

Norfolk Greets The Albemarle Area

HISTORIC NORFOLK INVITES YOU TO VISIT, TRADE AND VACATION WITH THEM OFTEN

Many Places of Historic Interest Within Short Distance of This Met- ropolitan City

(By F. E. TURIN)

Norfolk is one of the most historic cities in the United States. The Norfolk area covered by the Original Norfolk Land Grant which was issued in 1636 is today famous for many reasons.

Norfolk has a metropolitan population of about 300,000, is a railroad center of prime importance, possesses the world's greatest natural harbor—Hampton Roads—and by reason of such fact is a world port of the first magnitude. It also is a great industrial center.

The Norfolk area has the greatest stretch of fine white beach along the Atlantic Coast and it was at Cape Henry—situated midway in this stretch—where the first permanent English settlers in America first landed before they proceeded to Jamestown—a short distance away—to establish the first permanent English settlement in America. They landed at Cape Henry on April 26, 1607, planted a cross, said prayers and claimed the land. The first lighthouse erected by the federal government (1791-1792) is said to mark the spot where they planted the cross.

By reason of its many recreational assets and attributes Norfolk is the unofficial capital of the most historic resort area in this country. Ocean View, Willoughby, Virginia Beach and Cape Henry are its principal shore resorts. At Cape Henry is Virginia Seashore State Park, rugged and natural in its scenic beauty and destined to become one of the country's outstanding national playgrounds. Norfolk county is the oldest county in the United States, and from the beginning Norfolk was recognized as the key point for everything, from the pursuit of pleasure to the hard cold facts of every day business and war or national emergency.

The Norfolk Navy Yard—formerly known as Gosport—is the oldest navy yard in America. The British used it in their day as a careening ground and when the United States was a struggling young nation it constructed there the first United States drydock. This dock is still in use. The first warship of our country to be drydocked was so docked in this dock. It was the old U. S. S. Frigate Delaware—a 74-gun ship and one of the most powerful ships of her time.

Off Norfolk's shores on March 9, 1862, the Virginia (Merrimac) and Monitor fought the memorable battle which changed the naval armaments of the world, and it was in the old drydock where the Merrimac was converted from a wooden ship to an iron-clad.

The first blood shed on Virginia soil at the outbreak of the Revolutionary War was at Great Bridge, eight miles from Norfolk's city limits. Here the Virginians defeated a superior British force and taught George III a lesson he did not forget.

On January 1, 1776, Lord Dunmore in command of the British fleet at anchor in the Elizabeth River, smarting from the bitter pill he had to swallow at Great Bridge, sent peculiar New Year's greetings to the people of Norfolk. The greetings were in the form of round shot—hot and cold—and when he finished his destructive work Norfolk was afire and burned for three days. As a result of the furious bombardment the whole town was destroyed. Only the walls of Old St. Paul's Church were left standing.

A century after the first Norfolk land grant, the Norfolk community—then the largest in Virginia—was declared a Royal Borough. The charter was granted September 15, 1736. The Borough Mace, said to be the only community mace in this country and now kept in the vaults of the National Bank of Commerce, its custodian, was presented to Norfolk by Lieutenant Governor Robert Dinwiddie, in 1769.

One of the major battles of the War of 1812 was fought at Norfolk—the Battle of Craney Island.

America's foreign commerce was born in the James River and cradled in its infancy at Norfolk. It was a busy young port almost one hundred years before the nation.

NORFOLK, VA.

THE ALL-YEAR 'ROUND
PLAYGROUND

A thousand tongues and a thousand songs

Could never tell the world
The wondrous beauties of a Generous God

In all His love unfurled
And left at our feet, to have and hold
Until the world shall cease,
A land where the angels come to find
Their moment of perfect peace.

You'd learn to love this garden spot
Its endless ocean-strand,
The forest deep, the fern-clad paths
That make this wondrous land,
The sun-kissed shores, the lacy waves
That move in joyous sweep,
Bringing the purple of restless seas
Out of the boundless deep.

Traditions ride through this hallowed land,
So rich with history's lore,
And the hand of welcome waits to greet

The stranger at its door.
So come to my land and find the joy
That the Southland holds for you,
The spirit of hospitality
That will live 'til time is through.

—Charles Day, Poet Laureate,
Virginia Society Sons of the American Revolution,
United Memorial Association and International Travel Federation.

Cigarette Exports To France Increase

Washington.—Imports of cigarettes into France during the first two months of this year totaled 479,160 pounds compared with 341,200 pounds imported in the corresponding period of 1937, according to a report from the American Consulate General, Paris, made public by the Tobacco Division, Department of Commerce.

The participation of the United States in this trade increased from 143,220 pounds in the two months of 1937 to 349,800 pounds in the two months of this year, the report states.

Great Britain accounted for 113,740 pounds of the total imports in the two months of last year compared with 110,220 pounds in the corresponding period of this year. Belgium-Luxemburg, 19,369 pounds against 5,940, French Colonists, 42,460 against 22,880 pounds; and all other countries, 22,440 pounds against 34,320 pounds, according to the report.

Facts And Figures

Form of Government—Council-City Manager.

Population (1930 Census)—129,710; 85,514, white; 48,942, Negroes; 254 foreign. Transient population in excess of 500,000.

Area—37.19 square miles.
Building Permits—Value 1937, \$2,550,163.00.

Climate—Mean annual temperature 59.4 degrees; mean spring temperature 57.2 degrees; mean summer temperature 76.8 degrees; and mean autumn temperature 66.5 degrees. Average annual rainfall, 45.55 inches.

Parks—11, with 302 65 acres, valued at \$1,200,000; also Virginia Seashore State Park at Cape Henry, 3,000 acres.

Resorts—2; Virginia Beach and Ocean View.

Electric Current—One electric generating station, 155 miles of transmission line. Capacity of station—75,000 kilowatts per hour. Electricity consumption in Norfolk during 1937—144,287,501 kilowatt hours. Capacity of gas plant—4,000,000 cubic feet. Storage capacity—5 holders—5,250,000 cubic feet.

Number Telephones in Use—28,157.

Churches—126 white; 77 colored.

Industrial—Over 200 plants. Value of manufactured products estimated at \$100,000,000 yearly.

Retail Stores—2,112, with average sales of \$50,120,000; and the full time employment of 7,288 men and women.

Retail Trade Territory—Serves 75,749 people in a trading area having a radius of approximately 75 miles.

Metropolitan Area—Known as Nor-

folk-Portsmouth-Newport News Metropolitan Area with a population of 295,292—largest such area in Virginia.

Education—38 public schools, including two high and two junior. Pupils in attendance—25,240. Maury High School is the largest high school in Virginia. Number of teachers in School System—754. One new elementary school building to be built at Ocean View during 1938. Three parochial high schools, of which one is colored; three grammar schools, of which one is colored; also a number of private schools.

Libraries—8; one main building with 7 branches, nearly 84,265 volumes on shelves of libraries.

Railroads—Serving Norfolk, 8: Atlantic Coast Line, Chesapeake and Ohio, Norfolk Southern, Norfolk and Western, Pennsylvania, Seaboard Air Line, Southern, Virginian and one belt line railroad which connects railways with pier, terminal and industrial districts.

Steamships—More than 50 coastwise, overseas and inland waterway steamship lines, with direct service to New York, Boston and other New England points, Washington, D. C., Baltimore and foreign countries including one home-owned line—American-Hampton Roads Line—and Baltimore Mail Steamship Line with direct service to United Kingdom and Central European ports.

Air Service—Pennsylvania Central Airlines—Municipal Airport, Telephone 23221. Direct service to Washington, D. C., and connections with all trans-continental and overseas lines.

BRIDGE CUTS APPROXIMATELY 60 MILES FROM DISTANCE TO NORFOLK AND NORTH

New Vehicular Bridge Over Albemarle Sound Opens Big Market For Crops Grown In Several Counties

A new and fertile trading territory has been added to Edenton and the Norfolk retail and wholesale trade upon the opening of the 3½ mile bridge across Albemarle Sound which is located about five miles east of Edenton, connecting U. S. 64 South of the Sound with U. S. 17, a distance of from approximately 60 miles to less than 12 miles for vehicular travel.

The bridge spans the Sound between Sandy Point on the north side of the Sound with Leonard Point on the South, and is connected with a

little over 8 miles of hard surfaced road from each of the highways to the bridge. The new bridge and highway, one of the most outstanding feats of engineering in the State of North Carolina, gives an outlet to Edenton and Norfolk and other points North to more than thirty-five thousands of people. Heretofore they have had to use a toll ferry operating between Mackeys and Edenton, or drive around by Williamston and Windsor.

Of the most importance is the ad-

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IMPORTANT RETAIL TRADING CENTER FOR PEOPLE IN EASTERN CAROLINA

COME TO NORFOLK!

Our Norfolk Town is lovely in the Springtime—

The bluest waters lap her peaceful shore,

The flowers grow in glorious profusion,
The ships of many nations pass her door.

Her past is one of marvelous achievement—

When battered down by foe on land and sea

She lifted up her head, by blows undaunted,

And saw the splendid future yet to be.

The citizens of Norfolk want to greet you—

To welcome you to this our sea port home,

And show you all our loveliest attractions,

From Boulevards to Ocean's dashing foam.

Our Norfolk Town is lovely in the Springtime—

In Summer, Winter, Fall—through all the year—

You will not find a place in all the nation

With such a welcome as awaits you here.

—Annie Agnes Smith.

CHAMPIONS OF A TRADITION (The Charlotte News)

Eugene W. Casey, lately an unemployed taxi driver of New York, has his cab back on the street now, and, with his wife, Cora L. Casey, wants to be taken off relief and to "repay back" the \$49.10 he received while on relief. He wrote the city treasurer that, and when the reporters went around to look at him, he said it was just the way he "was raised up," and, "That's the way I'm raising up my kid, too."

This is not an unique instance. New York has had several cases of the kind before. And Baltimore and Maryland have turned up a number, also. But there is one very curious thing about it. Casey is a Negro—a man, that is, who belongs to the least privileged of American groups. And the rest of the cases of which we have heard were those of the drafted aliens.

Funny And Annoying

Funny how many relatives you have when you are proclaimed as having done something worth-while.—Wilmington Every Evening.

Industries Numbered In The Hundreds; Important Distributing Point For Rich Area

Norfolk today is a city of nearly 130,000 population, the second largest city in the State of Virginia. The metropolitan area of Norfolk, according to latest census reports, give it a population of approximately 300,000, the largest in the state.

As a port, Norfolk ranks among the first half dozen in America, while as an industrial community, the development during the past decade has been particularly rapid because of the natural and acquired advantages it holds for the new industrial trend of the country.

Norfolk's prominence as a port is due to several things: It has one of the finest harbors in the world, which includes the lower reaches of the Elizabeth River and a large portion of that famous body of water known as Hampton Roads, also, it has one of the best designed and constructed belt line of railway connection with water fronts, which is connected with eight trunk line railroads connecting the port with the richest agricultural and industrial territories of the Middle West, the North and South.

Today more than fifty foreign steamship lines have regular sailings out of Norfolk to ports of Europe, South America and to the Far East, with more than a score of coastwise lines operating between Norfolk and other Atlantic ports, as well as to those on the great Pacific.

In 1607, April 26th, Christopher Newport, with three vessels under his command, landed at Cape Henry, before settling Jamestown a few weeks later. The site of Norfolk at that time was occupied by an Indian village called Skicoak, about 20 miles from Cape Henry, where the earliest permanent English settlers in America made their first landing. Captain John Smith was a member of that party, however, at the time of the Cape Henry landing he is said to have been imprisoned in irons on one of the vessels.

After considerable growth resulting from its favorable location for trade and commerce, Norfolk was, by act of Assembly, regularly established a town and on Sept. 15th, 1736, the "Royal Charter of Norfolk Borough" was granted by the governor, authorizing a "borough incorporated." Not until 1761 were the limits of the town extended to take in all the lands from the head of Newton's Creek to the head of Smith Creek, crossing now Church Street near Princess Anne Avenue.

While the city virtually abounds with shrines of historic interest, probably none is more sacred to the Americans than St. Paul's Episcopal Church. Erected in 1739, and at one time a major component of the Colonial parish system, the edifice remains a glorious monument to the early settlers. After the heavy cannonading which accompanied the British attack on Norfolk January 1, 1777, the church remained standing after the rest of the town had been destroyed by a devastating fire which razed the business houses and abodes of its intrepid revolutionists.

Washington is said to have worshipped in the old edifice during his trips to the town to seek respite from his arduous labors of surveying canal site now running through the Discal Swamp. Prince Bonaparte (later Napoleon III) was entertained in Norfolk in 1837, as well as General Wingfield Scott, G. P. R. James, President Tyler, General Robert E. Lee and numerous other historical characters of their day.

It was at the celebration of the laying of the cornerstone of the Custom House at Water and Church Streets, in 1819, that President Monroe honored the city with his presence. Five years later Lafayette was given a momentous ovation, and in 1839, Prince Louis Bonaparte, later Emperor of France, was entertained by local residents of note.

Construction of the Norfolk Navy Yard—now one of the foremost in the country—was begun during the pre-Revolutionary period. Actual work on the first stone dry dock was started in 1827. This structure is still in use, and made possible the reconstruction and salvaging of the Confederate ram "Virginia," which

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AIR VIEW OF THE CITY OF NORFOLK



Air view of the City of Norfolk, showing the principal business and financial section and the water front where docks both freight as well as passenger ships are visible.

NORFOLK, VIRGINIA