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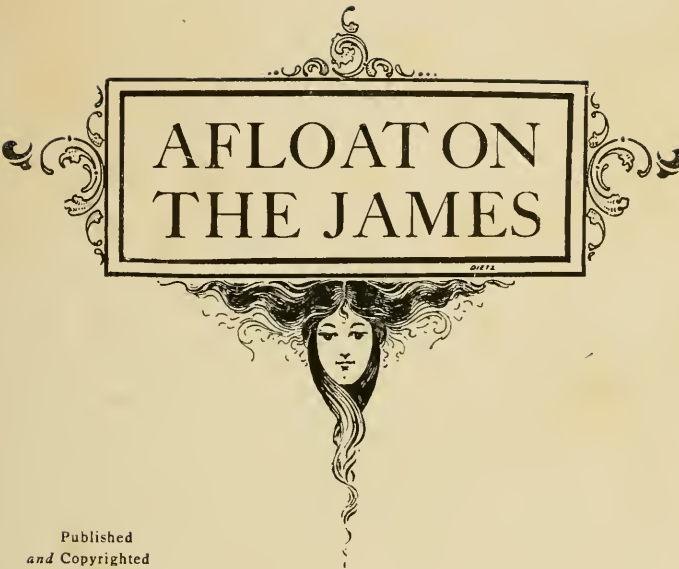
DAY LINE

*"Float on the James"*

BETWEEN  
Norfolk & Richmond  
VIRGINIA.







AFLOAT ON  
THE JAMES

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Mr. John Hyde  
MAR 16 1925

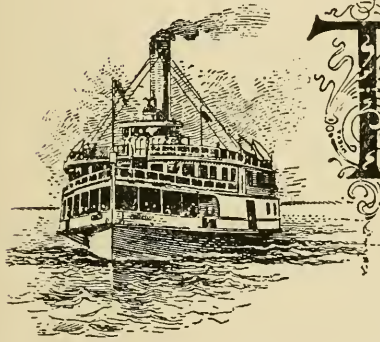


manuscript. Sept. 29/25



## SWORD AND PLOWSHARE.

THE NEW "PRINCESS OF THE JAMES"



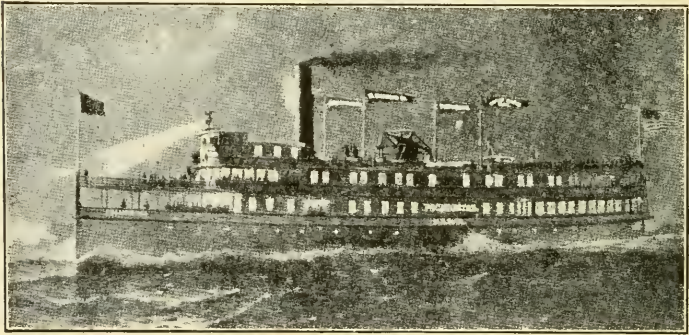
THE earliest voyagers in European craft sailing up from the Spanish Indies along the southern coast turned their prows westward above stormy Hatteras, thankful, perhaps, for a haven, and searching for a strait leading to the ever-golden unknown, found, instead, a great river, along the densely wooded shores of which they drifted far into the interior, until foaming rapids forbade them. These

venturous and insatiable sailors found the forest and savannahs of this pleasing stream peopled with a native race of noble mien and not less haughty or capable than the descendants of the English forefathers who, nearly a century later, came sailing into sparkling Hampton Roadstead, bestowing upon the stream a royal name and establishing along its banks a chain of estates, which have sustained the purest aristocracy and nurtured many of the greatest statesmen this continent has ever known.

For nearly two centuries the inevitable struggle, which everywhere attends the effacement of an old race by a newer strain, continued. The alluvial valley of the James became the garden of the South. The splendid homes of cultured and influential planters, whose negroes were uncountable, were famous for storied hospitality in a period of political and social sunshine, but the clouds of adversity grayed the Virginia horizon when the Erie canal was finished and western bread-stuffs filled the seaboard markets. The storm burst in 1861 and then another

chapter, the greatest in the eventful annals of the "River of History" was written. The ivy clambered unhindered over stately portals; the tempest of warfare swept across this pleasant scene and left it desolate. This book is the story of a revival.

The two cities of the James, Richmond and Norfolk, once provincial towns, have become objective points of great railway systems and numerous steamship lines, these being both the cause and effect of a ratio of prosperity far in advance of their *ante bellum* conditions, and which is but in its inceptive stage. A genial climate and a good harbor have made Norfolk the packing-house of the kitchen garden



STEAMER POCAHONTAS.

of every Northern market. Lumber, early fruits and vegetables, corn, hay, and even wheat, not to mention fish and oysters, are the tribute of the tide-water counties of Princess Anne, Norfolk, Nansemond, Isle of Wight, Elizabeth City, Warwick, Surry, James City, Charles City, Prince George and Chesterfield.

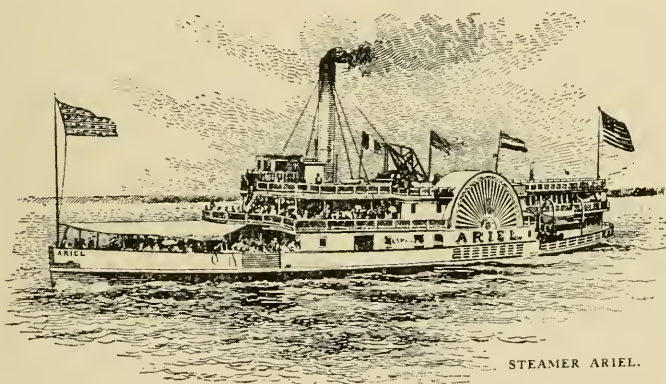
Richmond has grown great in iron, tobacco, flour-milling, wood-working, and a great variety of other industries. Her suburbs extend beyond many of the old fortifications, and while retaining zealously the social characteristics of bygone days, she has kept in line with any city of the South in every point of material progress.

For many years a single steamboat, the staunch old ARIEL, has maintained a regular tri-weekly route between Richmond and the ports upon Hampton Roads. From her decks tens of thousands of old sol-



diers of both armies have looked again upon the scenes of battle and march in which they once participated. Numerous tourists hibernating to the resorts of Old Point Comfort, Virginia Beach and the far South have gone or returned by this pleasant voyage of a day, while local travel or freightage has depended upon the ARIEL for transit at nearly thirty landings along the river.

Recently the Virginia Navigation Company, owners of the ARIEL, was reorganized. Plenty of capital was enlisted and the splendid new steamer POCAHONTAS, a veritable princess of the river, was built and placed in service. The increase in first-class and local travel was large and immediate, and it is the purpose of this book to not only inform



STEAMER ARIEL.

the traveler already upon the decks of the swift POCAHONTAS regarding the crowding historic miles, the enchanting scenery and the renewed prosperity along its shores, but, as well, to tempt the great numbers of those who have "always wanted to see the James" to carry the half-formed resolution into effect. They are offered a tour unrivaled in thrilling historic interest, comfort and variety by any similar journey in America.

The James River gathers its crystal waters in many secluded valleys indenting the eastward slope of the Alleghany Mountains, among the forest-bound western counties of Virginia, and winding through hundreds of picturesque miles—now sleeping in murky pools, famous for the gamey bass, and then pouring, in a hurrying tempest of foam, through rocky defiles, it finally becomes the servant of commerce at Richmond. Here the last of the rapids disturb the course of the

stream, endowing Richmond's factories with abundant, but only partially employed, water power, and then the river and the tides of the sea are merged. Here begins our story.

## RICHMOND,

The capital city by the James, presents to the eye of the new-comer from whatever direction of approach, a most pleasing appearance. Its central feature is the dignified Capitol building, upon the brow of the



WASHINGTON MONUMENT AND CAPITOL BUILDING, RICHMOND.

highland which slopes downward thence to the swift river, covered with a wide expanse of commercial streets and substantial public, business and private buildings. The hotels are all in the immediate vicinity of the historic Capitol and its beautiful green Square, which is the glory of the city. The new State Library rises to the left or east of the Capitol, and behind it is the costly City Hall.

### THE OLD CAPITOL BUILDING.

The corner-stone for the State Capitol of Virginia was laid in 1785. In the rotunda stands Houdon's statue of Washington, which is regarded as one of the most faithful *counterfeit presentments* of the

“Father of our Country” in existence. Houdon’s bust of Lafayette is near the statue. The Senate chamber was used during the Civil War by the Confederate House of Representatives. This room, the hall of the House of Delegates opposite, and the rotunda gallery, contain numerous paintings and portraits of great historical value.



NEW CITY HALL AND CAPITOL SQUARE, RICHMOND.

The Land Office contains the oldest State records in America, being continuous from 1620. The State Library contains 40,000 volumes, which are in the new building. Visitors are admitted to the roof, which commands a grand view of the scene of many conflicts.

The grounds are adorned by an imposing equestrian statue of Washington, by Crawford, with the six figures of Patrick Henry, Thomas Jefferson, George Mason, Thomas Nelson, Jr., John Marshall and Andrew Lewis grouped below. It was completed since the war. Statues of Henry Clay, T. J. (Stonewall) Jackson, Governor Smith and Dr. Hunter McGuire are near by.

## NEW STATE LIBRARY.

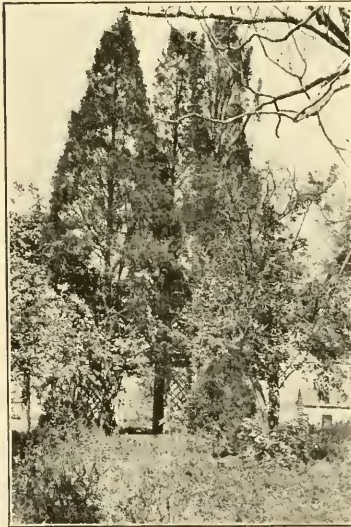
The beautiful building destined to contain the wealth of volumes belonging to the State of Virginia, long stored in the Old Capitol, adds another to the many modern attractions of the city. It faces the Capitol, from which it is separated by a grassy interval only.

## NEW CITY HALL.

The most costly structure in Richmond is the fine City Hall upon Broad street, opposite the Capitol.

## MANY RECENT ARCHITECTURAL ADDITIONS.

The architects of Richmond are to be credited with a fine array of large and attractive buildings, as well as a pleasing reform in the art of house-building. The Chamber of Commerce and Manufacturers Building,



POWHATAN'S GRAVE, NEAR RICHMOND.

ing, Planters Bank, Y. M. C. A. Hall, Y. W. C. A. Hall, Masonic Temple, Times-Dispatch Building, Mutual Building, American National Bank Building, First National Bank Building, Travelers Building, Union Passenger Stations, many magnificent hotels and apartment houses, and numerous great factories are in evidence, as well as many blocks of beautiful residences along Franklin and other fashionable streets.

## THE HISTORICAL ROUND.

Strangers in town with a few hours of leisure rarely forego the carriage tour to see the carefully preserved landmarks with which the heavy hand of war endowed Richmond. These may be briefly summarized as follows: Jefferson Davis Mansion, or "White House of the Confederacy," Site of Libby Prison, "Castle Thunder," Libby Hill and

new Confederate Soldiers' Monument, Oakwood Cemetery, containing graves of 16,000 Confederates, Gamble's Hill, overlooking Belle Isle, once a prison camp for hapless Federal captives, the Tredegar Iron Works, and the bridges spanning the James; Hollywood Cemetery, wherein an impressive stone pyramid rises among the graves of 11,000 Confederates, and where are buried the Confederate Generals A. P. Hill, George E. Pickett, William Smith, J. E. B. Stuart, Commodore Maury and many famous men who died in earlier days, including Presidents Monroe, Tyler and Jefferson Davis. There is also to be seen the lofty monument bearing the equestrian figure of General Robert E. Lee, the Hill statue upon the Hermitage road and Wickham statue in Monroe Park, the Soldiers' and Sailors' monument on Libby Hill, the Richmond Howitzers' monument, and the Stonewall Jackson, Stuart and Jeff. Davis monuments.

### ANTE-BELLUM RELICS.

These include the Monumental Church, on which site the memorable Richmond Theatre was burned, St. John's Church, "Washington Headquarters," old Bell Tower in the Capitol grounds, and the reputed grave of Powhatan.

### DRIVES TO BATTLEFIELDS.

Carriages will make special trips to any of the following fields: Yellow Tavern, 4 miles; Mechanicsville, 5½ miles; Cold Harbor, 10 miles; Gaines' Mill, 8 miles; Fair Oaks and Seven Pines, 8½ miles. The latter, as well as White Oak Swamp, may be reached by rail.

### POPULATION AND PROSPERITY.

For Richmond and her suburbs a population is claimed of 188,000, of which rather more than two-thirds are whites.

About 1,919 manufacturing concerns employ 32,577 hands, who earn wages annually amounting to about \$20,340,000, and employ a capital of \$36,004,942, with a product of \$101,209,493.

The Jobbing trade amounts to \$78,297,750. The sales of leaf tobacco, not including the very heavy shipments of the Imperial Tobacco Co., the Export Leaf Tobacco Co., and the American Tobacco Co., are about \$10,000,000, exclusive of the very heavy purchases here from other points of the Imperial Tobacco Co., the Export Leaf Tobacco Co., and the American Tobacco Co., and the value of manufactured tobacco, including cigars and cigarettes, exceeds \$22,900,000. Iron manufactures, includ-



ing locomotives, marine engines, carriages, and agricultural implements, are only second to tobacco in point of magnitude. Fertilizers, lumber, flour and baking powder are large items. Total assets of banks are over \$68,000,000. Deposits over \$46,000,000, and the Insurance business is proportionately developed and important. Groceries and provisions are included in jobbing.

The tax valuations of Richmond are \$70,000,000.

The sands of the past year have been weighed in the balance and not found wanting. As those in the new glass begin to find their level, there is only hope that amounts to conviction, and faith in the future that is based on the solid foundation of a great achievement.

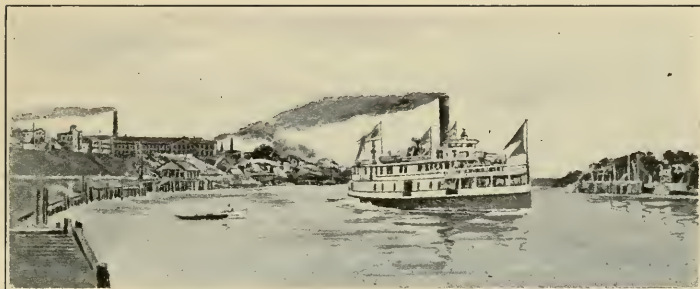
No year in the history of Richmond has been so emphatically and unequivocally successful as 1912. The growth has not in any sense been perfunctory, but in every department of commerce it has been distinct and emphatic. Every record of the past has been broken, and not broken merely, but completely, outdistanced by the great totals that the dead year rolled up. The rich legacy that 1912 leaves to the tenderling is a world of enthusiasm born of memorable achievement, and great contracts that promise to carry the new year on a tidal wave of success, even beyond the limits set by its predecessor.

The growth of the business enterprises of Richmond in 1912 has not been the result of an ecstatic boom. There have been no extraordinary influences to merely inflate totals doomed to collapse in the early future, like an overstrained balloon. Instead, the growth has been conservative, steady, even, and the result of prosperous times, progressive measures, and the fulfillment of enterprising ideas.

The year 1912 has been notable for the many improvements inaugurated. First, and foremost, comes the solution of the clear water problem which has vexed men's souls ever since the city mains have been filled with the unattractive fluid that the James river has brought to our doors. The placing of the electric wires underground was a distinct advance along progressive lines, and the result of this enterprising achievement is yet to be fully realized.

The connections of the Virginia Navigation Company at Richmond are elsewhere given in detail.

Passengers arriving in the afternoon who may wish to spend the night upon board of the steamer *POCAHONTAS* (alternate nights only) will be provided with staterooms and meals. The wharf at Rocketts is reached by electric car or carriage. It is near the foot of Libby Hill, at the head of navigation, eastern end of the city.



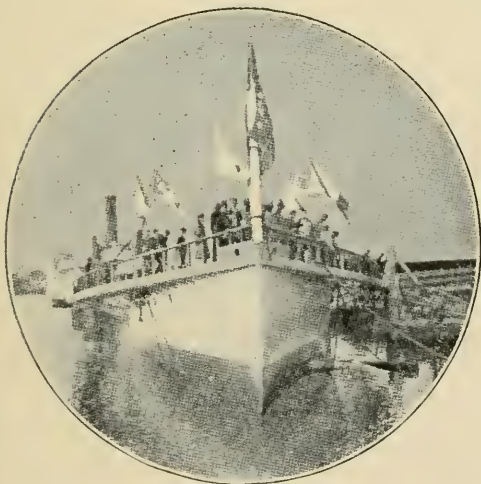
STEAMER POCAHONTAS APPROACHING RICHMOND.

## THE PALACE STEAMER POCAHONTAS.

No steam vessel so entirely suited to first-class travel in points of elegance, speed, safety and comfort in all weathers, as the new POCAHONTAS, has ever before been seen in southern waters.

The POCAHONTAS was built at Wilmington, Del., and embodies many new and artistic features. She cost \$150,000. The hull is of steel, length over all 204 feet, breadth of beam 57 feet, depth of hold 10 feet. Speed twenty miles per hour.

Upon the main deck, in addition to the freight and baggage space forwards, are the social hall and separate parlor saloons for lady passengers and servants respectively. The purser's office and mail agent's room are also upon this deck. The large dining-room below is furnished in exquisite taste, and the menu equals in quality and variety that of the best hotels.



LAUNCH OF THE POCAHONTAS

The promenade deck is open fore and aft, the enclosed portion forming large elegantly furnished saloons.

The motive machinery of the steamer is of the highest class, and she is heated throughout with steam and lighted by electricity.

Three new boilers have recently been installed, and no expense has been spared to insure comfort and safety for passengers. These boilers were built by the Newport News Shipbuilding and Dry Dock Company.

The hurricane deck is open to passengers, where plenty of seating room is provided. An electric search-light apparatus crowns the pilot house.

## A PAGE FOR THE OLD SOLDIER.

WAR'S DREAD ARITHMETIC.



CONFEDERATE SOLDIERS' AND SAILORS'  
MONUMENT

The estimated cost of the Civil War to the Federal treasury was \$5,000,000,000. The total number of Union troops and sailors in the service was 2,778,304, of which the naval force was 105,963. Those who were killed or died of wounds numbered 359,528 in the army and 4,588 in the navy. The Union forces were composed of men from thirty-eight States and Territories and the District of Columbia.

The four States of New York, Pennsylvania, Ohio and Illinois furnished about one-half the total number of volunteers.

Delaware furnished the largest number of men in proportion to her population. The average age of the enlisted men was twenty-five years. The Union armies included a total of 2,047 regiments of all arms.

The total number of Confederate soldiers is estimated to have been about 700,000 men, and the death rate from battle and sickness is believed to have been more than double that of the Federal armies.



Two thousand two hundred and sixty-one battles, engagements and skirmishes occurred during the war.

In the region around Richmond, which was involved in the long campaigns against the city, more than 400 contests took place.

The largest army assembled by the Confederates at any time was 94,138 men in the "Seven Days' Battles" near Richmond, in which they met the largest Union force, which numbered 118,769.

In hundreds of battles the valor of the troops upon both sides won the admiration of the nations of the whole world.

## MILE-STONES OF TIME.

1524. James River explored by Lucas Vasquez d'Ayllon.

1526. Ayllon obtained a charter for colonizing the James River from Charles V., of Spain, and locates a town called San Miguel, near the site of Jamestown.

1584. First expedition of Walter Raleigh lands upon the coast near Hatteras, and names the region "Virginia," in honor of the virgin Queen of England, Elizabeth. Walter Raleigh knighted.

1585. Sir Walter Raleigh's colony in seven ships arrived upon the present coast of North Carolina.

1586. The colony is visited by the fleet of Sir Francis Drake.

1587. Raleigh sends a third colony to Roanoke Island, which was followed by a massacre of the colonists by Indians under Powhatan.

1606. Grant of patent to the Virginia companies at London.

1607. First English settlement in America made upon the James River, at Jamestown. Captain John Smith saved from execution by Pocahontas.

1608. Jamestown colony greatly reduced by death from fevers and Indians.

1609. Expedition under Sir Thomas Gates reached Jamestown.

1610. Expedition of Lord De la Ware arrived at Jamestown.

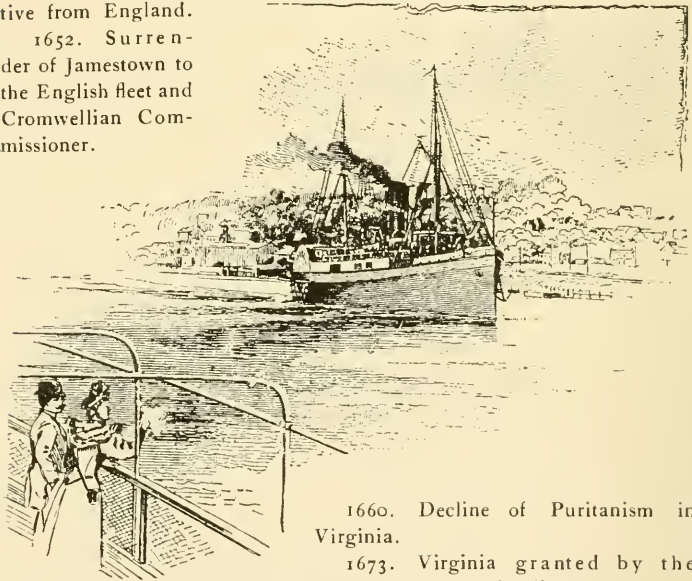
1611. Arrival of Sir Thomas Dale. Settlement of the towns of Henrico, near the present Dutch Gap canal, and Bermuda city.

1616. Princess Pocahontas arrived in London as the wife of John Rolfe, the first Virginian tobacco planter.

1619. Governorship of Sir George Yeardley upon the James River. Arrival of one hundred young women for wives. First American Legislature assembled in the church at Jamestown.

1622. Governorship of Sir Francis Wyatt. Massacre of about 350 settlers by Indians.

1624. Dissolution of the Virginia Company in London by James I.  
 1629. The Duke of Norfolk proposed a settlement upon the southern shore of the James River.  
 1633. Arrival of the Catholic colony of Lord Baltimore at the Capes of the Chesapeake *en route* to found Baltimore city.  
 1642. Sir Walter Berkeley arrived at Jamestown as Governor of the Colony of Virginia.  
 1644. Massacre of colonists by Indians.  
 1647. The colony upon the James largely increased by Cavaliers, fugitive from England.  
 1652. Surrender of Jamestown to the English fleet and Cromwellian Commissioner.



THE POCAHONTAS MEETING AN OLD DOMINION LINE STEAMER.

1660. Decline of Puritanism in Virginia.  
 1673. Virginia granted by the crown to the Earl of Arlington and Lord Culpeper.  
 1676. Bacon's Rebellion. Burning of Jamestown.  
 1680. Arrival of Lord Culpeper as Governor of Virginia.  
 1692. Establishment of William and Mary College.  
 1705. Williamsburg founded as the colonial capital.  
 1710. Col. Alexander Spotswood became Governor of the Colony.  
 1736. First Virginian newspaper published weekly by William Parks, at Williamsburg. Norfolk incorporated.

1737. Col. William Byrd laid out the town of Richmond at the Falls of the James River.

1765. Patrick Henry introduced the famous resolutions into the Virginia Legislature.

1779. Richmond made the capital of Virginia.

1781. Benedict Arnold, with 900 British soldiers, captured Richmond. Cornwallis surrendered at Yorktown.

1819. Work commenced on Fort Monroe at Old Point Comfort.

1861-65. Civil War.

## DOWN THE RIVER.

History begins to unroll her time-stained scroll when the hawsers of the POCAHONTAS are cast from the wharf. She beckons the traveler astern for a backward look along the slopes of Richmond, glowing in the morning sunshine.

Slowly she swings down the contracted stream, past busy workshops crowding the verge of the shore, with a glimpse of "Powhatan" above, just where the groups of tall cedars stand, then passing the government rock-drills anchored over a granite reef, fragments of which half fill a muddy scow. Here were the sunken vessels and there the torpedoes lay to keep the Yankee gun-boats out if they should happen to steal past the watchful batteries at Drewry's Bluff. These monsters, once such dread ogres, slumbered peacefully in the stream, seven of them, on the very best terms with Richmond and the deserted ramparts hidden in the wildwood all around them.

For many years several of the veteran monitors, among them the Manhattan, Mahopee, Lehigh, Catskill, Wyandotte and Canonicus were anchored in the James River, at first at City Point, but afterwards, in order to preserve the hulls from fouling, they were kept in fresh water. Ranged along the southern bank, with a pleasant background of verdure to relieve the color of awnings and flags, they presented an attractive picture. Upon the north shore, near where the monitors were, is

**WARWICK PARK.** The general government has expended large sums upon this portion of the river in the work of deepening the channel which is now rather more than 18 feet and will be increased in time to 21 feet. In this effort a series of jetties have been built at right angles to the shore line. Opposite jetty No. 101, not far inland, upon Falling Creek, once stood the first iron foundry in the new world, the hamlet being called "Amphill." Here it is said was also located the first mill to



AMPTHILL, HOME OF ARCHIBALD CAREY.

produce flour for export to South America. Just below "Amphill," at a copse of trees upon the hillside, occurred in the year 1622 the massacre of about 250 English settlers by Indians. The great chief, Powhatan, whose daughter had married an English colonist and adopted, with the self-abnegation of a Ruth, the ways of his people, had gone to the happy hunting-grounds. His younger brother, Opechancanough, had succeeded to his great authority. Cherishing a long-seated hatred of the stranger whites, he carried into partial effect upon March 22d, of that year, a scheme to end the English aggression upon the James River. His victims were principally found at the outposts of the parent colony of Jamestown, located at Amphill, Henrico, upon Farrar's Island, near the present Dutch Gap Canal, and Bermuda Hundred, near the mouth of the Appomattox River. News of the slaughter reached Jamestown by escaping settlers in time to prepare an effective defense.

The estate of Wilton is upon the north shore opposite this tragic site, and Wilton Creek, where the gunboats were anchored, enters here.

## DREWRY'S BLUFF.

About eight miles below Richmond is still to be seen the outline of the famous fort at Drewry's Bluff. It occupies the crest of an abrupt elevation and commands a considerable reach of the stream below.

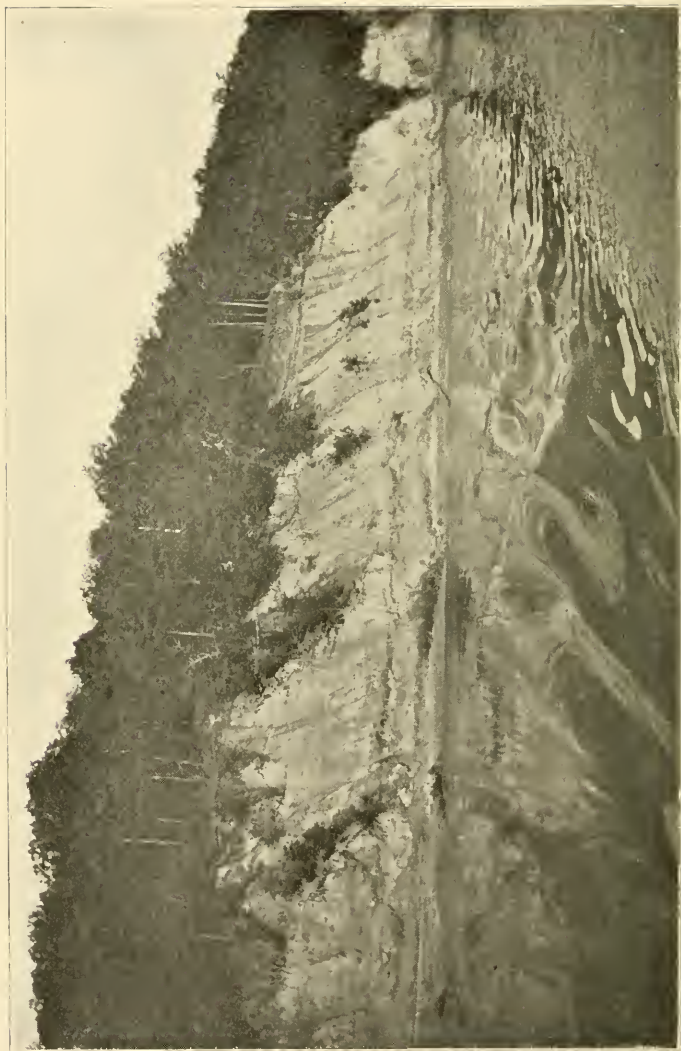
The place was named in honor of Major A. H. Drewry, who commanded one of the batteries of heavy artillery raised for the defense of Richmond, in April, 1862. When it became evident that Norfolk would soon be evacuated by the Confederates and the Capital thus exposed to Federal attacks by means of their gunboats, Major Drewry made appli-



OLD VIRGINNY HOME.

cation to the authorities at Richmond for the removal of his command to such a point upon the river as might be selected for its obstruction and the erection of a fort for this purpose. This was readily granted, and Major Rives of the engineers' department was detailed to select a site. At first it was thought that Howlett's Bluff at the head of the horse-shoe formed by a wide detour of the river further down the stream would be the most advantageous place on account of the greater elevation and more uniform depth of water as well as the abundance of timber to be had upon either bank for the obstructions, but it soon occurred to Major Rives that the





DREWRY'S BLUFF.

enemy might readily cut a canal through the narrow neck at Dutch Gap, and thus neutralize all of the laborious defense, and expose the city to almost certain capture. As a result Drewry's Bluff was fixed upon, and the command of Major Drewry was sent hither. This detachment was composed mainly of farmers from the county of Chesterfield, many of whom were beyond the age of conscription. These soldiers, both by personal labor and the use of their teams, rendered valuable aid to Lieutenant Mason, who had been assigned as engineer to the completion of the fort and the obstructions, and later on the Confederate Government gave more active aid, and early in May, when the situation had become more alarming in Richmond, the citizens furnished material help in supplying rock to fill in the obstructions.

Upon the 13th of May, when Norfolk had been captured by the Federal forces, the Union fleet under command of Lieutenant Rogers, was seen to anchor about two miles below at the wharf of Mr. R. A. Willis, where it remained two days, doubtless to ascertain the location of the fort and the strength of its garrison. Upon the morning of the 15th they moved, and were allowed to take position without molestation. The flag-ship Galena and the original Monitor came abreast and anchored about five hundred yards below the fort, the iron-clads Naugatuck, Aroostook, Port Royal and other armed vessels locating several hundred yards below them. About seven o'clock, when all was ready, the attack was made by the fleet with about twenty guns, and promptly answered from the fort in which were two Columbiads of eight-inch calibre and one of ten inches, and the fight continued for several hours, until an eight-inch gun which had been casemated outside of the fort was brought into use, when at half-past eleven the ships weighed anchor and retired down stream, much to the joy of the Confederates in the fort, who thus gained the thanks of the people of Richmond and the special recognition of Congress. Subsequently it was made a naval post and became a very Gibraltar in strength, with Commodore Lee in command, but no further attempt was made during the war to reduce this important work. For the facts in this case the writer is indebted to the late Major Drewry, who lived at Westover until his death occurred in July, 1899. At his beautiful estate genuine old-fashioned Virginia hospitality was dispensed.

**CHAFFIN'S BLUFF**, nearly opposite Drewry's Bluff, is covered with redoubts and rifle pits now hidden among the wild scrub growth of nearly fifty years.

Fort Harrison and Fort Gilmer (Confederate) are in sight upon Chaffin's Bluff. The former was stormed upon September 29, 1864, by two corps of Butler's army, chiefly blacks, but the latter was successfully defended.



DUTCH GAP

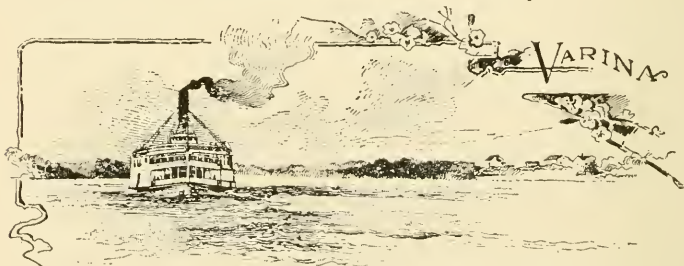
Between the yellow bluffs and dense ramparts of verdure there are glimpses of prosperous looking farms, becoming more numerous as the steamer proceeds.

### DUTCH GAP CANAL.

The river winds in great loops among the low hills; this characteristic and the necessity of avoiding certain heavy batteries at Howlett's having led General Butler to attempt the Yankee trick of digging a cut-off at a point which would have shortened the stream about seven miles. The work was pushed by swarming soldiers night and day, but was not completed at the time. In 1871-72 engineers deepened it to its present practicable condition.

Farrar's Island is formed by this canal, and here was once the settlement of Henrico, commenced in 1611 by Sir Thomas Gates and 350 men from Jamestown, of which one Ralph Hamor, Secretary of the Colony, wrote :

"There is in this towne three streets of well framed houses, a handsome church, and a foundation of a more stately one laid, of brick, in length a hundred foote, and fifty foote wide, besides storehouses, watch-houses, and such like; there are also on the verge of the river five block-houses, with centinelles for the towne's security."





Henrico was chosen as the site for the Colonial College about 1619, and money was raised in England for the purpose. Mr. George Thorp, who was engaged here in superintending the preliminary work, was one of the numerous victims of the Indian massacre which occurred in 1622 and from which the promising little community never recovered.

Bishop Meade, who is held to have been accurate authority upon early Virginia affairs, attributes the name of Dutch Gap to the indications of an effort by Dutch settlers to shorten the channel at this point.



TUCKAHOE

## VARINA OR AIKIN'S LANDING.

The name of this point upon the north shore was once familiar to northern readers of war news, as a flag of truce *rendezvous* for the exchange of prisoners. Here lived Mrs. Rolfe, néé Pocahontas, after her marriage. The red brick house was the meeting point for officers of the Federal and Confederate armies.

Varina was one of the great properties of the Randolph family, and one of the latest held by them. The name was derived from Varina, in Spain, famous for its tobacco.

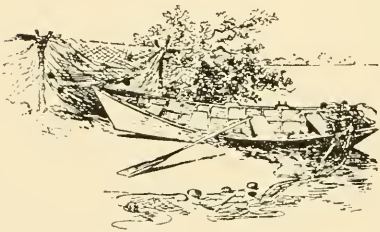


MONTPELIER, HOME OF PRESIDENT MADISON

The name of Randolph is among the most conspicuous and glorious in the annals of not only the State of Virginia but of the country at large.

William Randolph, of Turkey Island, was the first of the family in America. He was a member of the Council, and Colonial Treasurer. Among his descendants who achieved fame in public affairs were Peyton Randolph, president of the first Congress, held at Philadelphia; Beverley Randolph, Governor of Virginia; John Randolph, Member of Congress and Minister to Russia, and Edmund Randolph, Secretary of State of the United States and Governor of Virginia.

The Randolph estates in Virginia, along the James River, were Tuckahoe, Dungeness, Chatsworth, Wilton, Varina, Curl's, Bremono and Turkey Island.



FISHING BOAT



## DEEP BOTTOM.

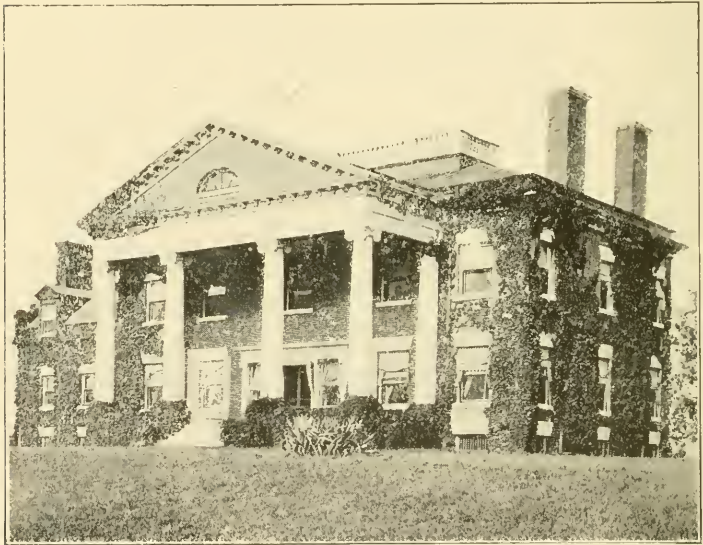
A fishing hamlet indicates the spot in front of which, beneath the swirling waters, a Federal gunboat lies, destroyed with a loss of forty-five men, by a torpedo, in 1864.

MEADOWVILLE, the first regular landing made by the steamer, is upon a broad area of land almost enclosed by the river rising pleasantly in the background but low and level in front. This rich alluvial portion was thoroughly reclaimed by systematic dyking, under the direction of the late Mr. Edward E. Barney, then president of the steamboat company. He was largely engaged in agricultural development at several points upon the river, including Jamestown.

Mr. Barney was president of the Virginia Navigation Company from its incorporation in 1893 until his death, which occurred at Meadowville, in August, 1896. His widow, Mrs. Louise J. Barney, resides at Meadowville and also owns Jamestown Island.

## CURL'S NECK.

The property at this landing, as elsewhere stated, once belonged to the historic Randolph family. It is now owned by Mr. Charles H. Senff, of New York. Now the steamer rounds Curl's Neck, touches at



CURL'S NECK

PRESQUE ISLE, (owned by Mr. A. D. Williams, of Richmond), and entering Turkey Bend, brings into view, upon a high clearing, the historic house of MALVERN HILL. It is just to the right of a large red-roofed barn. The battle of Malvern Hill was one of the bloodiest of the Civil War. Turkey Island plantation was the home of General Pickett.

### A NOTE UPON THE PENINSULA CAMPAIGN.

It may be acceptable to the reader to introduce, at this point, an outline of the series of events which culminated in the battle of Malvern

Hill, as a part of McClellan's campaign, ending so ingloriously in the embarkation of his splendid army from Harrison's Landing, and which in its entirety has been called the "Peninsular Campaign."

About the middle of March, 1862, General McClellan notified his army that the advance into the enemy's territory was to begin. The Federal troops from this time until they had been conducted across the Chickahominy River, five months later, were constantly upon the move, and were subjected to the deadly miasma of the great swamps of this almost uninhabited region.

Yorktown was taken after deliberate siege. Then followed a series of fierce battles in the vicinity of Richmond, which bear the names of "Williamsburg," May 4th; "Hanover Court House," May 27th; "Seven Pines" or "Fair Oaks," May 31st. Then, after much and constant desultory fighting, came the engagements of "Beaver Dam Creek" or "Mechanicsville," June 26th; "Cold Harbor," or "Gaines' Mills," June 27th; "Charles City Court House," June 30th, and each day for a week the two armies locked horns, giving rise to the name of the "Seven Days' Fight," by which this sanguinary group of contests is known among the veterans. The largest force gathered at any time in the Federal army is shown upon the commander's report, June 14th, when the number was given at 158,838 men, of which 115,152 combatants were present for duty; the Confederate force is approximated at 100,000.

Savage's Station and Frazier's Farm were fought, and finally, upon June 29th, at Malvern Hill, were gathered 90,000 Federal troops face to face with about 50,000 Confederates, where, upon July 1st, the Confederates assaulted a tremendous array of Union batteries which tore their brigades into shreds, and despite the fact that the Union position remained untaken, the following morning found the Commanding General actively engaged in hurrying his great force upon a retreat to the banks of the James River, thus effecting the much derided "change of base" to Harrison's Landing, where he proceeded to make himself comfortable.

The swamps and woods of the Peninsula were filled with the dead of both contestants, and there was mourning in the homes of the North and South alike.

The number of killed, wounded and missing in the campaign was, irrespective of the heavy death-rate from sickness, of almost unexampled

magnitude upon both sides. The following are the official figures of the Federal losses :

	Killed.	Wounded.	Captured.	Missing.
May 5, Williamsburg . . . . .	456	1,410	373	2,239
May 7, West Point, . . . . .	48	110	28	186
May 27, Hanover Court House, . . . . .	62	223	70	355
May 31, Fair Oaks, . . . . .	790	3,594	647	5,031
June 26, Mechanicsville, . . . . .	49	207	105	361
June 27, Gaines' Mills, . . . . .	894	3,107	2,836	6,837
June 28, Golding's Farm, . . . . .	37	227	104	368
June 29, Savage Station, . . . . .	80	412	1,098	1,590
June 30, Glendale, . . . . .	210	1,513	1,130	2,853
July 1, Malvern Hill, . . . . .	397	2,092	725	3,214
Total, . . . . .	<u>3,023</u>	<u>12,895</u>	<u>7,116</u>	<u>23,034</u>

#### SEVEN DAYS' BATTLE, VIRGINIA—PENINSULA CAMPAIGN, 1862.

Killed, . . . . .	1,734
Wounded, . . . . .	8,062
Missing, . . . . .	<u>6,053</u>
Total, . . . . .	15,849

The substantial old house upon Malvern Hill was left practically unharmed by the fight around it. It was built by a French family and owned at the time of the battle by B. F. Dew. Near by is an earthwork said to have been built by Washington during the war of the Revolution.

### SHIRLEY.

This estate is one of the oldest upon the river. It is claimed that the residence was built in 1642. It is the birthplace of Annie Carter, of the prominent colonial family of that name, who married "Light Horse Harry Lee" of the Revolution, and who was the mother of General Robert E. Lee.

### BERMUDA HUNDRED.

This name, as applied to the settlement near the mouth of the Appomattox river, greatly mystified Northern readers of a generation ago, when, as the base of General B. F. Butler's operations it began to figure



largely in the daily newspaper war despatches. This outpost of Jamestown was largely settled by persons who had been shipwrecked on the Bermudas and the old colonial subdivision of villages by which each



hundred colonists were placed under the authority of a captain is still preserved in Virginia nomenclature. The dingy village of to-day carries little suggestion of the energy of its founders or of the vast activity here in 1864, the only marks of which are numerous decaying logs projecting from the water where the Government wharves once stood. The Farmville & Powhatan Railroad terminates here

## CITY POINT.

From this landing a railroad extends nine miles to Petersburg, from which no doubt the somewhat ambitious name is derived. Trains connect with the steamers both up and down the river. The village, like Bermuda Hundred, is more picturesque than progressive, although there is an occasional modern house within the view, prettily envired in its verdure. A fine old mansion upon the promontory at the meeting of the waters of the Appomattox and James rivers was used by General Grant as headquarters during the operations around Petersburg. The little log structure which was built for his office was removed after the war to Fairmount Park, Philadelphia. The homestead is the property of Major Epps.



SHIRLEY PARLOR

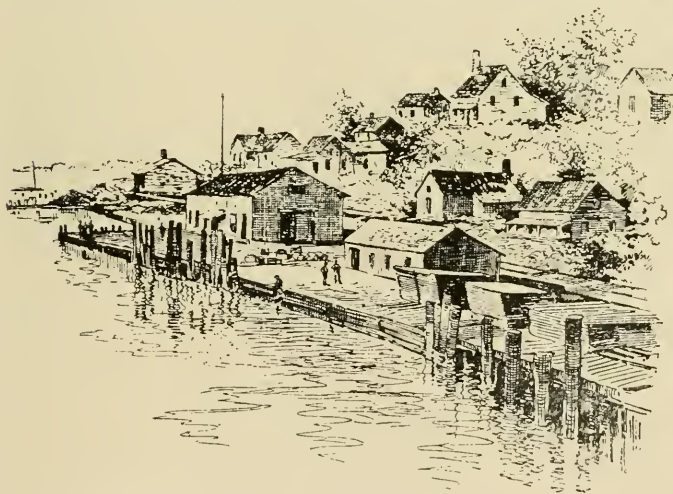
## PETERSBURG.

The historical student or interested traveler may well spend a day at Petersburg, which is invested with an interest in connection with the war only second to that of Richmond. The city itself has some quaint features, which have been preserved, despite the changes of many pros-



perous years, but the centre of interest is in the vicinity of the "Mine," a great crater of red subsoil still marking the scene of one of the most thrilling affairs of the war, in the course of which a Confederate fort was blown into the air by means of a tunnel excavated secretly by a regiment of Pennsylvania miners.

The charge following the awful explosion resulted in fearful slaughter of the Union assailants, due to the incapacity of the officer in immediate command. This badly managed affair occurred upon July 30, 1864. Petersburg was abandoned by the Confederate forces only after the fall of Richmond eight months later. One week after this came Appomattox, the number surrendering at that point being 28,805, and thus virtually ended the greatest and most destructive of modern wars.



CITY POINT.

## FROM WAR TO PEACE.

Not far from the fateful ravine which separated the contending forces in front of the "Crater" at Petersburg still stands the ruin of the colonial Blandford church, dating from 1735. Under the shadow of its walls are the sculptured tombs of cavaliers and older families, who rested undisturbed, though the fight and carnage raged all around them.



OLD BLANDFORD CHURCH, PETERSBURG.

The following verses were written many years ago upon the walls of the old church :

Thou art crumbling to the dust, old pile.  
Thou art hastening to thy fall,  
And 'round thee in thy loneliness  
Clings the ivy to the wall.  
The worshippers are scattered now  
Who met before thy shrine,  
And silence reigns where anthems rose  
In days of Old Lang Syne.

And sadly sighs the wandering wind  
Where oft, in years gone by,  
Prayers rose from many hearts to Him,  
The highest of the high :  
The tramp of many a heavy foot  
That sought thy aisles is o'er,  
And many a weary heart around  
Is still forever more.



MAJOR EPPS' HOUSE, CITY POINT.

How doth ambition's hope take wing,  
How droops the spirit now,  
We hear the distant city's din,  
The dead are mute below ;  
The sun that shone upon their paths  
Now gilds their lonely graves,  
The zephyrs which once fanned their brows,  
The grass above them waves.

Oh! could we call the many hack,  
Who've gathered here in vain,  
Who've careless roved where we do now,  
Who'll never meet again ;  
How would our very souls be stirred  
To meet the earnest gaze  
Of the lovely and the beautiful,  
The lights of other days.

A recent article in the *Richmond Dispatch* states that the lines were written by Miss Eliza L. Hening, of Richmond, about the year 1820.

## BERKELEY AND WESTOVER.

Again, upon the deck of the *POCAHONTAS*, we are approaching Berkeley and Westover, two grand old estates upon the northern shore of the broadening river. The wharf is about midway between the manor-houses.

Berkeley is the natal-place of the first President Harrison, and is still in the Harrison family, of which ex-President Benjamin Harrison was a member.

Berkeley is better known to the Northern soldiers and people as Harrison's Landing, which was long the headquarters of General McClellan after his retreat from Malvern Hill. At that time there were not less than six hundred war vessels and transports anchored in the river near by, and the river shore for miles was covered with the camps of the soldiers.

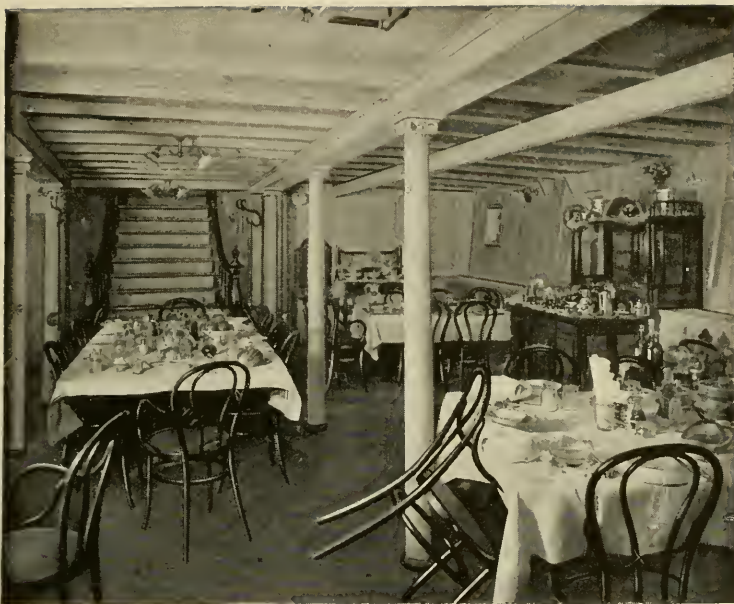
Harrison's Landing was later used as a place for the exchange of prisoners.



GRANT'S SIGNAL STATION, CITY POINT,

Westover has been made famous by frequent writers and errant artists. The reader to whom the *Century Magazine* of June, 1891, is accessible will find therein a most entertaining and well illustrated chapter regarding this most hospitable and well kept memento of a by-gone era.

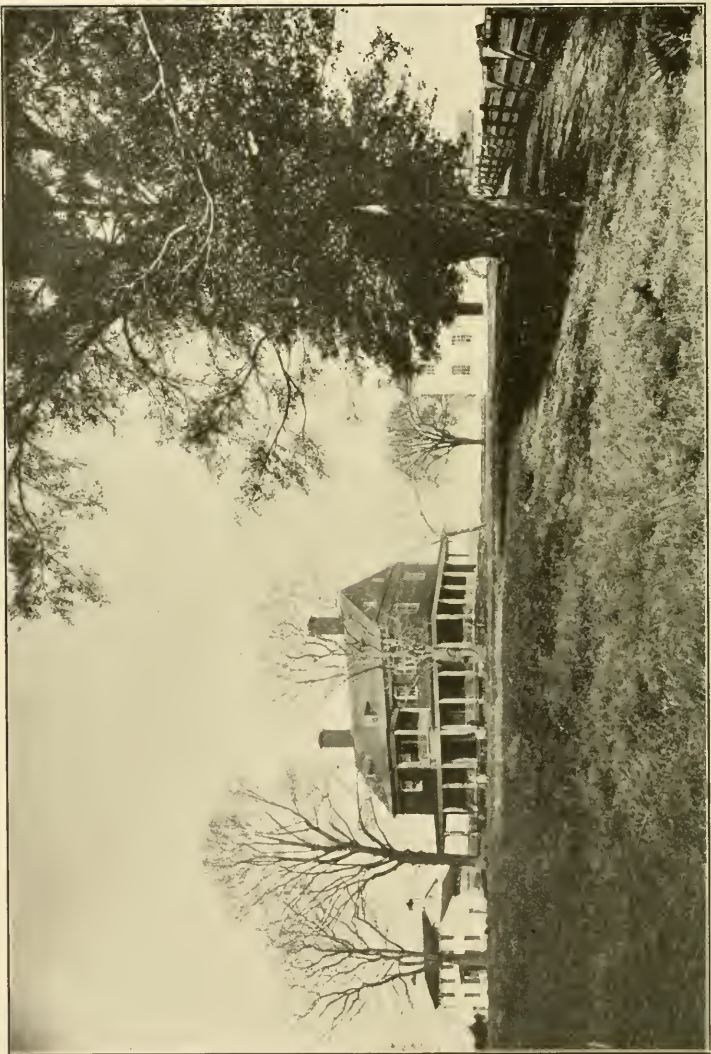
Westover was originally the property of Sir John Paulet, by whom it was transferred to two brothers named Bland, from whom, in turn, it was acquired by Colonel William Byrd, of Belvidere, a place now



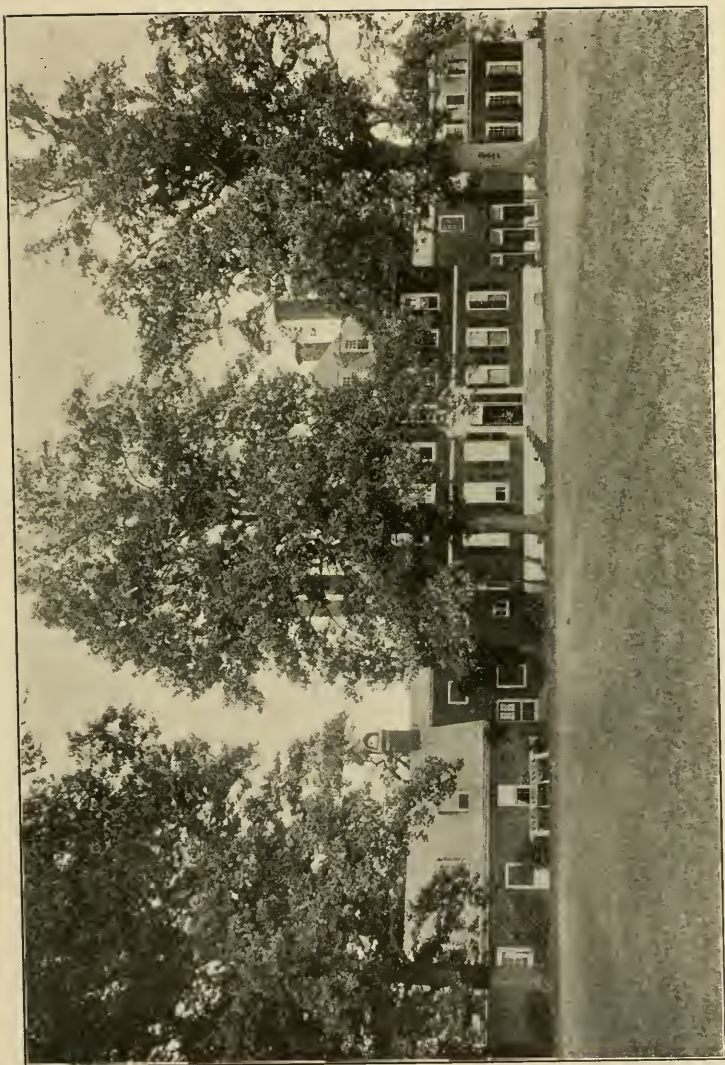
DINING ROOM—STEAMER POCAHONTAS.

known as Gamble's Hill, one of Richmond's parks overlooking the James River. The son of the original American colonist of this ancient English family laid out the town of Richmond near his father's wilderness estate. Colonel William Byrd the second built upon his lands at Westover a most excellent house, in 1737, which is a beautiful example of the colonial style, as our illustration fully indicates. Westover is rich in historic reminiscence. Thirty-three persons perished here in the massacre of 1622. During the Revolution the traitor Arnold came here with his British troops upon the way to Richmond, and Cornwallis' raiding cavalry stabled their horses in its rooms. During the Civil War it was occupied by General Pope and other Union officers. The story of the beautiful Evelyn Byrd, whose tomb is here, is among the most pathetic of Virginia's crowded annals of "knightly men and ladies faire," who were oft guests of "Will Byrd, Gentleman," the *Black Swan*, who sleeps in his canopied tomb close by his stately homestead.





BERKELEY.



WESTOVER.

Westover was for thirty years the property of Major A. H. Drewry. Is now owned by Mrs. Clarise Sears Ramsey.

## WINDMILL POINT

Is indicated upon the southern shore of the river by a white lighthouse. Here and at Fort Powhatan, a few miles below, two pontoon bridges were laid, and in two days 130,000 Federal troops crossed to invest Petersburg.



WESTOVER GATE.

## WILLCOX LANDING

Is a fishery village. In the season large numbers of black river-men are busy with seines, the principal catches being shad and sturgeon. The latter are very plentiful, and their immense carcasses are shipped to market from the landings all along the river. Sturgeon roe is sent in half barrels to New York, whence it is repacked to Russia to be made into *caviare*. This industry lends a picturesque quality to the frequent landings which usually project far out from a shore-line bordered by yellow reaches of sand beach where the batteaux of the fishers are drawn up and their netting hung to dry.

Just below Willcox's, Queen's creek enters the James, and upon its banks, but a little ride inland, is Charles City Court House, where a part of the "seven days fighting" occurred.



## WEYANOKE.

Here we meet another name of historic flavor and, which has its gruesome tale of Indian massacre. The residence is of frame and is surrounded by a broad plantation.

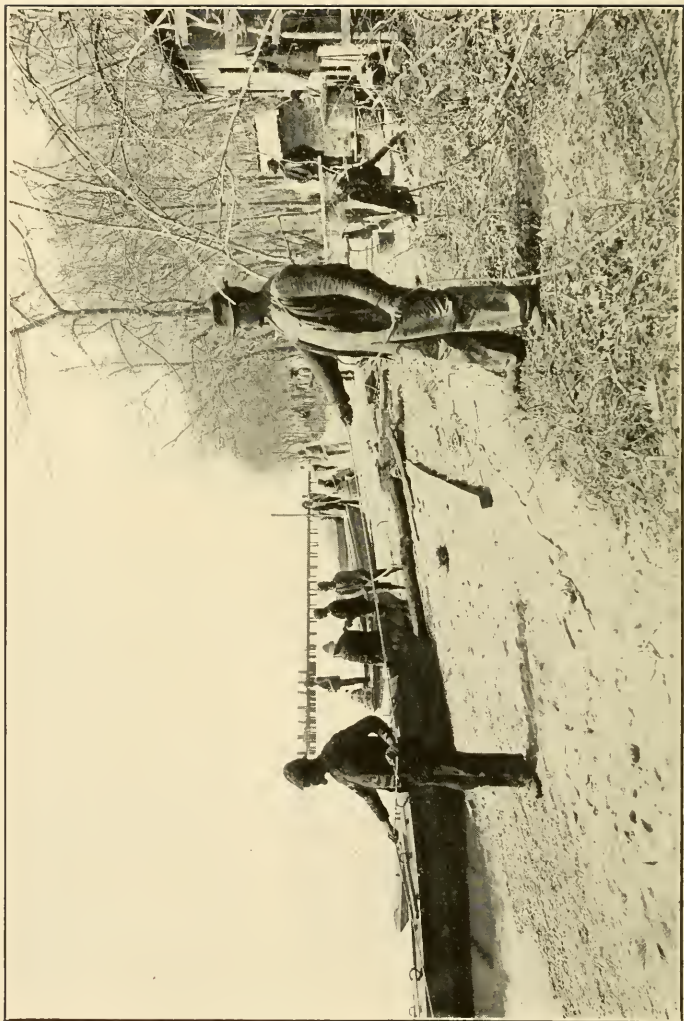


A NATIVE RIG.

The passing traveler, observant of the varied onlookers thronging the crude wharves as the steamer comes and goes, may find much to interest and amuse. All of Kemble's types, in both white and black, are there, but one's admiration is provoked for the handsome planters, brown and athletic, often, it must be confessed, "Colonels" and "Majors" very likely by good right of service, and for the slim, pretty Virginia girls who come down the winding roads from unseen domiciles, for the mail, or to welcome school-girl friends to some Eutopia of Old Dominion hospitality. Everybody on board, except outside barbarians like the writer, knows the "Colonel" and the young ladies, wherefore there is a lively interchange of pretty badinage, in the soft accent of the region, the sweetest English in all the world.

Building materials, new farm machinery, furniture and similar freight landed all along the river from the steamer proclaim present prosperity.

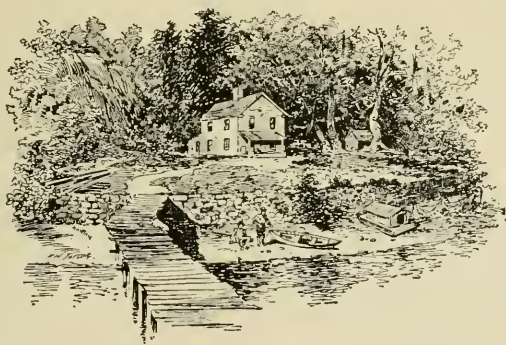
Not far below Westover is located the property of Sherwood Forest, the birth-place of John Tyler, tenth President of the United States. The house and outbuildings are of wood, but are still in good repair.



WESTOVER—FISHING SCENE.

## FORT POWHATAN.

Unlike a very large number of places in the United States bearing this warlike prefix, where no fort is in evidence and probably never existed, Fort Powhatan is visible to the traveler in the form of a heavy stone wall from which a sandy beach slopes prettily down to the water and the nets of fishers, their boats and the litter of a small waterside community is strewn about. Long ago great trees grew above the rocky escarpment; wild vines clamber along the stony front, the guns are gone or buried. The interior parade has been filled in with materials from the bluff behind, and a small country store and usual post office proclaim the era of peace from the midst of the scene. Fort Powhatan



FORT POWHATAN.

played a part in the war of 1812 and was garrisoned by the Confederates. What midnight alarms, what beating of drums to man the guns, what vigils of lonely sentries scanning the far away tides, and what assaults and defense have been known in and around Old Fort Powhatan, may be left to the fancy of the reader who gazes upon it comfortably, while the purser is busy on the little wharf and the captain stands by to ring the starting bell. In its moss-clad decadence it is a thing of delight to an artist, for whose especial vexation these plentiful bits of combined nature and history come into view and are left in the wake of the hurrying steamboat altogether too briefly.

There is a record that, during the Civil War, a battery was built upon the bluff above the old fort, and was of much annoyance to the Federal gunboats. In July, 1862, it was shelled by the *Sebago*.



HOME OF EX-PRESIDENT TYLER. SHERWOOD FOREST.





WEYANOKE—RIVER FRONT.

## UPPER BRANDON.

The two Brandons are upon the opposite exposures of a long peninsula formed upon the southern shore of the river by a wide detour of the stream to the northward. Brandon proper, to which we shall presently come, after touching Oldfield, has its rich fund of reminiscent detail fully set forth for the perusal of those who may care to read, but Upper Brandon with all its lovely nooks and shadows, rambles and outlooks, its suggestions of bountiful prosperity, rich hospitality, and colonial grandeur, has successfully eluded the gleaners of historic straws who have preceded the present writer, giving him no friendly hint from which to gild the moment of passing with truthful legends of courtly men and noble dames of the early days. The able writer of the last guide book made hereabout gives the mystery up by retreating upon the statement: "It is a large and fine old plantation, the house is a handsome one and in good repair." Even the discriminating photographer, the best friend of the casual writer, has perhaps seen a "haunt" from Dancing Point, when he landed at Upper Brandon, and has retreated with unopened lens.

## STURGEON POINT

Suggests the fishery interest which in the season engages the attention of a large number of men, both white and black, all along the river. Heavy catches of shad are sent to market and the lumbering stupid sturgeon, previously mentioned, who really doesn't care enough for the vanities of life to fight his way out of the nets, is caught in very considerable numbers. There is a brick-making industry at Sturgeon Point, and schooners loading with the product of the kilns.

## OLDFIELD.

Here also is a brick-yard, the clay in this vicinity being of a highly excellent quality for producing good building brick.

## LOWER BRANDON.

Here is one of the few fine old places in the south which still remain in the hands of the descendants of those who found them, Brandon is owned by the Harrison family. Its walls are enriched with paintings of knightly men and beautiful women. Nearly all of the presidents of the United States have experienced its hospitality. Its environment is rich in romantic suggestion.

## SANDY POINT.

Sandy Point is opposite Claremont. A lumbering and fishing village is located here, and near by is Dancing Point, which has its uncanny traditions of ghostly terpsichoreans seen by the shivering darkies at midnight.

Not far below Sandy Point the Chickahominy river enters the James. This stream leads through a portion of the peninsula of great historical interest. In New Kent county, in addition to the war history of the neighborhood, stands the old church in which Washington was married.

## CLAREMONT

This great plantation once extended along the river, including 12,500 acres, seven miles, and was owned by Major Wm. Allen. This wharf is the terminus of the James River division of the Southern Railway, connecting with the Norfolk & Danville line at Emporia, fifty-five miles distant. This is a shipping port of growing importance.

The forest area of this portion of the State is a rich heritage, and the traffic in timber is large and growing. At Claremont a group of





LOWER BRANDON





BRANDON PARLOR AND HALL, LOWER BRANDON.

large schooners is clustered around the wharves receiving cargoes of railroad ties and other products of the woods.

The next stop is at Jamestown, and as a prelude to a sight of this famous spot, the following historical matter is here introduced:



ST. PETER'S CHURCH, NEW KENT COUNTY, IN WHICH WASHINGTON WAS MARRIED.

## A SPANISH EXPEDITION UPON THE JAMES.

It is related by the painstaking and accurate historian, John Fisk, that in 1524, eighty-three years before the arrival of the English expedition to colonize Virginia, Lucas Vasquez d'Ayllon came from Hispanola, and entering the James River with six hundred people and one hundred horses, proceeded to secure a foothold. Two years later, having obtained a charter from Charles V., he began a town somewhere near Jamestown Island, which he called San Miguel, but which, upon the death of the leader and many of his people from fevers, was abandoned. The Spaniards brought with them negro slaves, thus inaugurating here the system of slave labor in America.

## CAPTAIN JOHN SMITH.

THIS IS THE STORIED REGION OF JOHN SMITH AND THE PRINCESS POCAHONTAS.



HE affairs of Jamestown developed no more rugged character than that of CAPTAIN JOHN SMITH, whose fame has been chiefly perpetuated by a single incident in a life unusually varied with strange adventure, even in the unsettled and hazardous age during which he lived. John Smith was the son of a Lincolnshire farmer, and was born in 1579. At the age of thirteen years, his parents having died, he had become heir to a comfortable property, which he seemed to care but little for, inasmuch as he was bewitched with a desire for adventure by sea, but any sort of hazard seems to have been to his liking, for at fifteen years he had enlisted as a soldier in the campaigns of the Low Countries. Eight years later he was back at his native place and essayed the life of a hermit, reading abstruse classics, and practicing in the saddle the sports of lance and ring. Then, again, he became a soldier, fighting against the Turks and having various lively, or perhaps, more properly, deadly adventures. There is a story of his capture in the East and sale into captivity, and of a great combat with three Turks, whose heads were afterward engraved on Smith's coat-of-arms.

At twenty-five years he was again in England with the rank of captain, at which period the great question of colonization in America was occupying a place in the public mind. He had planned to go to South America, but instead, finally joined his fortunes with the expedition of the Virginia Company, chartered by the crown for the purpose of colonization, traffic and christianization of the natives.

The expedition left England with sealed orders and the names of those to whom authority was given were not to be revealed before the end of the voyage. Captain Newport was simply the navigator engaged to take the fleet across the ocean. Per consequence, the idle people, restless spirits many of them, presently became divided into cliques, and in these contentions for the control of matters Smith had an active hand. One hundred and fifty idle men, four months upon a sea voyage in three small ships, are capable of untold mischief. John Smith had more enemies than friends when Virginia was sighted, and the former, who had charged him with mutiny during the voyage, kept him from assuming the authority with which the sealed orders invested him, as a member of the Council. He was kept under arrest.







LOWER BRANDON.

The site of Jamestown, now one of the most healthful locations in the valley of the James, was at the time of its selection, upon May 13, 1607, as a place for a settlement, most unsuited for such a purpose.

The Indians were full of fight and the military experience of Smith as well as his bravery was of much service to the colony. Upon returning from a trip to the Falls of the James with Captain Newport, Smith found that the settlement had been attacked by the savages and many, including most of the Council, wounded.

Newport returned to England on June 22, 1607, leaving one hundred and five settlers at Jamestown, with food for thirteen weeks. Within three months half of the colony had died of fever. Smith, who had finally become a member of the council, and had inaugurated military regulations, worked with vigor in exploring, hunting and trading with the Indians for corn. There were few healthy men left in the settlement. Wingfield, the president, was deposed in favor of Ratcliffe. The only hope left rested in the return of the ships. History more than hints at the practice of cannibalism in Jamestown in this trying time. The trip made by Smith up the Chickahominy River in December and which resulted in his capture was one of a series of desperate efforts to get food for the people yet remaining alive. He had with him twelve men. With two men and an Indian guide he left his main party and continued up the stream in a canoe. Several of his men were killed by the Indians, but after capture he was taken to the villages of the nation and treated, according to his own printed story, with much consideration up to the time when in the presence of King Powhatan he was seized preparatory to being killed with clubs, but rescued by the King's favorite daughter. Several versions of this event were printed in London, the chronicler of the period being doubtless quite as charmingly indifferent to mere facts as the talented journalist of to-day, and these were so variant as to largely discredit the entire transaction. The American people will not sooner give up this pleasant little morsel of history than they will consent to part with the precious hatchet, which hacked the cherry tree, in the hands of the future Father of our Country. Let no man rise up and deprive us of Pocahontas and the captive Smith!

A few days later John Smith was released and came back to Jamestown, and found certain of the leaders engaged in a plot to take the pinnace and go back to England. This he frustrated. These men, in reprisal, condemned Smith to be hanged, but the opportune return of



Newport saved him. To the miserable remnant of forty survivors, the ships brought one hundred and twenty recruits, with provisions, implements and seeds.

In 1608 John Smith surveyed the Chesapeake and its tributary rivers, preparing a map which was remarkably correct, of the entire seaboard of Virginia, a copy of which can be seen on the boat.

In that year, too, he was made president of the colony, his enemies having mostly returned to England. In September more men and supplies came, and also two women, Mistress Forrest and her maid Ann Burras, the latter soon finding a husband in John Laydon. Smith's energies seemed to have never waned in his barter with the Indians, and his efforts to keep the colony together, where laziness, induced by malaria and hunger, went hand in hand.

In May, 1609, a fleet sailed from England consisting of nine ships with five hundred men. Upon one of these, the *Sea Adventure*, the chiefs of the expedition, Sir Thomas Gates and Sir George Somers, took passage. Captain Newport as Vice-Admiral was the navigator, Ratcliffe, Martin, and Archer, all opponents of the adventurer Smith, were also along. One of the ships of the fleet was the first sea-going vessel built in America, the *Virginia*, which had been constructed at the northern colony under George Popham, at the mouth of the Kennebec river two years before. Seven of the ships arrived in safety, one was lost at sea, and the flag-ship containing the notables was unheard of until the following Spring, when it was learned that the *Sea Adventure* had been wrecked upon the reefs of the Bermudas, the crew and passengers being cast ashore after several days of great peril and suffering, and where during the winter they had been busy in building two small vessels in which to continue the trip. It was doubtless the members of this portion of the expedition who afterward located at the place near the mouth of the Appomattox River, which was called the Bermuda Hundred.

The career of Smith in Virginia was cut short by the explosion of a quantity of gunpowder in his boat while he was on a trip to the Falls of the James, which so injured him that he was glad to return to England upon one of the ships for surgical aid. When Smith departed from Jamestown he left five hundred colonists in the settlement. Upon the arrival of Gates, six months later, from Bermuda, he found but sixty alive. Altogether John Smith spent but two years and a half in Virginia, but he had by his great activity and valor so linked his name with the chain of colonial history that whatever his faults, many of which have been charged, he stands one of the principal figures in the picturesque chronicles of the Old Dominion.

## THE STORY OF POCAHONTAS.

**P**OWHATAN, otherwise Mamanatowick, lived upon the north side of the stream, afterward called the York River, a few miles above the site of Yorktown, and when the earliest of English colonists arrived upon the James River, they soon learned, doubtless, of his greatness as a native ruler, his domain extending far to the north, south and west of the village of Werowocomoco, which was the capital of his nation. He was soon known as a friend of the white strangers, although it was whispered that the mystery of the disappearance of Raleigh's lost colony upon Roanoke Island could have been explained by him.

The American Indian then, as ever since, was a child when pleased, and nothing was so easy as to gain his confidence, but when aroused by the demon of his natural fury, he was the most implacable and cruel foe the pioneer of any land ever faced.

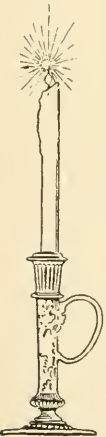
The colony at Jamestown was made up of all kinds of elements, and while it was the declared policy of the Virginia Company and its trusted agents to conciliate and christianize the natives, there were, no doubt, frequent provocations of the wild children of the trackless forest, and almost from the beginning the vendetta of races commenced.

Upon the 10th of December, 1607, Capt. John Smith, one of the original company left at Jamestown when Captain Newport returned with his fleet to England, started upon one of his numerous tours of exploration, going up the Chickahominy River. As elsewhere related, the three men who were with him were killed, while Smith was reserved for a like fate in the Indian council house. He was, at this time, forty years of age. The tale has it that he was carried from village to village, kindly entertained and treated altogether in a most agreeable fashion until, one day "two great stones were brought before Powhatan; then as many as could laid hands upon him, dragged him to them, and thereon laid his head, and being ready with their clubs to beat out his brains. Pocahontas, the king's dearest daughter, when no entreaty could prevail, got his head in her arms and laid her own upon his to save him from death."\*

Pocahontas was, at this time, twelve or thirteen years old. The Indian meaning of her name is said to be "Little Wanton."

There is a curious resemblance of the pretty story of this rescue with the experience of Juan Ortiz, one of the soldiers of De Soto, who having

\*Capt. John Smith's History of Virginia, London, 1624.



been captured by the Floridian Indians in 1539, was condemned to the usual torture, when the daughter of Ucita, the chief, intervened her prayers to her father and thus saved him, and after several years of slavery, conducted him out of the forest in safety to tell the tale and afterward to become a valuable intermediary between the Spaniards and the Indians.\*

After Capt. John Smith had been restored to Jamestown, it is recorded that Pocahontas, whose home across the narrowest portion of the Peninsula was but a little distance away, was often a visitor at the English settlement where she was on good terms with the boys and girls, romping with them in her scant apparel, and it is recorded that she could turn "cart-wheels" with the best of the youngsters, and was altogether a regular "tom-boy." She was usually accompanied to Jamestown by a wild train of Indian companions, and more than once brought warning of danger from attack. The consistent sequel of the story of the saving of the captive by this pretty Indian girl is lacking in this instance, for she did not grow up while a grateful John Smith waited longingly to espouse her, and thus become responsible for the still greater increase through many generations of the innumerable John Smiths who now people the earth. No, she did better, for in time she married a respectable and altogether desirable young man named John Rolfe, who was the first planter of tobacco in Virginia, and who had learned to love the comely young savage while she was held a prisoner at the Fort in Jamestown by Captain Argall as a hostage for the return of certain settlers and property captured by her royal parent.

Pocahontas had, about this time, been baptized as a convert to Christianity under the name of Rebecca.

John Rolfe was a widower, but his attachment for his dusky help-mate seems to have been constant and sincere.

Upon hearing of the wish of the young colonist to marry his daughter, Powhatan was pleased and sent his uncle, the old chief Opachiso, with two of his sons and probably a suitable retinue, the king himself being too old and feeble to come, to witness the marriage.

Rolfe and his wife lived near Henrico until 1616, when they voyaged to England with Governor Dale. There were also several other young Indian people with them, the object being to educate them as Christian teachers among their people, but one of them, Tamocomo, was the especial agent of his father-in-law, Powhatan, sent to verify the wondrous tales told him by the Virginia settlers.

\*Portuguese Relation.

It may be well imagined that the advent of this picturesque delegation from a new world created a great flutter in London. The principal figure, Mrs. Rolfe, was duly presented at court, feted by the aristocracy and generally received as the daughter of a potentate. Throughout this experience it is said that her modesty and grace of bearing and personal beauty won for her the admiration of all whom she met.

It is sad to learn that this bright picture soon had an ending, for after about one year the beautiful Indian Princess died at Gravesend—a name sadly befitting the circumstances—as she was about to return to the colony of Virginia. While in England she became the mother of a son who was named Thomas. The boy was educated by an English uncle, afterward coming to America and, settling at Henrico, became a prominent figure in local affairs. A daughter of Thomas Rolfe married Col. Robert Bolling, and from this union sprang by intermarriage with the Randolphs of Curl's Neck many of the most influential and wealthy families of the Old Dominion.



OLD HOUSE AT JAMESTOWN—1640.

## JAMESTOWN ISLAND.

The culminating point in intense interest attending the voyage of the James River is found upon its approach of the steamer to the fine wharf at old Jamestown. Here is laid the scene of the series of tragic events which form a part of the history of the first successful colony of the English people in America. It is, indeed, the very birthplace of Anglo-Saxon supremacy upon this continent. A spot which should be the annual Mecca of multitudes of patriotic Americans.

The reader will, in perusing the brief relation of the story of Capt. John Smith, and the accompanying sketch of the life of his dusky rescuer, Pocahontas, derive an adequate idea of the history of the settlement during the first thirty months of its existence, dating from May 13th, 1607, when it was chosen by the Council after seventeen days of exploration and discussion.

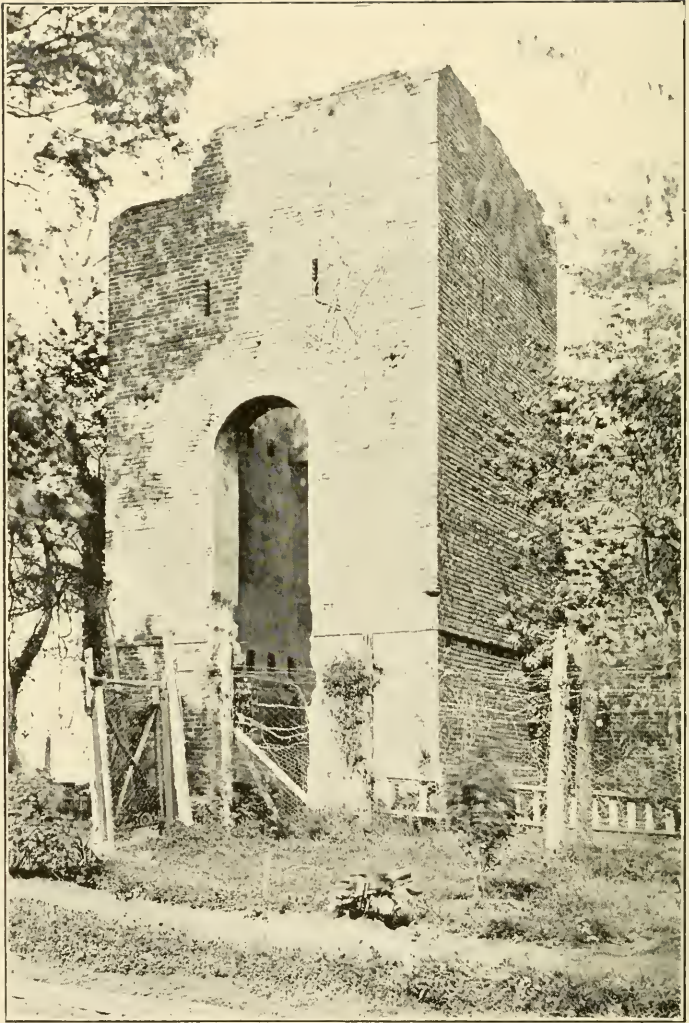
These founders were Bartholomew Gosnold, John Smith (who was under arrest), Edward Wingfield, Christopher Newport, John Ratcliffe, John Martin and George Kendall. Of these the only one remaining to exercise authority at the end of a year and a half was John Smith.

The arrival of Sir Thomas Gates, in May, 1610, after his long de-



OLD POWDER MAGAZINE AT JAMESTOWN.





CHURCH AT JAMESTOWN.



tention by reason of shipwreck, found the remnant of the colony in such sad straits that he decided promptly upon the abandonment of the place, and upon the 7th of June the whole company sailed away from a spot which was so deadly to all their ambitions, purposing to go to Newfoundland, hoping there to find larger ships in which to embark for England. Upon arriving opposite a point of the southern shore of the James River, a few miles below Jamestown, the crews went ashore to hunt the wild hogs which were plentiful there and which gave the place its name of Hog Island (now Homewood). Here they remained two days, and this circumstance changed not only the destinies of the colonists but of civilization in this land, for as the little ships were waiting for the ebb tide a boat came to them from the seaward, bringing messages from the flagship of Lord De La Warre, who had reached the anchorage of Old Point Comfort. The colonists were induced to return.

Under De La Warre the life of the English along the river took on a new ambition. Sir George Somers and Captain Argall were sent to the Bermudas for hogs, the former soon dying there, the latter returning after a stormy experience.

In 1661, Sir Thos. Dale came with an expedition, followed in August by another under Sir Thos. Gates.

Settlements and forts were located at many points along the river. The growing of tobacco for the London market soon absorbed much of the energies and the cleared land of the colonists.

The ravages of fever, from year to year, among the decimated population were offset by frequent arrivals of more colonists. Many cavaliers, adherents of Charles I., were among them; gentlemen and soldiers unaccustomed to hard work. Later, when the throne had reverted to the son of the beheaded monarch of England, the Puritans flocked across the seas and the Huguenots also came. Under the administration of Sir George Yeardley, Jamestown was unhappily made a Botany Bay for about one hundred felons from the prisons of the fatherland. Another and far different importation in this year, 1619, was the arrival of a considerable number of young English women, who were speedily bought up by the planters for wives at so much per head, payable in tobacco.

During 1619 twelve ships arrived at Jamestown from over the seas, bringing a total of twelve hundred and sixty-one persons. This year also witnessed the assemblage of the first legislative body upon the continent, which met at Jamestown, in the church, and consisted of twenty-two representatives and the Governor and Council. About this time a

Dutch ship landed a cargo of negro slaves at Jamestown, the first used by the English in America.

During the years 1619, 1620 and 1621 the number of colonists sent to Virginia was three thousand five hundred and seventy. Many patents were granted to planters for private plantations, and the beginning of many of the noble estates which were long the pride of the South was then made

The year 1622 is memorable in the annals of the colony by a massacre of the settlers at the weaker points and isolated plantations along the river by the Indians. The whole number who perished in this tragic onslaught was about three hundred and fifty. The colonists who escaped flocked to Jamestown, abandoning what remained undestroyed, and in London despair settled down upon the friends of the colony. The policy of conciliation and efforts to civilize the savages gave place to a determination to destroy them, and thus a war of races was waged, which long retarded the prosperity of the region.

Lord Yearly died in 1627 and was succeeded by Francis West, a brother of Lord De La Warre, and a year later the first royal Governor, Sir John Harvey, arrived.

In 1634 the James River settlements were divided into eight shires, namely, James City, Henrico, Charles City, Elizabeth City, Warwick River, Warroquiyoake, Charles River and Accawmac. The shire of James City was subdivided into James City, Yorkhampton and Bruton Parishes.

In 1648 the number of English settlers and Americans of English parentage upon the banks of the James River numbered fifteen thousand, and many fine residences, the result of prosperity in the tobacco trade, were located along the wild-wood shores of the stream.

The event which led to the final decline of Jamestown as a centre of authority and trade is found in Bacon's Rebellion, which, commencing through the efforts of certain fiery young planters to rid themselves of the Indians, led to a quarrel with the testy old Governor, Sir William Berkeley, from which a small civil war resulted, during which Bacon's rebels captured and burned Jamestown in the year 1675.

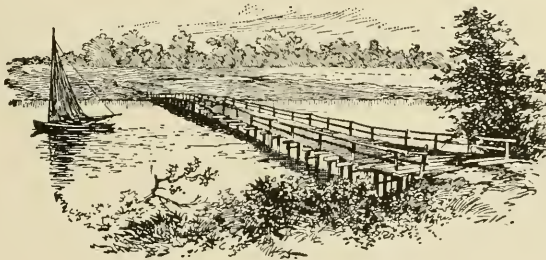
Governor Berkeley covered his name with infamy by executing a number of citizens of good repute who happened to be among those who differed with him, but he was recalled to England by the King and died in merited disgrace.

The burning of Jamestown does not appear to have led to its abandonment, for it is recorded that its population was considerable until near the end of the century. In 1690 the census of the English-speaking people in the colonies of the James was forty thousand.

The growing importance of the middle plantations which gradually developed into the settlement of the village of Williamsburg resulted in the year 1705 in its selection as the seat of government. The College, new State House and Governor's Palace were soon the marvels of the countryside, and poor old Jamestown was left to testify to the mutability of human affairs.

Many owners have possessed the land of Jamestown Island, and its successive title-holders have bestowed but scant care upon the remaining evidences of its old-time occupation as a busy pioneer community.

The late Mr. Edward E. Barney did more within a few years to develop its possibilities as a plantation and a patriotic resort than any of his predecessors. Large areas have been reclaimed from the marsh which once covered its rearward margins; roads have been built, and the fine old house has been made habitable.



BRIDGE AT JAMESTOWN.

The land upon which the greater part of the original town was situated is now covered by the waters of the James River, and the constant crumbling of the earth along the shore, often revealing fragments of ancient brick walls, has long threatened the stability of the beautiful tower of the "first church built in America." This picturesque land-mark is seen just above the wharf in the midst of the dense copse of sycamore trees and clambering vines which cover the little cemetery at its base. Just beyond it is the great mound of a Confederate fort long held by the Southern soldiers during the Civil War.



CEMETERY AT THE OLD CHURCH TOWER, JAMESTOWN.

About an equal distance down stream, in the midst of the well-tilled fields, is the substantial mansion which is believed to be the oldest European house in America.

Dr. James D. Moncure, a descendant of one of the early owners writes in response to an inquiry as follows :

WILLIAMSBURG, VA., April 17, 1894.

"Jamestown was situated on the upper end of the island, which was then a peninsula, connecting with the main land at a point now known as 'Amblers,' the thoroughfare being the mouth of Powhatan Creek. The mansion was built about 1640 by Wm. Cary or Carey, son of the then Mayor of Bristol, England. Wm. Cary left the property to his daughter Martha, who married Edward Jaquelin, a Huguenot, and a relative of the famous Vendean Chief, De la Roche Jaquelin, royalist leader in the First French Revolution. Mr. Edward Jaquelin gave the place to his daughter Elizabeth, who married Richard Ambler, the son of John Ambler, Sheriff of West Riding, Yorkshire, England. Richard left the property to his son Edward Ambler, who married Mary Cary, the daughter of Col. Wilson Cary, of Celeys. Miss Mary Cary was sought in marriage by Gen. George Washington, when a youth, while she, Mary Cary, was on a visit to her sister, Mrs. George Wm. Fairfax. See Bishop Meade's book Col. Cary's reply to Washington's suit.\*

"Edward Ambler left the mansion to his only surviving son, Col. John Ambler, who commanded the James City troops during the revolution.

"The British burned the house in 1776, and it was rebuilt in 1780 on the old foundations except the wings, which extended on each side of the present house, and a varanda occupied the entire front. This house was again destroyed in 1862 by the Federal army, leaving the old solid walls still standing. The interior was rebuilt on a different plan in 1866-67. Col. John Ambler gave this place to his eldest son, Major Edward Ambler, who sold it in 1821. Col. Ambler's son, John Jaquelin Ambler, states in his family records that as a boy ten years old he had often walked from Jamestown to the 'Main' Farm, now known as the Main, Amblers and St. Georges. My uncle, John Jaquelin Ambler, was born in 1800.

"My records state that the estate of Jamestown contained in 1781, 3,200 acres; this does not include that part of the island subsequently bought from Sam. Travis.

"Richard Ambler built the first custom house in the English colonies at Yorktown, still standing, and he came here to take charge of the custom dues.

"Yours very truly, etc.,

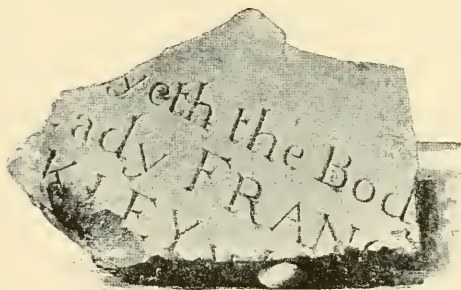
"JAMES D. MONCURE."

\*NOTE.—The reply of Wilson Cary, Esq., to Washington's suit for his daughter was in these words: "If that is your business here, sir, I wish you to leave the house, for my daughter has been accustomed to ride in her own coach." The young lady has been said to closely resemble Martha Washington.



Edward Jaquelin referred to in Mr. Moncure's communication was a son of John Jaquelin and Elizabeth Craddock, the father being one of the noble family of La Roche Jaquelin, Huguenots, who fled from France during the reign of Charles IX. before the massacre of St. Bartholomew, saving and bringing away much of their great wealth.

Soon after the property was transferred, Mrs. Louise J. Barney presented all of the land in the immediate vicinity of the old church tower, covering an area of 23 acres, to the Association for the Preservation of Virginia Antiquities at Richmond, the gift thus bestowed covering the land still remaining upon which foundations of the early homes of Jamestown may be traced, and granting free use of wharves, roadways and bridges upon the estate.



FRAGMENT OF LADY BERKELEY'S GRAVESTONE.

The fine old tower presents a most interesting study to the historical student and all intelligent travelers. It bears internal evidence of having been utilized as a watch-tower, having three floors, the centre one being reached

probably by a movable ladder, and neatly plastered, as a guard-room, while the upper story was provided with loop-holes for musketry. No traces are now to be found of a church structure, but this is explained by the statement made in Bishop Meade's writings,\* wherein he states that about the end of the last century Mr. William Lee, of Green Spring, and Mr. John Ambler used the bricks of the former church foundations to build a wall around the graves, enclosing an area about one-third the size of the original cemetery, and including the church site. This wall still remains partly in place.

Hardly second in point of interest to the old tower of English made brick are the graves of the sleepers in the shadows of the little church-yard. The saplings planted here by loving hands have so grown about and over several of the tombstones as to partially envelop them in their trunks, lifting them from their original places. Such is the case especially in regard to the tomb of Lady Berkeley.

\*Old Churches, Ministers and Families of Virginia, by Bishop Meade, 1857.



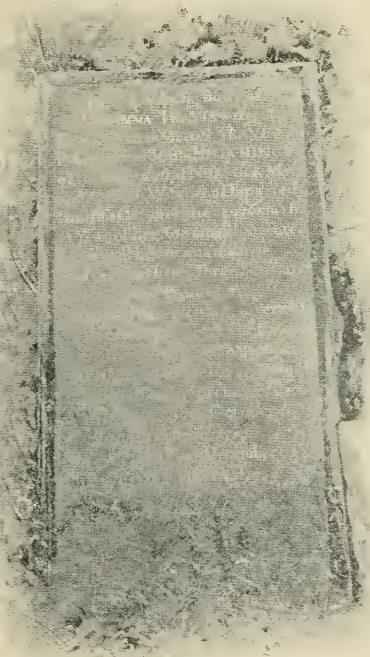
Pending the proposed restoration of this sacred acre most of the grave-stones have been numbered and removed to a safe place, their respective locations being carefully marked. One large slab of English iron-stone remains in its original situation, however, containing the following well-executed inscription :

Under this stone lies interr'd  
 The Body of  
 MRS. HANNAH LUDWELL,  
 Relict of  
 The Hon. PHILIP LUDWELL, Esq.,  
 By whom she has left  
 ONE SON AND TWO DAUGHTERS.  
 After a most Exemplary Life  
 Spent in the cheerful Innocence  
 And The Constant Exercise of  
 Piety, Charity and Hospitality,  
 She Patiently Submitted to  
 Death on the 4th Day of April,  
 1731, in the 52d Year  
 of her Age.

The cemeteries contain many members of the families of Ludwell, Beverley, Byrd, Jaquelin, Ambler, Travis, Harrison, Edwards and Blair.

Regarding the claim that the existing tower was a part of the first church built by Christians in America, Bishop Meade makes the statement that the earliest place of worship was made from old sails fastened to trees, the second was a log building, which was soon burned down, the third was a wooden building, 24x60

feet, built prior to 1611, and is probably the one in which Lord De la Warre, as Governor, the Council and other officers deliberated, and in which Governor Yeardley held sessions for public business in 1619.



SUSANNA TRAVIS' GRAVESTONE, JAMESTOWN.

The dimensions of the old church of which the tower was a part were 28x56 feet, and it is believed, therefore, that this church was erected after the burning at the time of Bacon's Rebellion in 1676, and used long after the removal of the Government to Williamsburg in 1705.

In 1733 a silver font was presented to the church by two members of the Ambler family.



GRAVESTONE. TRAVIS CEMETERY, JAMESTOWN.

In the midst of a copse of trees, surrounded by plowed fields, nearly a mile from the manor-house, is a ruined little cemetery enclosure containing the graves of some noted Virginians. It is the site of the main church upon the old Williamsburg road. The tombs here are also embedded in the old trees, and upon those in sight the sculptured letters are artistically cut in the enduring black marble, as sharp and clear as when they came from the English workmen. Two of them bear a well drawn death's head, in low relief, crowned with a wreath of laurel.

## ASSOCIATION FOR THE PRESERVATION OF VIRGINIA ANTIQUITIES.



JAMESTOWN ISLAND is situated on James river, 72 miles below Richmond and 40 miles above Norfolk. The Island was reached by the first colonists on May 13, 1607, and the landing was made the next day from the three small ships, the *Susan Constant*, *The Good Speed*, and *The Discovery*, which brought over our first settlers. The ships were moored to the trees close to the thickly-wooded banks along our shores. Disembarking from the vessels, a sail was stretched to the boughs of the trees, under which they were assembled, and the first Protestant religious exercises on the American Continent took place, when the Rev. Robert Hunt administered the Holy Communion, and all gave thanks to God for their safe voyage upon the trackless ocean.

THE ASSOCIATION FOR THE PRESERVATION OF VIRGINIA ANTIQUITIES was organized in 1888, "its object being to acquire, restore, and preserve the ancient historical buildings and tombs in Virginia." It was established and is controlled by Virginia women, but with many men as members, and on its board and committees. It was chartered in 1889. To this Association the country owes the existence of any relics of interest of old Jamestown, and indeed, almost the existence of the upper part of the Island. By an act passed in 1892, the State of Virginia conveyed to the Association any rights it might have at Jamestown.

On March 3, 1893, Mr. and Mrs. E. E. Barney generously gave 22½ acres surrounding the churchyard. Until Mr. Barney purchased the Island, the tombs and tower had been constantly subject to the vandalism of visitors. The A. P. V. A. at once enclosed its property, placed a keeper in charge, strengthened the tower, which had gotten into a very weak condition, and planted trees and flowers.

When the grounds were acquired by the Association they were a wilderness of underbrush and weeds, the tombs in the graveyard were fast crumbling away, and the old Church Tower, the oldest and most precious possession, in danger of falling to the ground. The river was making rapid inroads on the shore and for a number of years the most important work of the Association was the endeavor to secure a sea-wall. Its efforts have been successful and Congress has made three appropriations for the purpose. Upon visiting the grounds of the Association it will be seen at

once the vast amount of means and energy which has been expended to complete the work of restoration and preservation of this historic spot.

Here were the first trial by jury, the first English church, the first English marriage, the first birth of an English child in Virginia, and in 1619 the first legislative assembly in America convened in the church here and at its first session took measures towards the erection of a University and College.

The same year the *Treasurer*, a ship belonging to Capt. Argall, and a Dutch man-of-war, which had been engaged together in robbing the Spanish plantations in the West Indies, arrived with some stolen slaves, twenty in number, of whom they sold to the people of Jamestown.

Here memory carries one back to the starving time, the Indian massacres, the cruel torch of fire, which destroyed the homes and churches of these dauntless pioneers, and also the bright spots in the life of the colony, which have illumined the pages of history and of romance.

That which stands out most conspicuously is the story of the fleet-footed messenger of warning, the Princess Pocahontas, daughter of the great Indian chieftain Powhatan; her fascinating personality, her conversion and baptism, and her marriage, which has been the theme of the artist and the writer even to this day. She was married to John Rolfe at the age of fourteen in April, 1614, in the church at Jamestown, where she was also baptized.

Many monuments have been erected commemorative of historic events, and many of them were erected by National patriotic organizations, and by the Association in 1907.

Old-fashioned shrubs and flowers abound, including two varieties of the "Jimson weed," which originated at Jamestown.

The tourist should not fail to see the ancient graveyard, and the unearthed foundations, tombs and chancels of the two churches burned down in the early years of the Colony. After the fragments of the earlier church, the most interesting thing in the ruins is a tomb in front of the chancel, which once bore inlaid brasses (removed at some unknown time). This is the only example of such a tomb in America. To many the channels in the stone seem to show a pointed helmet and other conventional indications of knighthood, and it has been plausibly conjectured that the tomb was in memory of Sir George Yeardley, who died at Jamestown in 1627, the first Governor of Virginia.

Proceeding up the road from the wharf, visitors soon reach the ground given by the Association to the United States Government for a monu-

ment site. In the midst stands a shaft one hundred feet high, modeled after the Washington monument in Washington, but with more graceful lines, erected in 1907. There are five tablets, containing appropriate inscriptions commemorating the tercentenary of the landing of the first settlers.

The Association charges a small fee to enter its grounds and buildings, but is mainly supported by the life and annual membership dues of its members, who come not only from Virginia, but from all parts of the country.

The headquarters of the Association is in the John Marshall House, Ninth and Marshall streets, Richmond, Virginia, which was a gift from the city of Richmond, and which is established as a Memorial to that great jurist.

## WILLIAMSBURG.

It is but a few miles across the peninsula formed by the James and York rivers in the vicinity of Jamestown Island, and intermediate is the picturesque old town of Williamsburg, Virginia's first State capital, and, with the exception of Harvard, the seat of America's oldest college, William and Mary, dated from 1692. A direct highway connects the wharf at Jamestown with Williamsburg, thus giving the residents an excellent connection with steamers.

One of the undertakings seriously considered in this region at present is the completion of a trolley system connecting Old Point Comfort, Hampton, Newport News, Big Bethel, Yorktown, Williamsburg and Jamestown Island with steamboat connection up or down the James River, thus forming the most interesting, historic belt-line in America. Williamsburg was founded in 1632.

The old Capitol in which Patrick Henry made one of his greatest speeches, including the defiance, "If this be treason make the most of it," was burned in 1832.

A recent visitor to Williamsburg has written of it in the following appreciative way:

"Before the late war, it was the boast of the people that not a pauper could be found, and in proof of that, I am told that the communion alms collected from various churches had to be sent elsewhere for distribution. Interest and curiosity led me to present my letters of introduction, and very soon I learned from venerable lips, nothing loth to dwell upon the grandeur of the past, of the illuminations at Lord Dunsmore's palace; of the grand balls given there, when coaches and four rolled up the avenue, filled with ladies and gentlemen in all the glories of lace ruffles, farthingales, patches and powders; of the excitement of





Mary  
Williams College.

WILLIAMSBURG



THE POWDER  
HORN

the citizens when Tarleton with his dragoons dashed up Duke of Gloucester street, or of the visit of General Lafayette in 1824. There is not a foot of ground in the place that has not some historic or romantic interest. At the head of Duke of Gloucester street stands William and Mary College. She has been called the 'Westminster of America,' for in her dark vaults lie entombed the ashes of Lord Bosetome, Bishop Madison, Sir John Randolph, Peyton Randolph, Chancellor Nelson and many others equally celebrated in the history of America.

"At the opposite end of the street, immediately facing the College, stood the Capitol, and midway between the two is Bruton Parish church, perhaps the oldest Episcopal church now in use in the United States; no one knows its age, but the authorities on such subjects are inclined to the belief that the oldest part, the Norman tower, dates as far back as 1640.

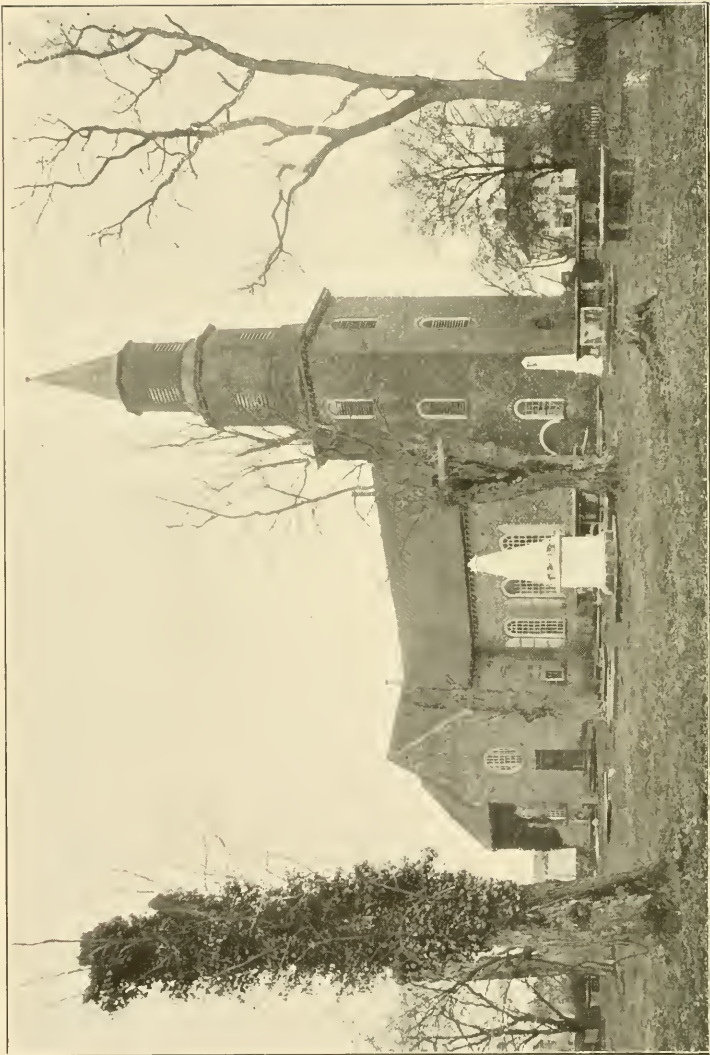
"The communion service and font, still in use, were brought hither from a church in Jamestown, which had been burnt. As it is a well-known fact that Pocahontas was baptized in the church at Jamestown, so we may safely conclude it was at this very font that the ordinance was performed. There are two other communion services. One bearing the arms of England, and presented by King George III., is of massive silver. But as to the other, which is of gold, there has been much dissension; some think that Queen Anne was the donor. The bell of the church was given by an English gentleman, and there is a pretty tradition connected with it. It is related that while the metal was in a liquid state Queen Anne threw into it a lapful of silver, which is the cause of its peculiarly musical tone.

"The church is built in the form of a cross, the brick having been brought from England, 'packed in oil.' Literally,

O'er buttress and tower the ivy is creeping;  
In its lone, dark aisles the weary are sleeping,

for a large part of the edifice is covered by a luxuriant growth of vine, and in the vaults beneath sleep many noble sons of the Commonwealth.

"Strangers always pause before one grave, that of Lady Christine Stuart, sister of Charles Stuart, Earl of Traquaire, and a member of the royal house of Scotland. She married a Virginia gentleman, and lived and died in Williamsburg. There is no tombstone to mark the spot, but the ivy creeps lovingly over the place, and it is well remembered. The descendants of this lady are the nearest living relatives of Mary Stuart, and many of them inherit the grace and beauty of that ever-fascinating queen.



BRUTON PARISH CHURCH, WILLIAMSBURG.

“Not far below the church, in the same street, is the Court House, designed by Sir Christopher Wren, and called by architects ‘a building perfect in its proportions.’

“Near by is the house in which General Winfield Scott boarded awhile, a student at ‘William and Mary’; also the office in which the *Virginian Gazette*, established in 1700, was printed. Still lower down was the site of the old Raleigh tavern, where, within the so-called ‘Apollo Hall,’ Patrick Henry and his comrades uttered so many treasonable sentiments.

“Not a stone’s throw from this spot stood the clerk’s office and the Capitol; and on France street, near by, was the boarding house in which the members of the House of Burgesses took their meals.

“Continuing my strolls, I soon found the Masonic Lodge, of which General Washington was a member; in the building his chair is carefully preserved.

“The Saunders Homestead, adjoining the palace grounds, the Wythe Mansion and other early residences hint of the grandeur of days long faded into history, and whose once proud and happy inmates sleep in forgotten graveyards. ‘*Sic transit gloria mundi*.’”

## SCOTLAND.

When the steamer POCAHONTAS turns away from Jamestown she heads across the river to the landing of Scotland, where extensive wharfage, great piles of lumber, cordwood, and pyramids of barrels account for the presence of a group of vessels, large schooners and tugs. The prongs of a railway, the “Surry, Sussex and Southampton,” lead out upon the wharves, either side of the warehouse, and connect tide-water with the three counties indicated in its title.

This place, as well as many others along the river, must suggest to the passing traveler who is of a practical nature the abundant and varied opportunities for profitable investment in cheap forest lands; in fruit-preserving plants; building material establishments, and varied industries for which the raw material is close at hand and which the facilities for cheap water carriage place in close touch with the centers of traffic. Labor is low priced and plentiful, the entire region wonderfully healthful, and so easily reached that the business man, leaving New York at 8 P. M., may arrive at river points (upon alternate days, at present), as far as Jamestown before 12 o’clock the next day.



SLAVE QUARTERS, UPPER BRANDON,



## HOMEWOOD.

Less than a dozen years ago this peninsula, known upon the maps as Hog Island, was acquired by Mr. Edward E. Barney, of Dayton, Ohio, who foresaw its possibilities, both in regard to fertility and its advantage of location for shipment of stock and products of the soil. Large sums were expended upon dyking, ditching and other improvements. Tasteful cottages were built and furnished to meet the requirements of the owner and his family, his manager and employes and for offices. Great stables and barns were provided, and a long pier carried out to deep water. The estate covers 3,200 acres, a large tract being covered with heavily timbered forest, through which roads have been hewn and graded. Here the grand sweep of the James River surrounds the cultivated acres upon three-quarters of the circle. The grazing fields are well dotted with fine cattle. Great squares of corn and other cereals rest green in the summer sunshine: every sort of table produce is grown upon an extensive scale. The soft winds lave the sandy beach with wavelets; well-kept lawns, bright with flowers, surround the pretty avenue of houses, and, with its store, warehouses, postoffice and the other essentials of this industrial principality, there is represented the embodiment of a successful agricultural village in the heart of the most favored section of the United States, when all conditions are fairly taken into account. Pure water is obtained in abundance here, as at Jamestown and Meadowville, by driven wells from 400 to 600 feet deep. Fish and oysters of the finest kinds are the yield of the broad river. Deer roam the forest, partridge, quail, duck and wild turkeys delight the hunter with their abundance. The enthusiasm of the resident owner in this ideal place is justified by the results of the faith which tempted him to undertake this notable reclamation of a wild and long neglected spot. Mr. William F. Gray is the present owner of Homewood.

The tourist dining upon board of the steamer POCAHONTAS will find the table garnished with early vegetables from Homewood and Jamestown. The only stop made by the steamer between Homewood Landing and Newport News, distant about twenty miles, is

## FERGUSSENS,

which, like Scotland, is a lumbering and fishing station. The river broadens in its estuary to about five miles, and the channel is nearly

direct to the great elevators which loom above the level of the Virginia low-lands at the seaboard terminus of the Chesapeake and Ohio Railway at

## NEWPORT NEWS.

If the war of 1861-65 devastated Virginia in the attrition of contesting armies, it certainly bestowed great eventual prosperity upon her once drowsy seaports. Nowhere in the South has material prosperity been more constant or more overflowing with promise of an abundant future than within the capes of Charles and Henlopen. Norfolk has developed, Portsmouth revived, Old Point Comfort rejuvenated, and Newport News, which lay a dormant and unconsidered plain before the armies of the Union whitened its fields with tents in 1861, has been created.

The restless energy of capital, forever seeking a point of union between inland and seagoing transportations, the essentials of which are cheap railway construction, low grades, deep water and a protected anchorage, found, at Newport News, all of these advantages. Within a dozen years a city now having a population of about 8,000 has come into existence. The late Mr. C. P. Huntington, formerly president of the Chesapeake and Ohio Railway, built his peninsula line down from Richmond through the old battle-fields, spread a maze of sidings at the water side just here, reared lofty grain elevators and massive coal piers, built the hotel Warwick, fronting upon a pretty park, with its casino and pleasure pavilions, and a little later the Newport News Ship Building and Dry Dock Company began the construction of one of the greatest ship yards and dry docks in the world, with machine shops which employ a brigade of skilled workers both in construction and repair of sea-going vessels, two of which launched from this yard are the largest iron commercial vessels yet made in this country.

The Chesapeake and Ohio Railway is about 1,650 miles in length, its western terminals being Lexington, Kentucky, and Cincinnati, Ohio, those in the east being Baltimore, Philadelphia and New York to the northward, and Washington, Newport News and Norfolk in the south. It passes through numerous centers of manufacturing, mining and agricultural industry.

It is operating a transatlantic steamship line from Newport News to Liverpool and London. The number of wharves is seven, depth of water at wharf ends, 26 feet at low tide. Three banks, seven land companies, three building and loan associations, water works, electric lighting, electric railway

ice factory and about 200 business firms exist at this point, good schools, a newspaper—the *Sun*—churches, an opera house, and a first-class hotel.

The trolley line extends from Newport News to Hampton and Old Point Comfort. Just in front of the coal wharves, and a little distance off shore, lies the wreck of the U. S. frigate *Cumberland*, sunk at the time of the memorable fight between the *Monitor* and *Merrimac*. This event, which has resulted in a radical change in the navies of the world, took place in Hampton Roadstead, in the immediate vicinity of Newport News, and should have more than passing mention.

## THE MONITOR AND MERRIMAC.

The state of Virginia, whose deep attachment to the Union is indicated by the cession of her claims to the Northwest Territory, and her successive efforts in the interest of harmony, having failed to arrest the dismemberment of the government, by the Peace Commission, and the Peace Congress, which she had inaugurated in 1861, seceded on the 19th of April, 1861, upon President Lincoln's proclamation of April 15th, calling for the enlistment of 75,000 troops from the States then in the Union to suppress the so-called rebellion of the Southern States.

At dusk on the evening of the 20th of April, 1861, the U. S. Steamer *Pawnee* reached the Norfolk Navy Yard with dispatches from Washington to Comodore C. S. McCauley, then in charge of that station. The Union forces at the yard, consisting of the frigate *Cumberland*, the sloop of war *Pawnee*, and some 800 officers, sailors and marines, deluded by the bold front of the small Confederate force then in Norfolk, and by the *ruse de guerre* of running empty trains up and down the Petersburg Railroad, presumably bringing in reinforcements, were induced to abandon the post that night, after a partial destruction of its buildings, ships, stores and munitions of war.

On the 30th of May one of these ships, scuttled, partially burned, and known as the *Merrimac*, was raised, docked, and in time became the Confederate iron-clad *Virginia*. The middle portion of the hull for about 170 feet was covered with a casemate of wood; the sides inclined at an angle of 35 degrees, were covered with 4 inches of iron plating, which was rolled at the Tredegar Works, in Richmond. The bow and stern projecting from under this casemate, about 58 feet at each end, were decked over and submerged about two feet under water. When prepared for action the *Virginia* had much the appearance of an acute angled house roof afloat,

March 8th, 1862. The *Virginia*, attended by the small gunboats, *Beaufort* and *Raleigh*, left the harbor of Norfolk at 11 A. M. and reaching Newport News at 3 P. M., attacked the Federal fleet stationed at the entrance of the James at about the river front now included within the Chesapeake and Ohio piers. The U. S. frigate *Cumberland*, mounting twenty-four large guns, was struck in the starboard fore chains by the ram of the *Virginia* and sunk within less than half an hour. The U. S. frigate *Congress*, of forty guns, endeavored to escape the fate of her consort, but went aground, head in shore. In this position she was attacked by the *Virginia*, the two gunboats, *Beaufort* and *Raleigh*, and the armed steamers, *Patrick Henry* and *Jamestown* which came down the James River to aid the Confederate fleet. The *Congress* was surrendered in about forty-five minutes after the *Cumberland* had sunk, and was burned that night by the Confederates. The loss in the *Cumberland*, killed or drowned, amounted to 120; in the *Congress* to 130. That night the *Virginia* anchored off Sewell's Point, to complete the destruction of the Federal fleet at Old Point the next morning. On the morning of the 9th of March, 1862, the *Virginia* moved out into the Roads to complete the destruction of the frigate *Minnesota*, which had been prevented the evening before by the approach of night, but now found a new and unexpected antagonist in the *Monitor*, or *Ericsson* which had reached Old Point the night before at 10 P. M. A battle ensued between these two ironclads for four hours, but without material damage to either. The *Monitor* having withdrawn once from the action to hoist shot into her turret, as was subsequently explained by her executive officer, and having now at 12 o'clock again retired from the action in consequence of the severe wounding of Captain Worden (by the explosion of a shell from the *Virginia*, which resulted in some confusion from a change in the command), the commander of the *Virginia*, after awaiting a reasonable time, as he thought—about three-quarters of an hour—for the *Monitor* to return to the field of action, took advantage of the flood tide then running, and proceeded to Norfolk, to repair the damage to his battery, some of the guns of which had been broken off and otherwise rendered useless in the engagement of the day before with the Union fleet.

On the 11th of April, 1862, the *Virginia* again visited the Roads, and offered battle to the *Monitor*, and Stevens' iron battery, then at Old Point, in the presence of the *Gassendi* and *Catinet*, French men-of-war, and the *Rinaldo*, an English man-of-war. The gage not being

accepted, the Confederates then proceeded, with two of their wooden gunboats, to capture and bring out three Union merchant vessels lying at anchor at Hampton Bar. This done, the *Virginia* waited in the Roads until 5 P. M., and then returned to Norfolk, as the *Monitor* still lay under the guns of Fort Monroe.

May the 8th, 1862. The *Virginia* made her third visit to the Roads, at the time the *Monitor*, Stevens' *Naugatuck*, and other Union vessels were engaged in shelling the Confederate battery at Sewell's Point. Upon the appearance of the *Virginia* the Union vessels retired to Old Point, the *Virginia* followed them to within two miles of Port Monroe, but observing no purpose to engage, returned and anchored off Sewell's Point.

The concentration of the Confederate army at Richmond to oppose McClellan necessitated the evacuation of Norfolk. The *Virginia* being utterly unseaworthy, and her draught of water twenty-three feet, rendering her removal up the James River impossible, she was run ashore in the bight of Craney Island, on the eastern side, the evening of May 10th, 1862 (Norfolk being then in the possession of the Federal troops), and being set on fire that night by the Confederates, blew up at 5 A. M. of the 11th.

The *Monitor* was lost at sea off Cape Hatteras the night of December 31st, 1862.

See "Battles and Leaders of the Civil War." Century Co., Vol. 1, p. 692. *et seq.* "U. S. Rebellion Records," Series I, Vols. V. and IX. and Vol. XI. Part III. *New York Herald*, April 12th, 13th, and 15th, 1862.

## OLD POINT COMFORT AND FORT MONROE.

Old Point Comfort is a name which lingers pleasantly in the memories of thousands of pleasure travelers. Long before the operations hereabout during the Civil War a large, old-fashioned hotel, very popular with the families of the affluent planters, was located in front of the great fort, but early in the struggle, after it had served for some time as a hospital, it was destroyed by orders of the Government to allow free command of the harbor to the guns upon the nearby ramparts.

Soon after the war Mr. Harrison Phœbus, who was connected with the express business at this point, built a small hotel, mainly for the accommodation of the army families, from which modest building has grown the great Hygeia Hotel, which was demolished by order of the United States Government.



Upon the opposite side of the little street which leads back across the Government reservation, from the fine Government wharf and the Hygeia Hotel, is the new and costly Chamberlain Hotel, which finds a large patronage, and is one of the most successful watering places in the United States, open throughout the year, and always gay with coming and going travelers, who find this a most agreeable midway point between the North and the South.

Fort Monroe is the most extensive of our military fortifications. It was commenced in 1819, and is a massive example of the old-time defensive work, being heavily built of hewn stone, surrounded by a moat, with casemated and barbette guns, and a great water battery. The parade is surrounded by barracks and officers' houses set in a profusion of shade, the whole forming a very pretty village of military flavor, which is always open, with its little chapel, neat walks, trophies and picturesque parades to the civilian sojourners.

Fort Monroe is the National Artillery School, and the practice at sea-targets with the big guns is very interesting.

Representative ships of the new navy of this country and of foreign powers are nearly always anchored in front of Old Point Comfort. The young officers of the artillery vie with their brother warriors of the ocean in striving for the smiles of the beautiful girls who are never wanting at the Chamberlain Hotel.

From Old Point Comfort a trolley line leads across to the main land of the Peninsula, through the village of Hampton, which has an ancient church worth the stranger's call, and on to the National Military Home for Disabled Volunteer Soldiers, the main building of which was in *ante bellum* days the "Chesapeake Female College." The beautiful grounds of the Home and its constantly growing cemetery of aged inmates adjoin the Hampton Normal and Agricultural Institute, which is devoted to the education of young Negroes and Indians of both sexes for the spread of enlightenment among their races. Seventeen trustees representing six evangelical denominations control the Institute, which employs the service of about eighty instructors and assistants, and has an average of above 900 pupils of all grades. The majority of the graduates become teachers of their people. The "plant" of the Institute cost \$550,000, which was donated by humane persons from many sections, from which source about \$60,000 is annually received for operating expenses. Large sums are earned by the students by labor in return for tuition.

Visitors are made welcome at both the institutions at all times.

The trolley line extends beyond these interesting places to Newport News.

## BIG BETHEL.

A short distance from Old Point Comfort upon the old road to Yorktown is the scene at Big Bethel of one of the early engagements of the Civil War.

Upon the preceeding evening an expedition left the fortified Union comps near the lower end of the Peninsula to attack the Confederates, who were strongly entrenched at that place. The Union troops included Duryea's Zouaves, Townsend's Albany Regiment, a Naval Brigade and Battalion of Regulars from fort Monroe.

In the darkness the troops fired into each other, and upon the morning of June 10th, 1861, proceeded to engage the enemy. The expedition had but little artillery, while the Confederates were able to use about thirty cannon well masked, and the result was a repulse, the most notable and regrettable casualty being the death of Lieut. John T. Greble, of the Regular troops, who commanded the battery; a young officer of fine promise and influential family, resident in Philadelphia.

The steamer *POCAHONTAS* connects upon alternate mornings at Old Point Comfort with Baltimore and Washington steamers and the transfer boat from Cape Charles, which brings the passengers via the New York, Philadelphia and Norfolk Railroad, who left New York the preceding evening at 8 o'clock. Breakfast may be had upon board the *POCAHONTAS*.

## NORFOLK.

The distance between Old Point Comfort and Norfolk via steamer is a little more than 11 miles. This interim of space has been covered by the steamer *POCAHONTAS* in thirty-six minutes.

In approaching Norfolk the vast coal shipping wharves of the Norfolk & Western Railroad are seen at Lambert's Point upon the left. Many large steam and sail craft are always clustered here awaiting their cargoes. The channel leading to the city is guarded by Fort Norfolk upon the left, while opposite is the large building of the Marine Hospital standing out vividly against the somber screen of dense pine grove.

The Eastern and Southern branches of the Elizabeth River give Norfolk and its neighbor Portsmouth an extraordinary amount of wharfage room, and the facilities for transhipment are admirable.

The following "manifest," borrowed from a recent excellent local book, condenses the story of Norfolk's great trade into very concise form.

Norfolk is distinguished among American cities for its cotton, lumber, truck, coal, oyster and peanut trades.

As a jobbing emporium and manufacturing place.

For its foreign and coastwise traffic, its navy yard and seaside resorts.

For its story :

It was founded in 1680.

Besieged and burnt in the Revolutionary War.

Besieged in the War of 1812, and the Civil War.

And was the scene of the *Monitor* and *Merrimac* encounter in 1862.

It is in latitude 37 degrees north, and longitude 76.

The aggregate annual commerce is now \$150,000,000.

The leading lines are as follows :

Cotton.....	\$35,000,000	Coal and Iron.....	\$6,785,000
Jobbing.....	24,000,000	Truck.....	8,000,000
Lumber.....	10,000,000	Oysters and Fish...	2,500,000
Manufactures,	10,000,000	Peanuts .....	1,250,000

The exports (cotton chiefly) are \$30,000,000 a year.

The bank clearings are \$55,000,000 a year.

Of transportation lines Norfolk has :

Railroads .....	10
Coastwise steamship lines.....	5
Bay, sound and river lines.....	7

Norfolk mingles an intensely commercial atmosphere with the pleasant conventionalities of the old Southern town. The many new and costly homes in recently projected suburbs of Ghent and elsewhere contrast strongly with the roomy old-fashioned mansions of days gone by near the West End. At the Chamber of Commerce one will meet the representative citizens who have pushed their city to the front rank among seaports, and who will later entertain the stranger pleasantly at the "Business News Exchange" of the Virginia Club.

Among the notable buildings of Norfolk are the City Hall, Atlantic Hotel, Old St. Pauls Church, New City Market, Y. M. C. A. Hall, St. Luke's Episcopal Church, New Brambleton Ward School, Haddington Office Building, Norfolk Academy, New Atlantic City Ward School, Marine Bank.





ST. PAUL'S CHURCH, NORFOLK.

Old St. Paul's Church is much visited by strangers in town. It was erected in 1739, restored in 1832, and re-occupied in 1865. Its ancient cemetery, together with the ivy clad structure, form a most picturesque though melancholy picture.

The people of Norfolk take their seashore pleasure at Ocean View, a few miles to the north, upon the shore of Hampton Roadstead, and at Virginia Beach a short ride by rail through the piney woods to the eastward, where the handsome Princess Anne Hotel fronts upon the unhindered sea. This place rivals Old Point Comfort in popularity with Northern visitors. The landing of the steamer *POCAHONTAS* at Norfolk is at the Old Dominion Steamship Co. wharves, convenient to the street cars and trains. She also touches at Portsmouth.

In conclusion, it is earnestly hoped that the traveler over the James River route who has, by the aid of these pages, learned something of the storied past, the busy present and roseate future of this fruitful region, and its historic river, will feel so well repaid for the tour he has undertaken that it will lead him to commend its thronging attractions to many others who as yet only know of his charms "dimly as seen or heard from afar."



By special request the late Major A. H. Drewry has furnished for publication in this book the following able note upon

### TIDE-WATER VIRGINIA.

“This region has always been regarded as one of the most favored sections of the ‘Old Dominion.’ Various water courses irrigate a region naturally rich and highly productive of all the cereals, and the profitable growth of grapes and other fruits for trucking and stock raising.

“Much of the land is underlaid with fine deposits of marl, the most potent of fertilizers, with the development of rapid and cheap transportation from all the river points for all kinds of produce to the great cities of the North, ready sale for all surplus products seems now assured, greatly to the benefit of the farmer, the handler and the consumer.

“In point of abundance of food this region is unsurpassed by any portion of the whole country. There is an unfailing supply of fish and oysters, game of every kind, including deer, water and wood-fowl, among the latter being the partridge and wild turkey, and, in short, all the conditions of an idyllic existence.

“The population being almost purely native American, and largely descendants of the old families, is unusually cultured and refined.

With the improved drainage of low tracts along the river malarial conditions seem to have disappeared, while the genial and equable climate acts effectually against the inroads of typhoids, pneumonia and like diseases prevalent in less favored latitudes.

“Here the pleasure seeker and the invalid may alike enjoy the bright sunny days of winter at a time when the frosty winds and snows of the North would keep them in that region closely indoors. In verification of all this the passing traveler, especially upon the trip along the James River, may easily discover that a large proportion of the beautiful old mansions along its leafy shores are the homes of hale old men, born and bred there, scions of the families of long ago, real old Virginia gentlemen who have enjoyed life to its fullest and attained an age of 75 or 80



years, specimens of a class which in passing away has endowed large families with an abundance of this world's goods out of the profits of farming, a pursuit which, in the long run, is the best any man can follow; its rewards may be slow but they are far more sure than those of any other form of occupation. Here, under his own 'vine and fig tree' the land owner may rest at ease, secure against the terrors of blizzards, strikes and panics, happy in the society of those he loves and for whom he cheerfully toils."



FELIX KEEGAN, *President.*

J. E. DONAHUE, *Sec'y-Treas.*

# HOTEL LEXINGTON,

LEXINGTON HOTEL CO.

*The Lexington*

TWELFTH  
AND MAIN STREETS,  
RICHMOND, VA.

American  
Plan  
from \$2.50  
to \$4.00



European  
Plan  
\$1.00 and  
Upwards

Twelfth and Main Sts., RICHMOND, VIRGINIA

## THE FIRST NATIONAL BANK,

NEWPORT NEWS, VIRGINIA,  
Cor. Washington Ave. and 28th St.

Capital, . . . . .	\$ 100,000.00
Surplus and Undivided Profits, . . . . .	125,000.00
Deposits, . . . . .	1,200,000.00

We solicit accounts on our merits, and are in position to grant accommodations, large or small, consistent with prudent banking.

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**Sixteen years of successful banking is the best assurance for the future.**

Prosperity indicates Safety and Efficient Management. We Invite Your Business.

THE  
Norfolk National Bank,

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NORFOLK, VIRGINIA,

ORGANIZED AUGUST 1, 1885.

UNITED STATES DEPOSITORY.

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CAPITAL  
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\$800,000

COLLECTIONS PROMPTLY REMITTED FOR.

Accounts of Banks, Bankers, Merchants, Manufacturers and  
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# The Year-Round Resort of America.

OLD POINT COMFORT, VA.



## Hotel Chamberlain,

AT FORTRESS MONROE

The largest Military Post  
on the Atlantic Coast



ON HAMPTON ROADS

The Rendezvous of the  
Nation's Warships

With Climate Unequaled the  
Year Round.

GOLF, TENNIS, FISHING, SAILING, BAND CONCERTS,  
MILITARY DRILLS, NAVAL MANEUVERS.

Interesting Illustrated Booklet Free

Address GEO. F. ADAMS, Manager, Fortress Monroe, Virginia.

### POMPEIAN BATHS

The most attractive addition to the Chamberlain is the great bath establishment just opened. An immense sea-water swimming pool, of ceramic mosaic, is a most attractive feature in these baths. The pool, filled with salt water at an agreeable temperature, is covered with an immense skylight, and has such an abundance of light and air that one is practically bathing out of doors.

The hydrotherapeutic department includes every medicinal bath known to science. These baths at the Chamberlain have also a marked advantage—the use of the pure sea-water at the proper temperature. This is particularly advantageous, owing to the curative properties of the salts of the sea.

Special booklet on baths and bathing will be furnished on application.

# THE JEFFERSON,

Richmond, Virginia.



## EUROPEAN PLAN

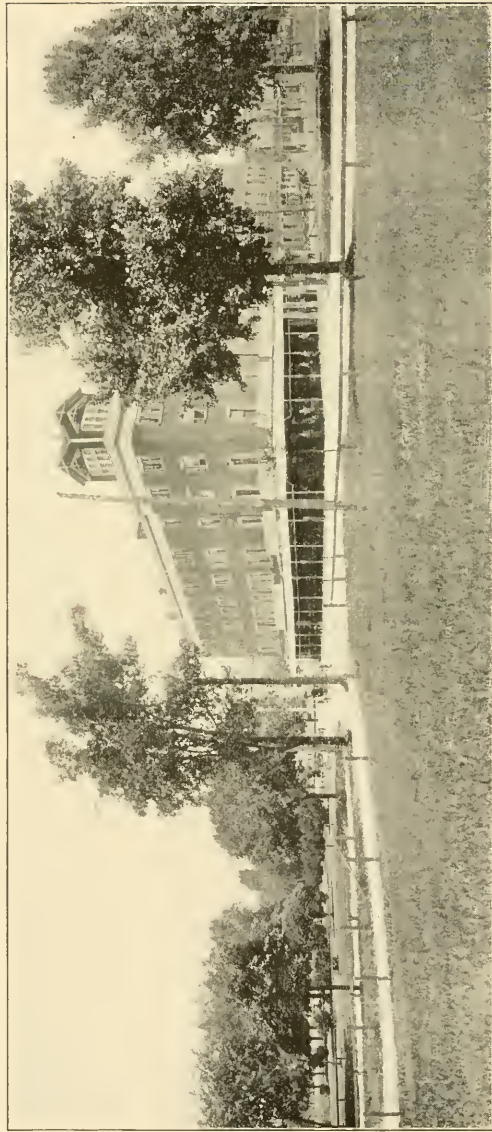
Ideally situated in the most desirable section of Richmond  
and within five minutes walk of the business  
center and shopping district.

400 ROOMS — 300 BATHS

Every comfort for the tourist. Every convenience for the  
traveling man. Rooms single and en suite. Turkish and  
Roman Baths. Spacious sample rooms.

Rates, \$1.50 per day and upwards. O. F. WEISIGER, Manager.





## Hotel Warwick, NEWPORT NEWS, VA. "In the Heart of Historic Virginia."

Excellent Appointments, Service and Cuisine at Reasonable Rates,

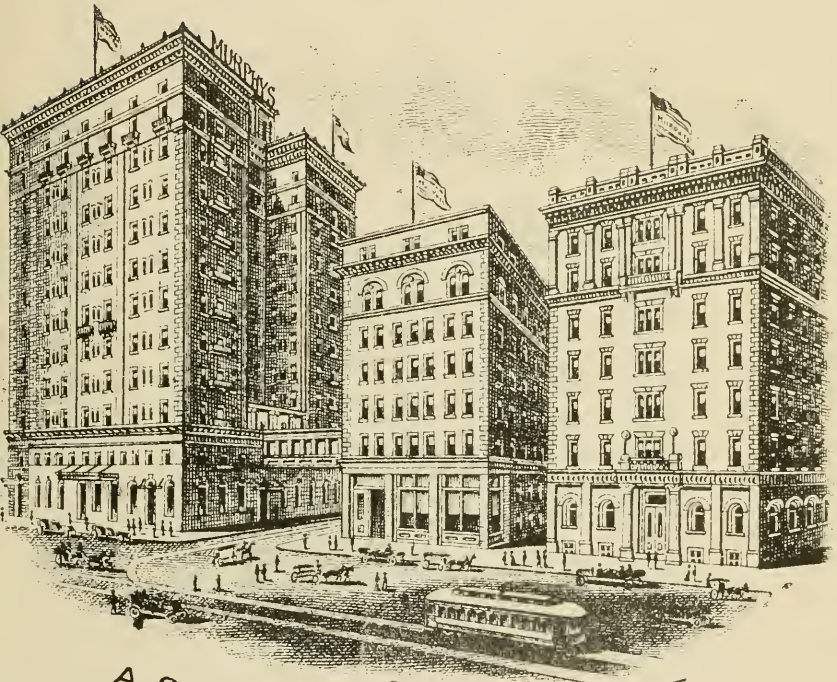
AMERICAN AND EUROPEAN PLANS.

WRITE FOR BOOKLET.

L. B. MANVILLE, Manager.

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RICHMOND, VA.



A STRICTLY MODERN HOUSE.

The newest, largest, most modern and best located hotel in the city. On direct car line from all railroads and with only one transfer from the wharf.

Murphy's Hotel is conducted on the European Plan, and our rates are from \$1.00 to \$5.00 per day. We have 500 rooms, with 300 baths.

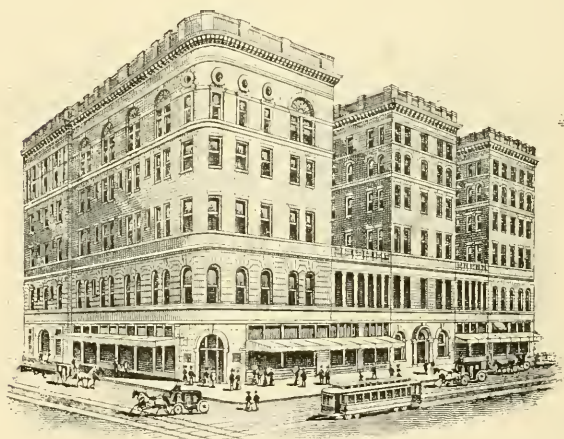
JOHN MURPHY, President.

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# The Monticello,

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Tidewater Virginia's Famous  
and Norfolk's Finest Hotel.



MONTICELLO REALTY CO.  
OWNER & PROPRIETOR

The home for the Tourist and Commer-  
cial Traveller during their  
stay in Norfolk.



CHARLES H. CONSOLVO, Manager.

# Old Dominion Line

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All Steamers Sail from Company's Wharf, Norfolk, Va.

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## SERVICE NORFOLK TO NEW YORK,

Every Week Day at 7:00 P. M.

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**FARE** First-class, one way, \$8.00, including Meals and State-room Berth. Round trip, 30 days, \$14.00. Tickets and Staterooms at Ticket Office, 169 Main Street, or on the Wharf, Norfolk, Virginia.

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## VIRGINIA DIVISION,

Night Line Every Evening Between Norfolk and Richmond,

Steamers Brandon and Berkeley. Leave 7:00 P. M.

Stopping at Newport News and Claremont  
in both directions.

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**FOR OLD POINT** Steamer Mobjack, week days, 6:30 A. M.; Portsmouth, 6:40 A. M.

**FOR NEWPORT NEWS AND SMITHFIELD** Steamers Smithfield and Ocracoke, week days, 6:40 A. M. and 3:00 P. M.; Portsmouth, 6:55 A. M. and 3:15 P. M.; Bay Line Wharf, Norfolk, 7:10 A. M.; 3:30 P. M.

**FOR EAST, NORTH AND SEVERN RIVERS** Steamer Mobjack, Mondays, Wednesdays and Fridays, 6:30 A. M.; Portsmouth, 6:45 A. M.; Bay Line Wharf, Norfolk, 7:00 A. M.

**FOR EAST AND WARE RIVERS** Steamer Mobjack, Tuesdays, Thursdays and Saturdays, 6:30 A. M.; Portsmouth, 6:45 A. M.; Bay Line Wharf, Norfolk, 7:00 A. M.

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Freight for Ware, East, North and Severn landings must be prepaid.

All schedules subject to change without notice.

Freight received every week day until 5:00 P. M.

# Old Dominion Steamship Company.

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## **Night Line for Norfolk.**

Leave Richmond every evening (foot Ash Street) at 7:00 P. M. stopping at Newport News and Clarendon en route.

Fare, \$2.00 one way; \$4.00 round trip, including stateroom berth; meals extra.

Street cars to steamer's wharf.

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## **FOR NEW YORK**

Via Night Line Steamers (except Saturday) making connection in Norfolk with Main Line Ship sailing following day at 7:00 P. M.; also Norfolk and Western Railway at 9:00 A. M. and 3:00 P. M., and Chesapeake and Ohio Railway at 9:00 A. M. and 4:00 P. M. making connection daily (except Sunday) at Norfolk with Main Line Ship sailing 7:00 P. M. Tickets 821 East Main Street, Richmond Transfer Company, The Jefferson, Murphy's Hotel.



# Virginia Navigation Company,

## James River by Daylight

For Richmond, Petersburg, Claremont, Old Point, Newport News, Jamestown Island, and all James River Landings.

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Steamer Pocahontas leaves Old Dominion Wharf, Norfolk, Tuesday, Thursday and Saturday at 6:00 A. M.; Portsmouth, 6:10; Old Point, 7:00; and Newport News, 7:45 A. M., due to arrive at Richmond at 7 P. M., connecting with evening trains. Special stop at Jamestown Island thirty minutes for party of five or more.

**FARE** Norfolk to Richmond, \$1.25. To  
Richmond and return, \$2.50.

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Steamer from Richmond on Monday, Wednesday and Friday, and from Norfolk on Tuesday, Thursday and Saturday, stops at all regular landings on James river.

Tickets on sale with J. W. Brown, Jr., No. 169 Main Street, Norfolk, on wharf and on board steamer.

Freight received daily (Sunday excepted) for all above points.

E. E. PALEN, *General Agent*, Norfolk, Va.

IRVIN WEISIGER, *General Agent*, Richmond, Va.

# Virginia Navigation Company's

## JAMES RIVER DAY LINE

**S**TEAMER POCAHONTAS leaves from Old Dominion Wharf, Richmond, Monday, Wednesday and Friday, at 6:00 A. M. for Norfolk, Portsmouth, Old Point, Newport News, Claremont, Jamestown and James River Landings, connecting at Old Point for Washington, Baltimore and the North.

Staterooms reserved for the night at moderate prices on the Pocahontas.

### **ELECTRIC CARS DIRECT TO WHARF.**

TICKETS ON SALE AT

Richmond Transfer Co., 821 East Main Street, or on Wharf or Steamer.

**Fare to Norfolk, One Way, \$1.25. Round Trip, \$2.50**

Freight received for above-named places and all points in Eastern Virginia, North Carolina and the East.

G. M. WYATT, *Agent*,

IRVIN WEISIGER, *General Agent*.













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