

## **Werk**

**Titel:** The United States with an excursion into Mexico

**Verlag:** Baedeker [u.a.]

**Ort:** Leipzig [u.a.]

**Jahr:** 1899

**Kollektion:** Itineraria

**Werk Id:** PPN242370497

**PURL:** <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG\_0227

**OPAC:** <http://opac.sub.uni-goettingen.de/DB=1/PPN?PPN=242370497>

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region. — Near (181 M.) *Appomattox*, at *Appomattox Court House*, the Civil War ended on April 9th, 1865, in the surrender of Lee and his forces to General Grant.

Farther on (198 M.) we cross the *James River* and approach (204 M.) **Lynchburg** (525 ft.; *Carroll*, \$2½; *Arlington*, \$2; *Rail. Restaurant*), an industrial and tobacco-exporting city of 19,709 inhab., picturesquely situated on the S. bank of the James. It is the junction of the Southern Ry. (see below). — Beyond Lynchburg we pass through a tunnel and begin to ascend towards the Blue Ridge Mts. The finely-shaped *\*Peaks of Otter* (3875-4000 ft.) are seen to the right. They are best reached by carriage (7 M.) from (229 M.) *Bedford* (950 ft.; *Beechenbrook*, \$2), a small town with 2897 inhab. and various industries. To the right, beyond it, is the handsome *Randolph-Macon Academy*. — At (246 M.) *Blue Ridge* (1240 ft.), with mineral springs and a hotel (\$3). we begin to descend on the other side of the crest.

257 M. **Roanoke** (910 ft.; *\*Hotel Roanoke*, \$2½-3; *Ponce de Leon*, \$2-4; *Rockledge, Lee*), finely situated on the *Roanoke*, among the Blue Hills, has grown, since 1880, from the insignificant hamlet of *Big Lick* (500 inhab.), to a busy city of 16,159 inhab., with large machine, iron, bridge, carriage, and other manufactories. It is the junction of various branches of the Norfolk & Western R. R., including that through the *Shenandoah Valley* (see R. 69b).

## 69. From Washington to New Orleans.

### a. Viâ Southern Railway.

1144 M. RAILWAY in 33½ hrs. (fare \$27.50; sleeper \$7). Through vestibuled train (resembling that described at p. 305) from New York to New Orleans in 43 hrs. (fare \$34; sleeper \$9).

From *Washington* the line runs at first towards the S.W. Numerous earth-works and rifle-pits; grim mementoes of the Civil War, catch the eye on both sides of the line. 7 M. *Alexandria* (p. 289). — 33 M. *Manassas* (315 ft.; *Goodwin Ho.*, \$2) was the scene of two battles during the Civil War (monument to the right).

In the first *Battle of Manassas* or *Bull Run* (July 21st, 1861), which was the first important conflict of the war, the Federals under McDowell were routed by the Confederates under Beauregard and thrown back on *Washington*. In the second battle (Aug. 29-30th, 1862), fought on almost the same ground, 3 M. to the right, Lee defeated the Federals under Pope.

At (57 M.) *Rappahannock* we cross the river of that name. 68 M. *Culpeper* was an important point during the Civil War and is now the site of a National Cemetery. The *Rapidan River*, which we cross at (79 M.) *Rapidan*, was another name frequently heard during the struggle in Virginia. 85 M. *Orange*. — At (113 M.) **Charlottesville** (p. 340; *Rail. Restaurant*) we intersect the C. & O. R. R. (R. 58b). We continue to run thence towards the S.W., with the *Blue Ridge* at some distance to the right. — At (173 M.) **Lynchburg** (*Rail.*

*Restaurant*) we intersect the Norfolk & Western R. R. (see p. 374). Farther on we cross several streams and pass numerous small stations. — 239 M. **Danville** (420 ft.; *Burton*, \$ 2½-4; *Rail. Restaurant*), a busy town of 10,305 inhab., in the centre of a tobacco-growing region, is the junction of the line from Richmond (p. 366).

A little beyond Danville we enter *North Carolina* ('Old North State'). — 287 M. **Greensboro** (840 ft.; *Eenbow*, \$ 3), a growing town of 3317 inhab., with a trade in tobacco, coal, and iron.

FROM GREENSBORO TO RALEIGH AND GOLDSBORO, 130 M., railway in 5-12 hrs. This line passes through a cotton and tobacco growing country. — 17 M. *Elon College*; 22 M. *Burlington*, with cotton-mills. — 47 M. *University* is the junction of a branch-line to (10 M.) *Chapel Hill*, the site of the *University of North Carolina*, founded in 1795 (300 students) — 55 M. **Durham** (*Carr Olin*, \$ 3), a city of 5185 inhab., is one of the chief tobacco-making places in America. *Duke's Factory* produces 250 million cigarettes annually. *Trinity College* (150-200 students) has been handsomely endowed by the tobacco magnates, Col. Duke and Col. Carr. — At (81 M.) **Raleigh** (p. 385) we intersect the Seaboard Air Line from Weldon to Atlanta (R. 69 c). — 109 M. *Selma* is the junction of the line to Norfolk (see below) — 130 M. *Goldsborough* (100 ft.; St. James, \$ 2), a small place with 4017 inhab., is connected by railway with **New Bern** (*Albert, Chatawka*, \$ 2-2½), at the head of *Neuse River*, and (95 M.) *Morehead*, on the Atlantic coast.

FROM GREENSBORO TO NORFOLK, 265 M., railway in 8¾ hrs. Through-trains of the Southern Railway run by this route between *Chattanooga* (viâ *Asheville* and *Salsbury*) and Norfolk. — From Greensboro to (103 M.) *Selma*, see above. Our line here diverges to the left from that to Goldsboro and runs towards the N. 134 M. *Wilson*. At (150 M.) *South Rocky Mount* we cross the Atlantic Coast Line (p. 388) and the *Pamlico*, and beyond (181 M.) *Palmyra* we cross the *Roanoke*. 191 M. *Welford*; 215 M. *Tunis*, on the *Chowan*; 259 M. *Bruce*; 263 M. *Pinner's Point*. — 265 M. *Norfolk*, see p. 374.

A line also runs from Greensboro, viâ *Fayetteville*, to (179 M.) *Wilmington* (p. 389).

Just beyond Greensboro, to the right, is the battlefield of *Guilford Court House* (Mar. 15th, 1781), where the British under Cornwallis defeated the Americans under Greene. — We traverse many cotton-fields. Near *Salisbury* we cross the *Yadkin*. — 336 M. **Salisbury** (760 ft; *Mt. Vernon*, \$ 2), with 4418 inhab., was the seat of one of the chief Confederate prisons in the Civil War, and the *National Cemetery* contains the graves of more than 12,000 soldiers who died here in captivity.

From Salisbury to *Asheville* and *Knoxville* see R. 70.

Near (380 M.) **Charlotte** (725 ft.; *Buford, Central*, \$ 2-3½), with 11,557 inhab. and important cotton-manufactures, are some gold mines. It is the junction of lines to *Wilmington* (p. 389), to *Columbia* and *Charleston* (see R. 71 b), etc. — Beyond (408 M.) *All Healing Springs* we enter *South Carolina* ('Palmetto State'). Near (414 M.) *King's Mountain* (940 ft.) the Americans defeated the British on Oct. 7th, 1780, and near (447 M.) *Cowpens* is the scene of a more important victory of the patriots (Jan. 17th, 1781).

456 M. **Spartanburg** (790 ft.; *Spartanburg Inn*, \$ 2½-3), the junction of lines to *Columbia* (p. 389) and *Asheville* (R. 70), is a thriving little city of 5544 inhab., in a district of iron and gold mines

and mineral springs. — 487 M. *Greenville* (975 ft.; *Southern, Mansion Ho.*, \$ 2-3), a city with 8607 inhab., on the *Reedy River*, is the junction of a line to *Columbia* (p. 389). — Beyond (527 M.) *Seneca* (955 ft.) we cross the *Savannah* and enter *Georgia* ('Empire State of the South'). About 2 M. from (554 M.) *Toccoa* are the beautiful *Toccoa Falls* (185 ft. high). 568 M. *Mt. Airy* (1590 ft., *Echols Ho.*, \$ 2) affords a fine view of *Yonah Mt.* (3025 ft.) and the *Blue Ridge*. — The line now descends. — 570 M. *Cornelia* is the junction of a short line to (8 M.) *Clarksville* and (20 M.) *Tallulah Falls*.

*Clarksville* (1480 ft.; *Spencer Ho.*, \$ 2) is a convenient point from which to explore the line scenery of the Georgia portion of the *Blue Ridge Mts.* — The \**Tallulah Falls* (*Cliff House*, \$ 2-3; *Grand View*, \$ 2), 400 ft. high, lie in the deep gorge of the *Tallulah* or *Terrora*, which here cuts across the *Blue Ridge*. — Other points of interest in this district are the *Valley of Nacoochee*, 8-10 M. to the N.W. of *Clarksville*, and the *Falls of the Eastatoia*, 15 M. to the N. of *Tallulah Falls*.

From (582 M.) *Lula* a branch-line runs to (39 M.) *Athens* (p. 385). — 594 M. *Gainesville* (1230 ft.; *Arlington, Hunt*, \$ 2) is a small town of 3202 inhab.; 20 M. to the N. lie the *Dahlonega Gold Mines* (deserted). — 617 M. *Suwanee* (1030 ft.). Farther on *Stone Mt.* (1685 ft.), a huge mass of granite, is seen to the left (in the distance).

648 M. *Atlanta* (\**The Aragon; Kimball Ho.*, \$ 2<sup>1</sup>/<sub>2</sub>-5 R. \$ 1-3<sup>1</sup>/<sub>2</sub>; *Marion*, \$ 2-3; *Jackson; Rail. Restaurant*), the capital of Georgia (the 'Gate City'), with 65,533 inhab., is a prosperous commercial and industrial city, and an important railway-centre, whence lines radiate in all directions (comp. pp. 383, 385, 397). It is well situated 1000-1100 ft. above the sea, and enjoys a healthy and bracing climate.

The chief point of interest in the history of *Atlanta*, which was founded in 1840, is its siege and capture (Sept. 2nd, 1864) by Gen. Sherman, who, after holding the city for two months, here began his famous 'March to the Sea' (comp. p. 395). The business-quarter was previously burned down, by design or by accident, but has been rebuilt on a finer and more modern plan. The great staples of *Atlanta's* trade are tobacco and cotton. Among its industrial products are cotton, furniture, patent medicines, street-cars, flour, and iron (value in 1890, \$12,000,000).

The city is laid out in the form of a circle, of which the radius is 3<sup>1</sup>/<sub>2</sub> M. and the large *Union Depot* the centre. A little to the S. of the station is the \**New State Capitol*, which contains a library of about 50,000 vols. and an interesting *Geological Collection*. A little to the N.W. is the *New Court House*; and farther to the N., beyond the railway, is the *Custom House*. The *City Hall*, the *Chamber of Commerce*, the *Opera House*, and the *Equitable Building* are handsome edifices. Among the chief educational establishments are the *Georgia School of Technology* (a branch of the University at *Athens* (see above), the *Atlanta University* (300 coloured students), and the *Clark University* (300 students). — In the suburb of *West End* is the home of *Joel Chandler Harris* ('Uncle Remus'). To the S. of the city are the large *McPherson Barracks*.

FROM ATLANTA TO BIRMINGHAM, 167 M., *Southern Railway* in 5<sup>3</sup>/<sub>4</sub>-6<sup>1</sup>/<sub>4</sub> hrs. — The chief intermediate station is (104 M.) *Anniston* (900 ft.; *Anniston Inn*, \$ 2<sup>1</sup>/<sub>2</sub>-4), beautifully situated among the foot-hills of the *Blue Ridge*.

It is surrounded with rich beds of brown iron ore. Pop. (1890) 9998. Among its chief buildings are the fine *Church of St. Michael and All Angels*, the *Noble Institute for Boys and Girls*, and the *Barber Memorial Seminary*, for coloured girls (1895). — 167 M. Birmingham, see p. 384.

Our train now passes on to the tracks of the *Atlanta & West Point R. R.* — 656 M. *College Park*, with the large and handsome building of the Southern Female College. 687 M. *Newnan* (960 ft.), the junction of a line to Macon (p. 397). At (735 M.) *West Point* (585 ft.) we cross the *Chattahoochee*, enter *Alabama* ('Cotton Plantation State'), and join the lines of the *Western Railway of Alabama*. — 757 M. *Opelika* is the junction of branch-lines to (29 M.) *Columbus* and to *Birmingham* (p. 384).

*Columbus* (*Rankin Ho.*, \$3; *Central*, \$2½) is a busy industrial town of 30,000 inhab., with large cotton, woollen, and flour mills.

784 M. *Chehaw* is the junction of a short railway to (5 M.) *Tuskegee*, with its interesting Normal and Industrial School for coloured pupils (about 1500 in all), conducted by Mr. Booker Washington, the distinguished coloured educationalist. — Farther on the *Alabama River* runs to the right.

823 M. *Montgomery* (160 ft.; *Exchange*, \$2½-4; *Windsor*, \$2-2½; *Mabson*, R. from \$1; *Rail. Restaurant*), the capital and third city of Alabama, lies on the high left bank of the Alabama, at the head of navigation. It contains (1890) 21,883 inhab. and carries on a large trade in cotton (150,000 bales annually) and various manufactures. The dome of the *State House*, in which the Confederate Government was organized in Feb., 1861, affords an extensive view. In the grounds is a handsome *Confederate Monument*. The *Post Office*, *Court House*, and *City Hall* are large buildings. Montgomery, which dates from 1817, is surrounded by many old-fashioned plantation-residences. — We now pass on to the *Louisville & Nashville R. R.* 867 M. *Greenville*; 904 M. *Evergreen*; 942 M. *Flomaton*, the junction of a line to *Pensacola* (p. 414). Farther on we cross the *Mobile River* and skirt its estuary to —

1003 M. *Mobile*. — HOTELS. *Battle House*, \$2½-4, R. from \$1, *Windsor*, R. from \$1; *Southern*. — TRAMWAYS traverse the chief streets (5 c.). — STEAMERS ply to points on the Alabama and Tombigbee; also to New York, Liverpool, Tampa, Havana, Vera Cruz, etc. — POST OFFICE, at the cor. of Royal and St. Francis Sts. — BRITISH VICE-CONSUL, *Mr. William Barnewall*.

*Mobile*, the largest city and only seaport of Alabama, lies on the W. side of the *Mobile River*, just above its entrance into *Mobile Bay*. It is situated on a plain, backed by low hills, and is well laid out. Its broad and quiet streets are shaded with magnolias and live oaks, and its gardens are fragrant with orange blossom and jessamine. The harbour is approached by a deep-water channel through *Mobile Bay* and now admits vessels of 23 ft. draught. At the entrance to the bay, 30 M. below the city, are two forts. Pop. (1890) 31,076.

*Mobile* was founded about 1710 by the *Sieur de Bienville*, who transferred the earliest French colony in this region from *Biloxi* (p. 378) to *Mobile Bay*. It was the capital of Louisiana down to 1723. In 1763 it

passed, with part of Louisiana, to Great Britain; in 1780 it was handed over to Spain; and in 1813 it became part of the United States. It was incorporated as a city in 1819, with 2500 inhab., a number that had increased to 20,515 in 1850 and to 32,034 in 1870. In 1864 the harbour was attacked and closed by Adm. Farragut. The city itself did not surrender to the Federal troops till April 12th, 1865.

The chief articles of Mobile's commerce are cotton (250,000 bales annually), timber, coal, and naval stores. Its manufactures include shingles, barrel-staves, saddlery, bricks, cotton-seed oil, cordage, cigars, and beer.

The most prominent building in the city is the *Custom House & Post Office*, at the corner of Royal and St. Francis Sts., erected at a cost of \$250,000 (50,000*l.*). Other important edifices are the *Cotton Exchange*, the *Court House*, the *Barton Academy* (a large building with a dome), the *U. S. Marine Hospital*, the *City Hospital*, the *Medical College*, the *Southern Market and Armoury*, and the *Cathedral of the Immaculate Conception*. The *Guard House Tower* is a quaint old structure in the Spanish style. The most beautiful private residences are in the shady \**Government Street*. The \**Shell Road*, extending for 8 M. along the Bay, is the favourite drive.

About 6 M. to the W. is *Spring Hill* (steam-tramway; hotel), with a large Roman Catholic College (100 students). — *Frascati* is a popular resort on the Shell Drive (also reached by tramway). At the S. end of the Shell Road is *Frederic's Restaurant* (fish, game, and oysters). — More distant resorts of the Mobilians are *Point Clear* (Grand Hotel, \$2½), on the E. shore of the Bay, and *Catronelle* (Hygeia Hotel, \$1½), 30 M. to the N.

Beyond Mobile the train runs near the Gulf of Mexico, of which it affords occasional views to the left. It traverses a characteristic Southern landscape, passing savannahs, cane-brakes, and pine forest, and crossing several 'bayous'. Palmettoes and moss-draped live-oaks are among the most characteristic vegetation. Beyond (1028 M.) *Grand Bay* we enter *Mississippi* ('Bayou State'). At (1044 M.) *Scranton* we pass *Pascagoula Bay* on a low trestle. 1060 M. *Ocean Springs* (Ocean Springs Hotel, \$2-2½), a seaside resort with two chalybeate springs. At (1064 M.) *Biloxi* (Montross Ho., \$2-3; Brit. vice-consul, Mr. J. J. Lemon), where we cross another trestle, the *Sieur de Bienville* erected a fort in 1690, before he transferred his colony to Mobile (p. 377). Jefferson Davis had his country-home at (1069 M.) *Beauvoir*, where he died in 1889. — 1073 M. *Mississippi City* (Gulf View, \$2; Anniston), a seaside-resort known for its excellent mackerel fishing. — 1086 M. *Pass Christian* (\*Mexican Gulf Hotel, \$3-6; Crescent, Monroc, Magnolia, \$2-3) is the largest and most fashionable of the summer and winter resorts on the 'Gulf Coast'. On leaving it we cross a long trestle of creosoted timber to (1091 M.) *Bay St. Louis* (Clifton, Crescent, \$2-2½), a flourishing little town with 1974 inhabitants. Beyond (1103 M.) *Claiborne* we cross the *Pearl River* and enter *Louisiana* ('Pelican State'). Farther on we cross the outlet of *Lake Pontchartrain* (p. 419) and traverse the peninsula between it and *Lake Borgne*. *Lake Catherine* (r.) is an arm of the former. 1106 M. *English Lookout*, a noted fishing centre, derives

its name from its occupation by the British army in 1812. — 1123 M. *Chef Menteur*; 1142 M. *Pontchartrain Junction*. In entering New Orleans, the train runs down the middle of the wide street named the 'Champs Elysées'.

1144 M. **New Orleans**, see R. 83.

### b. Via the Shenandoah Valley.

1164 M. BALTIMORE & OHIO R. R. to (63 M.) *Shenandoah Junction*; NORFOLK & WESTERN R. R. thence to (430 M.) *Bristol*; SOUTHERN RAILWAY thence to (672 M.) *Chattanooga*; ALABAMA GREAT SOUTHERN R. R. (*Queen & Crescent Route*) thence to (965 M.) *Meridian*; and NEW ORLEANS & NORTH EASTERN R. R. (*Queen & Crescent Route*) thence to (1164 M.) *New Orleans* (through-fare \$27.50; sleeper \$7) — Passengers from New York are forwarded in through-sleepers (through-fare \$31, sleeper \$9). The Washington sleeper runs through to *Memphis* (p. 359).

This line traverses the beautiful *Shenandoah Valley* and affords access to two of the greatest natural wonders of America the *Natural Bridge of Virginia* and the *Luray Caverns*.

From Washington to (63 M.) *Shenandoah Junction*, see R. 45. We here turn to the S. (left) and begin to ascend the lovely \***Shenandoah Valley**, which, in addition to its natural beauties, offers the interest of the campaigns of the Civil War.

The so-called \***Valley of Virginia**, stretching between the Blue Ridge and the Allegheny Mts. for about 300 M., covers 7500 sq. M. of ground and includes the whole or part of the valleys of the Shenandoah, James, Roanoke, and New River. It was the scene of many conflicts during the war, including Stonewall Jackson's skilful operations against Pope, Banks, Fremont, and Shields (1862) and Sheridan's brilliant cavalry feats (1864).

Between Hagerstown (p. 256) and (23 M.) *Shenandoah Junction* the Norfolk & Western R. R. traverses the battlefield of *Antietam* (p. xliii). Lee's headquarters are seen from the train.

The Shenandoah runs at first to the left, at some distance. Beyond it rise the *Blue Ridge Mts.* 68 M. *Charlestown*, the scene of John Brown's execution (p. 292). We cross the river at (99 M.) *Riverton* (500 ft.), which lies at the confluence of the N. and S. forks of the Shenandoah. We follow the S. fork (to our left). The Shenandoah Valley is here divided into two branches by *Massanutton Mt.*, an offshoot of the Alleghenies, which is now conspicuous to the right. — 102 M. *Front Royal*.

128 M. **Luray** (820 ft.; \**Mansion Inn*, *Lavrance*, \$2), a small town of 1386 inhab., beautifully situated on the *Hawksbill*, 5 M. from the Blue Ridge and 3-4 M. from *Massanutton*. It is frequented by thousands of visitors to the **Luray Cavern**, justly ranked among the most wonderful natural phenomena of America.

To reach the cave from the station (seat in vehicle there and back 35 c.) we ascend the main street of the village to (15-20 min.) the top of the hill, where we see (to the right) the conical hill containing the caves and the cottage at the entrance (adm. \$1, after 6 p.m. \$1½, electric lights extra after 6 p.m.; description of the cave 25 c.). The \***Cavern of Luray** is probably 'more completely and profusely decorated with stalactite and stalagmitic ornamentation' than any other in the world, surpassing even the celebrated *Adelsberg Cave* in this respect. Appropriate names have

been given to the more important formations, which are often as beautiful in colour as in shape. Some of the chambers are very large and lofty. Small lakes, rivers, and springs occur. The cavern has a pleasant uniform temperature of 51-58°, is traversed by dry and easy paths, and is brilliantly lighted by electricity, so that a visit to it involves little fatigue. It takes about 2-3 hrs. to see the parts usually shown to visitors.

Visitors to Luray may also ascend **Stony Man** (4030 ft.), one of the highest of the Blue Ridge summits, which rises 5 M. to the E. and commands a fine view (one day, horses can go nearly all the way to the top). Accommodation may be obtained at *Stony Man Camp* (\$2). — Luray is also a good centre from which to visit many of the battlefields of the Virginia Valley campaign.

Beyond Luray the scenery of the valley continues to increase in picturesqueness. 146 M. *Shenandoah*, with iron-works and railway workshops. — 169 M. *Grottoes* or *Shendun* (4120 ft.; Grottoes Hotel, \$2½) is the station for a visit to the *Grottoes of the Shenandoah* (*Weyer* and *Fountain Caves*), which lie ½ M. from the railway.

The grottoes (adm. \$1) are lighted by electricity and are easily explored (2-3 hrs.) The stalactites and stalagmites vie with those of Luray.

At (183 M.) *Basic City* (Brandon Hotel, \$2-3), a new industrial settlement, we intersect the C. & O. Ry. (see p. 341). Near (207 M.) *Vesuvius* (4420 ft.) are the *Crabtree Falls*. 224 M. *Buena Vista* (Hotel Buena Vista) is another of the busy little towns that have recently sprung up to develop the mineral resources of the district. We cross the *South River*.

238 M. *Natural Bridge Station* (760 ft.), on the *James River*, 2½ M. from the *Natural Bridge*, the hotels at which send vehicles to meet the trains (fare 50 c.). The C. & O. Ry. has also a station here.

The **\*\*Natural Bridge of Virginia** (1500 ft. above the sea) is a huge monolithic limestone arch, 215 ft. high, 100 ft. wide, and 90 ft. in span, crossing the ravine of the *Cedar Brook*. It seems to be a remnant of a great horizontal bed of limestone rock that entirely covered the gorge of the brook, which originally flowed through a subterranean tunnel. The rest of this roof has fallen in and been gradually washed or worn away. The bridge is finely situated in a beautiful amphitheatre, surrounded by mountains. Adjacent is a group of not very first class hotels (*Appledore*, *Pavilion*, \$3-4). A kind of *Park* has been formed, embracing the five hills named *Lebanon*, *Mars Hill*, *Mt. Jefferson*, *Lincoln Heights*, and *Cave Mt.*; and drives and bridle-paths have been constructed in all directions.

The pathway to the foot of the bridge (adm. 50c.) descends along a tumbling brook, overhung by grand old arbor vitæ trees. The \*View of the arch from below is very imposing. Among the names upon the smooth side of the archway is that of George Washington (W. side, about 25 ft. up), which was the highest of all until a student named Piper actually climbed from the bottom to the top of the arch in 1818. We pass under the bridge and follow the path up the glen to (1 M.) the small but pretty *Lace Falls*, passing *Saltpetre Cave*, *Hemlock Island*, and the *Lost River*. We then return to the gate-house and follow the road crossing the bridge, so as to enjoy the \*Views from the top (from *Pulpit Rock*, *Cedar Cliff*, etc.) A pleasant path leads from the bridge along the edge of *Rock Rimmon*, on the top of the right (W.) bank of the ravine of Cedar Brook (views). — Continuing to follow the road we soon come in sight of the (¾ M.) view-tower on *Mt. Jefferson*, which commands a splendid \*View of the Blue Ridge (E.), the Peaks of Otter (S.E.; p. 374), Purgatory Mt. (S.), House Mt. (N.), and North Mt. (W.). — The view from *Mt. Lincoln* is said to be even better. — The *Balcony Falls* lie 7 M. to the E.



The line now follows the James (right), with the C. & O. Ry. on the opposite bank as far as (254 M.) *Buchanan*. Fine scenery.

279 M. *Roanoke* (p. 374) is an important junction, lines diverging here to *Norfolk* (p. 371) and *Winston-Salem*. — From (286 M.) *Salem* (1005 ft.) stages run to (9 M.) *Roanoke Red Sulphur Springs*. 299 M. *Elliston* (1250 ft.); 303 M. *Shawsville* (1470 ft.), the station for (3 M.) *Allegheny Springs* (stage); 307 M. *Montgomery*, for (1 M.) *Montgomery White Sulphur Springs* (tramway); 312 M. *Christiansburg* (2005 ft.), for (3 M.) *Yellow Sulphur Springs* (stage). — 323 M. *East Radford* (1770 ft.; Radford Inn, \$2), on New River, is the junction of the Ohio Extension (New River Branch) of the N. & W. R. R.

FROM EAST RADFORD TO COLUMBUS, 406 M., railway in 14½ hrs. — This line descends through the Alleghenies along the left bank of the *New River*. 19 M. *Pembroke* (1620 ft.); 23 M. *Big Stone Junction*. At (39 M.) *Glen Lyn* it leaves the *New River* and ascends to (62 M.) *Bluefield*, beyond which it traverses the great *Pocahontas Coal Field*. From (73 M.) *Bluestone Junction* a short branch-line runs to (1 M.) *Pocahontas*. Beyond (74 M.) *Cooper* we thread a tunnel the sides of which are of coal. We then descend to the *Elkhorn* and *Tug River*, passing below a corner of Kentucky by a long tunnel at (155 M.) *Thacker*. From (183 M.) *Naugatuck* we descend the *Twelve Pole River* to (267 M.) *Keneva*, at the confluence of the *Ohio* and the *Big Sandy*. We cross the former river and enter *Ohio*. 279 M. *Ironton*. At (307 M.) *Portsmouth* we leave the *Ohio* and ascend the *Scioto Valley*, which is full of interesting remains of the 'Mound Builders' (comp. p. lxiv). Some of the most extensive of these are near *Portsmouth*, which is 35 M. by railway from *Peebles* (*Serpent Mound*; p. 347). Near (330 M.) *Piketon* is a remarkable 'Graded Way', 1080 ft. long. 355 M. *Chillicothe* (p. 343) also lies amid numerous mounds and circles. 375 M. *Circleville* — 406 M. *Columbus*, see p. 290.

338 M. *Pulaski* (1920 ft.; Maple Shade Inn, \$3), a busy little iron and zinc making town with 2118 inhab., is connected by a branch-line with the *Cripple Creek District*, with its rich deposits of brown hematite iron ore. 351 M. *Max Meadows* (2030 ft.; inn); 359 M. *Wytheville* (2240 ft.; Fourth Avenue, Hancock, Boyd, \$2), a frequented summer-resort. To the S. (left) are the *Lick Mts.*, here dividing the valley into two branches. 372 M. *Rural Retreat* (2575 ft.), the highest point on the line; 386 M. *Marion* (2135 ft.), with the State Insane Asylum; 402 M. *Glade Spring*; 425 M. *Abingdon*.

430 M. *Bristol* (1690 ft.; *Hamilton, St. Lawrence, \$2; Fairmont; Thomas Ho.*), an industrial city and tobacco market with 6226 inhab., lies on the boundary between Virginia and Tennessee. — The scenery continues picturesque. — 455 M. *Johnson City* (1640 ft.).

A narrow-gauge railway, known as the 'Cranberry Stem Winder', ascends through the *Doe River Cañon* (1500 ft. deep) and up *Roan Mt.* to (26 M.) *Roan Mt. Station* and (34 M.) *Cranberry*. From *Roan Mt. Station* stages (\$2) run to (12 M.) the *Cloudland Hotel* (\$2½), on the summit (8315 ft.), the highest human habitation to the E of the *Rocky Mts.* The view hence is very extensive, some authorities considering it the finest in Western North Carolina (comp. p. 386). The rhododendrons and azaleas are at their best between June 20th and July 10th. Excursions may be made hence over the mountain-roads to *Fot Springs* and (80 M.) *Asheville* (p. 386).

On a hill to the left as we leave (487 M.) *Greenville* is the grave monument of *Andrew Johnson* (1808-75), a resident of the district. — 519 M. *Morristown* (1280 ft.), the junction of the line to *Asheville* and *Salisbury* described in R. 70.

A short branch-line runs hence to *Bean's Station*,  $1\frac{1}{2}$  M. from which lie *Tate Springs* (Hotel, \$2 $\frac{1}{2}$ -3 $\frac{1}{2}$ ), among the *Clinch Mts.* (3200 ft.).

Beyond *Morristown* we enjoy frequent glimpses of the *Holston River*, which we cross before reaching *Knoxville*.

561 M. **Knoxville** (900 ft.; *Imperial*, \$2 $\frac{1}{2}$ -5; *Flanders*, \$2-2 $\frac{1}{2}$ ; *Palace*, \$2), the chief city of E. Tennessee, is finely situated among the foothills of the *Clinch Mts.*, on the *Tennessee River*, formed 4 M. farther up by the junction of the *Holston* and the *French Broad*. It is the centre of the Tennessee marble district, in which 250,000-300,000 tons of this beautiful stone are annually quarried. It has a large trade in country produce and various manufactures. Among the chief buildings are the *University of Tennessee* (500 students), the *Agricultural College*, the *Custom House*, the *Court House*, and the *City Hall*.

*Knoxville* claims to have been besieged thrice, but never captured. *Fort Saunders*, on the outskirts of the city, was unsuccessfully attacked by the Confederates on Nov. 29<sup>th</sup>, 1863. Visits may also be paid to the *National Cemetery*, *Gray Cemetery*, *Island Home Park*, and *Luttrell Park*.

Mountaineers may go by train to (16 M.) *Maryville* (Jackson Ho., \$2), 25 M. (drive) from *Thunderhead Peak* (5520 ft.), one of the finest of the *Great Smoky Mts.* (ascent, with guide, in 7-8 hrs.; \*View). — Not far off is a reservation containing about 1800 *Cherokee Indians*.

The KNOXVILLE, CUMBERLAND GAP, AND LOUISVILLE R. R. (*Southern Railway Co.*) runs from *Knoxville* to (65 M.) \**Cumberland Gap* (1665 ft.), the chief pass across the *Cumberland Mts.*, between *Virginia* and *Kentucky*, and to (69 M.) *Middlesborough* (*The Middlesborough*, from \$2; *Fulkerson*, \$2), a young iron-making town with 3271 inhab., of whose future vast hopes are entertained. In approaching the Gap the railway passes through a tunnel, 3750 ft. long, which begins in *Tennessee*, passes under a corner of *Virginia*, and comes out in *Kentucky*.

Railways also run from *Knoxville* to *Louisville* (p. 353), etc.

The part of the *Alleghenies* bounding the S. horizon at this part of our route is known as the **Great Smoky Mts.** (5-6000 ft.), familiar to the readers of *Charles Egbert Craddock's* novels. At (590 M.) *Loudon* (815 ft.) we cross and quit the *Tennessee River*. 616 M. *Athens* (930 ft.), with part of *Grant University* (left; comp. p. 383).

At (643 M.) *Cleveland* (880 ft.; *Ocoee Ho.*, \$2), an industrial city with 2863 inhab., the railway forks, one branch running viâ *Rome* to *Atlanta*, *Macon*, and *Brunswick* (see p. 383) and the other viâ *Chattanooga* to *Birmingham* and *New Orleans*. The latter is our present route.

The line from *Cleveland* to *Brunswick* unites with that from *Chattanooga* to *Brunswick* at (15 M.) *Cohutta* (see p. 383).

Farther on we cross the *Citico Creek* and thread a tunnel.

672 M. **Chattanooga** (685 ft.; *Read Ho.*, \$2 $\frac{1}{2}$ -4, R. from \$1; *Southern Hotel*, opposite the Central Station, \$2 $\frac{1}{2}$ -3; *Rossmore*, \$2-2 $\frac{1}{2}$ ), the third city of Tennessee, with 29,100 inhab., lies on the left bank of the *Tennessee*, in the centre of a district

rich in iron, coal, and timber. Its progress of late has been very rapid, and its manufactures (value in 1890, \$9,500,000) and trade are of considerable importance. The river is navigable to this point during the greater part of the year, and railways diverge in all directions. The large *Grant University* (Methodist) is attended by 500-600 students (incl. those in the department at Athens, p. 382).

Chattanooga was a point of great strategic importance during the Civil War, and several battles were fought in the neighbourhood (comp. p. xliii). The best general idea of the military operations is obtained from *Lookout Mt.* (2125 ft.), which rises to the S. of the city and commands a superb *\*View*, extending into seven states. The top may be reached by railway (15 M.), by road, or by two inclined planes with cable-railways. The railway winds through the suburbs of Chattanooga, passes the *Cravens Ho.* (headquarters of Gen Walthall) and the old *Confederate Fort*, skirts the point where the 'Battle above the Clouds' took place on Nov. 24th, 1863, and ends at the large *Lookout Inn* (\$3-5; 1000 beds, incl. the cottages). A narrow-gauge railway (Views) runs from the head of the inclined plane (Point Hotel) along the crest of the mountain to *Sunset Rock* and (3 M.) *Natural Bridge*. To the E rises *Missionary Ridge* (also ascended by an electric tramway), which gave name to the battle of Nov. 25th, 1863. Beyond the ridge is the battlefield of *Chickamauga* (Sept. 19th-21st, 1863), perhaps the bloodiest battle of modern days (30,000 men killed or wounded out of 112,000 engaged), 11 sq. M. of which, together with parts of Lookout Mountain and Missionary Ridge, have recently been laid out as a national park (*Park Hotel*, near Crawfish Springs, \$2). Numerous memorial monuments have been erected, and the positions of the battle-lines and batteries have been marked, in many instances with the guns actually used in the battles. The park contains 100 M of drives. Other battlefields lie a little farther to the E. The pretty *Lulu Falls* are easily reached from Lookout Inn. — The *National Soldiers' Cemetery*, with 13,000 graves, lies to the E. of the city.

FROM CHATTANOOGA TO BRUNSWICK, 432 M., railway (*Southern Railway Co.*) in 15-17 hrs. At (27 M.) *Cokutta* this line joins the line from Cleveland (see p. 382) and enters *Georgia*. 80 M *Rome* (*Armstrong Hotel*, \$2½-4½), one of the chief cities of N. Georgia, with 6957 inhab and considerable manufactures, is the junction of lines to Anniston (p. 376), Attala (p. 384), and other points. The railway now runs towards the S.E. and passes near several battlefields. — 154 M. *Atlanta*, see p. 376. From (205 M.) *Flovilla* a steam-tramway runs to *Indian Springs* (The Wigwam, \$2½). — 242 M. *Macon*, see p. 397. — 281 M. *Cochran*; 300 M. *Eastman* (De Leitch Ho., \$2), a winter-resort; 318 M. *Helena*. At (390 M.) *Jesup* we intersect the Plant System Line from Savannah to the S (see R. 74a) and at (410 M.) *Everett* the Florida Central & Peninsular Line (R. 74 b) — 432 M. *Brunswick* (*Oglethorpe*, \$2½-4; Brit. vice-consul, *Mr. Rosendo Torres*), a rising cotton-shipment port and winter-resort, with 8459 inhab., is situated on the *Brunswick River*, near its embouchure in the Atlantic Ocean. The 'Wanderer', the last slave-ship to cross the ocean, landed her 500 slaves at Brunswick. The historic *St. Simon's Island* (Hotel, \$1½-3) and other pleasant resorts are in this vicinity. Steamer to Savannah and Florida, see p. 396.

FROM CHATTANOOGA TO MEMPHIS, 310 M., *Memphis & Charleston Railway* in 11-12 hrs. — The line crosses the Tennessee, enters *Alabama* at (30 M.) *Bridgeport*, and runs towards the W. 38 M. *Stevenson* is the junction of a line to Nashville (p. 367). 97 M. *Huntsville* (610 ft.; *Huntsville Hotel*, \$2-4; *Monte Sano*, a summer-hotel on a spur of the Cumberland Mts., 1700 ft. above the sea, \$2-2½) was formerly the capital of the state. — We recross the Tennessee to (122 M.) *Decatur* (570 ft.; *Bismarck*, \$2-2½; *American Ho.*, \$2), a rising little iron-making city with 6330 inhab and various manufactures. 165 M *Tuscumbia*, with the adjacent *Sheffield* and *Florence* (across the Tennessee), has an industrial population of 11,200. Beyond (196 M.) *Iuka* (555 ft.) we leave the Tennessee and enter *Mississippi*.

— 217 M. *Corinth* was a place of some strategic importance in the War and was occupied by Gen. Beauregard after the two days' fight at Shiloh (10-12 M. to the N.; April 6-7th, 1862), in which Gen. Johnston lost his life and the Confederates were defeated by Grant and Buell. Afterwards Corinth was occupied by the Unionists under Rosecrans, who repelled a desperate attempt to take it (Oct 3rd-4th, 1862). — 258 M. *Grand Junction*. — 310 M. *Memphis*, see p. 359.

From Chattanooga to *Lexington* and *Cincinnati*, see R. 63a.

Beyond Chattanooga the New Orleans train runs to the S.W. across Alabama on the tracks of the *Alabama Great Southern R. R.* (see p. 379). 722 M. *Fort Payne* (860 ft.); 756 M. *Attala* (580 ft.), the junction of lines to Decatur (p. 383) and Rome (p. 383).

814 M. *Birmingham* (580 ft.; *Morris*, E. P.; *Florence*, from \$ 2), a busy manufacturing city in *Jones Valley*, founded in 1871 and containing 26,178 inhab. in 1890, owes its rapid growth, phenomenal among southern cities, to the vicinity (6 M.) of *Red Mountain*, which contains inexhaustible stores of hematite iron ore in conjunction with abundant coal and limestone. Its activity is exhibited in large rolling mills, iron-furnaces, foundries, machine shops, a large basic steel mill (established in 1898), etc. (total value of products in 1890, \$5,237,000). Alabama stands third in the list of iron-producing states, and three-fourths of Alabama iron is produced in the Birmingham district. Railways radiate hence in all directions. — 825 M. *Bessemer* (600 ft.; *Grand Hotel*), founded in 1887, contained 4544 inhab. in 1890 and is already an iron-making place of considerable importance. — 868 M. *Tuscaloosa* (160 ft.), at the head of steamboat-navigation on the *Black Warrior River*, has 4315 inhab. and is the site of the *University of Alabama* (250 students). — At (945 M.) *Cuba* we enter *Mississippi*. — 968 M. *Meridian* (320 ft.; *St. Charles*, E. P.; *Southern*, \$ 2<sup>1</sup>/<sub>2</sub>-4), an industrial city with 10,624 inhab., is the junction of lines to *Vicksburg* (p. 359), *Corinth* (see above), and *Mobile* (p. 377). — We now follow the *New Orleans & N. E. R. R.* Unimportant stations. We reach *Louisiana* at (1115 M.) *Nicholson*. In entering New Orleans we cross *Lake Pontchartrain* (p. 419) by the longest bridge in the world, consisting of 26 M. of continuous trestle (19 M. over land, 7 M. over water).

1164 M. *New Orleans*, see p. 415.

### c. *Viâ Weldon, Raleigh, and Atlanta (Seaboard Air Line).*

1216 M. RAILWAY in 40 hrs. (fares as above). RICHMOND, FREDERICKSBURG, AND POTOMAC R. R. from Washington to (116 M.) *Richmond*; ATLANTIC COAST LINE from Richmond to (81 M.) *Weldon*; SEABOARD AIR LINE from Weldon to (520 M.) *Atlanta*; ATLANTA & WEST POINT R. R. from Atlanta to (175 M.) *Montgomery*; LOUISVILLE & NASHVILLE R. R. from Montgomery to (321 M.) *New Orleans*.

From Washington to (116 M.) *Richmond*, see R. 66; from Richmond to (200 M.) *Weldon*, see R. 71 a. We here join the SEABOARD AIR LINE, the N. terminus of which is at *Portsmouth* (see p. 371).

Our route runs towards the S.W. 221 M. *Littleton*; 241 M. *Ridgeway*; 254 M. *Henderson* (4000 inhab.), the junction of a line

to Durham (p. 375); 270 M. *Franklinton*, 280 M. *Wake Forest*, with a large college; 287 M. *Neuse*.

298 M. **Raleigh** (320 ft.; *The Park*, \$ 2<sup>1</sup>/<sub>2</sub>-4; *Yarborough House*, \$ 2<sup>1</sup>/<sub>2</sub>-3), the capital of North Carolina, with 12,678 inhab., lies on high ground near the centre of the state. The *State House* stands in *Union Square*, in the centre of the city. Among other large buildings are *St. Mary's College* (pleasant grounds), the *Peace Institute*, the *Baptist University* (these three for girls and young women), the *Agricultural & Mechanical College* (300 students), *Shaw University* (360 coloured students), the *State Insane Asylum*, the *State Geological Museum*, and the *Post Office*. A drive may be taken to the *Old, Confederate, and Federal Cemeteries* (views).

From Raleigh to Durham and Greensboro, to Goldsboro, and to Norfolk, see p. 375.

Beyond Raleigh our line continues its general direction towards the S.W. 328 M. *Moncure* is the junction of a short line to *Pittsboro*. — At (340 M.) *Sanford* we cross the Cape Fear and Yadkin Valley R. R.

On the Bennettsville branch of this railway, 57 M. from Sanford, lie *Red Springs* (Townsend Hotel), a frequented resort with two mineral springs. In summer a four-in-hand coach runs hence to Southern Pines (see below).

From (352 M.) *Cameron* a short branch diverges to (10 M.) *Carthage*. — 366 M. **Southern Pines** (600 ft.; \**Piney Woods Inn*, \$ 2-5; *Prospect Ho.*, \$ 2; *Southern Pines Ho.*, from \$ 1<sup>1</sup>/<sub>2</sub>), a pleasant winter-resort, situated on dry sandy soil, in the heart of the long-leaved pine belt of N. Carolina (average winter-temperature 44° Fahr.).

An electric tramway runs towards the W. from Southern Pines, through peach-orchards, to (6 M.) *Pinehurst* (Holly Inn, \$ 2<sup>1</sup>/<sub>2</sub>), a new winter-resort among the pines, with a casino, a deer-park, and other attractions.

394 M. *Hamlet* (Rail. Restaurant) is the junction of the Seaboard Air Line branch to (110 M.) *Wilmington* (p. 389). — 419 M. *Wadesboro* is the junction of lines to (132 M.) *Rutherfordton* and to *Florence* (p. 389). Near (459 M.) *Waxhaw* we enter *South Carolina* (p. 375). At (471 M.) *Catawba* we intersect the Ohio River and Charleston Railway; at (492 M.) *Chester* we cross the Southern Railway from Charlotte to Columbia; and at (509 M.) *Carlisle* we cross the same railway's branch between Columbia and Spartanburg (p. 375). 537 M. *Clinton* is another point of connection with the Southern Railway System; 565 M. *Greenwood* and (580 M.) *Abbeville* connect both with the Southern Railway and with the Central of Georgia R.R. At (595 M.) *Calhoun Falls* we cross the *Savannah* and enter *Georgia* (p. 376). 612 M. *Elberton*. — 646 M. **Athens** (*Victoria Commercial*, \$ 2<sup>1</sup>/<sub>2</sub>), a small town with 10,000 inhab., claims to be the educational centre of Georgia. It is the seat of the *University of Georgia* (300 students), and among its other educational establishments may be mentioned the *Lucy Cobb Institute for Girls*. It

is the junction of lines to Macon, Lula (p. 359), and various other points. — 684 M. *Lawrenceville*; 701 M. *Tucker*; 716 M. *Howells*.  
720 M. *Atlanta*, and thence to —  
1216 M. *New Orleans*, see R. 69 a.

## 70. From Salisbury to Asheville and Morristown.

228 M. SOUTHERN RAILWAY to (141 M.) *Asheville* in  $4\frac{1}{4}$ - $5\frac{1}{2}$  hrs. (fare \$4.60; sleeper \$2); to (228 M.) *Morristown* in 7-9 hrs. (fare \$7.30; sleeper \$2). From New York to *Asheville* in 22 hrs. (fare \$21.45; sleeper \$5)

This railway gives access to the beautiful scenery of Western North Carolina ('*Land of the Sky*'), which may be described as a plateau with an average altitude of 2000 ft., 250 M. long and 25 M. wide, bounded by the *Great Smoky Mts.* (p. 332) on the W. and by the *Blue Ridge* (p. 379) on the E. It is crossed by several spurs of the main chain, including the *Black*, the *Balsam*, the *Pisgah*, the *Cowee*, and the *Nantahala* ranges. Many of these are higher than the main chains, the *Black Mts.* alone containing 19 peaks over 6000 ft. in height. The district is watered by numerous rivers that rise in the *Blue Ridge* and flow with a steep decline and rapid current across this plateau, cutting through the *Great Smokies* on their way to the *Mississippi*. The *French Broad*, the *Pigeon*, the *Tuckasegee*, and the *Little Tennessee* are the chief of these. In this way the country is cross-sectioned into many smaller valleys, affording endless variety of scenery. The fact that even the highest mountains are densely wooded to their tops adds much to the picturesqueness and softens the outlines of the landscape.

*Salisbury*, see p. 375. Beyond (26 M.) *Statesville* (955 ft.) we cross the *Catawba*. The main *Blue Ridge* (p. 379) soon comes into sight on the right, while various spurs are seen in the distance to the left. 48 M. *Newton* (1070 ft.). — 58 M. *Hickory* (1140 ft.; Hickory Inn, \$2-3, meal 75 c.).

From *Hickory* a narrow-gauge railway runs to (20 M.) *Lenoir* (*Merchants' Hotel*, \$2), whence a drive of 4 hrs. brings us to *Blowing Rock* (*Green Park Ho.*, *Blowing Rock Ho.*, \$2-2 $\frac{1}{2}$ ), 2 M. from the famous precipice and mountain of this name (4000 ft.). The "View from the latter is superb, including the *Grandfather* (5895 ft.) on the W., the *Pilot Mt.* (2435 ft.), 100 M. to the E., *King's Mt.* (1050 ft.) to the S., and *Mitchell's Peak* (p. 387) to the N. There are several pretty waterfalls and other points of interest in the vicinity.

To the left, at (79 M.) *Morganton* (1185 ft.), is the large State Lunatic Asylum. We enter the mountain-district proper at (111 M.) *Old Fort* (1450 ft.) and ascend abruptly through a romantic gorge, with its rocky mountain-walls overgrown by rhododendrons (in blossom in June). The engineering of the railway here is interesting, with its numerous loops, tunnels, cuttings, and bridges; at one point four sections of the line lie perpendicularly one above the other. At the head of the gorge we thread a long tunnel and reach the plateau of *Western North Carolina* (see above). 125 M. *Black Mt. Station*; 139 M. *Biltmore* (see p. 387).

141 M. *Asheville*. — HOTELS. \**Battery Park Hotel*, on a hill above the town, from \$4; \**Kenilworth Inn*, 2 M. from Asheville, near Biltmore, see above, \$5; *The Oaks*, \$2 $\frac{1}{2}$ -3; *Swannanoa*, \$2-2 $\frac{1}{2}$ ; *Berkeley*, \$2-3; *Glen Rock*, \$2-2 $\frac{1}{2}$ . — *Electric Tramway* to the station (1 $\frac{1}{2}$  M. from the centre of the town) and to the suburbs (5 c.).

*Asheville* (2350 ft.), finely situated at the junction of the *Swan-*