770 the tavern here was called Rockfish Inn. The first building erected was a massive stone house, which now forms a part of the hotel. Its foundation dates back about one hundred and twenty years, and it has been made memorable by an event not to be forgotten. In the room now used as the parlor, in the year 1818, met three Presidents of the United States—Mr. Jefferson, Mr. Madison and Mr. Monroe—together with a number of other distinguished Virginians, Commissioners appointed by the Governor to select a site for the University of Virginia.

**Basic City** is located at the intersection of the Chesapeake & Ohio and Norfolk & Western railways, where connection is made for Luray Caverns. Hotel Brandon, located here, is a new and modern hotel.

**Millboro.**—Seventeen miles east of Clifton Forge is Millboro. At an elevation of 2,000 feet, and convenient to the station, are a good hotel and cottages. Two miles away are Millboro Springs, a charming, quiet retreat in the mountains. The waters are mild and helpful.

**Old Point Comfort.**—After leaving Richmond a ride of eighty-four miles down the peninsula brings the tourist to Old Point Comfort, which has more



OLD POINT COMFORT, VA.,—FORTRESS, HOTELS AND RAILWAY.

natural advantages and a greater number of interesting surroundings than any other resort on the coast. Close by lie Newport News, Norfolk, Portsmouth and Hampton. Capes Henry and Charles are within view. Here the colonists with John Smith found refuge from the stormy waters of the

Atlantic. The place is surrounded with relics of historic interest.

Just out in Hampton Roads, within gun-shot of the shore, the Monitor whipped the dauntless Merrimac.

Fortress Monroe is close to the hotel, and the gentle waters of Chesapeake Bay are begging you to come and bathe in them.

Here the climate is delightful the year around. In winter the temperature rarely falls below 42°.

In summer the thermometer ranges between 60° and 80°, and the air is

always bracing. This is the most

fashionable winter resort on the coast. All the good things of the earth, the sea and the air that may be eaten are found here in perfection. The place is maintained on the most elaborate scale, and the season lasts the whole year. The Hygeia Hotel, which accommodates 1,000 guests, is one hundred yards from Fortress Monroe, at the confluence of Chesapeake Bay and Hampton Roads. It is substantially built, and supplied with all the modern improvements conducive to health and comfort, having two passenger elevators, gas and electric bells, and closets on every floor, with superior ventilation and the most perfect system of drainage of any hotel or public building in the





country. Delightful surf bathing can be enjoyed immediately in front of the hotel, and convenient dressing-rooms are provided for the use of guests. A spacious pavilion, with a floor of 7,000 square feet, is set apart for dancing, and music is furnished by the United States Artillery School Band throughout the year.



BATTLE BETWEEN MONITOR AND MERRIMAC, MARCH 9, 1862.

500 yards from C. & O. Pier, Newport News.

In addition to the Hygeia, the Sherwood Hotel, a new building conveniently located, offers first-class accommodations for 200 guests. The Chamberlain Hotel is also in process of building.

**Hampton, Va.,** where Captain John Smith and his hardy followers landed 300 years ago, with its quaint old church, is suggestive of Colonial times. Here is situated the National Soldiers' Home, sheltering upwards of 3,000 veterans, and the Normal School for the education of the colored and Indian youths.

**The Princess Anne.**— At Virginia Beach, fifteen miles from Norfolk, and with nothing but the Atlantic Ocean in front of it, is the Princess Anne Hotel. The surf bathing is splendid and invigorating, and the hotel itself is a handsome modern building admirably conducted.



## WARM SPRINGS VALLEY.



THE valley containing the Hot, Warm, and Healing Springs of Virginia, is located in the heart of the great Appalachian Mountains. Some two miles in width, it extends for more than a dozen miles parallel with the main Alleghany divide, between towering mountains, from the crest of which, 4,000 feet above the sea, the intervening stretches of country present a beautiful panorama.

The views from Flag Rock, on the eastern mountain summit, are grand beyond description. The eye sweeps in every direction over a sea of mountain ranges. Far off in the dim distance are "Elliott's Knob," the highest point in Virginia; "House Mountain," near Lexington, and the celebrated "Peaks of Otter."

Miles of new drives, smooth boulevards, mountain roads, and romantic walks, forests and meadows, cliffs and caverns, cascades and brooks, rugged mountains and pleasing pastures, a beautiful flora, abundant game in great variety, and rivers and rivulets are all at hand to gratify every whim of the pleasure seeker.

The altitude of the valley (2,500 feet), and its protection by the surrounding mountains from wind storms and sudden changes, combine to produce a temperature safe in winter and delightful all the rest of the year. The humidity so often experienced in mountain regions is here unknown, fogs and mists are rarely seen, and the clear dry air is laden with invigorating ozone.

A branch railway, twenty-five miles in length, has recently been built from Covington, Va., to the Hot Springs, and direct connection is made with through trains east and west-bound on the main line of the Chesapeake & Ohio. The Warm Springs Valley can now be reached by rail in 14 hours



HOT SPRINGS, VA.—VALLEY VIEW.

from New York, 12 hours from Philadelphia, 9 hours from Baltimore, 8 hours from Washington and Richmond, 10 hours from Norfolk, and 12 hours from Cincinnati. Arrangements can be made, when desired, to run through cars from any of the cities named, or from points beyond, direct to the Hot Springs.

Especial attention is invited to the fact that the Hot and Warm Springs Valley lies midway between New York and Cincinnati, and is reached in one night's ride from either point; that the unequaled medicinal waters of this famous valley are so accessible to the populous regions of the country,



THE HOMESTEAD, HOT SPRINGS.

and that no other region offers similar attractions or equal facilities in the matter of convenience, climate, baths, hotel accommodations and healthful recreations. The Virginia Hot Springs Co. is expending upwards of one



PRIVATE COTTAGE OF MR. M. E. INGALLS, HOT SPRINGS, VA.

million dollars in improvements, and will soon have the grandest sanitarium and pleasure resort in the United States.

The Virginia Hot Springs Company are prepared to negotiate with persons desiring to build hotels, sanitariums, villas, cottages, etc. Address Decatur Axtell, President, Richmond, Va.

For illustrated pamphlets descriptive of the Hot, Warm, and Healing Springs, address the respective managers as follows:

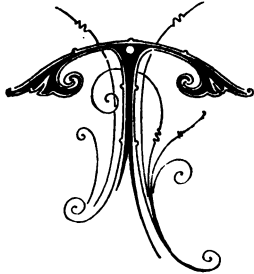
J. F. CHAMPLIN, Hot Springs, Bath County, Va.

EURANK & GLOVER, Warm Springs, Bath County, Va.

J. STIMSON, Healing Springs, Bath County, Va.

For special information as to transportation, or through car service from eastern points, address H. W. FULLER, General Passenger Agent, Chesapeake & Ohio Railway, Washington, D. C. From western points address C. B. RYAN, Assistant General Passenger Agent, Chesapeake & Ohio Railway, Cincinnati, Ohio.

## HOT SPRINGS OF VIRGINIA.



THE healing and curative qualities of the waters flowing from these springs at a temperature of 108 degrees Fahrenheit, have been recognized for over a century, and eminent physicians have repeatedly expressed the opinion that they rank with the most effective and the most celebrated thermal waters in the world. They are especially efficacious in cases of gout, rheumatism in all its forms, scrofula, paralysis, diseases of the liver, sciatica, nervous prostration, blood troubles of all kinds, and diseases peculiar to women.

The new bath house is a splendid structure, appropriately built in Colonial style, from plans made after studying the best designs in this and other countries, and adapting them to the special conditions of these springs and grounds. A great variety of baths are given, and the bather can have any temperature desired, from a cold plunge to 108 degrees Fahrenheit. The spout and boiler baths have long been the favorites, and thousands of wonderful cures have been effected by them. Needle, spray, and shower douches in all their variety, and electric, plunge, hot-vapor and mud baths are also given in suites of apartments especially prepared for them. The building is also fitted with rooms and appliances for inhalation, nasal douches, etc. Large, well furnished, and separate resting rooms for ladies and gentlemen, are provided on each floor, as well as a large solarium where sun baths may be enjoyed, and which is equipped for theatrical and other amusements. A spacious swimming pool is being constructed, which will be abundantly supplied with fresh warm water from the springs.

**"The Homestead,"** the century-old hotel, delightfully situated, has been remodeled throughout, and with many comfortable, home-like cottages surrounding it, will be distinctly for summer use.

**“The Virginia,”** a new structure connected with the passenger station—a matter of great convenience to the invalid, together with ten new cottages near by, supplied with every modern convenience, including steam heat and open grates, electric lights, elevator, and baths of all kinds from water fresh and hot from the springs, will be kept open the year round.

Accommodations at the Hot Springs this season will be ample for 450 guests, and a well-equipped livery will be maintained in connection with the property.

The sewage system is new, extensive and perfect. The grounds are beautiful, and tennis courts, bowling alleys, billiards and pool afford ladies and gentlemen delightful recreation.

The cuisine and management are first class; telegraphic, express and postal facilities efficient; and every possible provision has been made for the health, comfort, convenience and entertainment of the guest.

World's Fair visitors passing over the Chesapeake & Ohio will find a side trip from Covington, Va., to the Warm Springs Valley a most delightful one, replete with beautiful scenery along the picturesque Jackson River and through the mountain passes, and full of enjoyment and the creature comforts at “The Homestead.”



## WARM SPRINGS OF VIRGINIA.

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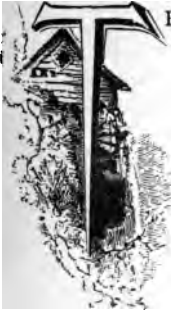
THESE celebrated springs, located in the valley in the midst of a grand old grove five miles north of the Hot Springs, are reached by stage from the latter point over an easy undulating boulevard. They are owned by the Virginia Hot Springs Company, but remain for the present under the able management of Mrs. Eubank, who has so successfully conducted the property for some years past. The hotel, built in Colonial style, is charmingly situated and well kept, and has long been a favorite resort for health and pleasure seekers.

The gentlemen's bath is an octagon 40 feet in diameter, and holds 43,000 gallons of water. The ladies' bath is circular in shape, with a capacity of 60,000 gallons. These pools are supplied from separate springs, discharging upward of 1,000 gallons of water per minute, at a temperature of 96 degrees Fahrenheit, which, charged with myriads of bubbles of sulphurated hydrogen gas, rises naturally from the bottom of the pools, affording the most delightful and luxurious pleasure bath in the world. There are also private baths of various kinds, and ample provision for the comfort and convenience of bathers.

For three generations these springs have been visited by people from all parts of the United States and foreign countries, and even when it involved a long and tiresome journey in primitive stage coaches they were a favorite resort of the wealth and fashion of Virginia and the South. The ball room connected with the hotel—a peculiarly Southern institution—is one of the finest in the State, and has been the scene of many joyous occasions, and doubtless of many conquests.

The grand boulevard recently completed between the Hot and the Warm Springs is a magnificent drive-way, and passengers will be transported from the Hot Springs station in comfortable carriages in the brief space of forty minutes, and have a most enjoyable ride.

## THE HEALING SPRINGS OF VIRGINIA.



THESE well-known springs, three miles south of the Hot Springs, lie as in a mountain cradle amidst grand and peaceful surroundings, where the very air is laden with rest and quiet. They also form a part of the property of the Virginia Hot Springs Company. The supply of water is abundant, being derived from four springs of essentially the same character, and is beautifully bright and crystalline. The temperature is uniformly 85 to 88 degrees Fahrenheit. Possessing valuable qualities for drinking purposes, this water is sent to all parts of the United States.

The bathing accommodations have been greatly extended and otherwise improved by the erection of a new bath house, the addition of several apartments to those already built, and the introduction of modern appliances to furnish hot baths and those of the natural temperature, as may be required. The waters of these springs are almost identical in their thermal analysis to the famous Schlagenbad and Ems, in Germany, and with the least possible shock to the system gradually abstract therefrom its superabundant caloric.

The Springs hotel is modern in construction, handsomely furnished, and remarkably well kept.







## "THE ROD AND GUN."

**T**HE hunting grounds and fishing streams of the two Virginias are among the most attractive to the true sportsman in the United States, not alone for the quality of game they offer, but also for their accessibility to the great cities of the East and West, the light tax they impose upon the purse, and the pleasure given an outing among Virginia mountains by their great scenic beauty and interesting historic associations. The circuit of fifty miles around Clifton Forge, which embraces Bath, Highland, and Alleghany counties, and the great Virginia Springs Basin, is unquestionably the best mountain deer region between the Rocky Mountains and the Adirondacks.

Mr. Watson, a young Englishman, and an enthusiastic sportsman, a few years ago purchased Nimrod Hall, an estate in Bath County, Virginia, which is perhaps the best place in the entire State for head-quarters for deer shooting and a fall outing. The estate lies in a lovely valley at an elevation of 1,500 feet, and borders upon the Cow Pasture River, a remarkably beautiful mountain stream. Nimrod Hall and its surrounding cottages provide comfortable accommodations for 60 or 70 guests, and Mr. Watson maintains a large pack of hounds and a good stable of hunters for their use. It is an off-day during August, September and October, when the drive does not start from six to ten deer. There cannot be a more attractive place than this for a fall outing, while it also affords a very desirable summer home for those who seek a comfortable abode without an extravagant demand on the purse, where the mountain scenery, drives and pathways are of the most attractive character. Speckled trout abound in all the streams of both Highland and Alleghany counties, while bass are abundant in the Cow Pasture, in the James between Clifton Forge and Natural Bridge, and in the Green-

brier River, in the vicinity of Fort Spring and Alderson. But it must not be assumed that the field for sport in Virginia is confined to the mountain region, for upon Hampton Roads, at Old Point Comfort, the line may be dropped in salt water with infinite profit and pleasure to the angler, who, while satisfying the fisherman's ambition, breathes into his lungs that greatest of tonics, the ozone of the sea.



NEAR HINTON. W. VA.

## ON A SUMMER DAY.



NE who has followed these pages must have been struck by the great variety that is everywhere presented along the line of the Chesapeake & Ohio, and one may stop at almost any point on the line and discover for himself that this characteristic is one of the many advantages of the road. From any of the resorts charming excursions may be made to adjacent points, and an ocean voyage may be included, if one wishes. From White Sulphur a ride of a few hours, through ever-varying mountain scenery—along the pleasant banks of the Greenbrier and through the grand cañons of the New River—brings one to Kanawha Falls. Visitors at "The White" and "Old Sweet" go back and forth between the two places. Natural Bridge and Luray Caverns are close at hand and accessible by rail. The drives from one resort to another show the rich-



KANAWHA FALLS, W. VA.

ness of the Alleghany Mountain scenery. Short-limit excursions may be made to Washington, Old Point Comfort and other places of interest.

It is a delightful variation of the season's gaieties to take one of the splendid trains to Old Point, and go thence by steamer up the Potomac to Washington, or up Chesapeake Bay to Baltimore, returning either by rail or water.



CAÑON OF NEW RIVER, C. & O. R'Y.

These excursions are extremely popular. The steamers plying on the river or the bay are splendidly appointed, and no more comfortable or interesting journey can be made.

For those who want a fuller breath of salt air, there is the trip to New York from Norfolk on one of the Old Dominion Line steamers. A resident of the inland will find this short voyage a most grateful experience. The

steamers sail from Norfolk daily, except Friday and Sunday. They are large, well officered, and first class in every appointment. The voyage is made in twenty-four hours—just long enough to give one the exhilaration that comes from sea air, and to tone up the system with the ozone of the ocean. One of the most enjoyable of summer trips is that from Norfolk to Providence or Boston by steamer. In making any of these journeys it is well to stop for a day or two at Old Point, and visit the places of interest thereabouts. One may bathe, sail, ride, drive or walk, and there is always something to excite curiosity and admiration.

The Chesapeake & Ohio Railway Company is building a fleet of six ocean steamships, and when these are put in service the Chesapeake & Ohio tourist may continue his journey to Liverpool.



BUFFALO GAP.

## SOME CHESAPEAKE & OHIO CITIES.



**CHARLESTON**, the chief city and capital of West Virginia, situated on the north bank of the Kanawha River, about 200 miles east of Cincinnati, is a splendid example of the vim and vigor of this progressive region. Beautiful residences line the river bank, and many fine public and private buildings adorn the city.

**Clifton Forge.**—The name of this admirably situated town suggests what its appearance confirms. It is probably destined to be one of the industrial centers of the South. Already it has extensive railway workshops and its iron industries are important. The town is 388 miles from Cincinnati, and is the terminus of the eastern, western, and James River divisions of the Chesapeake & Ohio Railway.

**The Gladys Inn** is situated on a high bluff overlooking the Jackson River, and commands magnificent views of mountain scenery in every direction. The hotel is one of unusual excellence, being new, modern in all its appliances, and conducted in a strictly first-class manner. Tourists destined for Natural Bridge will find this a convenient and agreeable place to break the journey, and fishermen who wish to angle for bass will find few better stopping-places.

**Covington**, one of the progressive towns of Virginia, is located on the Jackson River, twelve miles west of Clifton Forge, in one of the most picturesque valleys of the Alleghanies. The Warm Springs Valley branch of the Chesapeake & Ohio extends from this point to Hot Springs, 25 miles distant, and direct connection is made with through east and west-bound trains.



MONTICELLO—HOME OF JEFFERSON.

**The Intermont**, a new and strictly first-class hotel, beautifully situated and supplied with hot and cold baths, electric lights, and all modern im-

provements, affords a delightful retreat for the tourist.



JEFFERSON'S STUDY, MONTICELLO.

**Staunton.**— One of the important towns of Virginia is Staunton, not only on account of its extensive business relations, but even more because of the great influence it wields



through its educational institutions. It has five seminaries for young ladies, besides a military academy for young men. It sits in the midst of a rolling plateau, between the Blue Ridge and the Alleghany mountain systems. The city is also the station for several springs. The Hotel Altamont will be constructed at an early date, and on a magnificent scale, and will prove a delightful resting place for the tourist.

**Lexington.**— This charming old town is at the terminus of the Lexington branch of the James River division. Here is the Virginia Military Institute,



THE CAPITOL.

of which Robert E. Lee was so long the president; and Washington and Lee University is also located here. The remains of General Lee and "Stonewall" Jackson also lie here, and their statues ornament the place. In the neighboring streams and forests fine fishing and hunting may be had.

**Charlottesville** is the seat of the University of Virginia, founded by Thomas Jefferson, and is beautifully situated at the foot of the Blue Ridge Mountains. In and around the place everywhere rests the shadow and the spirit of Jefferson. Monticello, his home while living, overlooks the town



from its lofty plateau, and his remains repose in a tomb on the hillside; while near by at Shadwell, the place of his birth, may be seen the ruins of a mill built by him. Monticello is perhaps the best-preserved place of historic interest in Virginia, its possessor, Mr. Jefferson Levy, a gentleman of extensive means, taking an especial pride in perpetuating the appearance of the property when the home of its renowned owner. The residence is of a quaint style of architecture, octagon in shape, with tall, white, pillared portico and low roof, containing thirty-five rooms. At the entrance is a huge compass, unlike any other. Over the doorway is a great clock with a dial on both the outside and inside. A clock-maker was procured in France to make this, and he brought his entire family with him to Monticello, the work requiring two years. The great Jefferson in marble stands in the hallway, the work on the statue having been supervised in Paris by La Fayette. The floor of the saloon is inlaid with satin wood and mahogany and the walls are elaborately frescoed. From an artistic standpoint, Monticello is one of the most beautiful houses in Virginia.

**Washington.**—It is enough to say here that the Chesapeake & Ohio is the direct line from Cincinnati and Louisville to Washington, which is one of the termini of the road, though the solid vestibuled trains of the line run through to Baltimore, Philadelphia and New York. Washington has for several years been the most beautiful city in America, and the Capitol, the public buildings, the various museums, the Corcoran Art Gallery, the parks and the beautiful avenues will agreeably occupy as many days of the tourist's time as he cares to devote to the Nation's capital.

**Richmond.**—The junction between the Washington line and the line to Richmond and Newport News and points on the peninsula is at Gordonsville. Richmond must always possess a fascination for the tourist. No other city in the United States is so rich in colonial and national memories, and none has more carefully guarded its relics. In St. John's Church Patrick Henry cried out for liberty or death. The Capitol Square has the Washington and Stonewall Jackson monuments, of world-wide fame; and in the Capitol are statues of Washington, Clay and Lafayette, modeled from life; also many interesting relics of colonial and confederate days: while among the many points of interest to the visitor may be mentioned Hollywood, Oakwood, and National cemeteries, where repose many illustrious dead and nearly seventy thousand soldiers who fell in the siege of Richmond; Washington's old head-quarters; Richmond College; Gamble's Hill, overlooking

Belle Isle and the Tredegar Iron Works ; the war-time residence of Jefferson Davis ; the site of Libby Prison and Libby Hill Park, overlooking the James.



NEW RIVER.

The monuments to the Southern heroes are interesting. The Lee monument, which stands in a highly fortunate location, is one of the most imposing in America. The statue of the great Southern leader is unquestionably the finest equestrian statue in the country. There are also statues of Wickham and J. E. B. Stuart, and the Soldiers' and Sailors' monument stands on Libby Hill. A statue of Gen. John R. Cooke will shortly be erected.

Richmond has an active, energetic population, is growing rapidly, and, while a typical Southern city, is fully abreast of the times.

**Williamsburg.**—Between Richmond and Newport News are many places of interest, but none more full of historic associations than Williamsburg. Towards the close of the seventeenth century Governor Nicholson removed the seat of Government from Jamestown, the scene of so many struggles, to Middle-Plantation, or Williamsburg. Commissary Blair obtained from William and Mary the charter for the second university in America — William and Mary College — which had such important influence upon the history of the State. Sir Christopher Wren drew the plans for the first building.



GLADYS INN, CLIFTON FORGE, VA.

The old church still stands to which the good king and queen, William and Mary, presented its first communion service, and it is still in use.

**Newport News.**—This is the sea-port city of the Chesapeake & Ohio Railway, and it is admirably situated upon a plateau at the head of Hampton Roads, the most accessible and the safest harbor of the Atlantic Coast, into

which vessels of the largest tonnage may enter without the aid of pilot boats, find perfect safety in times of storm, and land directly at the Chesapeake & Ohio piers. The port is on the course of vessels plying between New York and the Gulf of Mexico and South America. It is an important



NEW INTERMONT HOTEL, COVINGTON, VA.

coaling station, the coal pier having handled a million tons last year, which will be materially increased in the future. Here is located one of the largest grain elevators in the United States, as well as the largest shipyard, whose dry dock, 625 feet long, is capable of receiving the largest vessel that floats. Although the shipyard is comparatively a recent enterprise yet it has already turned out several merchant ships, notably the Morgan Line steamers, El Sud, El Norte and El Rio, all of which have shown remarkable speed. The present regular steamship lines from Newport News are the Old Dominion Line (New York), Merchants' and Miners' Line (Providence and Boston) and the United States and Brazilian Line (Rio de Janeiro), while regular service to Europe is given by the Furness and Barber lines. Six steamships of the first class are now being constructed by the Chesapeake & Ohio Steamship Company, limited, and upon their completion they will make weekly sailings for Liverpool. Newport News is an important factor in the influence

the Chesapeake & Ohio exerts over the commerce of the West and North-west, as it provides that section with the nearest sea-port for the exporting of grain, tobacco, flour and other products. The city has a population of 8,000 ; it is provided with an excellent system of water works, schools, churches, banking facilities and other institutions of large and growing cities.

**Norfolk, Va.**, twelve miles from Newport News, across Hampton Roads, and the eastern terminus of the Chesapeake & Ohio, after Richmond, is the most populous city of Virginia, and has many points of historic interest. It also has an extensive trade, large quantities of oysters, fish, early fruits and vegetables being brought thither by the railways and canals and shipped to Northern ports. It is the third cotton port in the United States, and leads the South in the lumber trade. In addition to fine railway facilities, steamship lines connect the city with New York, Boston, Providence, Baltimore, Washington, etc. At Portsmouth, across the Elizabeth River, is the Gosport Navy Yard and the United States Naval Hospital.



## VIRGINIA'S WEALTH.



**IRON.**—Within a radius of twenty miles of Clifton Forge, or Covington, Va., in a region embracing the Rich Patch, Craig Creek and Potts Creek sections, the deposits of iron ore are practically inexhaustible. Red Hematite ore predominates, out-croppings of it being encountered at every turn. The Rich Patch Mountain and its continuation, Potts Mountain, separate the waters of Craig Creek and Potts Creek, and abuts, so to speak, against the James River at Iron Gate. The possibilities of the ore-bearing strata of the Rich Patch region are beyond reasonable computation, it being estimated at 150,000,-000 tons. The Craig Creek area contiguous to and forming an extension of the Rich Patch region has been demonstrated to be of boundless wealth. The ores appear in practically inexhaustible

quantities above water level, and may be developed by means of tunnels along the slope of the rocks with a minimum amount of dead work, the various creeks affording a constant supply of water for ore washing.

In addition to these immense ore properties, are the Dolly Ann, Stack, Longdale, Iron Mountain and Dunlap Creek beds, and others whose furnace products have proved their high and economical quality. But, notwithstanding the already large output of iron ore in Virginia, the demand at the furnaces all along the line of the Chesapeake & Ohio is increasing so rapidly that new companies, some of them of magnificent scope, are now being organized for the purpose of ore mining on a much larger scale than ever before attempted in Virginia—not only supplying the furnaces already in operation with a sufficient quantity, but encouraging, as well, the construction of other furnaces in the vicinity of the ore. Low Moor Longdale and other furnaces of this region have a remarkable record in the length of continuous operation and the high prices in the open market for their output, not only demonstrating the fact that Virginia iron is much sought after for its superior

quality, but also that when in the time of over-production the market value of iron had reached a figure so low that other furnaces throughout the land were compelled to shut down, these in Virginia were still being operated to their full capacity and at a profit to their owners. Iron, coal and limestone are found in this section within close proximity to each other, and labor is available and not given to strikes.

**Coal.**—West Virginia is the richest coal State in the Union, having about one-thirteenth of the entire coal area of the United States. For all purposes of manufacture, and as a coke producer, this coal is without a superior. It is easily mined; it reaches the seaboard at one side at a low cost for shipment to the North, as well as for supplying foreign steamers, and on the other side it is within a short distance of the large western cities.

The coal is mined in drifts and at a cost that amazes foreign operators. West Virginia embraces all kinds of coal, namely: Cannel, gas, steam and coking. Its coke is freer from sulphur than the heretofore accepted standard, and while that contains eleven per cent. of ash, New River coke contains less than four per cent.

**Timber.**—Out of a total area of 16,600,000 acres, 10,000,000 acres of West Virginia are covered with virgin forests. The timber embraces almost every variety of hard wood as well as a large amount of poplar and pine. Lumbering along the Chesapeake & Ohio is fairly keeping pace with the iron and coal development of the two Virginias.

**Agriculture.**—Farming land of unquestionable fertility and at remarkably low prices can be purchased in either large or small tracts in James River Valley, on the Peninsula between Richmond and Newport News, near the coast in the vicinity of Norfolk, and in the Piedmont and Shenandoah valleys. Virginia is greatly favored by a temperate climate, and nearness to the greatest markets of America. Virginia soil is adapted to the production of cereals—in many sections it furnishes excellent grazing. Potatoes, peanuts, and many other products of Virginia soil have of late years proven great money makers. Truck gardening in the tide-water section is also a great money maker. Catalogues with list of farms for sale can be secured by applying to Chesapeake & Ohio agents.

## TRAIN ARRANGEMENTS.



**THE FAMOUS F. F. V. LIMITED**, the best-known, the handsomest, the most complete, and the most popular train in America to-day, runs solid between Cincinnati and New York, via Washington, Baltimore and Philadelphia, and from Richmond, Old Point Comfort, Norfolk and Lynchburg in the east, and Huntington, Lexington and Louisville in the west, with through sleepers to and from Chicago. Comprising combined car, day coach, through dining car and Pullman sleepers of latest design and exquisite furnishing, lighted with electricity, heated with steam and vestibuled throughout, it combines the luxury of modern travel with the comforts of home, while transporting the passenger through the most picturesque regions of America.

### *EAST-BOUND.*

Leaving Cincinnati in the evening on arrival of connections from St. Louis, Chicago, etc., supper is served in the dining car, the enjoyment of which is heightened by the charming views obtained as the train speeds along the banks of the beautiful Ohio. Breakfast, dinner and supper are served next day.

From the summit of the Alleghanies the journey is made by daylight, affording views of the celebrated mountain and springs resorts of Virginia, the renowned Shenandoah Valley, the towering Blue Ridge with its peculiar haze, the matchless Piedmont Valley, the home of Jefferson, the most noted battlefields of the late war, Washington's Monument, the Capitol and many public buildings at Washington; or historic Richmond, Williamsburg, the old colonial capital; the Chickahominy swamps, the storied James, and the sounding sea — just as one's destination may lie.

### *WEST-BOUND.*

The F. F. V. leaves New York via the Pennsylvania Railroad 5.00 P. M., Philadelphia 7.40 P. M., Baltimore 9.55 P. M., and Washington via Chesapeake





& Ohio R'y, 11.10 P. M. Through sleepers from Old Point Comfort and Richmond are attached at Gordonsville. Meals en route served in dining car.

The journey westward from the summit of the Alleghanies by the banks of the gentle Greenbrier, through the frowning cañons of New River, along the winding Kanawha, and in sight of the beautiful Ohio for 160 miles, is made by daylight. Cincinnati is reached early in the evening, and connection is made in Union Station for all points north and west; Louisville at 9 P. M. connecting for southern points.

It will be noted that passengers making the round-trip on this famous flyer are enabled to see the entire line by daylight.

## THE WASHINGTON AND CHICAGO, LIMITED.

A vestibuled, electric-lighted, steam-heated train, newly equipped with combined car, day coaches, dining car and Pullman sleepers, runs solid between Cincinnati and Washington, with through cars from Old Point Comfort and Richmond.

### *EAST-BOUND.*

Leaves Cincinnati in the morning on arrival of connections from Chicago, St. Louis, etc., and makes a daylight run to White Sulphur Springs, reaching Washington and Richmond early next morning, and Old Point Comfort before noon. Parlor car Washington to New York, arriving about noon.

### *WEST-BOUND.*

Parlor cars from New York, via Pennsylvania R. R., connect with solid train from Washington, making daylight run to White Sulphur Springs, arriving Cincinnati early next morning. Parlor car Cincinnati to Chicago and St. Louis, arriving early same evening. Ar. Louisville 11.50 A. M.

The above trains constitute the regular through service on the Chesapeake & Ohio. During the Columbian Exposition, however, *Chicago will be the western terminus instead of Cincinnati*, and a third train, known as the

## WORLD'S FAIR SPECIAL,

electric-lighted, steam-heated and equipped with day coaches and Pullman *sleepers vestibuled* throughout, will be scheduled to give the best possible

accommodation to patrons, thus putting the Chesapeake & Ohio in the front rank of WORLD'S FAIR ROUTES.

For ROUTES, RATES, TICKETS, SCHEDULES, and SLEEPING-CAR RESERVATIONS, call on or address any of the following agencies :

CHICAGO, ILL.—Big Four Railway and Monon Route. U. L. Truitt, Special Agent, Passenger Department, C. & O. R'y. Address, care of Big Four Ticket Office.

ST. LOUIS, MO.—E. B. Pope, Western Passenger Agent, corner Broadway and Chestnut Street, Big Four, Ohio & Mississippi, and Louisville & St. Louis Air Line railways.

INDIANAPOLIS, IND.—A. S. Miller, Traveling Passenger Agent, Big Four Railway, Cincinnati, Hamilton & Dayton, Pan Handle.

NEW ORLEANS, LA.—Louisville & Nashville, Louisville, New Orleans & Texas (Mississippi Valley Route) railroads.

MOBILE, ALA.,

MONTGOMERY, ALA., } Louisville & Nashville Railway.

NASHVILLE, TENN., }

MEMPHIS, TENN.—Newport News & Mississippi Valley Co., Louisville & Nashville Railway.

LOUISVILLE, KY.—Chesapeake & Ohio Ticket Office, 253 Fourth Avenue.

CINCINNATI, O.—D. E. Holmes, Ticket and Passenger Agent, southwest corner Fifth and Walnut streets ; Central Union Station.

LEXINGTON, KY.—G. W. Barney, Division Passenger Agent, Phoenix Hotel and Union Station.

COLUMBUS, O.—Norfolk & Western Railway.

RICHMOND, VA.—Chesapeake & Ohio, Offices Eighth and Main streets. J. D. Potts, Division Passenger Agent.

OLD POINT COMFORT, VA.—In Hygeia Hotel and Chesapeake & Ohio Station.

WASHINGTON, D. C.—Geo. M. Bond, City Passenger Agent, 1421 and 513 Pennsylvania Avenue. Baltimore & Potomac Station.

BALTIMORE, MD.—Pennsylvania Railway Office, Baltimore and Calvert streets, Calvert Station. Union Station, and Baltimore & Ohio offices.

PHILADELPHIA, PA.—Pennsylvania Railway, 838 Chestnut Street, 1348 Chestnut Street. Broad Street Station.

NEW YORK.—Chesapeake & Ohio Office, 362 Broadway. Frank McConnell, Passenger Agent. Old Dominion Steamship Company, 235 West Street, and all Pennsylvania Railway offices.

BROOKLYN, N. Y.—Pennsylvania Railway offices, 4 Court Street, Brooklyn Annex Station.

BOSTON, MASS.—Pennsylvania Railway, 205 Washington Street. Merchants' and Miners' Transportation Company, 290 Washington Street and 53 Central Wharf.

And any Railway Ticket Office in the North, East, South, and West.

**H. W. FULLER,**

**Gen'l Pass'r Agent,**

**WASHINGTON, D. C.**

**C. B. RYAN,**

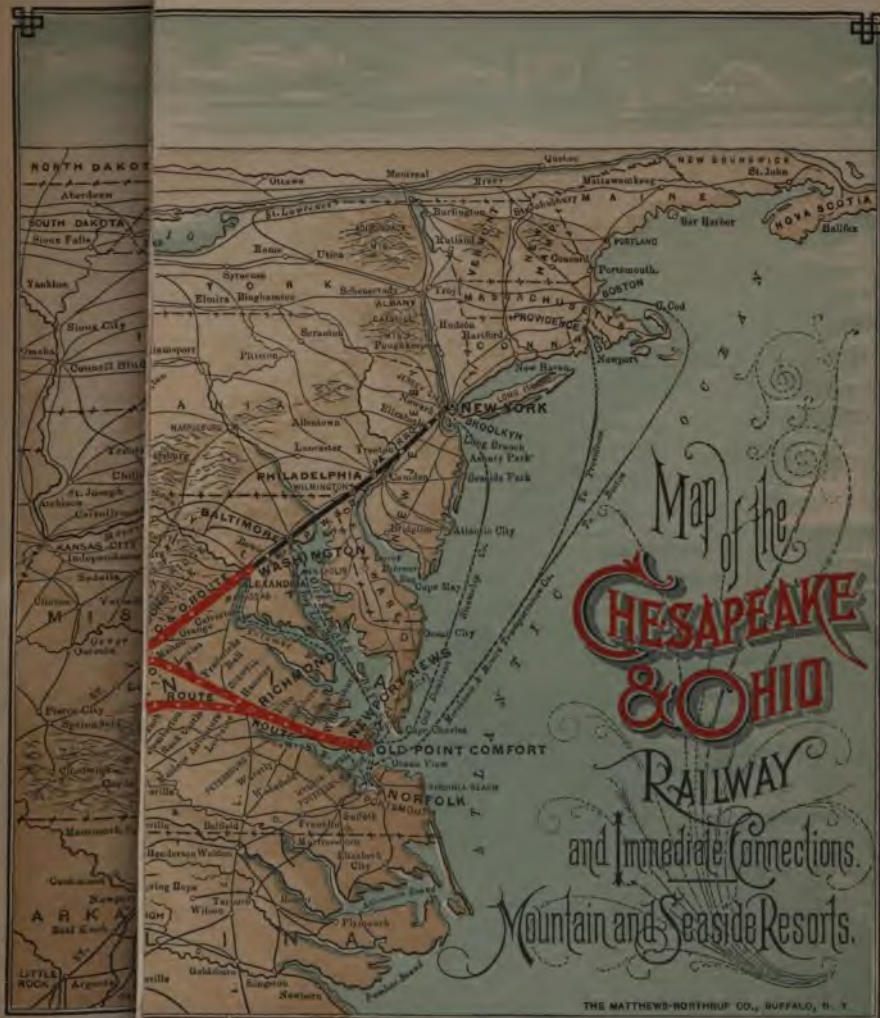
**Ass't Gen'l Pass'r Agent,**

**CINCINNATI, O.**

## DIRECTORY OF MANAGERS OF RESORTS.

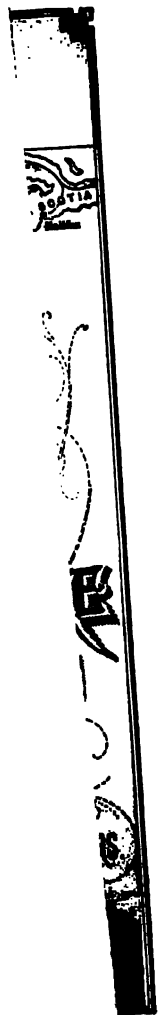
For the convenience of those desiring information regarding rates of board and accommodations at any of the resorts mentioned, we publish below, together with post-office address, a Directory of Managers of Resorts:

"The Alleghany," . . . .	J. WATKINS LEE, . . . .	Goshen Station, Rockbridge Co., Va.
Afton House, . . . . .	J. R. GOODLOE, . . . . .	Afton, Va.
Cold Sulphur Springs, . . .	J. S. CRAIG, . . . . .	Goshen Bridge, Va.
Healing Springs, . . . .	J. STIMSON, Manager, . . . .	Healing Springs, Bath County, Va.
Hot Springs, . . . . .	J. F. CHAMPLIN, Manager, . . . . .	Hot Springs, Va.
Hygeia Hotel, . . . . .	F. N. PIKE, . . . . .	Fortress Monroe, Va.
Sherwood Hotel, . . . . .	GEO. BOOKER, . . . . .	Fortress Monroe, Va.
Salt Sulphur Springs, . . .	J. W. M. APPLETON, . . . . .	Salt Sulphur Springs, W. Va.
Sweet Springs, . . . . .	W. B. BISHOP, . . . . .	Sweet Springs, W. Va.
Sweet Chalybeate Springs, .	BROOKS & RICHTER, . . . . .	Sweet Springs, W. Va.
Hotel Warwick, . . . . .	J. R. SWINERTON, . . . . .	Newport News, Va.
Millboro House, . . . . .	J. W. WARREN, . . . . .	Millboro, Va.
Millboro Springs, . . . .	DR. G. M. NICKELL, . . . . .	Millboro Springs, Va.
Mountain Top Hotel, . . .	MASSIE & Co., . . . . .	Afton, Va.
Natural Bridge Hotel, . . .	CHAS. P. NAIR, . . . . .	Natural Bridge, Va.
Nimrod Hall, . . . . .	EDWARD A. WATSON, . . . . .	Nimrod Hall, Va.
Red Sulphur Springs, . . .	RED SULPHUR SPRINGS WATER Co.,	Red Sulphur Springs, W. Va.
Rockbridge Alum Springs, .	EUGENE G. PRYTON & Co., . . . . .	Rockbridge, Va.
Stribbling Springs, . . . .	CHICHESTER & STEWART, . . . . .	Stribbling Springs, Va.
Princess Anne, . . . . .	S. E. CRITTENDEN, Manager, . . . . .	Virginia Beach, Va.
Variety Springs, . . . . .	MRS. J. V. COLEMAN, . . . . .	Ferrol, Va.
Warm Springs, . . . . .	EUBANK & GLOVER, . . . . .	Warm Springs, Va.
White Sulphur Springs, . .	B. F. EAKLE, . . . . .	White Sulphur Springs, W. Va.
Buffalo Springs, . . . . .	GEORGE MITCHELL, . . . . .	Buffalo Springs, W. Va.
Gladys Inn, . . . . .	A. E. WHITE, . . . . .	Clifton Forge, Va.
Glen Springs, . . . . .	I. N. WALKER, . . . . .	Esculapia, Ky.
Kanawha Falls, . . . . .	W. B. RIGG, . . . . .	Kanawha Falls, W. Va.
Ocean View Hotel, . . . .	Manager, . . . . .	Ocean View, Va.
"The BRANDON," . . . . .	WM. A. BOWLES, . . . . .	Basic City, Va.
"THE INTERMONT," . . . .	H. W. SNYDER, . . . . .	Covington, Va.

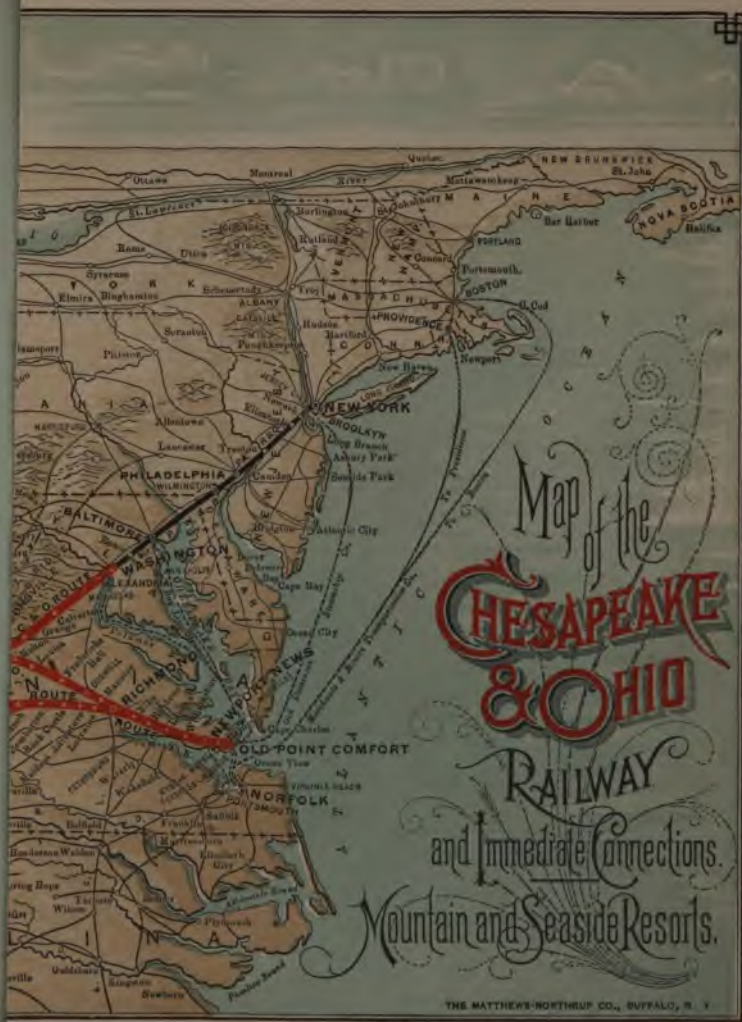


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Map of the  
**CHESAPEAKE  
& OHIO**  
RAILWAY  
and Immediate Connections.  
Mountain and Seaside Resorts.

THE MATTHEW NORTHROP CO., BUFFALO, N. Y.



