

The Campaigns

ALONG THE LINE OF THE

Western & Atlantic Railroad.

The Historic Battlefields Route of America.

The army operations along the line of the Western & Atlantic Railroad during the great "War between the States" began early in September, 1863, after Rosecrans, by his movements through the mountain passes southwest of Chattanooga, into the Chickamauga Valley, had forced the evacuation of that point by the Confederate army under General Bragg.

After several days of maneuvering, during which there were occasionally severe skirmishes or minor engagements between the two armies, the great battle of Chickamauga began September 18, 1863. This was along the line of the West Chickamauga creek, some seven miles west from Ringgold and Graysville, which are stations on the Western & Atlantic Railroad.

The Federal army, being defeated in this sanguinary struggle, retreated to Chattanooga. The Confederates followed, and occupied Missionary Ridge and Lookout Mountain, just south of Chattanooga.

They also secured possession of the Nashville & Chattanooga Railroad at Bridgeport and other points, thus breaking Rosecrans' communications by rail with Nashville, his base of supplies, and forcing the Federal army to receive its army stores, provisions, etc., by wagon roads sixty miles in length across the mountains. Chattanooga was therefore practically besieged by the Confederates, and great suffering ensued among the Union soldiers.

Thus matters continued until the latter part of November, when General Grant with large re-enforcements arrived and took personal command of the Federal army. Bragg strangely weakened himself by detaching Longstreet's corps and other portions of his army, and sending to Knoxville for the purpose of reducing that point.

November 24, 1863, began the battles around Chattanooga. "Fighting

Joe Hooker," with 9,100 men, assaulted Lookout Mountain, which was defended by General Walthall, with 1,489 men. The attack was made late in the night, and a thick mist enveloped the mountain, rendering it impossible for the Confederates to accurately determine the Federal movements; hence Hooker, literally in the midst of the clouds, succeeded in scaling the craggy mountain, and after a short struggle, drove the Confederates off at about 2 a. m., November 25.

The same day (November 25),

burne's division of the Confederate army at Ringgold Gap on the Western & Atlantic Railroad. The Federals here met a severe repulse.

The next day there was fighting at Tunnel Hill, to which point the Confederates had retired. The Union army then fell back to Chattanooga, and went into winter quarters.

General Grant shortly afterwards went to Virginia to assume command of the army of the Potomac, leaving Thomas in temporary command of the army at Chattanooga.

at Dalton, succeeding General Hardee, who had temporarily commanded it after General Bragg was relieved.

Early in May, 1864, began the great Atlanta campaign, with fighting at Tunnel Hill, Mill Creek Gap, Dug Gap, and at other points along Rocky Face Ridge near Dalton.

"At the date of the opening of the great Atlanta campaign, Sherman had a total force of 98,797 men and 254 cannon, divided as follows: Army of the Cumberland, under Major-General Thomas, 60,773 men, and 130 field guns; Army of the Tennessee, under Major-General McPherson, 24,465 men and 96 guns; Army of the Ohio, under Major-General Schofield, 13,559 men and 28 guns. These were further subdivided into 88,188 infantry, 4,460 artillerymen, and 6,149 cavalry.

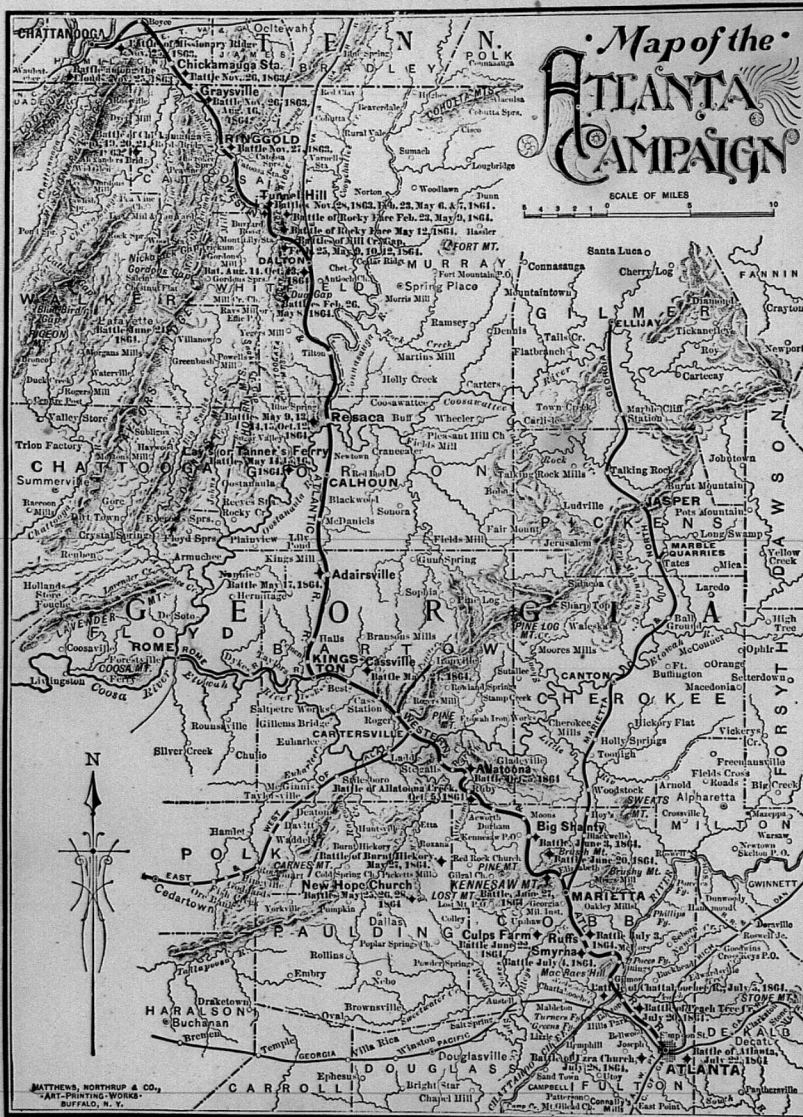
Johnston had 42,856 men and 120 cannon; the men being divided as follows: infantry 37,652, artillerymen 2,812, and cavalry 2,392. He says of his cannon, however, that only about one-half of them were effective for service, because of the bad condition of the horses, by reason of the scarcity of food during the winter. Within a few days, Sherman was re-enforced by about 14,000 cavalry, which swelled his total effective force to 112,819 men. All of these figures are official.

Added to these, were the re-enforcements, which the two armies received, during the campaign, which were as follows: By Sherman, Blair's corps, 9,000 men at Acworth, June 8th, besides 'new regiments and furloughed men' not enumerated; by Johnston, Canty's division of 3,000 at Resaca, May 9th; Loring's of 5,000, at the same point, May 11th, and French's of 4,000, at Cassville, on May 18th—these three comprising Polk's corps—also Martin's division of cavalry, 3,500, May 9th; Jackson's division of cavalry, 3,900, at Adairsville, May 17th, and Quarles' brigade of 2,200, at New Hope Church, May 26th.

While fighting around Kennesaw Mountain, General Johnston also received re-enforcements of over 3,000 Georgia militia, which Governor Joseph E. Brown, the 'war Governor' of Georgia, placed at his disposal.

The highest number of men which Johnston had at any time was 59,248 at Kennesaw Mountain—"Mountain Campaigns in Georgia, or War Scenes on the W. & A.

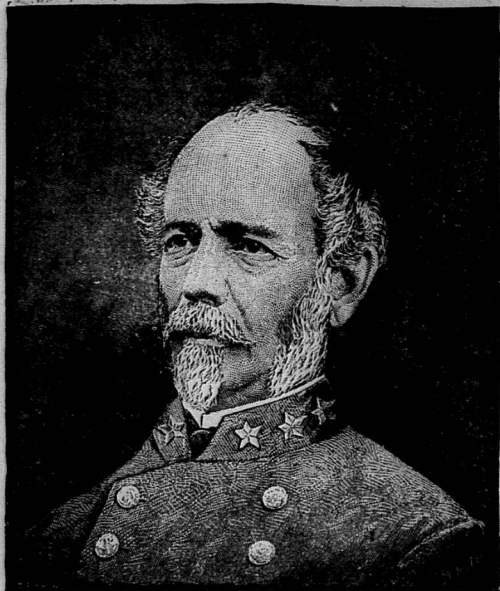
Unable to dislodge Johnston by direct assault, Sherman sent McPherson through Snake Creek Gap, opposite Resaca, to capture that point and break Johnston's communications with Atlanta. McPherson with 23,000 men was repulsed by two small brigades



Grant's army made a general attack upon the Confederate position on Missionary Ridge. The assault upon Hardee's corps on the Confederate right was repulsed several times; but, late in the afternoon, the Confederate left center was broken, and soon the entire line except the right gave way, and a disastrous defeat for the Confederates was the result. The day following, there was fighting at Chickamauga station and Graysville, on the Western & Atlantic railroad; and on November 27, ensued the desperate contest between Hooker's corps of Grant's army and Cle-

burne's division of the Confederate army at Ringgold Gap on the Western & Atlantic Railroad. The Federals here met a severe repulse.

In March, General Wm. T. Sherman was appointed commander of the consolidated Federal armies of the Cumberland, Tennessee and Ohio, at Chattanooga. General Jos. E. Johnston had previously been appointed to the command of the Confederate army



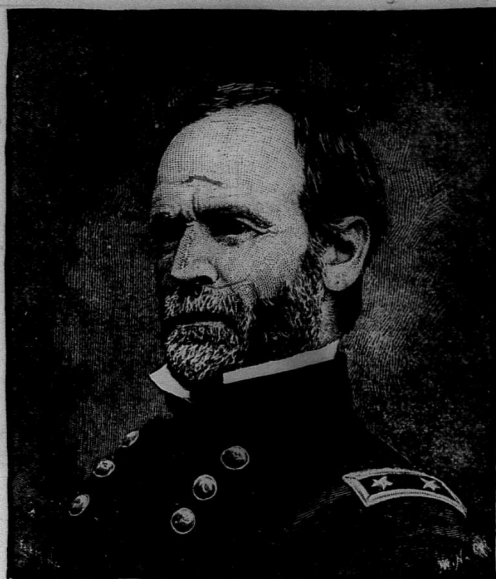
GEN. JOSEPH E. JOHNSTON.

of Confederates, and fell back. Sherman then moved his whole army through Snake Creek Gap, forcing the evacuation of Dalton by Johnston, who retired to Resaca.

Then ensued the three days' battles at Resaca, which ended by Sherman's sending a column southward and securing possession of Lay's (or Tanner's) Ferry, which movement exposed Calhoun, a station on the railroad south of Resaca, to Federal occupation, and forced the evacuation of Resaca by Johnston.

The Confederates retreated to Cassville, having, however, a sharp little combat with the pursuing Federals at Adairsville.

Hood's failure to obey Johnston's orders defeated the latter's plan for striking with his whole army one half of Sherman's east of Kingston, the Federals in pressing the pursuit being di-



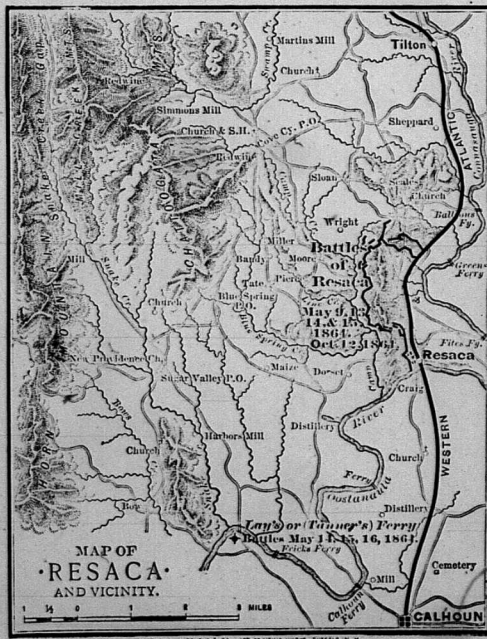
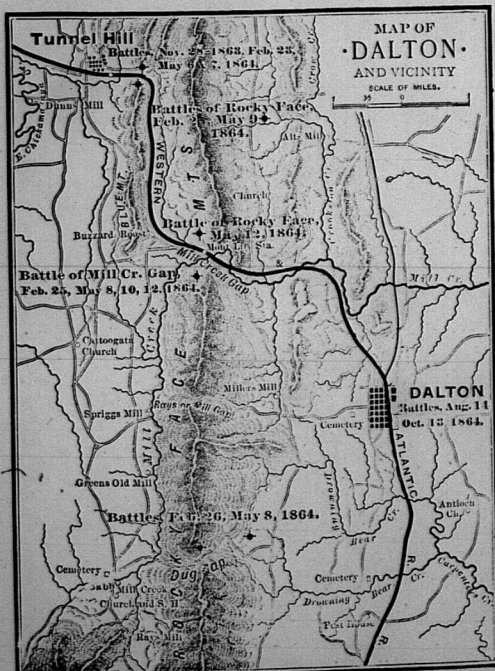
GEN. WM. T. SHERMAN.

vided and coming down two roads several miles apart.

After spirited and heavy cannonading and noisy musketry firing between the advanced lines of the two armies at Cassville, the Confederates abandoned their intention of having a general engagement at this position, and fell back south of the Etowah river, information being received that Sherman's forces were moving southwestward via Euclid and Stilesboro.

Then began the New Hope Church series of battles. There was desperate fighting in this vicinity for several days in May, which ended in the Federals flanking the Confederates out of Allatoona, and securing possession of that "natural fortress," as General Sherman terms it, and which also enabled them to restore railroad communications with Chattanooga over the Western & Atlantic Railroad.

Johnston then retired to a new position, his left wing resting on Lost



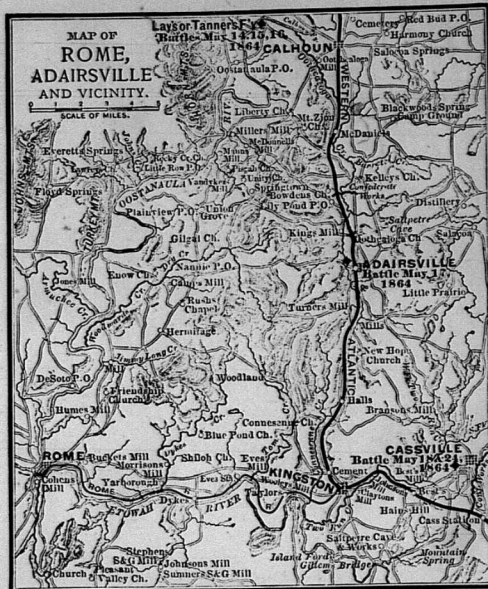
Mountain, his center on Pine Mountain and his right on the ridges just northward of Kennesaw Mountain. For about a month there was daily fighting in this vicinity. The Confederates planted batteries upon Kennesaw Mountain, seven hundred feet above the surrounding hills.

While Sherman's superiority of numbers enabled him, by the extension of his lines, to force a gradual and constant retrogression of Johnston's, yet he could do nothing which secured the dislodgment by force of the Confederates from their lofty perch on the twin crests of Kennesaw Mountain, the citadel of North Georgia.

On the 27th of June, 1864, ensued the great battle of Kennesaw Mountain, which resulted in a general Federal repulse.

Sherman then made a movement in heavy force to the southwest, down the Sandtown road, which, by threatening the Western & Atlantic Railroad below Marietta, forced Johnston, on the 3d of July, to evacuate Kennesaw Mountain and Marietta, and retire to a new position north of the Chattahoochee river.

During this change of position, ensued the battle of Smyrna, July 4.



After sharp fighting before Johnston's entrenchments, Sherman extended his lines a number of miles northward and southward, securing possession of one or two fords across the Chattahoo-

chee river. The Confederates then fell back to the entrenchments around Atlanta.

The Confederate government, just at this juncture, took the fatal step of re-

moving Johnston from command, and appointing Hood in his stead. Hood changed Johnston's Fabian tactics, and with an army scarcely more than half as large as Sherman's, assumed the offensive, and the desperate battle of Peachtree creek ensued on July 20, which resulted in a Confederate reverse.

Next followed the battles of the 22d and 28th of July around Atlanta, and afterwards the fighting along the line of the Central Railroad at Jonesboro and Lovejoy's, and the subsequent evacuation of Atlanta.

During the fall of that year ensued Hood's eccentric campaign in Sherman's rear over nearly the same ground through Georgia into Tennessee. During these movements occurred the battle of Allatoona and others.

It is proper to state that between Chattanooga and Atlanta there is not a mile-post on the Western & Atlantic Railroad which was not within sound of musketry firing during the campaign, and there is not a cross-tie whereupon one standing could not have heard the sound of artillery firing.

It may be here remarked that the Western & Atlantic Railroad was the means of securing the fall of Atlanta, and, therefore, to a great degree, the



overthrow of the Southern Confederacy. It was Sherman's only channel for supplies for his immense army, and, during the campaign, he hugged it with a tenacity which showed that he considered it indispensable to success. His flank movement through Snake Creek Gap was to gain possession of it at Resaca, in the rear of Johnston at Dalton; his move against Calhoun, south of Resaca, via Lay's Ferry, had the same end in view. Such, likewise, was his object, in the skillfully-planned and masterly march and struggles about New Hope Church, and such was his immediate aim in the movement southwest of Marietta, after the failure of his grand and heroic assault upon Kennesaw Mountain.

One hundred and forty-five car loads per day of supplies were needed for the subsistence of his army during the campaign, and over this railroad they were transported from Chattanooga.

To insure its preservation, as he progressed farther and farther southward, he placed garrisons to protect each bridge.

Johnston, too, was fully alive to the supreme importance of this line to both armies, and, while his constant endeavor was to protect it behind him, it was also, his most ardent desire to find some means for breaking it in Sherman's rear; and thus forcing upon the latter the alternative of retreat or starvation. To this end, he and the Governor of Georgia made the strongest appeals to the Richmond government for Forrest's cavalry to be brought from Mississippi and kept actively at the work of destruction upon the railroad bridges, etc.; using the argument that it was better to take the risk of Federal raids in northern Mississippi than to lose the opportunity of forcing into disastrous retreat the invading army which was driving its advance like a wedge of steel into the very heart of the Confederacy.

These entreaties, however, were without success, and the Western & Atlantic Railroad, despite Sherman's constant apprehensions of the realization of Johnston's wish, remained the chief means by which the invasion was sustained, and crowned with the fall of Atlanta.

As a prominent Federal authority said, after the war, to a Western & Atlantic official, "The Union element cannot be too thankful for the fact that your road was in existence."

"Then," was the remark, "the W. & A. road should be the pride of every true American, if by reason of its existence the Union was saved."

The Western and Atlantic Railroad train No. 19, leaving Atlanta at 5:50 p. m., connects with the N. & C. train which arrives at Nashville at 6:20 the next morning and reaches Louisville at 2:20 p. m. that day. It also connects at Nashville with the train via Evansville, arriving at Chicago at 10:50 a. m. the next day, and which arrives at St. Louis at 8:00 p. m. the next night after leaving Atlanta.

The Kennesaw Route is the quickest.

(Special to the Commercial Gazette.)

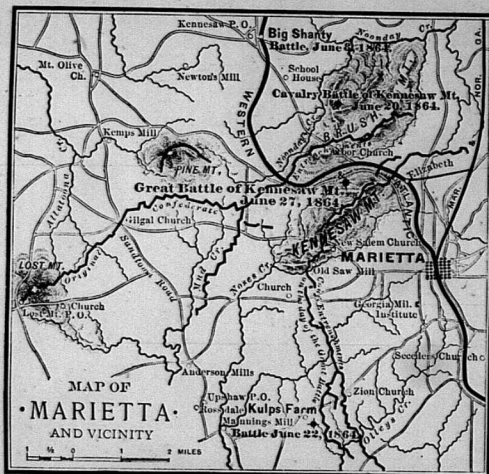
MARCHING THROUGH GEORGIA.

Veterans Visiting Old Battle-Fields.

The Old Soldiers' Excursion to Scenes Familiar to Them Over Twenty Years Ago.

ATLANTA, GA., September 22.—This has been a day full of the keenest interest and enjoyment to all taking part in the veteran excursion. Leaving Chattanooga at seven o'clock, this morning, the whole day has been spent

Part of those who had come from Cincinnati were left at Chattanooga, but among those who continued the trip were the representatives of thirty regiments. Of these regiments one was from Massachusetts, eight from Indiana, eighteen from Ohio, two of the United States Regimental Cavalry, and one from Georgia—the latter being represented by a single Confederate soldier of the First Georgia. Besides these, there was a delegation of five ladies, belonging to the Old Guard Relief Corps, Post No. 121, of Dayton, Ohio.



upon the road between there and Atlanta. The weather, which early in the morning was hazy, and with clouds threatening rain, soon cleared up, and became clear, fresh and bracing.

Stops of from half an hour to an hour and a half were made at the points of greatest interest along the road. The Western and Atlantic Railroad is the road along which Sherman advanced in his march to Atlanta, and it passes through or near

It has been remarked as a singular and unaccountable circumstance that at all gatherings of ex-soldiers, both North and South, since the war, all veterans are officers, and that the privates, as a class, have become utterly extinct. But this excursion is an exception to the rule, and among all the veterans present there are not half a dozen commissioned officers, and of these none were of higher rank than Captain.



the scenes of nearly all the important conflicts of that memorable campaign. Among the places visited were Chickamauga Station, Ringgold, Buzzard's Roost, Dalton, Resaca, Allatoona, Big Shanty, Kennesaw Mountain and Marietta.

At Chattanooga the excursion train was taken charge of by C. E. Harman, the General Western Agent for the Western and Atlantic Railroad; and to his good management and courteous and affable demeanor was due much of the enjoyment of the trip.

Dayton, O., sends the largest delegation from any single place, among whom are Lieutenant T. L. Steward and wife and Privates E. B. Lyon, John Mull and Henry Kissenger. From Mansfield, Ohio., is Captain J. S. Hedges, of the Fourth United States Regular Cavalry, with his wife and daughter.

Our only Confederate is Captain T. J. Lyon, of Cartersville, Ga., whose regiment served in General Tombs' brigade of the Army of Northern Virginia. He is a lawyer, the local

attorney of the Western and Atlantic Railroad, and a gentleman, whose service in the rebel army and extensive knowledge of war history from the Confederate standpoint, make him a most valuable addition to the party.

Although there was no great pitched battles between the armies of Sherman and Johnston during the Atlanta campaign, yet there were fierce conflicts involving corps and divisions, terrific assaults of intrenched positions, and sharp fights between brigades and regiments, while nearly every mile of the distance had its skirmish or cavalry fight. To many a veteran the peculiar interest of the whole campaign centers in some of these minor conflicts not mentioned in the reports, and which will never appear in history, but where more of his comrades were lost than in the great battles of the war.

The first position of Johnston's army along Rocky Face Ridge, guarding Buzzard's Roost Gap, and covering Dalton, was fortified by works of the most formidable character. The great forts on each side of the gap can still be plainly seen from the train, although the view is somewhat obstructed by the bushes which have grown up since the war.

A single glance at the ridge, with its precipitous sides, and the line of works along its crest frowning down upon you, is sufficient to show why Sherman made no attempt to force the position by assault. In front of the Gap is pointed out the place where Lieutenant Steward, commanding Company K, of the Eleventh Ohio, built a bridge across Mill Creek under a terrific fire of both artillery and infantry, losing several men in the work, only to find it useless by reason of the commanding position of the rebel batteries.

At Dalton is obtained one of the finest views along the whole route. From the summit of a large earth-work called Fort Hill, built, I believe, by Union soldiers after the capture of the town, you see to the northward the reverse side of Rocky Face, with its patches of white limestone cliffs glistening in the sun. Running your eye along the ridge to the westward you see Dug Gap, famous almost as the Buzzard's Roost in the history of the campaign. Twelve miles beyond, where the ridge fades to a misty blue line, you see the point along whose further side is Snake Creek Gap, through which McPherson marched with the Army of the Tennessee, turning Johnston's position and compelling its evacuation.

Turning to the eastward, you see the beautiful Cohutta Mountains, twenty miles distant, and running off to the northward in a series of alternate peaks and depressions, scalloping the blue of the horizon. A native of Dalton officially informs you that the fort upon which you stand was the scene of the slaughter of a colored regiment by a portion of Hood's army when he marched northward upon Sherman's line of communication, after the fall of Atlanta. Failing to recall the circumstances from your reading of war history, you wonder if this, too, is some of the history of the war that did not appear in the reports.

On to Resaca. As the train stops the vets jump from the cars and start for the hills to the west of the town, each intent upon finding a point from which he can locate the place in which his regiment played its part in the bloody conflicts which compelled the abandonment of the town. The rebel breastworks, which line the westward slope of every elevation, and the artill-

RINGGOLD.—Ringgold Pass is immediately in the edge of the town. Here occurred the famous battle between Pat Cleburne and "Fighting Joe" Hooker," Nov. 27th, 1863, in which Hooker got a very rough handling from the Confederate commander and his men. Six miles west is the famous battle-field of Chickamauga. About three miles distant are the Cherokee Springs, and about the same number of miles away are Catoosa Springs. Ringgold lies in the midst of the beautiful Chickamauga Valley, and the scenery is very fine.

Marching Through Georgia.

Concluded from page 13.

lery trenches upon their summits, attest the patient labor and the scientific skill with which Johnston strengthened every position. The mounds of earth, washed by the rains, have given no foothold to vegetation, and the bare red earth looks as if it might have been thrown up only a year or two ago. Here several pieces of shell, broken bayonets and rifle balls were found, and one man was so intent upon finding a relic near a spot where a comrade had fallen that he was left behind by the train.

In a small building in the edge of the town an unexploded shell was taken by an Indiana veteran from its position in the sill, where it had remained ever since the war, the owner being afraid to remove it for fear of an explosion.

Allatoona.—At the side of the railway, at the entrance to the famous cut, is a single grave, where an unknown soldier is buried. On which side he fought no one knows, but the grave is tenderly cared for by the section hands of the railroad, and at its head is a marble slab which bears the inscription:

"He died for the cause he thought was right."

We passed up to the position where Corse, with his handful of soldiers, "held the fort" against French's division of the rebel army, perhaps the most dramatic incident of the war. The fort and the outlying rifle-pits are perfectly preserved, though overgrown with a thick covering of small trees and brush. Every one was eager to carry away some relic from this famous spot, but few bullets were found.

A dinner at Big Shanty, with appetites such as the soldiers had when fighting and marching through this historic region, then on to famous old Kennesaw, with his dual summit, the scene of the bloodiest battle of the campaign, where the terrific assaults upon the impregnable works of the enemy were repulsed with terrible slaughter.

The day was so far spent that we had not time to ascend the mountain. This was a great disappointment to many, as it is, upon the whole, the most interesting place along the whole line. A large number of the excursionists have therefore decided to return to-morrow and spend half a day upon the mountain.

A short stop at Marietta, a beautiful old town of three thousand people, with quiet and shaded streets. The National Cemetery here is famous for its lovely site and flower-bordered walks and drives. It contains the bodies of 10,132 Union soldiers, of whom 2,963 belong to the great army of the sad, unknown. A party of soldiers from the 113th O. V. I. discover the graves of the Captain and two Lieutenants of their company, killed in the assault on Kennesaw, and supposed to be buried among the unknown.

Marietta has also a Confederate Cemetery, which of late years has

been kept with care and neatness, though formerly it was entirely neglected.

Those who did not serve in the war can scarcely appreciate the intense interest of a revisit to these scenes, but all who have been upon the trip to-day pronounce it one of the eventful days of their lives.

The writer of the above article very correctly alludes to the battle of Allatoona as being "perhaps the most dramatic incident of the war."

When it is realized that General French's attacking force numbered about 2,000 men, with 11 cannon, and General Corse's force defending the redoubts numbered 1,944 men, and that the Confederate loss was 797 and the Federal loss 707, some idea can be formed of the desperation of the contest, and a thrill of pride must be felt in the heart of every American who remembers that the soldiers who fought on both sides in this battle were his countrymen.

One of the prettiest locations in Georgia for a continuous chain of beautiful residences is that which extends directly along the line of the Western & Atlantic railroad from Smyrna to Marietta. Here are numerous pretty groves, and the surface is just rolling enough to drain itself. The Marietta Accommodation train stops at any point when flagged, and parties thus have practically street car advantages. We predict that within ten years this will be a very popular region with those desirous of having suburban homes near Atlanta. The scenery in the valleys just east and west of this plateau is said to be very attractive.

The Western and Atlantic Railroad runs through the wild and picturesque scenery among the Allatoona Mountains after going northward through Allatoona Pass.

There are few more charming spots in the south, if you take the rugged and striking landscape into consideration.

A wild country this is to travel through in a palace car in times of peace. How impressive, therefore, it must have appeared to the tens of thousands of soldiers who fought and flanked each other through this country in the days of '64!

The most reliable sleeping car line, from Cincinnati to Jacksonville, is that which runs over the Western & Atlantic Railroad through the historic battle-fields, where Sherman's and Johnston's hosts locked horns, or crossed swords, or jobbed bayonets at one another, or shot at each other—which ever expression you may prefer—in 1864.

The Western & Atlantic Railroad runs through passenger coaches between Nashville and Atlanta, and tourists going to Florida or to other southeastern points will do well to bear this in mind.

No tourist should pass through Chattanooga without stopping and taking a trip over the Western and Atlantic, down through the beautiful and historic Chickamauga Valley.

The Western & Atlantic Railroad does not claim to be a "great system," but claims to have more attractions for the tourist than some "great systems" several times its size, and offers more advantages in the way of smooth road-bed, sure schedules and union depot terminals, than its "great system" competitors. It depends upon its natural as well as artificial advantages, and equally with its honesty of dealing with the public, for its patronage, and its past record is the best guarantee of its future course.

One of the nicest hotels in the south-east, for fall tourists and invalids to come to, is at Grovetown, on the Georgia Railroad, about fifteen miles east of Augusta. The hotel Rosland is "a daisy" in every respect. It is sufficient recommendation for Grovetown to say that a portion of the family of Mr. George M. Pullman, President of the Pullman Palace Sleeping Car Company, has, during the past couple of winters, spent several weeks at this point.

Magnificent scenery is viewed from the summits of Kennesaw, Allatoona and Rocky Face Mountains, directly on the line of the Western & Atlantic Railroad, and all along the line of the Marietta and North Georgia Railroad.

From Dalton, it is an easy trip to several mineral springs; the most noted being Gordon Springs, Cherokee Springs, Catoosa Springs, Cohutta Springs and the Mineral Springs at the foot of Rocky Face Mountain.

The Western and Atlantic Railroad is the only line by which passengers leaving Nashville at 8:00 p. m. make close connection with the Georgia Railroad in Atlanta for Athens, Grovetown, Augusta, Aiken, Columbia, Charleston, Beaufort and Port Royal.

The Western and Atlantic Railroad is the only line by which passengers leaving Cincinnati at 8:47 p. m. make connection in Atlanta with the Georgia Railroad fast mail for Athens, Augusta, Grovetown, Columbia, Aiken and Charleston.

The wonderful Georgia marble quarries, which are well worth a trip of three hundred miles to see, can only be reached via the Western and Atlantic railroad and Marietta.

It is said that the Western & Atlantic railroad does more to foster and develop new enterprises on its line than any other southern road. This should be the policy of every southern road.—*North Georgia Citizen.*

The Kennesaw Route always ahead.

BOARD. MARIETTA, GA.,

Forty-five minutes ride from Atlanta on the Western & Atlantic Railroad with six trains each way daily. The beautiful site called

"THE HEDGES."

There are a number of fine rooms in the main building and adjoining cottages, with large and lovely grounds, also a free livery for the exclusive use of guests. Situated on Powder Springs street, within three minutes drive or ten minutes walk of railroad depot, the churches and shopping and in full view of the Kennesaw Mountains. Table service strictly first-class.

For terms apply to

JAMES A. LAFFITTE,
Manager.

(1103)

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Grovetown, Augusta,
The Famous
SAND HILLS,
(Three miles above Augusta, Georgia.)
AIKEN, BEAUFORT
—AND—
Charleston, S. C.,
THE
STONE MOUNTAIN ROUTE
(GEORGIA R. R.)
—IS THE—
SHORTEST & QUICKEST LINE.

Tickets Must Read TO ATLANTA:

—Thence Via—

Georgia R. R. To Augusta.

Passengers for GROVETOWN, Ga., can purchase tickets to Augusta, and get off at GROVETOWN, which is 15 miles west of Augusta.

THE SAND HILLS

Are reached via Horse Cars from Augusta.

Aiken, Beaufort and Charleston, S. C.,

Are regular Coupon Ticket Stations. All Ticket Agents, who sell Through Tickets, can furnish you with Tickets and Schedules.

On another page of this paper you will find Condensed Time Table to all of the above named points.

Joe W. White, | **E. P. Dorsey,**
Traveling | General
Passenger Agent. | Passenger Agent.
AUGUSTA, Ga.

WHITLOCK HOUSE, Marietta, Ga.

A Favorite Winter Resort for Northern Health Seekers. Climate unsurpassed for Pulmonary affections. Elegant accommodation for 100 guests. Heated by furnace and open fires, lighted by gas, electric bells, Billiards, Bowling alley and Lawn tennis for entertainment of guests. Open all the year. Terms more moderate than at other first-class houses.
M. G. WHITLOCK,
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Send for pamphlet on the climatic advantages of North Georgia. Letters of inquiry will be cheerfully responded to by
H. P. GATCHELL,
Marietta, Ga.
(1110)

A Perfect Gentleman

—IS—

ALWAYS WELL DRESSED,

And he Gets his Clothing

—FROM—

KENNY & JONES,

The Celebrated

MERCHANT TAILORS,

—AT—

NO. 11 WHITEHALL ST.,
ATLANTA, GA.

The Finest and most Fashionable Assortment of Suitings and Cloths, with appropriate Trimmings, in the city of Atlanta, can be found at the Elegant Merchant Tailoring Establishment,

No. 11 Whitehall Street,
Don't forget the number.

KENNY & JONES.

Sam Jones, the evangelist, lives on the Kennesaw Route.

RINGGOLD.—Ringgold Pass is immediately in the edge of the town. Here occurred the famous battle between Pat Cleburne and "Fighting Joe Hooker," Nov. 27th, 1863, in which Hooker got a very rough handling from the Confederate commander and his men. Six miles west is the famous battle-field of Chickamauga. About three miles distant are the Cherokee Springs, and about the same number of miles away are Catoosa Springs. Ringgold lies in the midst of the beautiful Chickamauga Valley, and the scenery is very fine.

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We passed up to the position where Corse, with his handful of soldiers, "held the fort" against French's division of the rebel army, perhaps the most dramatic incident of the war. The fort and the outlying rifle-pits are perfectly preserved, though overgrown with a thick covering of small trees and brush. Every one was eager to carry away some relic from this famous spot, but few bullets were found.

A dinner at Big Shanty, with appetites such as the soldiers had when fighting and marching through this historic region, then on to famous old Kennesaw, with his dual summit, the scene of the bloodiest battle of the campaign, where the terrific assaults upon the impregnable works of the enemy were repulsed with terrible slaughter.

The day was so far spent that we had not time to ascend the mountain. This was a great disappointment to many, as it is, upon the whole, the most interesting place along the whole line. A large number of the excursionists have therefore decided to return to-morrow and spend half a day upon the mountain.

A short stop at Marietta, a beautiful old town of three thousand people, with quiet and shaded streets. The National Cemetery here is famous for its lovely site and flower-bordered walks and drives. It contains the bodies of 10,132 Union soldiers, of whom 2,963 belong to the great army of the sad unknown. A party of soldiers from the 113th O. V. I. discover the graves of the Captain and two Lieutenants of their company, killed in the assault on Kennesaw, and supposed to be buried among the unknown.

Marietta has also a Confederate Cemetery, which of late years has

been kept with care and neatness, though formerly it was entirely neglected.

Those who did not serve in the war can scarcely appreciate the intense interest of a revisit to these scenes, but all who have been upon the trip to-day pronounce it one of the eventful days of their lives.

The writer of the above article very correctly alludes to the battle of Allatoona as being "perhaps the most dramatic incident of the war."

When it is realized that General French's attacking force numbered about 2,000 men, with 11 cannon, and General Corse's force defending the redoubts numbered 1,944 men, and that the Confederate loss was 797 and the Federal loss 707, some idea can be formed of the desperation of the contest, and a thrill of pride must be felt in the heart of every American who remembers that the soldiers who fought on both sides in this battle were his countrymen.

One of the prettiest locations in Georgia for a continuous chain of beautiful residences is that which extends directly along the line of the Western & Atlantic Railroad from Smyrna to Marietta. Here are numerous pretty groves, and the surface is just rolling enough to drain itself. The Marietta Accommodation train stops at any point when flagged, and parties thus have practically street car advantages. We predict that within ten years this will be a very popular region with those desirous of having suburban homes near Atlanta. The scenery in the valleys just east and west of this plateau is said to be very attractive.

The Western and Atlantic Railroad runs through the wild and picturesque scenery among the Allatoona Mountains after going northward through Allatoona Pass.

There are few more charming spots in the south, if you take the rugged and striking landscape into consideration.

A wild country this is to travel through in a palace car in times of peace. How impressive, therefore, it must have appeared to the tens of thousands of soldiers who fought and flanked each other through this country in the days of '64!

The most reliable sleeping car line, from Cincinnati to Jacksonville, is that which runs over the Western & Atlantic Railroad through the historic battle-fields, where Sherman's and Johnston's hosts locked horns, or crossed swords, or jobbed bayonets at one another, or shot at each other—which ever expression you may prefer—in 1864.

The Western & Atlantic Railroad runs through passenger coaches between Nashville and Atlanta, and tourists going to Florida or to other southeastern points will do well to bear this in mind.

No tourist should pass through Chattanooga without stopping and taking a trip over the Western and Atlantic, down through the beautiful and historic Chickamauga Valley.

The Western & Atlantic Railroad does not claim to be a "great system," but claims to have more attractions for the tourist than some "great systems" several times its size, and offers more advantages in the way of smooth road-bed, sure schedules and union depot terminals, than its "great system" competitors. It depends upon its natural as well as artificial advantages, and equally with its honesty of dealing with the public, for its patronage, and its past record is the best guarantee of its future course.

One of the nicest hotels in the southeast, for fall tourists and invalids to come to, is at Grovetown, on the Georgia Railroad, about fifteen miles east of Augusta. The hotel Rosland is "a daisy" in every respect. It is sufficient recommendation for Grovetown to say that a portion of the family of Mr. George M. Pullman, President of the Pullman Palace Sleeping Car Company, has, during the past couple of winters, spent several weeks at this point.

Magnificent scenery is viewed from the summits of Kennesaw, Allatoona and Rocky Face Mountains, directly on the line of the Western & Atlantic Railroad, and all along the line of the Marietta and North Georgia Railroad.

From Dalton, it is an easy trip to several mineral springs; the most noted being Gordon Springs, Cherokee Springs, Catoosa Springs, Cohutta Springs and the Mineral Springs at the foot of Rocky Face Mountain.

The Western and Atlantic Railroad is the only line by which passengers leaving Nashville at 8:00 p. m. make close connection with the Georgia Railroad in Atlanta for Athens, Grovetown, Augusta, Aiken, Columbia, Charleston, Beaufort and Port Royal.

The Western and Atlantic Railroad is the only line by which passengers leaving Cincinnati at 8:47 p. m. make connection in Atlanta with the Georgia Railroad fast mail for Athens, Augusta, Grovetown, Columbia, Aiken and Charleston.

The wonderful Georgia marble quarries, which are well worth a trip of three hundred miles to see, can only be reached via the Western and Atlantic railroad and Marietta.

It is said that the Western & Atlantic railroad does more to foster and develop new enterprises on its line than any other southern road. This should be the policy of every southern road.—North Georgia Citizen.

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Passengers for GROVETOWN, Ga., can purchase tickets to Augusta, and get off at GROVETOWN, which is 15 miles west of Augusta.

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Are regular Coupon Ticket Stations. All Ticket Agents, who sell Through Tickets, can furnish you with Tickets and Schedules.

On another page of this paper you will find Condensed Time Table to all of the above named points.

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