

Werk

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(in which Pocahontas was married) and a few tombstones. The river here expands into a wide estuary. Fleets of oyster-boats are seen.

80½ M. *Deep Water Light*; 89 M. *Point of Shoals Light*.

101 M. **Newport News** (*Hotel Warwick*, \$4, R. from \$1), a flourishing little city, with 4449 inhab., large grain elevators, coal wharves, shipbuilding yards (dry-dock 625 ft. long), and iron-works. An electric tramway runs hence to Hampton and Old Point Comfort (p. 372). Steamers ply to Manchester (England) and many other ports. — We now enter **Hampton Roads**, one of the best harbours on the Atlantic coast. It was in these roads that the Confederate iron-clad *Virginia* (the old *Merrimac*) nearly annihilated the wooden fleet of the Union, until it was itself disabled by the opportune arrival from New York of the famous turret-ship *Monitor*.

110 M. *Old Point Comfort* and *Fortress Monroe*, see p. 372. To the N. (left) opens *Chesapeake Bay* (p. 273). — To reach Norfolk the steamer ascends the *Elizabeth River*, an arm of Chesapeake Bay.

116 M. **Norfolk** (*New Atlantic*, \$2½-4; *Monticello*, new; *Norfolk*, \$2-2½; *Gladstone*, \$2-2½; Brit. vice-consul, *Mr. Barton Meyers*), with 34,781 inhab., the second city of Virginia and excelled by Savannah alone among the Atlantic ports to the S. of Chesapeake Bay, was founded in 1682. The staples of its busy export-trade are cotton, coal, oysters, and early fruits and vegetables (strawberries, 'goubers' or pea-nuts, etc.). The city is irregularly laid out but contains some pleasant residence-quarters. A visit may be paid to one of the large *Cotton Compresses*, in which the bales of cotton are prepared for transport by being reduced by hydraulic pressure to one-fourth their original size. *St. Paul's Church*, dating from 1730, was struck by a British cannon-ball in 1776, but the one now resting in the indentation is not the original.

On the opposite bank of the Elizabeth (ferry) lies **Portsmouth** (*Madison Ho.*, \$2-4), a city of 13,268 inhab., with an excellent harbour. At *Gosport*, the S. end of Portsmouth, is the *Navy Yard* (open 8-5), the most important in the country, with a huge dry-dock. To the N. is a large *Naval Hospital*. — The *Seaboard Air Line* runs hence to (79 M.) *Weldon* (where it connects with the Atlantic Coast Line, p. 384) and on to *Raleigh* and *Atlanta* (see R. 69c.).

From Norfolk a short branch-line runs to (18 M.) *Virginia Beach* (*Princess Anne Hotel*, \$3-5), a seaside-resort on the Atlantic coast, surrounded by pine-forest. — The *Dismal Swamp* (see p. 373) may be easily visited from Norfolk. — *Currituck Sound*, 30 M. to the S. of Norfolk, offers splendid wild-fowl shooting. — Steamers ply from Norfolk to *Old Point Comfort* (p. 372; ½ hr.; fare 25c.), *Yorktown* and *West Point* (p. 369), *Richmond*, *New York*, *Baltimore*, *Washington*, etc.

b. Via Chesapeake & Ohio Railroad.

RAILWAY to (85 M.) *Old Point Comfort* in 2¾-3 hrs. (fare \$2.50). STEAM FERRY from (15 M.) *Newport News* to (12 M.) *Norfolk* in ¾ hr. (through-fare \$2.50). — Norfolk is reached from Richmond by railway via *Petersburg* in 2¼-3½ hrs. (see pp. 388, 373).

Richmond, see R. 66. The train runs to the S.E., down the peninsula between the *York River* and the *James River*, a flat region

of swamps and pine-forest. We skirt the *Chickahominy Swamp* (p. 369) and cross that river near (18 M.) *Roxbury*. 24 M. *Providence Forge*. — 48 M. *Williamsburg* (Colonial Inn, \$2½), the ancient capital of Virginia, a place of 1831 inhab., with a church of 1678, a magazine of 1741, and other venerable relics.

The old *College of William and Mary*, chartered in 1693 (buildings mainly modern) and now used as a normal school, was the earliest college in the New World after Harvard (p. 94) and was the Alma Mater of 17 governors, 7 cabinet ministers, 1 chief justice, and 3 Presidents of the United States. In the quiet 'campus' is an old statue of Lord Botetourt

75 M. *Newport News*, see p. 371.

82 M. *Hampton* (*Barnes Hotel*, \$2-2½), a pleasant little town with 2513 inhab., is the seat of a *National Soldiers' Home* (2000 inmates) and the **Normal and Agricultural Institute for Negroes and Indians*.

A visit to the latter is of special interest. The institute is attended by 6-700 Negroes and 100-200 Indians, of whom the former pay part of their expenses by working. The chief aim of the institute is to train teachers for the coloured schools, and in this, as well as in the education of the Indians, its success has been highly satisfactory. Visitors are welcome to the classes, parade, dinner, etc. (specimens of pupil's work for sale). Hampton also contains a *National Cemetery* (5000 graves), and the *Church of St. John*, built in 1660 with English bricks. It is connected with (3 M.) *Old Point Comfort* by a fine shell road and an electric tramway. Tramway to *Newport News*, see p. 371.

The train now crosses an arm of *Hampton Roads* and reaches —

85 M. *Old Point Comfort* or *Fort Monroe* (**Hygeia Hotel*, 1000 beds, \$3-5; **Hotel Chamberlin*, 470 bedrooms, from \$4, these two close to the sea; *Bright View Cottage*, \$2-3), consisting mainly of two huge hotels, the most elaborate fortification in the United States, and a group of cottages, and situated on a small peninsula on the N. side of the entrance to *Hampton Roads* (p. 371), with the *Atlantic Ocean* in front and *Chesapeake Bay* (p. 273) opening to the N.

Point Comfort received its name from Capt. John Smith in 1608 and has long been a favourite seaside-resort, frequented by the Northerners in winter and by the Southerners in summer. The *Hygeia Hotel* was originally founded, in a very modest way, in 1821, and has grown to be one of the largest and most popular houses in the country; the *Chamberlin* is of recent construction. The immediate proximity of *Fort Monroe*, with its large garrison, adds a characteristic feature to the gaiety of the place. Good bathing, boating, and 'crabbing' are among the attractions. In winter the temperature rarely falls below 40°, and in summer it seldom exceeds 80°.

Steamers ply hence to *Norfolk* (½ hr.; 25 c.), *Baltimore*, *Richmond* (p. 366), *Washington*, and *New York* (Old Dominion Line, in 24 hrs.). *Norfolk* is also reached by ferry to *Willoughby Spit* and electric car thence (through-fare 35 c.). — Electric line to *Hampton* and *Newport News*, see above and p. 371. Another electric tramway runs to (2½ M.) *Buckrow Beach*, with a new summer-hotel.

**Fort Monroe*, 100 yds. from the *Hygeia Hotel*, was constructed in 1819 et seq. to command the mouth of the *James River* and the approach to the *Norfolk Navy Yard* and to furnish a base of operations against a hostile fleet attempting to enter *Chesapeake Bay*. The ramparts are about 2 M. in circumference, affording a fine walk, and enclose an area of 80 acres, which resembles a beautiful park. Outside the ramparts is a broad moat. Guard-mounting (8-9 a m.)

and dress-parade (1 hr. before sunset) are great attractions to the visitor. The fort is garrisoned by a battalion of heavy artillery and is the seat of the Artillery School of the U. S. Army. Jefferson Davis was confined here for a year and a half after the Civil War, and then released without a trial. Off-shore is the low island of the *Rip-Raps*, almost covered by the works of *Fort Wool*.

Pleasant excursions may be made from Old Point Comfort to *Norfolk* (p. 371), *Hampton* (3 M.), *Newport News* (p. 371), etc. — The *Hampton Roads Golf Course* affords good sport.

68. From Norfolk to Roanoke.

257 M. NORFOLK & WESTERN R. R. in 8½ hrs. (fare \$7.70; sleeper \$2). — This line traverses the district around *Petersburg* (see below), the seat of the final struggles of the Civil War.

Soon after leaving *Norfolk* (see p. 371) the train skirts the N. margin of the *Great Dismal Swamp*, which may be visited from (23 M.) *Suffolk* (55 ft.), at the head of the *Nansemond River*.

The *Dismal Swamp*, 40 M. long and 35 M. wide, is intersected by small canals and yields a large quantity of cypress, juniper, and other timber. At *Suffolk* we may hire a man and a canoe to paddle us as far as (10 M.) *Lake Drummond* and back by the *Jericho Run Canal*, a novel and interesting trip.

We now traverse a district of pine-forest. Beyond (68 M.) *Disputanta* (115 ft.) we approach the scene of the battles of 1864-65.

81 M. *Petersburg* (*Imperial, Shirley*, \$2-3; *Rail. Restaurant*), a manufacturing town of 22,680 inhab., on the *Appomattox*, is of interest as the centre of the final operations of the Civil War. The ivy-clad ruins of the old *Blandford Church* are picturesque. A large stone bowl, at the N. end of the railway-bridge over the *Appomattox*, is known as 'Pocahontas' Wash Basin'.

Battlefields. When Grant crossed to the S. side of the James River in June, 1864 (comp. p. 369), he made *City Point* his base of supplies and spread his lines towards the W., so as to shut up Lee and his Confederate forces in Petersburg. The so-called *Siege of Petersburg* lasted from June 16th, 1864, to April 2nd, 1865; and during its continuance 13 pitched battles were fought in the neighbourhood. The intrenchments of Lee and Grant still form conspicuous features in the landscape; Grant's lines extended from the *Appomattox* to *Fort Fisher*, and thence E. to *Fort Cross*, a distance of 23 M. One of the best-known engagements was that of the *Old Crater*, to the E. of the city, on *Griffith's Farm*, where a small museum of war-relics is shown. Carriages (\$1-1½ per hr.) and saddle-horses to visit the entrenchments and battlefields may be hired at the Petersburg hotels, and guides may also be obtained.

Petersburg was also the scene of important military operations in the War of Independence (1781).

From Petersburg to (23 M.) *Richmond*, see p. 388.

As we leave Petersburg, we see, to the right, the large *Virginia Normal & Collegiate Institute*, for coloured students. The country traversed is unattractive. At (133 M.) *Burkeville* we intersect the Southern Railway (R. 69a). Beyond (141 M.) *Rice* we cross the *Appomattox Valley* by a lofty iron bridge (view). At (149 M.) *Farmville*, with lithia springs, we enter a fruit, tobacco, and corn growing