

SOME
OLD HISTORIC LANDMARKS
OF
VIRGINIA AND MARYLAND

DESCRIBED IN
A HAND-BOOK FOR THE TOURIST
OVER THE

WASHINGTON, ALEXANDRIA AND MOUNT VERNON
ELECTRIC RAILWAY.

BY
W. H. SNOWDEN. A. M. -

OF ALEXANDRIA, VA.

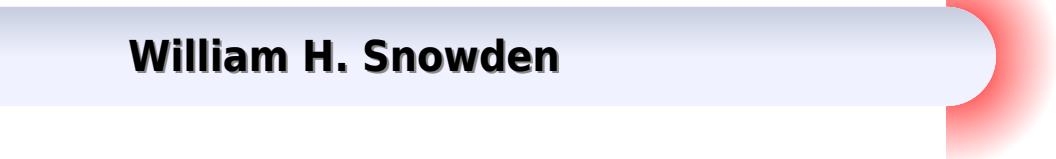
*Member of Virginia Historical Society
Author of Historic Sketches of New Jersey
Virginia and Maryland.*

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Some Old Historic Landmarks Of Virginia

William H. Snowden



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Vernon Electric Railway at the corner of Thirteen and a half street and Pennsylvania Avenue in the National Capital for a ride to the Home and Tomb of George Washington will pass through a region of country whose every locality bears the vivid impress of most interesting as well as important historical associations reaching back through nearly three hundred years of the beginnings and progress of our country in the march of civilization and advancement On every stream and thoroughfare in every valley and on every hill crest there is some memento or land mark in whatever direction the eye may range to remind of the pioneers who transformed the wastes of the wilderness marked the bounds of the homesteads laid the hearth stones established the neighborhoods and set up the altars of the Virginia Commonwealth Aside from the great historic interest which pertains to every portion of the way of this desirable route to Mount Vernon there is also for the tourist a pleasing diversity of natural scenery of which the broad skirting river forms a very attractive part As the train passes down 14th street towards the Potomac the beautifully diversified grounds of the Agricultural Department those of the Smithsonian Institute and of the National Museum and the Botanical Gardens comprising a large area reaching to the foot of the Capitol may be seen on the left The extensive and varied collections in the spacious buildings of these grounds from all lands and climes amply illustrating the mineral animal and vegetable Kingdoms of nature will well repay a visit On the right are the monumental grounds from which rises the great shaft erected to the memory of General George Washington This structure rises to the height of a little over 555 feet above ground level and 600 feet above mean tide water and is the highest work of masonry in the world It is built of granite and marble and contained in its wall is a block of native copper weighing 2100 pounds from Lake Michigan Its foundations are of blue stone laid 16 feet in depth The topmost stone weighs over 3000 pounds The whole structure is surmounted by a point of aluminium 91 2 inches high and 51 2 inches square at its base weighing 100 ounces the cost of which was 225 Whiter than silver and not liable to corrosion this point as the sunlight strikes it glistens like a huge diamond or an intense electric light The base of the shaft is 55 feet square with walls 15 feet thick The whole structure weighs more than 80000 tons Just under the pyramidon or pinnace stone is a platform with an area of 1167 feet from which through eight windows the visitor has magnificent prospects of the surrounding country Here the walls are 18 inches thick The corner stone was laid July 4th 1848 and finished in 1885 at a cost of 1 500 000 On an average 500 visitors ascend the monument daily at a yearly cost to the government of 20 000 About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books Find more at www.forgottenbooks.com This book is a reproduction of an important historical work Forgotten Books uses state of the art technology to digitally reconstruct the work preserving the original format whilst repairing imperfections present in the aged copy In rare cases an imperfection in the original such as a blemish or missing page may be replicated in our edition We do however repair the vast majority of imperfections successfully any imperfections that remain are intentionally left to preserve the state of such historical works

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Excerpt from Some Old Historic Landmarks of Virginia and Maryland Described in a Hand Book for the Tourist Over the Washington Alexandria and Mount Vernon Electric Railway This hand book was prepared especially for tourists over the New Electric Railway from the National Capital by way of Alexandria to Mount Vernon In it will be found not only a summary of the life services and character of General Washington and a description of his home his farms and his farming operations and the changes which have been incident to his land estate since his passing away but also descriptions of numerous other outlying historic landmarks on both shores of the Potomac The writer trusts that the book hastily prepared in brief intervals of pressing duties may prove an acceptable companion to all strangers wayfaring among the many interesting historic points which will be opened to them by this convenient and delightful route of travel to the home and tomb of the venerated Washington To Dr J M Toner of Washington City the successful editor and publisher of Washington journals diaries and other papers to Mr Hubert Snowden of the Alexandria Gasette Mr H Harrison Dodge the courteous and capable superintendent of Mount Vernon Mr J R C Lewis of Berryville Virginia Mr William F Carne Mr Lawrence Washington Mrs Dr William Powell and Miss Mary Lloyd of Alexandria Rev M L Poffenberg of Broad Creek Church Miss Whittingham of Baltimore and others the writer hereby acknowledges his obligations for valuable assistance Should any historic reader find in the book inaccuracies or wish to suggest additions of new facts pertaining to any of the landmarks they will be gratefully received for a subsequent edition About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books Find more at www.forgottenbooks.com This book is a reproduction of an important historical work Forgotten Books uses state of the art technology to digitally reconstruct the work preserving the original format whilst repairing imperfections present in the aged copy In rare cases an imperfection in the original such as a blemish or missing page may be replicated in our edition We do however repair the vast majority of imperfections successfully any imperfections that remain are intentionally left to preserve the state of such historical works

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