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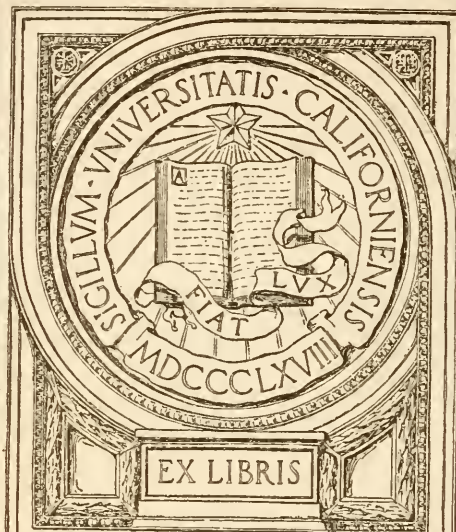
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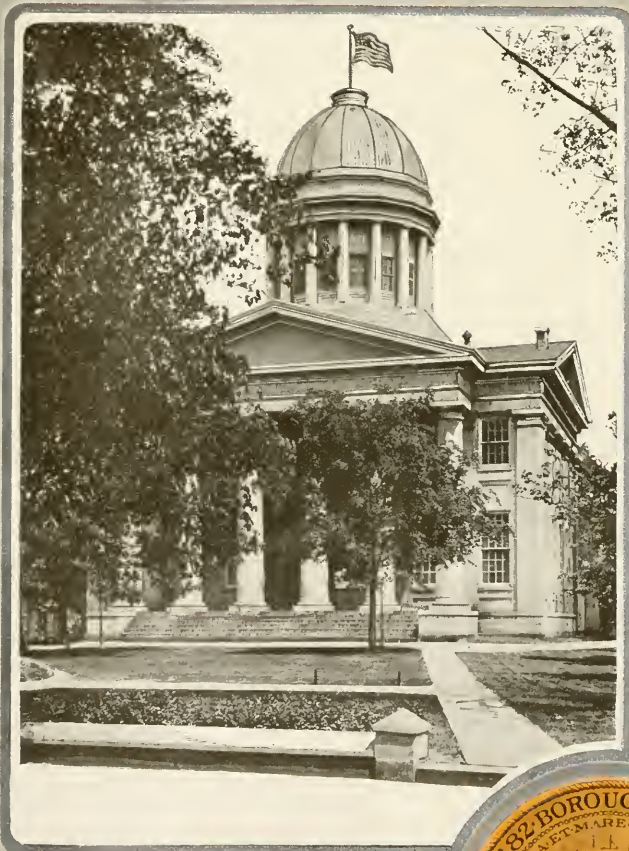


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NORFOLK VIRGINIA

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“THE SUNRISE CITY BY THE SEA”

LEGEND

*Here is health, here is opportunity—recreation for the
weary, pleasure in varied forms, reasonable living,
cheap fuel, good water and refined
society. What more should
man want?*



PRESS OF
BURKE & GREGORY
NORFOLK, VA.

NORFOLK VIRGINIA

"THE SUNRISE CITY BY THE SEA"



PUBLISHED BY

THE INDUSTRIAL COMMISSION
(Board of Commercial and Industrial Interests)

OFFICIAL :: 1914

The Industrial Commission of 1914.

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City Hall Avenue.

WHY NORFOLK IS.



IT TOOK no prophetic mind to conceive the prediction made many years ago that somewhere along the Atlantic Coast, south of Baltimore, would be built the largest, most prosperous city of these United States.

With but a cursory view of the map of the country, many locations can be selected that would satisfy the requirements of a large and progressive population; but as the eye surveys the various advantages both of land and water along the coast line, the vision unconsciously centers and rests at one main point where nature has been most lavish in all her best gifts topographically as well as geographically, and that point is the city of Norfolk.

Population as naturally turns toward this section as does the needle to the pole. For the poor man, Norfolk with its surrounding country is the garden of plenty, and for the rich it is the sesame to larger vaults of treasure, and presents unlimited opportunity for the development and increase of her capital. As paradoxical as may seem this statement, it is none the less true and reasonable, for to the poor it yields a cheap yet wholesome and substantial living, while for the rich it is so located as to feel the pulse of the nations and thereby presents opportunities for capital which exist in but limited quantities elsewhere.

For commercial reciprocity, Norfolk is superbly located, her water transportation touching the ports of the world, while her railroads require but a few hours for intercourse with the most distant cities by land.

To her port can enter the largest ships of the world, bringing the produce of other climes, and depart laden with the fruits of this prolific land. At her piers, ships from any port in the world can be unloaded on one side, and the goods loaded into cars on the other side for any point reached by rail in the Western Hemisphere.

Although the possibilities of Norfolk have been recognized by the observant eye since this nation was born, it is only since the days of great immigration and vast wealth, indeed within the last decade that she seems in earnest to have entered the lists for special recognition in the marts of the world.



View of Inner Harbor.

K. C. MANN

1. The Norfolk section ships annually to the North and West over \$15,000,000 worth of vegetables and fruits.

In the past ten years her growth in population, her increase in banking and manufacturing institutions, her improved class of buildings, street railway facilities and her splendid educational system place her in the front rank of her sister cities.

For the permanent home-seeker she possesses every inducement, for like every progressive city, her citizenship is cosmopolitan and the newcomer can select his associates from Canada to the Gulf, from the Atlantic to the Pacific, and even those trans-Atlantic and trans-Pacific are here to greet their compatriots, and all who come with the proper spirit to make Norfolk their home and with the welfare of Norfolk at heart receive the usual and every ready welcome and hospitality.

The climate of this section is most salubrious, reaching neither in Summer nor Winter the extremes of heat and cold.

The soil is of the most productive, verifying that beautiful thought of the poet who said "But tickle the soil and it laughs with a harvest."

Even now, in this, the Tidewater section of Virginia, three and four crops are produced annually, and under the improved methods of scientific and intensive farming, combined with modern machinery, to all of which farmers are becoming rapidly educated, the possibilities of this soil can not be estimated or exaggerated.

As a resort both in Summer and in Winter, Norfolk has become an important factor, with Old Point, Ocean View, Virginia Beach and Cape Henry, her suburbs superbly equipped in every respect for entertainment and with beaches and surf unsurpassed anywhere.

For the investor of idle capital, no better opportunity presents itself than in the real estate within and surrounding Norfolk: for not a foot of the land but must speedily double in value with the continual influx of population and the demands for home and business sites.

The advantages and inducements for manufacturing industries are manifold. With the raw material near at hand, cheap fuel and power, no lack of labor and unexcelled transportation facilities, both rail and water, the commercial destiny of this thriving city has been forecast by the prophets of



Virginia Beach Casino.



Bathing at Virginia Beach.

Within 24 hours by rail and water of twenty millions of people.

industry in no uncertain terms. The brightest star on the horizon of coming prosperity is the approaching completion of the Panama Canal, and if Norfolk does not reap a golden harvest through this tremendous artery of trade, it will be the fault of those who are blind to opportunity and profligate of talent.

Geographically, almost centrally located, with waterways communicating with the limits of the earth, and with railroads connecting the most distant points by land, these great an-



The Monticello Hotel.

tennae of commerce feel their way and gather in all the desirable products home and abroad, and stretching forth, reciprocally yield of the varied fruits of this semi-tropical paradise.) The health of this climate needs no confirmation further than a glance at the registry books of Norfolk's hotels both Winter and Summer to see the names of the aristocratic and wealthy of the land who seek in this climate a surcease from their usual career and a refuge, in quiet and conservative social intercourse, from the strenuous and fatiguing turmoil with which they are usually environed.



Ocean View Hotel.



Bathing at Ocean View.

The Building Operations in Norfolk in 1900, amounted to \$95,800.00; in 1913, they amounted to \$3,093,129.00.

The hotels, with no other resources than their God-given environment, in the game of the forests and streams and the fruits of the soil, can with satiety cater to the epicures of the world.



The Lorraine Hotel.

For recreation and amusement, Norfolk has her theatres, which, in structure and convenience, stand second to none, and which engage only the first talent of the stage for the theat-



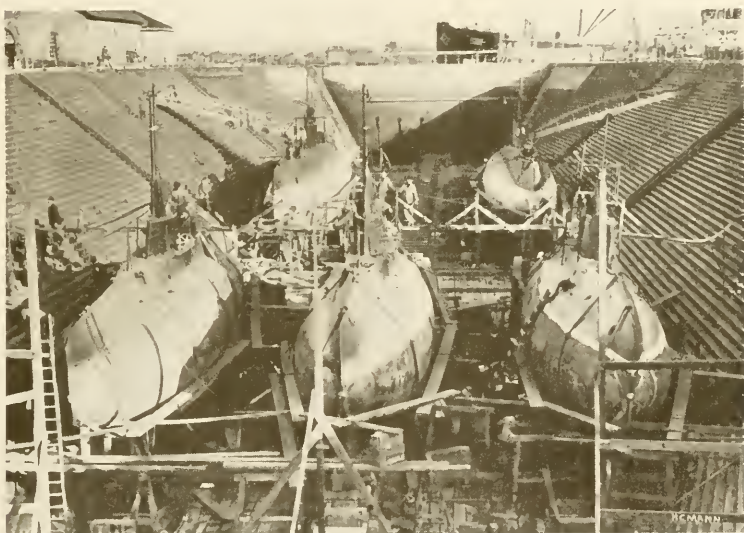
U. S. Naval Hospital, Portsmouth.

Fertilizer is manufactured and manipulated here to the extent of 300,000 tons annually, valued at \$6,000,000.

rical season, while within less than an hour's pleasant ride are Old Point Comfort, Ocean View, Virginia Beach and Cape Henry, most famous among seaside resorts for the sojourner for pastime or the seeker for health, either in Summer or Winter.

For those of sporting inclinations, she offers golf links, race courses, and an unlimited field for rod and gun. The marshes, easily accessible, teem with water-fowl, and the waters swarm with fish, both of world-renowned delicacy.

Educationally her facilities are far superior to those of many larger cities, and are far in advance of the demands



Submarines in Dry Dock.

of her present population. The public schools compare favorably with those of any city in the country, maintaining a high standard in every branch. Many private preparatory schools of efficiency, a practically free mechanics institute and public night schools afford ample opportunity for ambitious students.

Here, known as the Norfolk Navy Yard, though located across the river, and adjacent to the sister city of Portsmouth, have been constructed some of the most famous ships in the history of the Republic, and as a construction and repair



Battleships at Norfolk Navy Yard.

In 1913, there were exported from Norfolk, \$16,637,616 worth of products, and the value of imports amounted to over \$2,500,000.

plant, labor is furnished to thousands. It is approached by a thirty-five foot channel from the sea and its dry-docks can accommodate the largest ships in the Navy. In the Berkley Ward of Norfolk is situated the St. Helena Naval Training Station, the second in importance in the country, where many hundred recruits are in daily drill to fit them for first class seamanship duty. The United States Government recognizes this Naval Station as the most important, taken generally, on the Atlantic coast, by reason of its strategic value, its protected location and its most favorable health and climatic conditions, and as an evidence of this recognition, has an investment of \$15,000,000 in buildings and equipment. In this is included a Naval Hospital, for which additional plans are being prepared, the accomplishment of which will make it the foremost Naval health centre in the world.

In equal proximity is Cape Henry, a point of intense historical interest, where preparations are being made by the Government to construct a fortress which will be equipped to defend the entrance to Chesapeake Bay, and which, from its importance, guarding, as it will, the National Capital and all the cities and communities on the Bay and its tributaries, is designed to be the Gibraltar of the Western Continent.

Leaving Norfolk by water, all lines cross the historic ground of the conflict between the Virginia and the Monitor, the result of which changed the marine architecture of all navies.

All the above are points of interest, easily accessible from the City, and all well worth visiting.

Endowed by nature as a harbor of safety from storms, equally blessed by nature with a soil and a climate that are wedded for procreation, Norfolk stands alone and uniquely independent of the rest of the country, for it has been said, and without contradiction, that were she cut off from the rest of the world, within the confines of her environment exists sufficient resource to supply her people with every necessity and every reasonable luxury.



Truck for Northern Shipment by Water.

Over 300,000 excursionists visit Norfolk every year, a good many settle here.

Her adjacent territory possesses forests that contain not only pine, but every known hard-wood save those of the tropics.

She is in touch with mines of coal, gold, silver, copper, iron, tin, zinc, and even the diamond has been found in limited quantities.

Here, even tropical vegetation when tried has found in the soil an adaptable and life-giving foster mother, so that really the possibilities of the country are yet unknown, and her development yet in a state of embryo.



Carnegie Public Library.

With this brief and all inadequate introduction to Norfolk and its territory, the stranger is invited to come and seek for himself the confirmation of these claims, for the half has not been told, nor is it possible for tongue or pen to do justice to a theme which requires for satisfactory proof an ocular demonstration.

Such awaits every investigator, and Norfolk heartily welcomes him and will cheerfully assist him in his most minute research.



Commercial Place, Looking North.

TERSE AND CORRECT FACTS AND FIGURES.



ATTENTION is invited to the following items as being of intense interest to capital seeking investment, home-seekers desiring residence and labor awaiting employment. Climate, labor and health go hand in hand.

CLIMATICALLY.

Norfolk's mean annual temperature for the last twenty-one years has been sixty-two and nine-tenths degrees, and the average by months is as follows: January, 42.8; February, 49.9; March, 51.7; April, 59.2; May, 65.8; June, 72.6; July, 78.4; August, 80.6; September, 73.9; October, 62.4; November, 60.1; December, 62.5. The heat of the Summer is far less intense because of the counteracting influence of the cool and refreshing breezes that blow across the city from off the ocean, and the many rivers and other bodies of water that penetrate and encompass it in every direction. The Winters on the other hand, are moderated by the proximity of the Gulf Stream, which from about this point switches off towards England, and takes to that country the God-given warmth of our sunny land and sea that renders that climate enduring, and but for which influence it would become a frozen and barren waste.

TRUCKING AND AGRICULTURAL INTERESTS.

The great underlying foundation though, for Norfolk's real wealth and prosperity, and the chief factor in her development and growth, is the important trucking and agricultural interests carried on in the territory adjacent thereto and of which and for which she is the great central shipping and distributing point. This territory is known as "Tidewater," and includes all that lower part of Virginia bordering upon and reached by the medium of her innumerable water courses and waterways, a part of the Eastern Shore of Maryland and that of Virginia, and the rich black lands of the Eastern Carolinas. All this region is in close touch with Norfolk by means of cheap water transportation and by rail where necessary;



Looking Across Berkley Ward to the Navy Yard.

The Norfolk Navy Yard is the most important on the Atlantic Coast. Any battleship in the world can be dry-docked here.

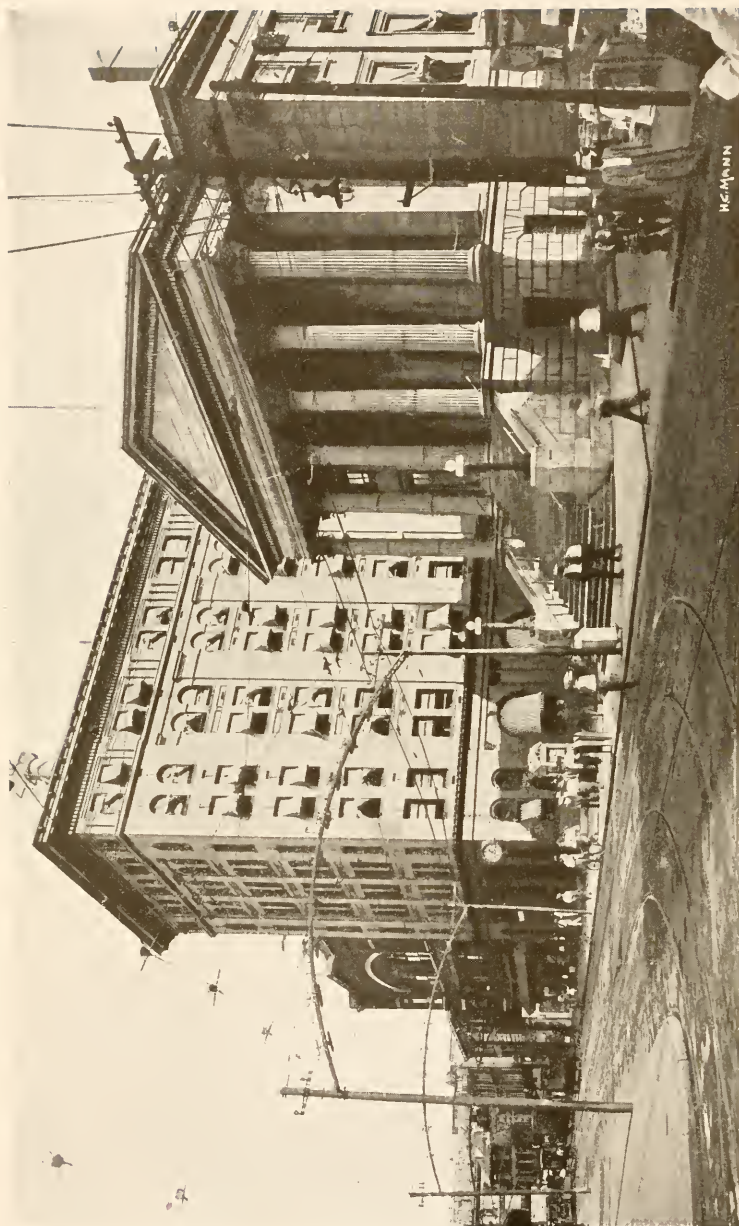
through this city is afforded a quick and ready market for all its produce in the great centers of population reached by the many railroads, steamship and steamboat lines operating to and from it. This great "Garden of Tidewater" is the most wonderful food-producing region in the country and it sup-



Loading Truck for Shipment by Rail to North and West.

plies, to a very large percentage of the population in eastern United States the fresh "garden stuffs" and produce that appear upon its tables. This naturally, therefore, is a great and important source of revenue to Norfolk, for most of the money derived from the operation of this great industry is invested and expended in this City.

(Write to the Industrial Commission for booklet on Agriculture and Food Production.)



U. S. Custom House and Citizens Bank.

Norfolk is the foremost peanut market in the world, handling and shipping annually, over 2,000,000 bags.

MANUFACTURING AND INDUSTRIAL

Three Hundred and Fifty Manufacturing Plants, with a capital invested of Twenty Five Million Dollars, employing some thirteen thousand five hundred people, drawing a yearly pay-roll of Five Million and a Quarter Dollars. Annual sales about Thirty Seven Million Dollars.

Norfolk's manufacturing increased nearly one hundred per cent in the years between nineteen hundred and nineteen thirteen. Norfolk possesses every known advantage in the world for manufacturing purposes, the truth of which becomes more and more apparent to all those instituting investigation.

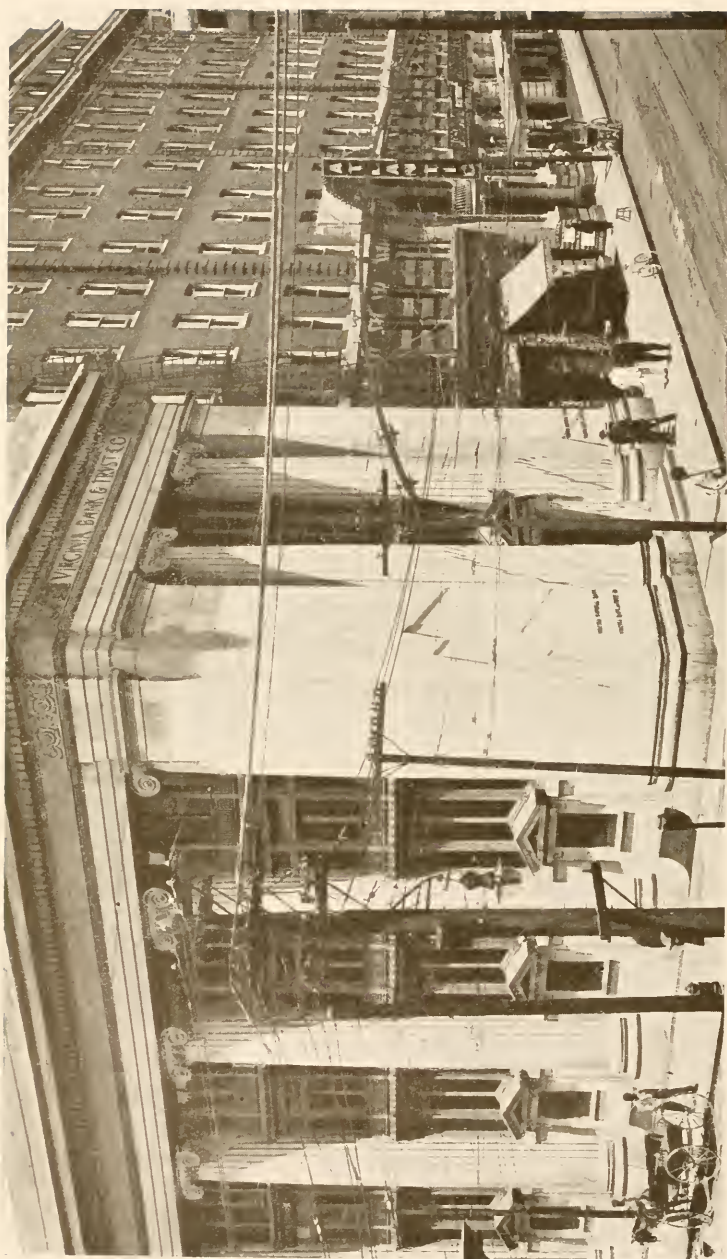
The successful manufacturing institutions in Norfolk include lumber, saw and planing mills, box-shook factories, agricultural implements, steel doors and fire proof partitions, the refining of cotton seed oil and producing therefrom many useful products, fertilizer manipulation and manufacturing, cotton mills, silver plating mills, wine and beer manufacturing, carriages and automobiles, peanut products, veneer and furniture, wire screens, and in fact almost every line of manufacturing industry is represented here and operated with success.

The United States Navy Yard located here represents an investment of Ten Million Dollars, and gives employment to nearly three thousand men, drawing in pay over Two Million Dollars annually.

JOBGING TRADE.

Capital invested, about Ten and a Half Million Dollars. Annual sales about Fifty Two and a Quarter Million Dollars. Territory covered, practically all of the South, as far down as Texas.

Norfolk's freight rates afford her the opportunity of competing successfully with Baltimore and other large jobbing centers.



Virginia National Bank and Atlantic Hotel.

The Health Department of Norfolk is a model from which many larger cities are profiting. It is the healthiest city on the Atlantic Coast.

LABOR.

Now comes the question of labor and the cost of living. Regarding the former, it can be said that whenever a new industry is established in Norfolk, or is about to be established, that has the appearance of being founded upon a sound financial basis with indications of permanency, there immediately appears, and makes application for employment, the kind and class of labor required. This seems to indicate that labor of a high order favors Norfolk as an abiding place, and will locate here if it is assured of permanent employment. The moderate cost of living, in a locality where most of the things that go on the table are produced right at hand, and the ability to secure a pleasantly located, detached home, either by purchase or renting, at a price most reasonable by comparison with other places, has much to do with this. There is, besides this, at all times, an abundance of cheap negro labor to be had.

Frequently it is found that in the cities where living expenses are lower than the average, it indicates a lack of progress and thrift on the part of the people, and an atmosphere of retrogression. This is not the case in Norfolk, and the reason is very simple. On the rich trucking lands adjacent to the City and throughout the Tidewater section of Virginia, there is being grown, at the rate of three or four crops a year, the produce and food stuff that other sections and cities are paying fancy prices for, but which the Norfolk buyer, getting it at first hand, is able to secure at a price that brings it within range of the most modest purchaser. Then the waters that encompass the city and section in every direction, are teeming with the very best of the finny tribe, while the oysters, clams and crabs therefrom are a never ending joy and delight.

To all of this, the forests and meadows are contributing their part in the way of game of all kinds, including the highly prized and much sought for wild celery fed canvas-back duck, from the back bays below Norfolk, and the Lynnhaven oyster from the immediate vicinity. These then are the reasons why the citizen of Norfolk, even though he draws only the modest pay of a workman, is enabled to have upon his



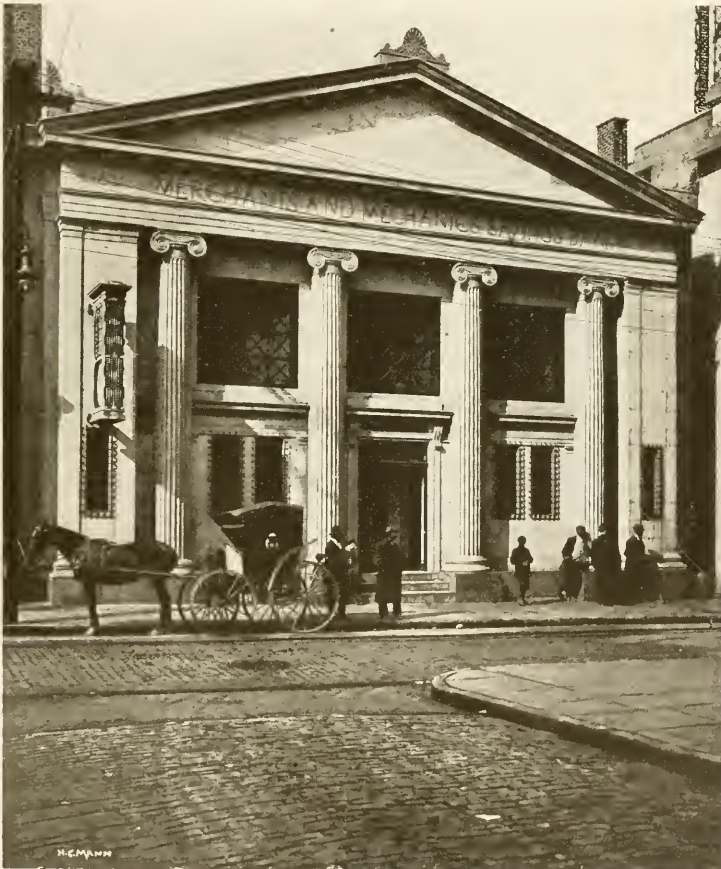
Terminals of the Southern Railway and the Atlantic Coast Line at Pinner's Point.

Fish, Oysters and Game shipped from this port, yield an annual revenue
of over \$3,000,000.

table at all times, the very best products from land and sea, purchased at a price lower than that paid in other places for inferior food stuffs.

FINANCIAL.

Fourteen Banks, State and National, in operation, with a capital and surplus of Seven Million, One Hundred and Sixty Six Thousand, Three Hundred Dollars, with deposits of over Twenty Three Million Dollars, and clearing in 1913 Two Hun-



Merchants & Mechanics Savings Bank.



National Bank of Commerce Building.
The Home of the Norfolk Chamber of Commerce.

The harbors of Norfolk, Portsmouth and Hampton Roads will accommodate the floating commerce of the world.

dred and Twenty One Million, Eight Hundred and Twenty Thousand, Five Hundred Dollars.

A high rating in the important financial centres of the country, which greatly facilitates the securing of loans for substantial industrial undertakings.



Norfolk National Bank.

TRANSPORTATION FACILITIES.

One hundred and ninety three miles of up-to-date trolley lines.

Eight great trunk lines, representing a trackage of forty two thousand miles, terminate at Norfolk on deep water.



Jackson Park. Union Depot in the Distance.

The aggregate population of Norfolk and the cities and towns within 20 miles, is over 200,000.

A Belt Line Railway crosses over and connects these trunk lines, affording exceptional facilities for freight transshipment and manufacturing purposes.

Six foreign steamship lines and twenty six coastwise and river lines operating and reaching out in every direction and supplying daily connection with all the great centers of commercial activity.

Because of the magnificent waterways and the ample rail



New Pier of Norfolk & Washington Steamboat Co.

facilities of "Tidewater," practically every section thereof can be reached from Norfolk by one of these forms of transportation.

Travel to and from Norfolk and most other eastern points is made unusually comfortable because of the fact that in most



Stockley Gardens in Ghent.

Police protection is unsurpassed, and there is less crime in Norfolk than in any seaport city of its size in the country.

eases the trip can be made by water and as all will agree, travel by water is always to be desired, especially when it is by routes made interesting by history and tradition.

The eight lines of railway entering and terminating at this point afford facilities also for reaching these cities and in addition every other city and section of the country, by the means of the most modern and up-to-date train service; and then the erection of the new Union Terminal Station has greatly facilitated the handling of trains and passenger traffic.



New Union Depot.

For handling of freight, trans-shipped between rail and water at this point, the City is working out a plan for the establishing at some convenient point in the harbor, public docks and warehouses. These docks are to be connected with the Belt Line Railway, thus affording convenient access to them for the several lines of railway operating to and from this port. These public docks will be owned and operated by the city and only a minimum charge will be made for dockage and storage of freight. These docks will mean the handling of much Panama business at this port.



Interior of Union Depot.

WATER FRONT AND WATER COURSES.

A thirty five foot channel to the Ocean.

Five miles of developed water front and twenty-five more available for deep water development.

Perfect drainage is afforded the City by her waterways which penetrate in every direction.

The City's residential sections are beautified and made more attractive and comfortable by the waterways that have their courses through all the most desirable portions of the City.

In Summer, cooling breezes are wafted over the City from the river and its estuaries in the one direction and the Ocean in the other, and in Winter they also have a moderating influence, and severe cold is almost unknown.

The fish, oysters and crabs from her waters mean an annual revenue of about Three Million Dollars to the City, and the waterborne commerce in the harbor in Nineteen Hundred and Twelve was Twenty Eight Million Tons, representing a value of over Five Hundred and Fifty Million Dollars.

OTHER THAN COMMERCIAL, NORFOLK'S SHOWING IS JUST AS GOOD.



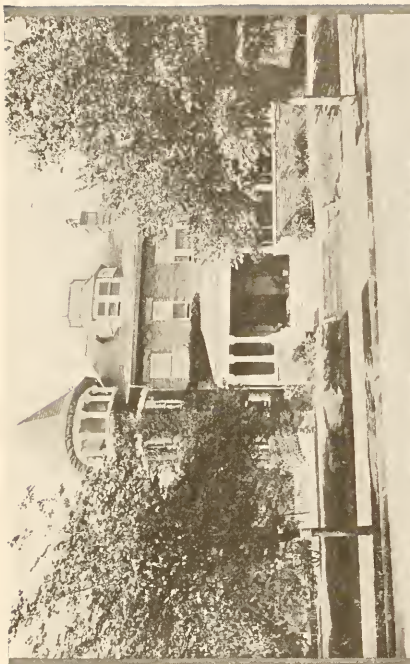
HE has one hundred and thirty-one churches, six social clubs, thirty fraternal orders, educational facilities equal to any in the Country, many modern hotels, and six theatres and places of amusement, one hundred and three acres of public parks, and seven resorts within one hour's ride by trolley or boat.

In fact Norfolk is becoming an important objective point for tourists.

It would be folly to attempt to enumerate all of her attractions, but to sum it up, Norfolk is a good place to come to and live in, for her social charms and commercial advantages are exceptional.

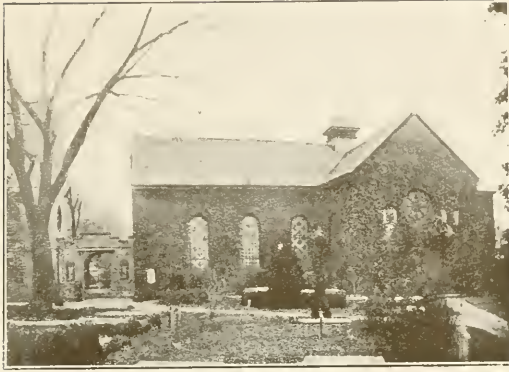


Repair Yard for Yachts in the Hague.



Three Residences in Ghent.

OLD ST. PAUL'S.



THE building now known as St. Paul's Church is one hundred and seventy five years old. Elizabeth River Parish was established in 1637, and embraced all the territory now included in Elizabeth River, Portsmouth and St. Bride's parishes. (Norfolk, Portsmouth and Berkley) and the Parish Church was built at "Mr. Sewell's Point." In 1640-1 a church was erected on the present site of St. Paul's. This Church was for the convenience of those who lived some distance from the Parish Church, and was called a "Chapel of Ease." After the abandonment of the Parish Church the "Chapel of Ease" was known as the Parish Church. This building served its purpose for nearly a hundred years. In 1739—the date is shown in raised brick on the south transept wall—the present building was erected. It was known as the "Borough Church," Norfolk having been incorporated as a borough in 1736. The building is cruciform, its architecture is pure, and the walls are of unusual thickness. On New Year's Day, 1776, Lord Dunmore opened a heavy cannonade on Norfolk, and "the town was entirely destroyed by fire, the walls of St. Paul's alone remaining standing." A cannon ball imbedded in the southern wall of St. Paul's is an interesting reminder of the day. In 1832 the building, after a period of disuse, was repaired and consecrated as "St. Paul's Church." During the Civil War it was occupied by the Federal forces from 1862 to 1865. In 1901 a tower was erected and in 1909 a parish house was built. In 1913 the interior was restored. The best models were carefully studied, and it is believed that the interior now corresponds in appearance and effect with those walls which have stood unaltered for nearly two centuries.



The Hague. The Anchorage Ground for Pleasure Craft.

Statement compiled January, 1914.

THE BANKS OF NORFOLK.

Reports to State Corporation Commission.

NAME	RESOURCES.				LIABILITIES			
	Loans and Discounts	Banking House and Real Estate	Cash and Due from Banks	Totals	Capital	Surplus and Profit	Deposits	Bills Payable and Re-Dis-counts.
National Bank of Commerce.....	\$5,777,461.31	\$245,000.00	\$1,288,083.47	\$7,390,544.78	\$1,000,000.00	\$800,663.79	\$4,140,582.33	\$500,000.00
Citizens Bank	3,476,965.25	245,462.00	531,537.70	4,250,965.04	600,000.00	533,876.73	2,811,415.62	100,000.00
Norfolk National Bank	4,700,127.91	160,000.00	1,072,558.50	5,972,686.41	1,000,000.00	787,607.69	2,884,941.32	500,000.00
Norfolk Bank for Savings and Trusts	1,430,899.86	50,000.00	139,715.43	1,587,315.26	100,000.00	302,625.00	1,642,998.18	75,000.00
Merchants and Mechanics Bank	1,488,392.56	50,000.00	212,710.00	1,668,720.88	500,000.00	182,768.32	1,474,752.30	.....
Virginia National Bank	680,692.21	25,740.00	338,000.00	1,004,022.21	110,000.00	113,434.55	1,113,521.87	120,000.00
Marine Bank	761,888.78	25,748.15	71,504.42	859,591.30	500,000.00	119,618.70	703,649.48	75,000.00
Merchants and Planters Bank	890,500.18	25,740.00	229,262.08	1,128,728.26	200,000.00	59,075.93	675,486.23	.....
Seaboard National Bank	406,750.90	13,021.45	139,334.97	559,087.32	100,000.00	33,421.73	638,150.42	5,755.00
Bank of Norfolk	139,480.41	16,877.64	14,118.33	165,476.38	100,000.00	13,061.72	481,147.98	10,000.00
Merchants Bank	761,888.78	10,092.52	50,586.29	823,168.54	50,000.00	21,687.46	938,891.65	15,000.00
Peoples Bank and Trust Company	253,063.96	865.70	21,689.50	285,593.16	35,600.00	16,935.06	206,833.09	45,000.00
Totals	\$22,338,576.18	\$1,174,618.55	\$4,236,963.08	\$27,750,158.71	\$3,870,600.00	\$3,295,686.65	\$17,068,905.37	\$1,146,755.00

BANKING PROGRESS FOR NINE YEARS.

	Clearings	Total Deposits	Capital and Surplus	Loans
1905.....	\$103,888,208.00	\$13,628,142.00	.....	.....
1906.....	124,563,631.00	17,207,528.00	.....	.....
1907.....	138,082,419.00	15,826,447.00	.....	.....
1908.....	111,078,245.00	16,879,731.00	.....	.....
1909.....	127,253,763.00	17,950,850.00	\$5,890,477.00	.....
1910.....	138,618,932.00	18,613,592.00	\$6,175,591.00	\$17,110,762.00
1911.....	168,007,587.00	20,670,696.00	16,941,535.00	19,494,373.00
1912.....	189,997,676.00	22,969,991.14	6,647,333.00	22,420,761.00
1913.....	221,820,505.00	22,179,836.24	6,490,010.29	22,017,612.00

BUILDING STATISTICS FOR SEVEN YEARS.

YEAR	Permits Granted	Improvements Value of
1907.....	564	\$1,590,906.00
1908.....	785	2,521,633.00
1909.....	797	2,921,133.00
1910.....	878	1,694,927.00
1911.....	792	2,923,864.00
1912.....	732	3,388,077.00
1913.....	773	3,063,423.00
Totals.....	4929	\$18,479,339.00

6161 vessels entered and cleared in 1912, with a net registered tonnage of
12,056,361 tons.



The Royster Building—1913.

THE NORFOLK NAVY YARD.



ERE is introduced a sketch showing in combination the present lay-out of the Norfolk Navy Yard, and the plan of development recently recommended by a Board of Naval Officers thoroughly conversant with the situation. This plan is the more interesting because of the proposition now before Congress to establish on this coast, at the most favorable point, a dry-dock capable not only of handling any warship now afloat, but providing for years of ultimate growth. As to its location at Norfolk, no higher recommendation should be needed than the following quotation from the report of a Naval Board in 1869, reading as follows:

“It is, though near the sea, as inaccessible to attack as if it were far inland, possessing every advantage required for defense by land and sea, and by its exterior and interior lines of defense. Its situation is healthy, in a temperate climate, in the sea air, and on a firm, sandy soil.”

These natural conditions still prevail, being enhanced however by all the additional advantages due to the years of scientific progress made since the report of 1869. With the present defenses of the port of Hampton Roads, together with the proposed fortification of the Capes of Virginia, the Navy Yard located here will possess strategic advantages unequalled in this country. Apart from such protection this Yard is in good communication both by rail and water with manufacturing and supply centers, and is capable of furnishing at short notice, sufficient coal, fuel, oil, provisions, and other supplies for naval vessels. Nearly 50,000 miles of rail trackage connect this harbor with the principal material-supply depots in the country. It is now recognised as the great clearing house of the fleet for coal, oil, ammunition and stores. In close proximity is located the magazine at St. Juliens, where enormous quantities of ammunition are prepared, assembled and stored. Immediately opposite the yard is located one of the largest oil-shipping and storage plants on the coast. In conjunction with the yard, the St. Helena Training Station, one of the best maintained by the Government, handles about 42% of the seamen apprentices qualifying for naval service. All of these facts have been brought out by Army and Navy experts—the men upon

38 Public Schools, 360 Teachers, and 11,700 Pupils. Buildings, Grounds and Equipment valued at \$1,300,000. Unsurpassed educational advantages.



Chesapeake & Potomac Telephone Building.

whose judgment is based the expenditure of millions upon millions of money yearly by the Government, and who have reported, almost unanimously, in favor of this harbor as the most advantageous location for the proposed new dry-dock for the Atlantic Coast.

There is now a channel 35 feet deep and 400 feet wide (soon to be increased to 600 feet) from the Capes of Virginia, through the harbor of Norfolk-Portsmouth, to the Navy Yard, and the present project, when completed, will increase the channel width at the yard to 850 feet, which is ample for any ship in the Navy, or soon to be constructed, to be handled in.



Norfolk and Portsmouth Cotton Exchange.

The availability of this Navy Yard is evidenced by the fact that in the year 1913, there were more ships docked here than in any other two navy yards on this coast.

The climate admits of out-of-door labor every day in the year, labor is abundant when required, and such a condition as this harbor or its approaches being blocked by ice is unknown.

These facts, easy of corroboration, should leave no doubt in any mind of the supreme importance of this port as a naval base.

Acknowledgment is made to Hon. E. E. Holland, M. C. from this District, for valuable information used in this article.



Lee Park.



School Children in Lafayette Park.

The Fire Department of Norfolk is strictly up-to-date with motor equipment, causing low fire insurance averages.

TRANSPORTATION LINES ENTERING NORFOLK AND HOW TO REACH THEM.

NEW YORK, PHILADELPHIA & NORFOLK R. R. (Pennsylvania R. R. System.)	From Philadelphia, New York and points North and West. Foot of Brooke Avenue.
CHESAPEAKE & OHIO RY. CO.	From Richmond and points West. Foot of Brooke Ave.
NORFOLK & WESTERN RY. CO.	From Petersburg, Richmond, and points West. Union Station E. End Main St.
VIRGINIAN R. R. CO.	From Roanoke and points West. Union Station, E. End Main St.
NORFOLK SOUTHERN R. R.	From Raleigh and Eastern North Carolina points. Union Station, E. End Main St.
SOUTHERN RAILWAY CO.	From South and West. Water St. foot of Mathews.
ATLANTIC COAST LINE R. R. CO.	From Southern points. Water St. foot of Mathews.
SEABOARD AIR LINE RY.	From Southern points. Ferry from Portsmouth, Va.
OLD DOMINION STEAMSHIP CO.	From New York. Water St. foot of Church.
OLD DOMINION STEAMSHIP CO.	From Richmond and James River points. Water St. foot of Church.
MERCHANTS & MINERS TRANS CO.	From Boston and Providence. West End Main St.
BALTIMORE STEAM PACKET CO.	From Baltimore. West End Main St.
CHESAPEAKE S. S. LINE	From Baltimore. Water St. foot of Jackson.
NORFOLK & WASHINGTON S. B. CO.	From Washington. S. End Colley Ave.
CLYDE S. S. LINE.	From Philadelphia. Water St. foot of Madison.
NORFOLK-VIRGINIA STEAM-BOAT CO.	From York & Mataponi River Landings. Foot Commerce St.



Cotton on Wharf for Compressing.

The Development of one Street in a Little More than a Decade.

Compare the date of the picture at the top of the following pages with that at the bottom—the location is the same.

Within an inconceivably short time the Colonial and Ante-Bellum domestic architecture of Granby Street has vanished before the march of progress, and the peaceful repose of a street of old homes has been destroyed by the roar of Traffic and the hurry of Insistent Commerce.

“Look on this Picture, then on That”



Old Tazewell Homestead—1902. Former Residence of Governor Tazewell.



Same Location—1912.



The Hardy Homestead—1912.





The Dickson Homestead—1903.



The Dickson Building—1912.



The Tazewell Taylor Homestead—1904.





The Leache-Wood Seminary—1904.



The Lynnhaven Hotel—1912.



The United States Bank—1803-1811. Subsequently the Newton Homestead—1904.



Same Location—1912.



From an Old Wood Cut of Norfolk



Norfolk Waterfront



—Portsmouth Harbor About 1850.



and Harbor—1913.



McCulloughs Docks—1902.



Same Location—1913.



Drummonds Bridge From Foot of Botetourt Street—1888.



Ghent Bridge From Foot of Botetourt Street—1910.



City Hall Avenue, Looking West Across Granby Street—1887.



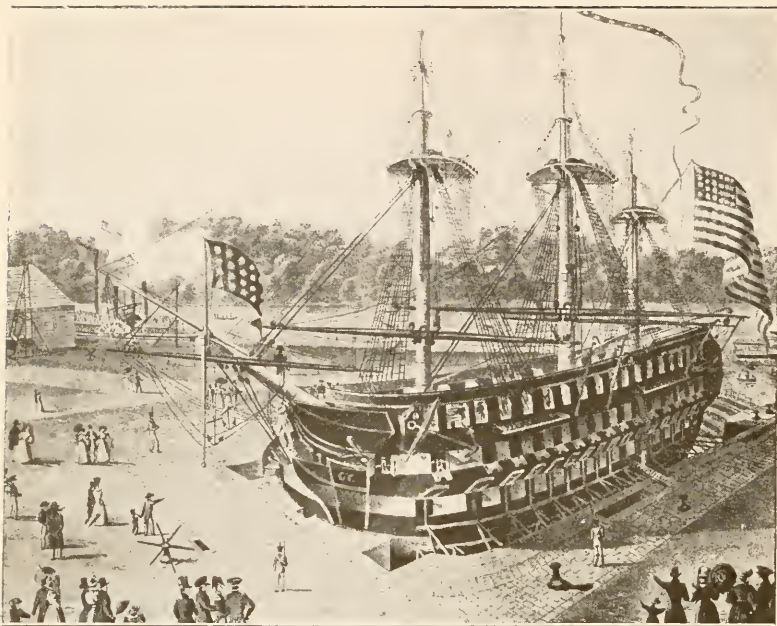
City Hall Avenue, Looking West Across Granby Street—1913.



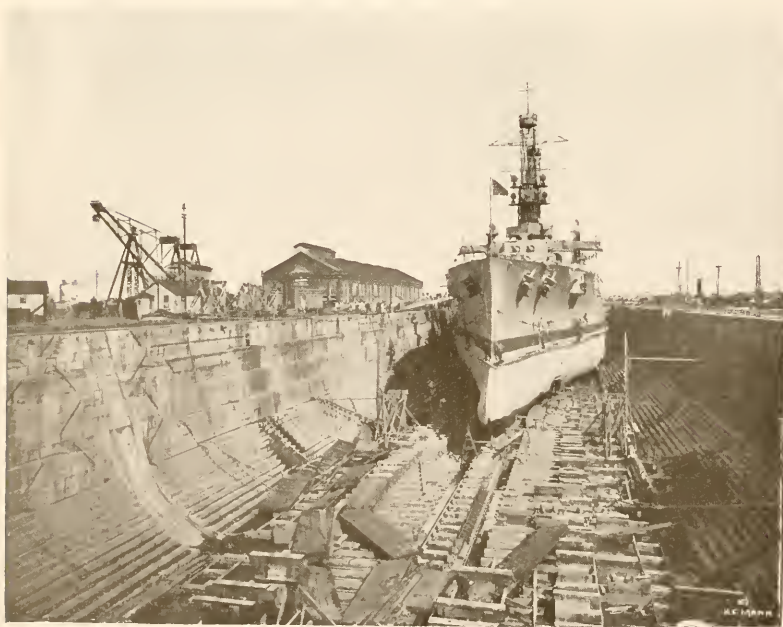
City Hall Avenue, Looking East Across Granby Street—1896.



City Hall Avenue, Looking East Across Granby Street—1913.

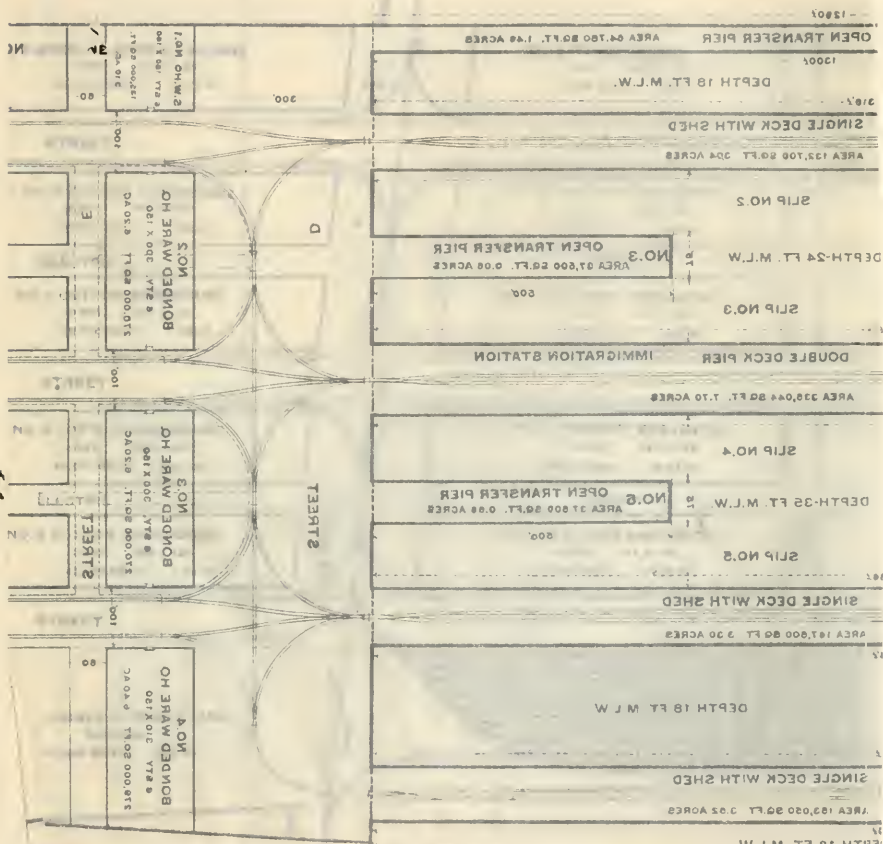


Old Frigate Delaware in Dry Dock No. 1 in 1833.
This Dry Dock is Still in Active Use.

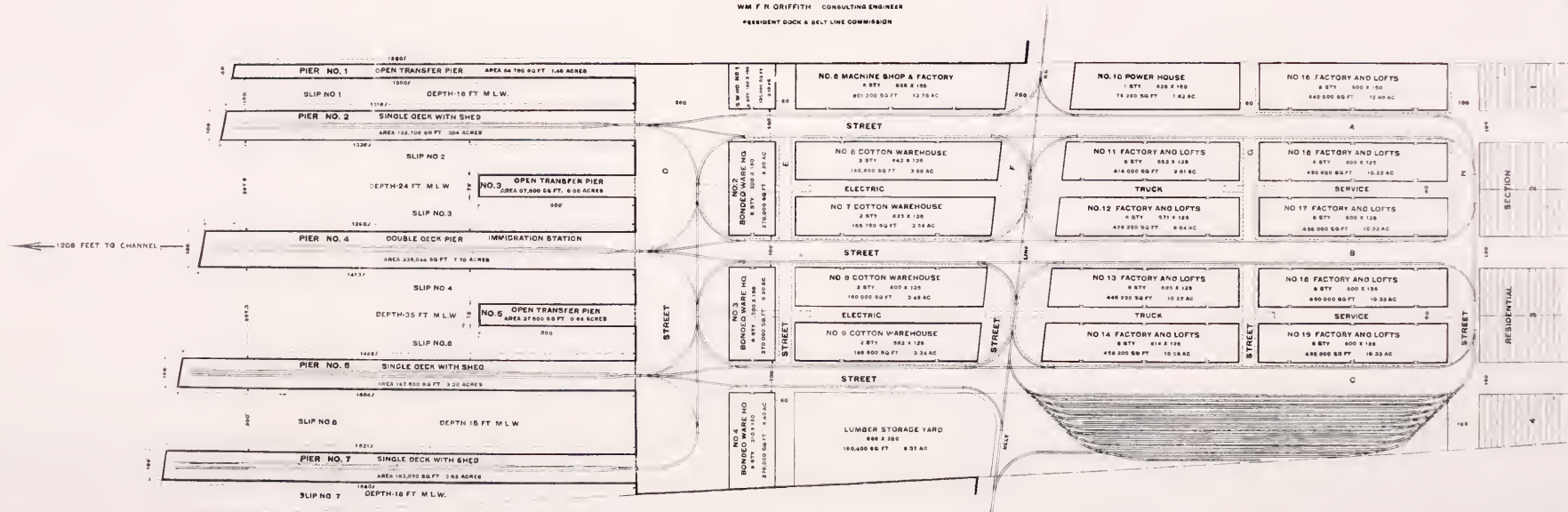


Battleship Delaware in Dry Dock No. 3—1910.

PRESIDENT DOCK A BELT



PREPARED BY
WM F N GRIFFITH CONSULTING ENGINEER
PRESIDENT ROCK & BELT LINE COMMISSION



NORFOLK'S PROPOSED TERMINAL DEVELOPMENT.

Wm. F. R. Griffith, President Dock & Belt Line Commission.

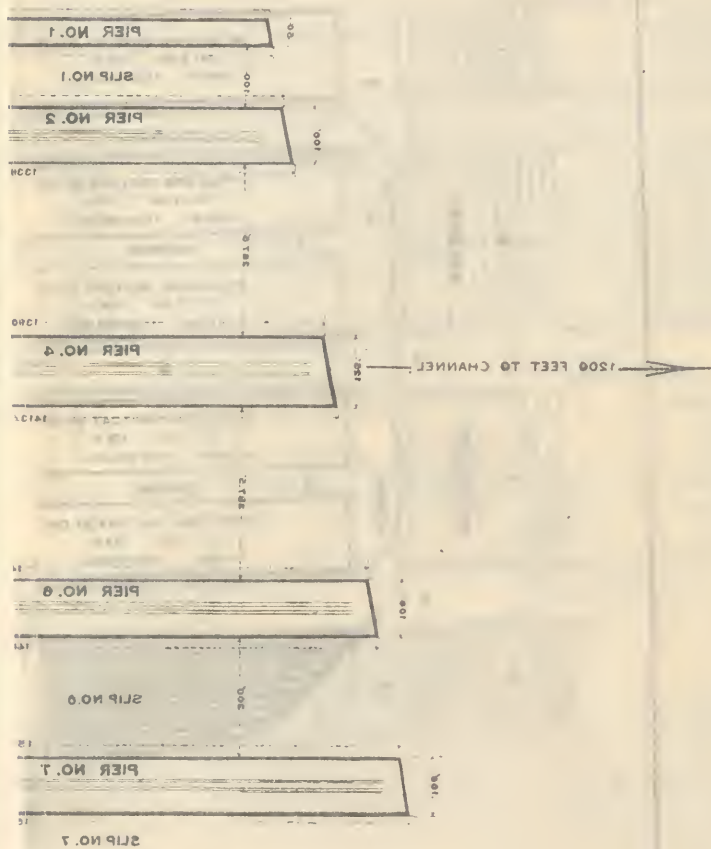
THE accompanying sketch shows the proposed municipal terminal development at Norfolk. It is necessary to present the problem as a whole in order that its ultimate scope and purpose may be understood.

We realize that such a terminal development must be a growth rather than a creation, and that as it develops it must be made to serve existing needs as well as to anticipate those



Coal for Shipment Over Virginian Railway Piers.

of the future, that established uses may not be suddenly terminated; and, finally that the cost shall neither be burdensome upon the city nor upon the railroad companies who may be called upon to co-operate in forming a union water terminal by the construction of a belt line railroad to connect with said terminal.

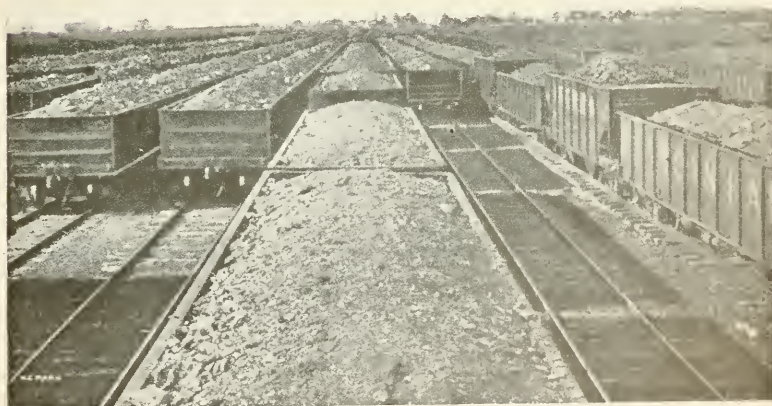


NORFOLK'S PROPOSED TERMINAL DEVELOPMENT.

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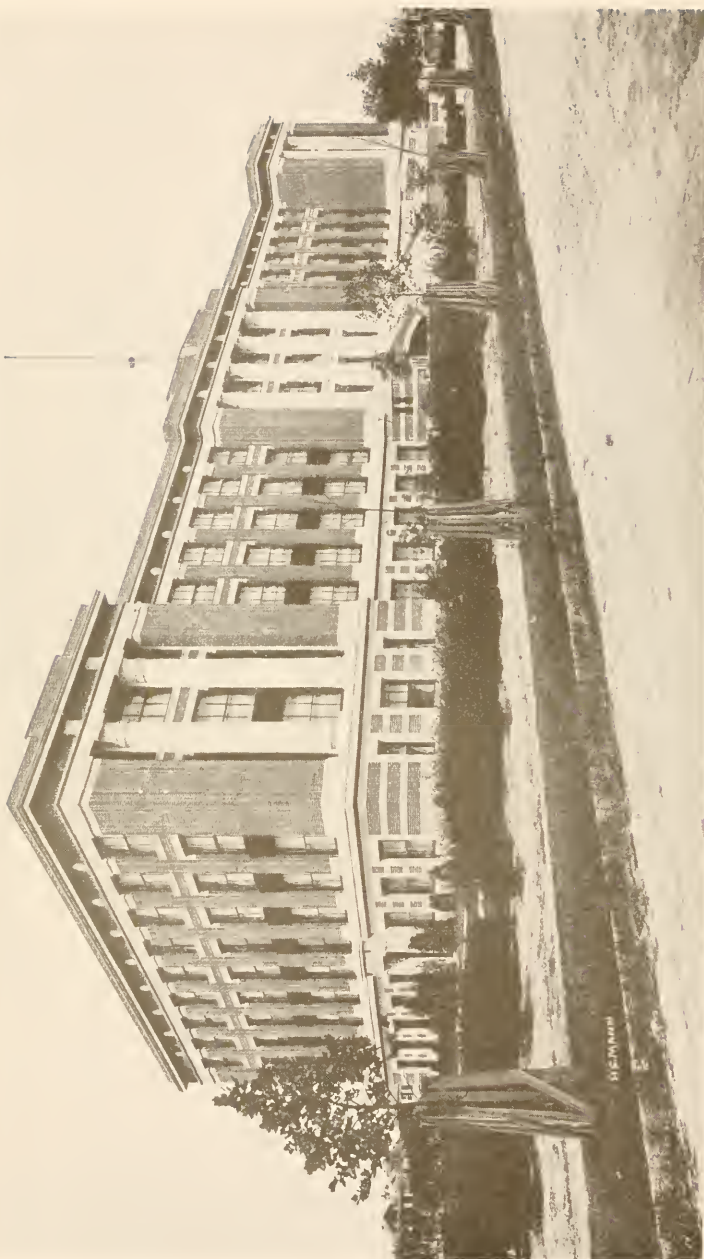
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Matthew Fontaine Maury High School.

Norfolk is the peer of any city in the United States as a combination Summer and Winter health resort.

Changes will be made slowly, and the conversion of the present inadequate terminals into one such as is contemplated will proceed by successive steps.

In seeking a solution, the city and the railroads must make haste slowly. The necessary factors at present are: The most desirable location to place the terminal, the location of the connecting belt line, and its terminal float bridges for transferring cars to and from the car floats and the belt line railroad.



Raleigh Court Apartment.

The policy of the railroads until now has been to secure, each for itself, needed facilities without regard to others. Adequate organization on the Norfolk side of the Eastern Branch of the Elizabeth River, including a belt line railroad connection, can only be obtained through mutual co-operation and concession. The force of developing circumstances is such that the roads cannot much longer follow their old separate policy. St. Louis has a joint freight terminal; Chicago is building one; New Orleans, San Francisco and Montreal are



The Virginia Club.

Norfolk is the home of the Lynnhaven Oyster, the Smithfield Ham and the Princess Anne Turkey.

operating dock railroads. The city will always exercise a large degree of control over its waterfront, in spite of long term and Town Point leases—which will ultimately fall in—and it is by permitting a substantial part of the marginal way to be used for temporary storage of cars—which will not be much longer possible—so it is clear that the city holds in reserve powers of persuasion which cannot be disregarded.



Holland Apartment.

It is said that the railroads themselves will take care of their own development, and since their interest is identical with the shipper, the question of handling freight traffic will be solved properly if the municipal authorities will assist in a liberal spirit.

Norfolk has done everything in its power to show a liberal spirit towards the railroads and it is doubtful if the railroads themselves will be able to work out the terminal problem. As noted above, their general policy heretofore has been opposed to co-operation. Furthermore, if they are disposed to do so,



Norfolk Protestant Hospital.

Upon the completion of facilities now under construction, this will be the largest coal port in the world. Present annual shipments of coal, over 12,000,000 tons.

it is a question whether they will be able to provide for the future in an adequate manner without the city's help, since changes of city plan can best be undertaken for a number of roads rather than for individual roads.

The interests of the roads are not identical with those of the shipper. It is comparatively immaterial to them how long



Pelham Place Apartment.

the cars wait at the waterfront; since if the boat does not receive the freight today, they will receive demurrage on their car as long as it remains there.

It might be noted parenthetically that neither are the shippers especially interested, since they all bear the burden alike, and the out of town merchant foots the bill for exasperating delays and excessive terminal expenses. In the last analysis, it is apparent that the city's commerce rather than any particular individual suffers.

However, notwithstanding these facts, the following is a summary of the commercial growth of Norfolk Harbor:



St. Vincent's Hospital.

A safe and commodious harbor, land-locked and never ice-bound. Peculiarly free from atmospheric disturbances, and exempt from storm-havoc by reason of protected location.

In 1888 the commerce amounted to approximately 2,000,000 tons.

In 1900 the commerce amounted to approximately 5,000,000 tons.

In 1910 the commerce amounted to approximately 12,000,000 tons.

In 1911 the commerce amounted to approximately 16,000,000 tons.

In 1912 commerce estimated at 22,000,000 tons.



Vendome Apartment.

It would seem safe to say that with the city and railroads working in co-operation to build up the port of Norfolk, in 1915 the tonnage should exceed the 35,000,000 ton mark.

There are no richer farm lands in the world than immediately around Norfolk.



View of Ghent, The Principal



Naval Y. M. C. A.
The Gift of Miss Helen Gould and Jno. D. Rockefeller.



Residential Section of Norfolk.



The New Y. M. C. A.
Erected and Equipped by Popular Subscription.



Sarah Leigh Hospital.

POINTS OF INTEREST IN AND AROUND NORFOLK AND HOW TO REACH THEM.

PORTSMOUTH, VA.	Ferry every 8 minutes from foot of Commercial Place.
U. S. NAVY YARD.	Ferry to Portsmouth and trolley to Navy Yard Gate. Time, 20 minutes.
ST. HELENA RESERVATION.	Government ferry from Navy Yard.
U. S. MARINE HOSPITAL.	Ferry to Portsmouth and trolley
OLD ST. PAUL'S CHURCH.	Trolley to corner of Church and Cove Sts.
LAFAYETTE PARK.	Trolley via Church Street.
CAPE HENRY AND VIRGINIA BEACH.	Norfolk Southern R. R. from City Hall Ave. and Union Station as per schedule. Time 45 minutes.
OCEAN VIEW AND WILLOUGHBY BEACH	Trolley at frequent intervals from corner Main and Granby Sts. Time 40 minutes.
OLD POINT COMFORT. (FORT MONROE)	(1) Trolley to Willoughby Spit and Ferry across Hampton Roads Time 1 hour. Cor. Main and Granby. (2) Steamers of O. D. S. S. Co., Chesapeake S. S. Co., Old Bay Line, N. Y. P. & N. R. R., Norfolk & Washington Line every afternoon.
BUCKROE BEACH.	Trolley from Old Point Comfort.
HAMPTON, VA. (National Soldiers' Home, Normal School.)	(1) Trolley from Old Point on Wharf. (2) O. D. S. S. Steamer direct. Time 1 hour and a quarter.
NEWPORT NEWS, VA. (N. N. Shipbuilding & Drydock Plant.)	(1) Trolley from Old Point Comfort. (2) Trolley to Pine Beach and ferry across Hampton Roads. (3) Steamers of O. D. S. S. Co. and C. & O. Ry Co.

Norfolk is the Mecca for seekers of homes, pleasures and sports.



Norfolk & Western R. R. Co.'s Coal Piers.

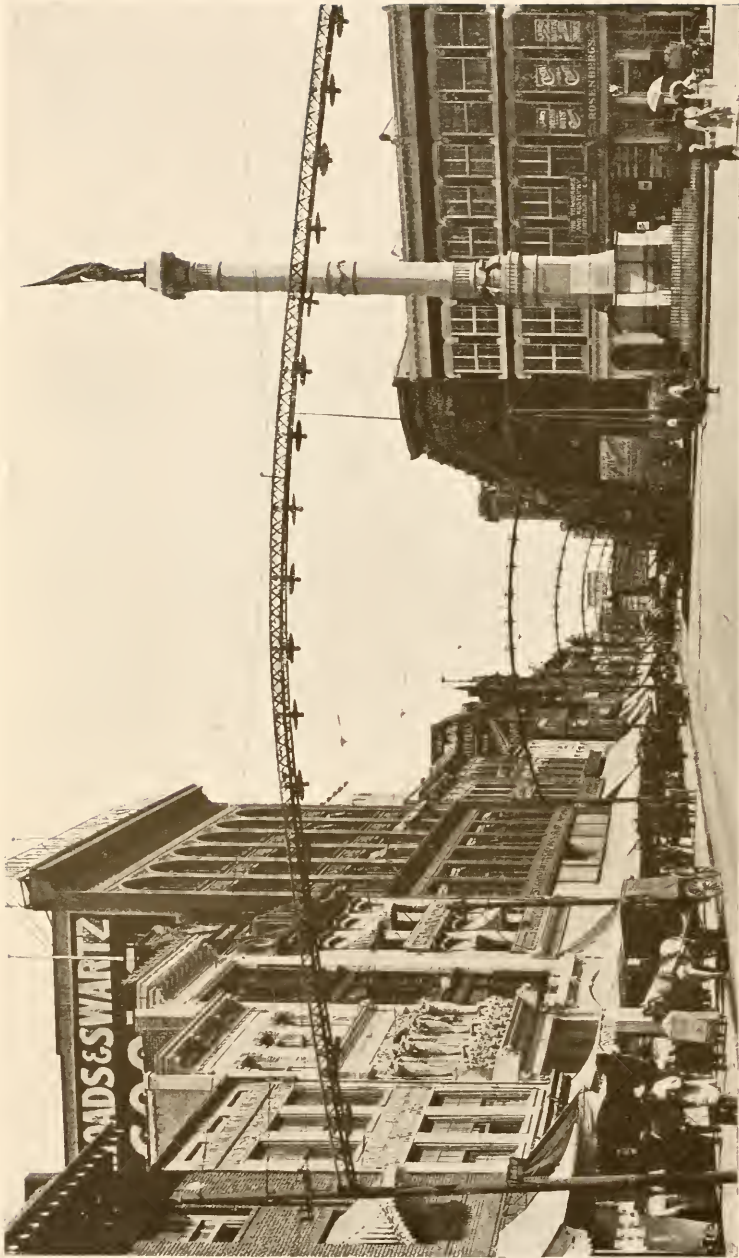
Trolley service up to date. Miles of line in 1880, 3; in 1913, 197.

DISTANCE AND TIME TO NORFOLK, VA., FROM

Place	Miles.	Hours	Place	Miles.	Hours
Asheville, N. C.	446	19:00	Knoxville, Tenn.	539	17:50
Atlanta, Ga.	578	22:15	Lexington, Va.	280	10:20
Baltimore, Md.	244	8:05	Louisville, Ky.	728	23:30
Birmingham, Ala.	745	27:00	Lynchburg, Va.	204	6:15
Boston, Mass.	579	19:35	Memphis, Tenn.	963	32:50
Bristol, Va.	408	13:30	Macon, Ga.	892	28:20
Charlotte, N. C.	348	13:20	New York, N. Y.	345	12:05
Charlottesville, Va.	182	8:00	Petersburg, Va.,	82	2:25
Charleston, S. C.,	391	13:45	Philadelphia, Pa.	255	9:22
Chattanooga, Tenn.	650	20:50	Pittsburgh, Pa.	506	17:05
Chicago, Ill.,	950	27:30	Raleigh, N. C.	175	6:55
Cincinnati, Ohio	668	19:00	Richmond, Va.	88	2:20
Cleveland, Ohio.	932	27:00	Roanoke, Va.	258	7:55
Columbus, Ohio.	682	22:15	St. Augustine, Fla.	705	20:20
Columbia, S. C.	457	16:20	St. Louis, Mo.,	1007	29:00
Danville, Va.	207	8:25	Savannah, Ga.	506	15:00
Detroit, Mich.	931	29:50	Staunton, Va.	221	9:30
Edenton, N. C.	84	2:25	Suffolk, Va.	23	:40
Eliz. City, N. C.	53	1:25	Tampa, Fla.,	928	30:35
Fernandina, Fla.	713	20:40	Toledo, Ohio	871	27:40
Indianapolis, Ind.	778	24:50	Washington, D. C.	204	5:35
Jacksonville, Fla.	678	19:20	Wilmington, N. C.	245	10:00

The above information is compiled on an all-rail basis, but the following points shown above can also be reached by water direct from Norfolk.

Boston, New York, Baltimore, Washington, Richmond, Petersburg, Elizabeth City and Suffolk.



Main Street, Looking East.



Cape Henry, Showing Light-houses and U. S. Weather Bureau.
Here is proposed to construct the fortification of the Capes of Virginia.

Post Office receipts in 1909, \$295,900; in 1912, \$361,025; in 1913, \$388,391.



One of Norfolk's Public Schools.



Norfolk Academy.

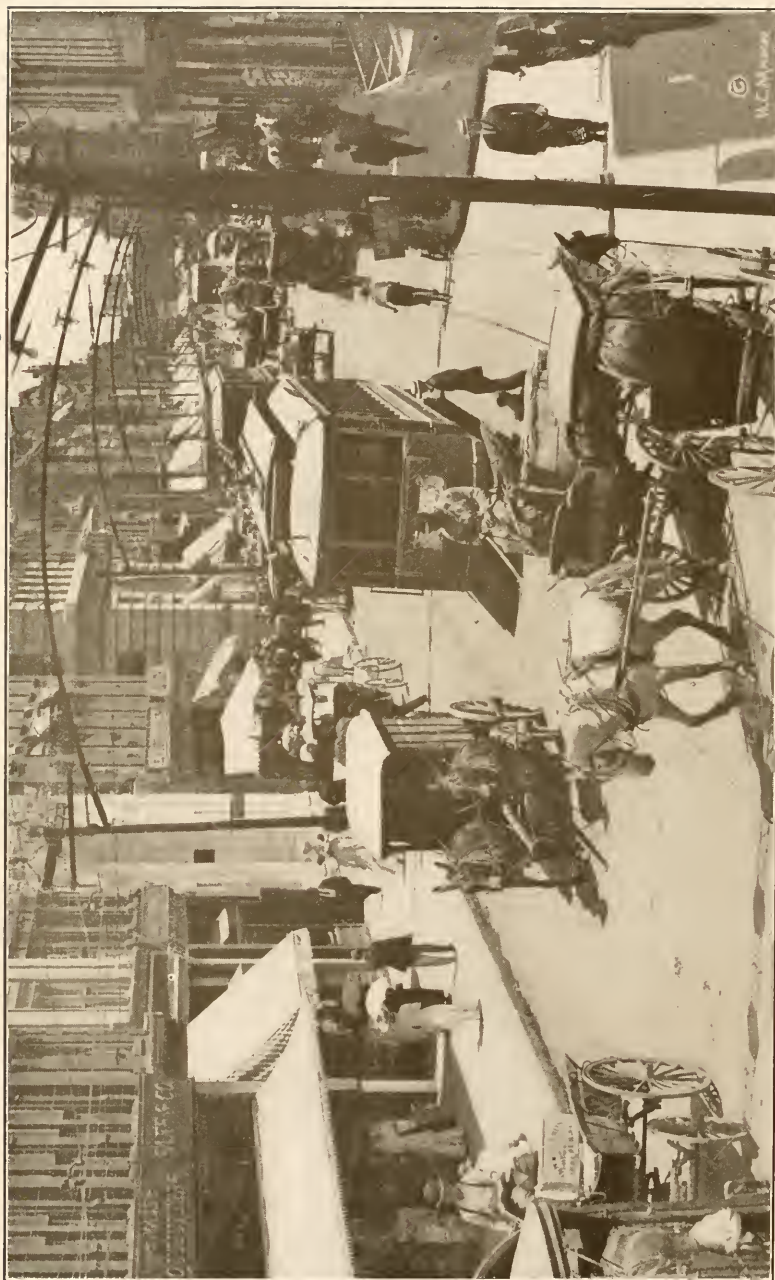
The seaside resorts of Ocean View, Virginia Beach, Cape Henry and Old Point Comfort are unequalled between New Jersey and Florida.



Ghent Club. The Representative Hebrew Social Club.



The Country Club, on Lafayette River.



Main Street, Looking East.

The manufacturing industries of Norfolk give employment to over 14,000 people.
The U. S. Navy Yard employs 3,000 more.



Commercial Place, Looking Towards Portsmouth.

There is an average temperature which makes Norfolk rank high as both a Winter and Summer resort. Average of seasons, Spring, 57; Summer, 76; Autumn, 61, and Winter, 42 degrees.

**TABLE OF DISTANCES BETWEEN PANAMA AND MID-
DLE WESTERN POINTS THROUGH GULF AND
ATLANTIC COAST PORTS.**

From	Rail Distance To	Miles	Plus Distance From Panama	Total
Norfolk	Chicago	950		2772
	St. Louis	1004	1822	2826
	Cleveland	844		2666
	Cincinnati	665		2487
Boston	Chicago	1180		3365
	St. Louis	1287	2185	3472
	Cleveland	802		2897
	Cincinnati	984		3169
New York	Chicago	945		2962
	St. Louis	1052	2017	3069
	Cleveland	577		2594
	Cincinnati	749		2766
Philadelphia	Chicago	860		2849
	St. Louis	947	1989	2749
	Cleveland	492		2481
	Cincinnati	644		2653
Baltimore	Chicago	859		2803
	St. Louis	932	1944	2876
	Cleveland	514		2458
	Cincinnati	593		2537
Galveston	Chicago	1299		2831
	St. Louis	1008	1542	2550
	Cleveland	1448		2990
	Cincinnati	1185		2727
New Orleans	Chicago	1121		2559
	St. Louis	724	1438	2162
	Cleveland	1099		2537
	Cincinnati	836		2274
Mobile	Chicago	1054		2473
	St. Louis	657	1419	2076
	Cleveland	1032		2451
	Cincinnati	769		2188
Jacksonville	Chicago	1168		2727
	St. Louis	975	1559	2534
	Cleveland	1217		2776
	Cincinnati	954		2513
Savannah	Chicago	1097		2703
	St. Louis	804	1606	2410
	Cleveland	1146		2752
	Cincinnati	883		2489
Charleston	Chicago	1198	1607	2805
	St. Louis	1007		2614
	Cleveland	1247		2854
	Cincinnati	984		2591

The above table shows comparative distances from Panama through Atlantic and Gulf Ports to the main distributing centers of the Middle West. It will be seen that the greater rail distances from Norfolk to the West are more than off-set by the lesser water distances from Panama, and vice versa.

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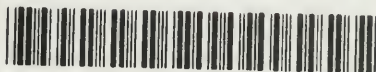
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