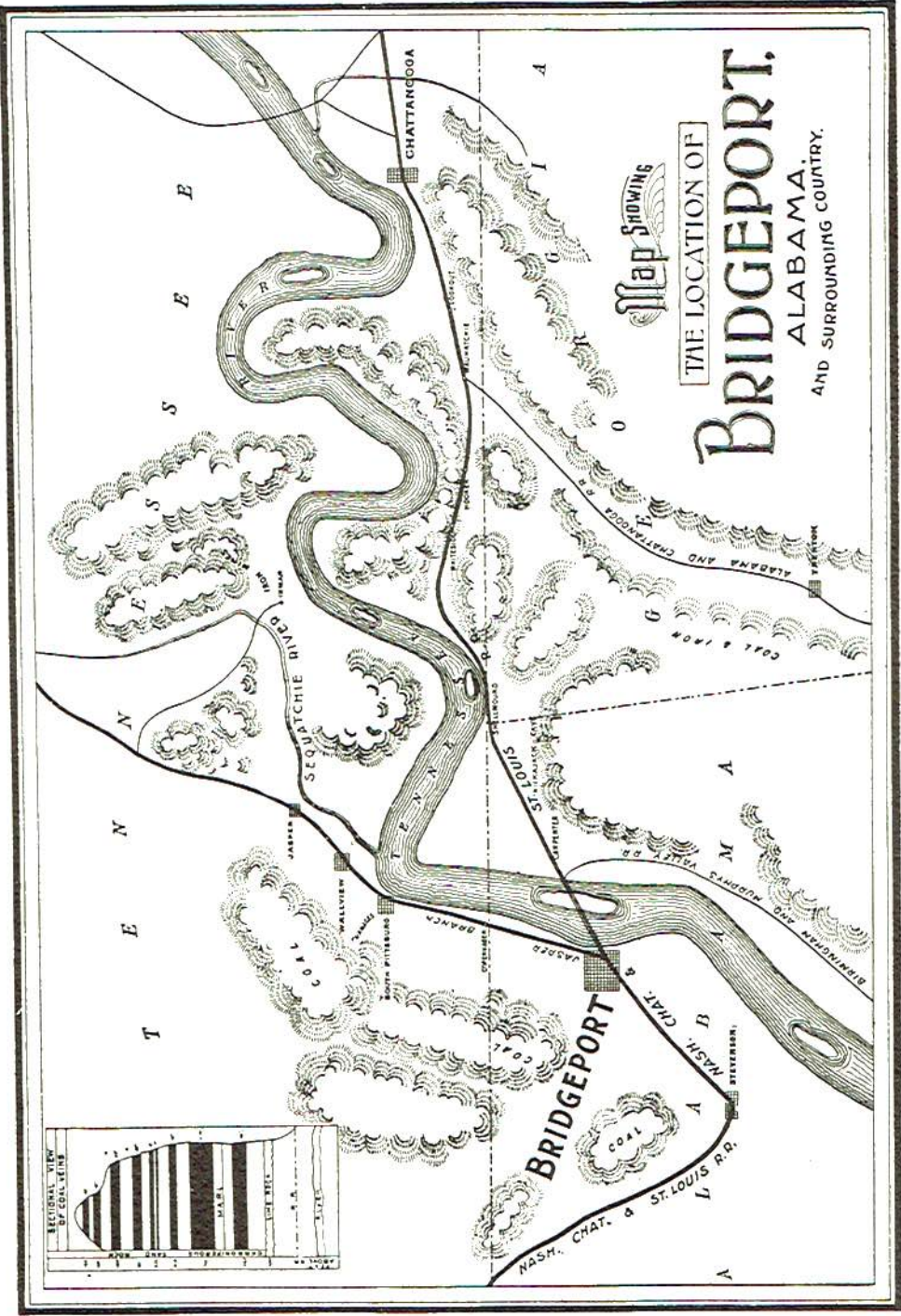


# BRIDGEPORT



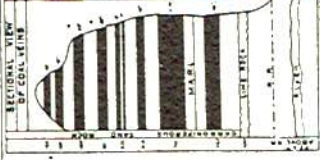
ALABAMA

1891



Map showing

THE LOCATION OF  
**BRIDGEPORT,**  
 ALABAMA,  
 AND SURROUNDING COUNTRY.



**BRIDGEPORT**

NASH. CHAT. & ST. LOUIS R.R.  
 NASH. CHAT. & ST. LOUIS R.R.  
 NASH. CHAT. & ST. LOUIS R.R.

BRIDGEPORT  
 COAL  
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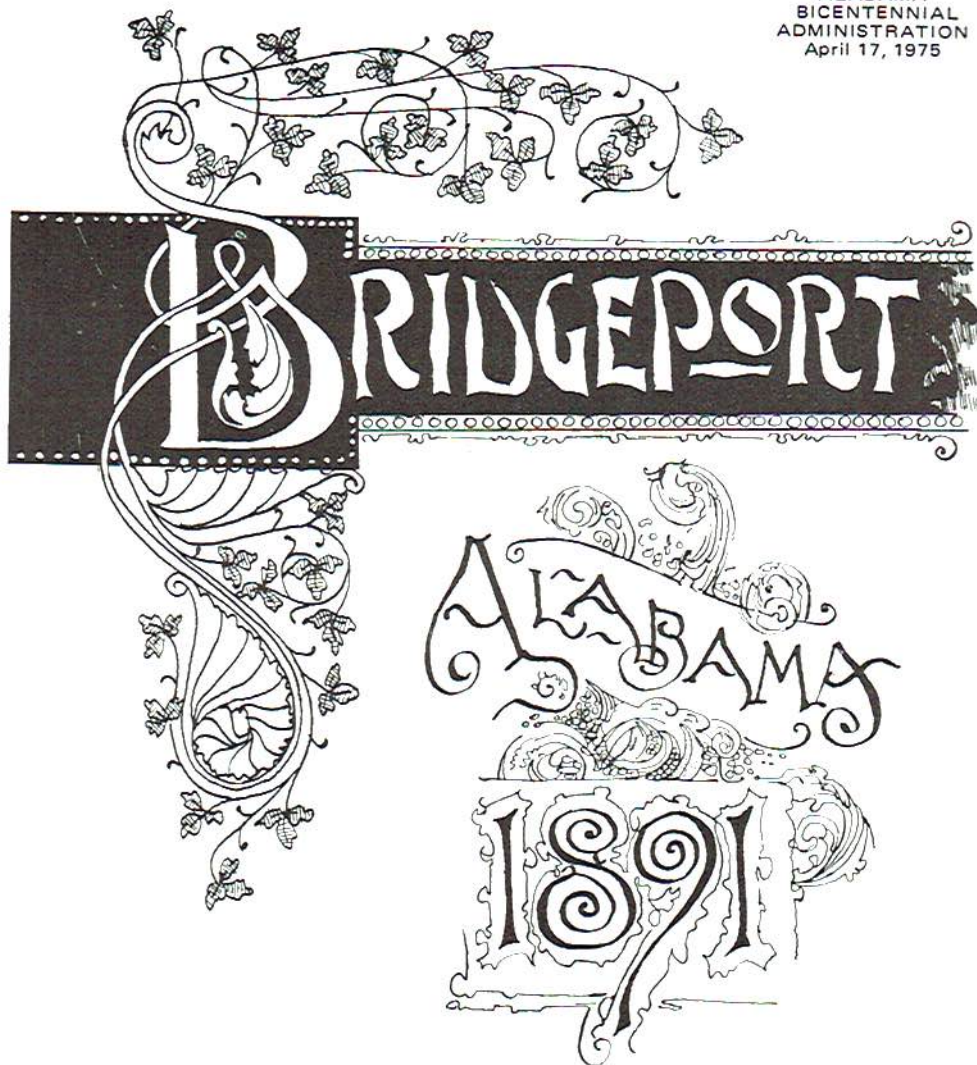
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 BRIDGEPORT

A publication by the Bridgeport Bicentennial Commission



Recognized by  
ALABAMA  
BICENTENNIAL  
ADMINISTRATION  
April 17, 1975



HUSTLER PRINTING COMPANY, INC., SOUTH PITTSBURG, TENNESSEE

# *Introduction*

**BRIDGEPORT.** The syllables of its name suggest dualism. The city actually developed as a river port beside a bridge that crossed the Tennessee. External forces, whether the military troops of the Civil War or the non-resident Eastern investors of the boom period, were wont to include Bridgeport as but a bridge on the route to objectives conceived by leaders who lived away across many bridges. Complementing these military and economic incursions were those who found Bridgeport to be a life-long port.

**BRIDGEPORT.** The history of its changing populations displays how arbitrary is any concept of native dominance. Russell Cave, mutely speaking of tribes now gone, admonishes living residents not to dismiss even unseen influences. The English Europeans were not first to contact the native Indians, but the Spanish under DeSoto; yet because of a decision made across the ocean, the English language and Protestant culture are dominant in the region today. All the waters that have since

flowed under Bridgeport's trestles have not washed the marks brought with the ink from the pens of Lincoln's Secretary of War Stanton and the boom entrepreneurs. Materials from the distance of the past are fewer than the influences that brought the clash of cannon and hammer to a scenic land. Among the most illuminating of the documents to emerge pertinent to Bridgeport's heritage has been the following reprinted book, "Bridgeport, Alabama, 1891."

"Bridgeport, Alabama, 1891" is reprinted in a limited edition of 500 copies by the Bridgeport Bicentennial Commission to mark the achievement of 200 years of American-English heritage. During the 1890's the material height thus far of this heritage left visible landmarks and others which will be known only from the pages of this reprinted book. These visionary pages were designed as a "booster" to Eastern monied investors flooded with promotion material from the New South. Linking herself to external investors,

Bridgeport was drawn into the national business cycles; hence, as her rise was swift, even swifter was her fall. The spectacular interlude proclaimed on these pages ended with the ruin of many northern capitalists in the Panic of 1893, just two hectic years after "Bridgeport, Alabama, 1891" was so promisingly printed and circulated in Eastern states by those who had funds to bridge from a town of dreams to a town of reality.

"Bridgeport, Alabama, 1891" was a book apparently not common in Alabama, designed as it was for an Eastern audience. The reprinted version following is from the only known copy extant in the South. The original was preserved by Ida Krum Clark, daughter of a German iron caster recruited for the Bridgeport foundries. Like the haunting dreams of the Eastern investors it describes, the book was carried from her childhood home when she married in 1917. In the year of her death, 1969, the book emerged as a major primary source for Carmichael and Lee's *In and Around*

**Bridgeport.** Permission to reproduce the book was granted by the heirs of Mrs. Clark in order that current citizens of Bridgeport may view the dreams of the investors in their full flower, the expressions of which still linger on Kilpatrick Row and Battery Hill.

As Bridgeport goes forward with America into the third one hundred years of the American heritage, this reprinted record of its greatest affair with "progress" serves as a reminder of the challenges facing its people. Bridgeport was spared the ruthless depletion of her resources by methods contrary to ecological lessons painfully learned in areas now more industrialized. The crash of the first boom has given Bridgeport a new chance to develop so that there will be no excuse if the dreams of this reprinted book are not tempered by the lessons learned in areas where the boom did not end.

*Auburn, Alabama 1975*

*Perry Morgan*

## Acknowledgements

The Bridgeport Bicentennial Commission expresses its appreciation to The Family of Ida Krum Clark, granddaughter of Robert Wrinkle, for preservation of the original for this reprinted book.

And, to Mr. Ted McCoy for the excellent work on the design of the cover, based on that of the original.

BRIDGEPORT, .....

.....ALABAMA,

1·N \* 1·8·9·1.



NASHVILLE, CHATTANOOGA AND ST. LOUIS RAILROAD DEPOT, AT BRIDGEPORT.



ILLUSTRATED AND PRINTED

FOR THE

Bridgeport Land and Improvement Company,

— BY:—

THE GILES COMPANY,

30 AND 32 WEST 13TH STREET, NEW YORK.

# The Bridgeport Land and Improvement Co.

BRIDGEPORT, ALABAMA.

NEW YORK OFFICE: 4 WARREN STREET, NEW YORK CITY.

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JESSE E. BROWN, SECOND VICE-PRESIDENT.

EUGENE A. HOFFMAN, JR., SECRETARY AND TREASURER.

Address, BRIDGEPORT, ALABAMA.

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FRANK J. KILPATRICK,

-

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BRIDGEPORT, ALABAMA.



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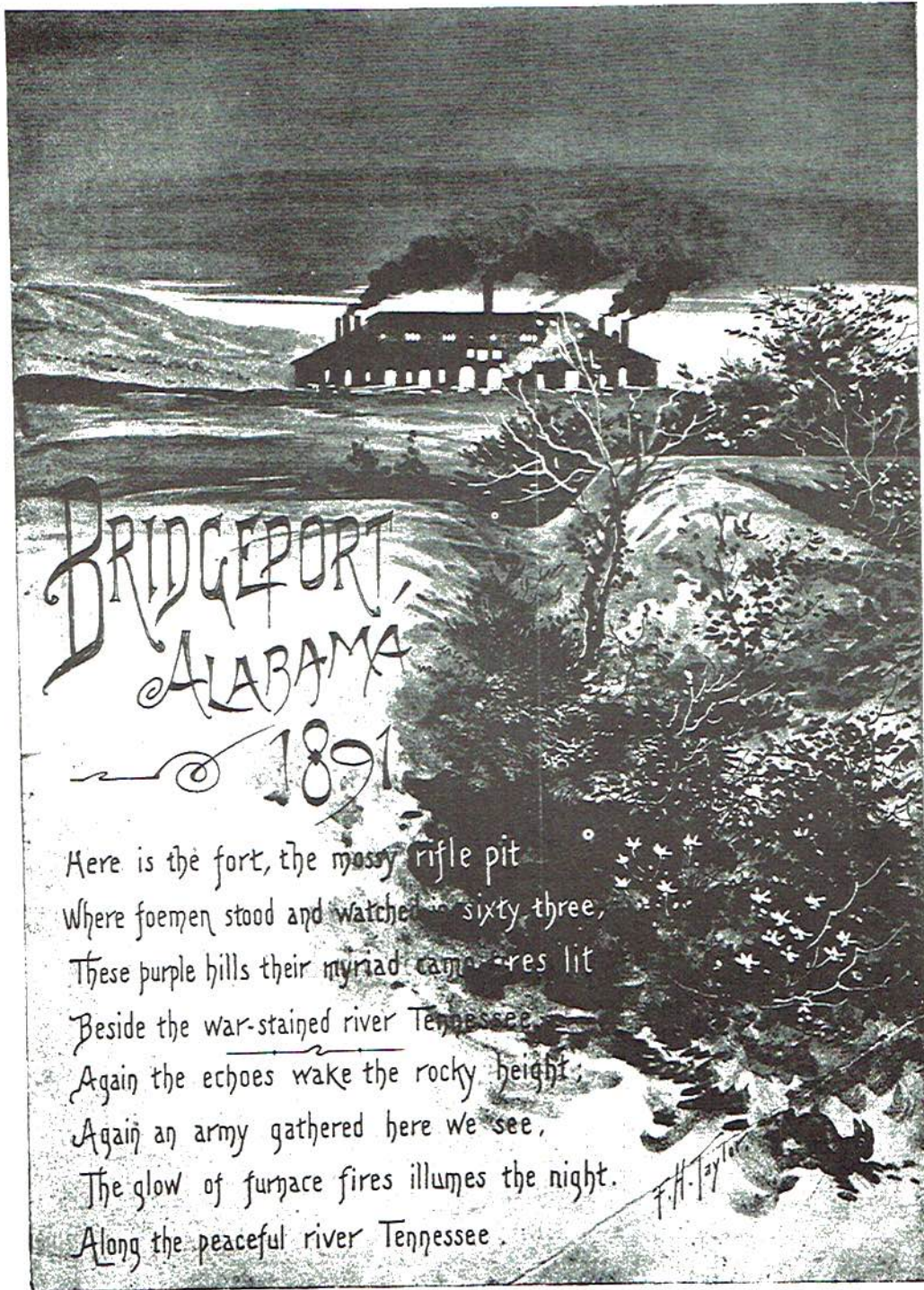
R. C. JOHNSON.

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## General Manager.

FRANK J. KILPATRICK,

BRIDGEPORT, ALABAMA.



BRIDGEPORT  
ALABAMA  
1891

Here is the fort, the mossy rifle pit  
Where foemen stood and watched us sixty three,  
These purple hills their myriad camp fires lit  
Beside the war-stained river Tennessee,  
Again the echoes wake the rocky height,  
Again an army gathered here we see,  
The glow of furnace fires illumes the night,  
Along the peaceful river Tennessee.

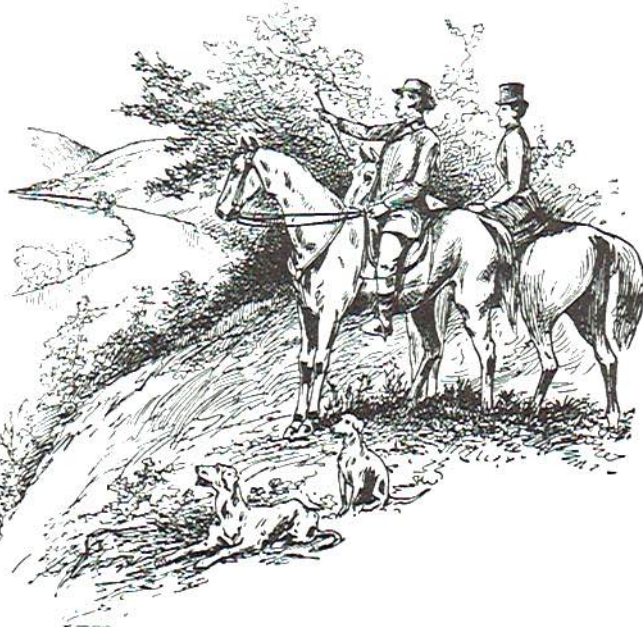
## Southern Development as seen at Bridgeport, Ala.



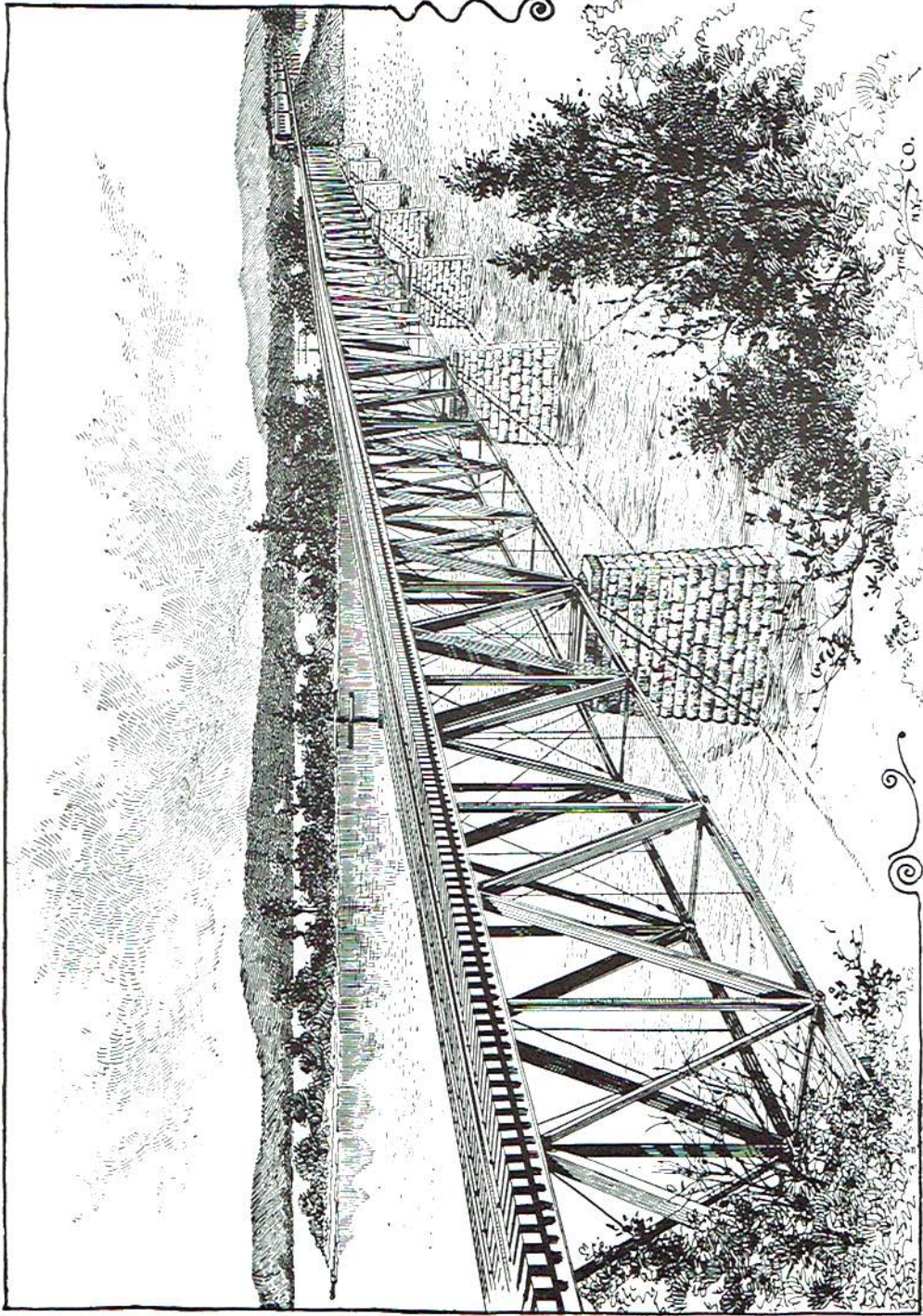
Northeastern Alabama, along the Tennessee River, is now attracting earnest and widespread attention as a center of legitimate industrial development. A westward ride of one hour from Chattanooga over the Memphis and Charleston Railroad, or the Nashville, Chattanooga and St. Louis Railroad, will land the visitor in the new city of Bridgeport at the mouth of the rich Sequachee Valley. The train curves around the base of Lookout Mountain, beneath the historic scene of its famed "battle above the clouds," and enters the Wauhatchie Valley, meeting the tranquil river a few miles further along. Bridgeport occupies a broad site upon the high and rolling ground along the western shore of the Tennessee. The area surveyed for a town site covers 2,000 acres. Extensive sidings have been built by the Nashville, Chattanooga and St. Louis Railroad Company, and at the depot, the Jasper Branch Railroad unites with the main line. This branch leads up into a famous mineral territory of Southern Tennessee. The trains of the East Tennessee, Virginia and Georgia Railway also pass through the city over these tracks. There are eighteen regular passenger trains both ways daily. The heart of the young city, that portion destined to be devoted to its stores, warehouses and banks, has been surveyed upon lines at variance with those of the greater suburban sections, the latter being so placed with reference to the cardinal points of the compass, that a home standing in the midst of its plot of lawn, will have the benefit of sun upon all sides in the course of the day.

Liberal spaces have been devoted to park areas. An excellent hotel faces the station.

The large and costly Hoffman House, to be built of brick, upon a triangular space west of the depot, was commenced in March. This hotel is being erected by the Rev. Dr. Chas. F. Hoffman, of New York (owner of the Hoffman House in that city), as an investment. It will not only be completed and furnished in the most substantial manner, but will be kept, as regards its menu, fully up to the metropolitan standard of excellence.



A BRIDGEPORT VISTA.



N. C. & ST. L. R.R. BRIDGE CROSSING THE TENNESSEE RIVER AT BRIDGEPORT.

THE J. G. & CO.  
N. Y.

A number of residences, schools and churches are seen along the hills, and upon Alabama Avenue several brick blocks, of which any large and long established community might well be proud, are already occupied.

The spaces reserved for manufacturing sites are near the river. The avenues, designated by numbers, are at right angles with the stream, bisected by streets of liberal width. A water-works system is already in operation, the water coming from the purest of mountain springs, affording a heavy pressure at all times. The best possible system of sewerage is to be applied to the entire town site, experts in this important feature being engaged from New York.

The Bridgeport Land and Improvement Company, as now constituted, is composed of experienced and energetic business men, chiefly from New York City, and is backed by a capital of \$5,000,000. It holds a title to 80,000 acres of coal, iron and timber lands, accessible by rail.

The most casual study of any good map of this region, coupled with the knowledge of the fact that steamers leaving the wharves of Bridgeport may reach, with their cargoes, any portion of the Tennessee, Ohio and Mississippi Valleys, must emphasize the fact that here are exceptional advantages for the economic reduction of the crude mineral wealth of nature into marketable commodities and shipment by competitive carriers to the points of consumption.

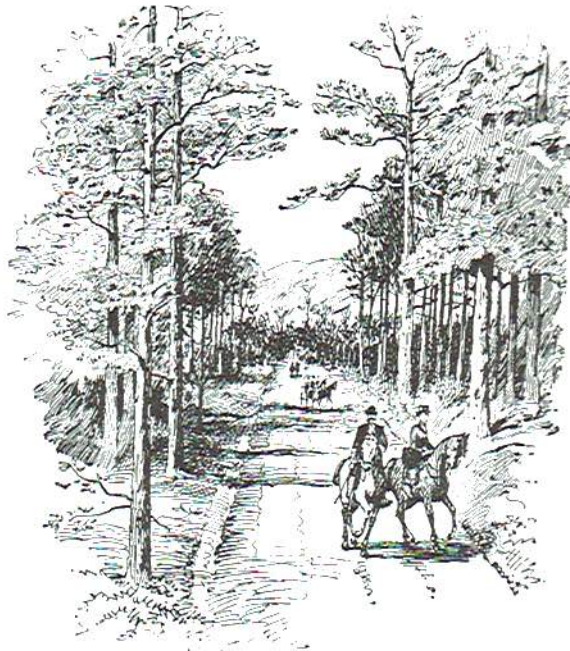
This preliminary presents the situation as it appears early in the year 1891.

The Bridgeport Land and Improvement Company is now ready to negotiate with firms and corporations for the establishment of industrial works at this point. The early completion of extensive works, elsewhere specified, will augment the considerable population already gathered here, and merchants who wish to open stores will find a good patronage assured. Bridgeport is not a transient speculation; it is not an experiment of uncertain solution. It is the nucleus, at present, of a

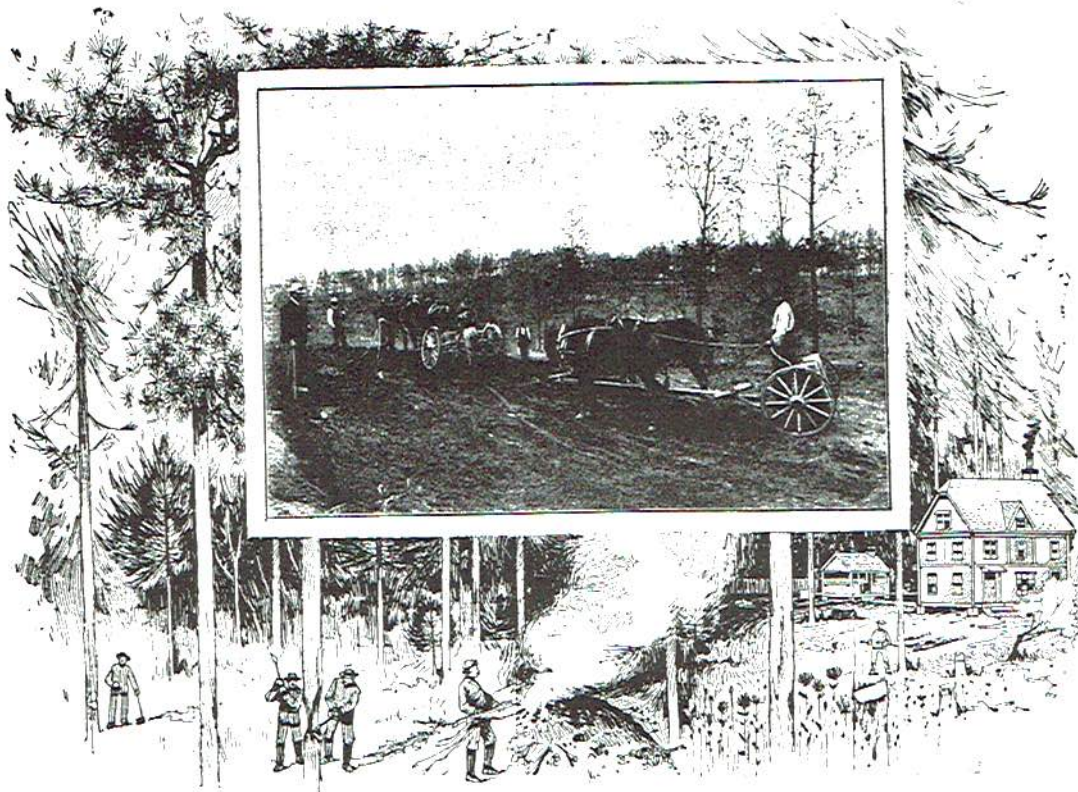
populous, busy, intelligent city, the product of an era of progress, in the creation of which those who are early in the field will always have occasion to be proud. The gentlemen who are now engaged in this company are nearly all resident here, and are building tasteful homes for permanent occupation. They have not been identified with any former enterprises in the South, nor is there any "boom" whatever at Bridgeport. Real estate operators are not permitted to inaugurate a speculative impulse at this point. Lots are sold at moderate prices upon the condition only that they are to be utilized for the location of buildings of a substantial character within a reasonable period.

Bridgeport is so easily reached that you can well afford to come and see it for yourself.

The Memphis and Charleston Railroad forms a part of the great E. T., V. & G. Railway System. It has for its terminal points, either immediately upon its line, or by virtue of its connections, the



A FOREST AVENUE.

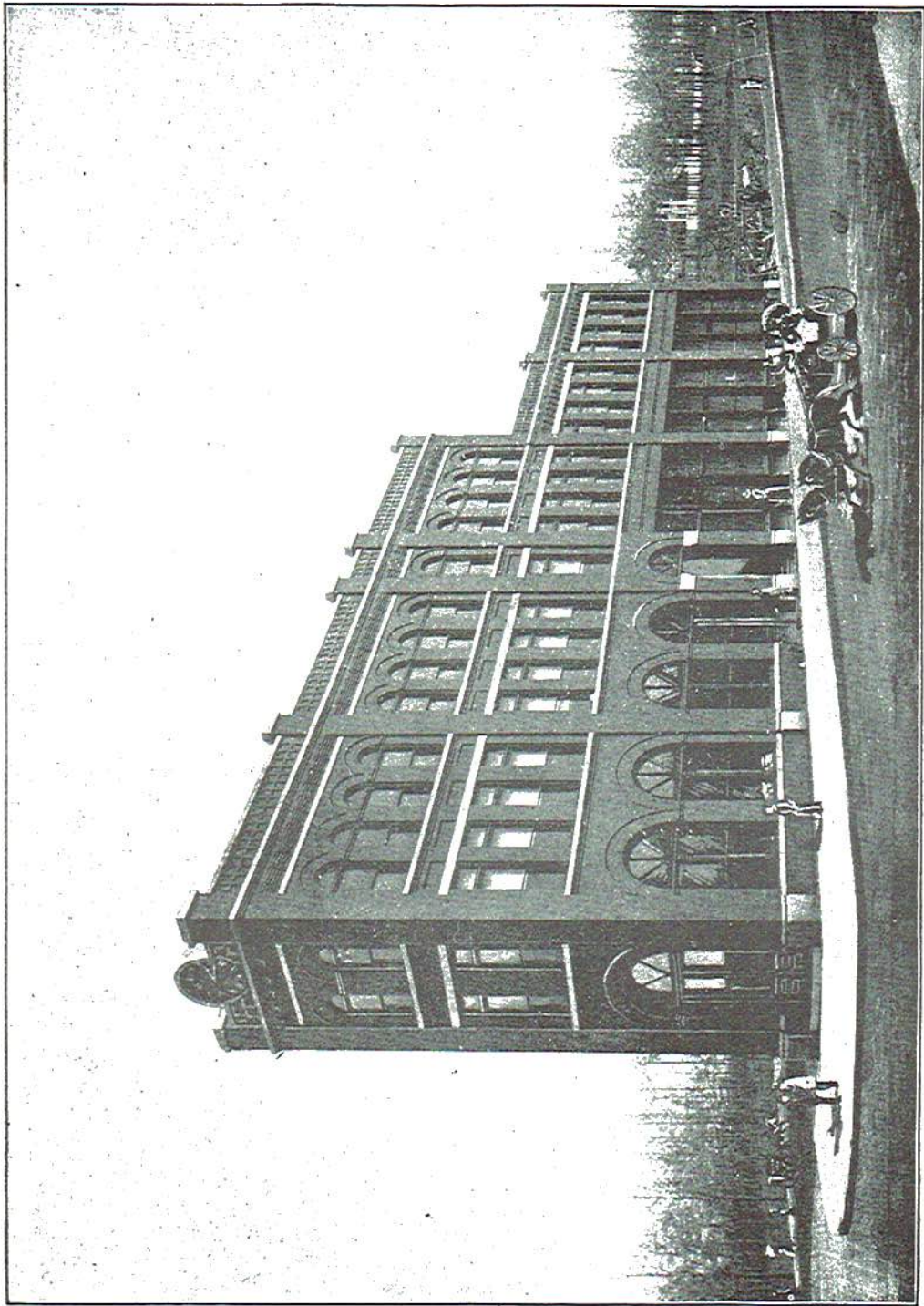


PIONEER WORK AT BRIDGEPORT.

city of Memphis, the second cotton port of the world, and one of the greatest lumber marts in the United States, and the sea-coast ports of Charleston, Savannah and Brunswick.

Through Northern Alabama this line runs parallel, or nearly so, with the Tennessee River, through one of the richest valleys of the South, long famed for its abundant corn and cotton crops, and now esteemed quite as highly for its timber lands of valuable hard woods, and its resources in coal and iron ores; the latter items in themselves having attracted into this valley an almost fabulous amount of capital within a few years, which has found investment at Huntsville, Decatur, Sheffield, Florence, and other rapidly growing places situated upon this line, none of which enjoy facilities equal with Bridgeport. At Decatur, the railroad connects with the main line of the Louisville, Mississippi and Tennessee Railroad. At Corinth it connects with the Mobile and Ohio Line, and at Memphis with a network of railroads which extends into all portions of the West and Southwest.

**N**ashville, Chattanooga & St. Louis Railroad consists of the line from Chattanooga via Nashville to Hickman, Kentucky, a distance of 321 miles, and a branch of 198 miles, including the leased Duck River Valley Line, in all 567 miles. This company has recently leased the Western and Atlantic Railroad, thus giving a through route from Bridgeport to Atlanta, a most important market being thus opened. The Jasper Branch extends from Bridgeport to Pikeville, Tenn., 65 miles. It passes through the neighboring iron-making town of South Pittsburg, and the villages of Jasper and Victoria. This is Bridgeport's great storehouse of coal, ores, cokes, tan bark, and other products of the mine and forest.



THE WHITCHER BLOCK, BRIDGEPORT



There are several railroads projected, with a strong prospect of completion at no distant day, which will have a highly favorable effect upon the destinies of Bridgeport. One of these is the Birmingham Mineral Railroad which is to connect Birmingham, Alabama, with the Sequachee Valley mining territory.

Another is the Cumberland Mountain and Tennessee Railroad, to be extended from Bridgeport through the Sequachee Valley, and still another is the Bridgeport, Rome and Atlanta Railroad, of which the objective points are indicated in the corporate title.



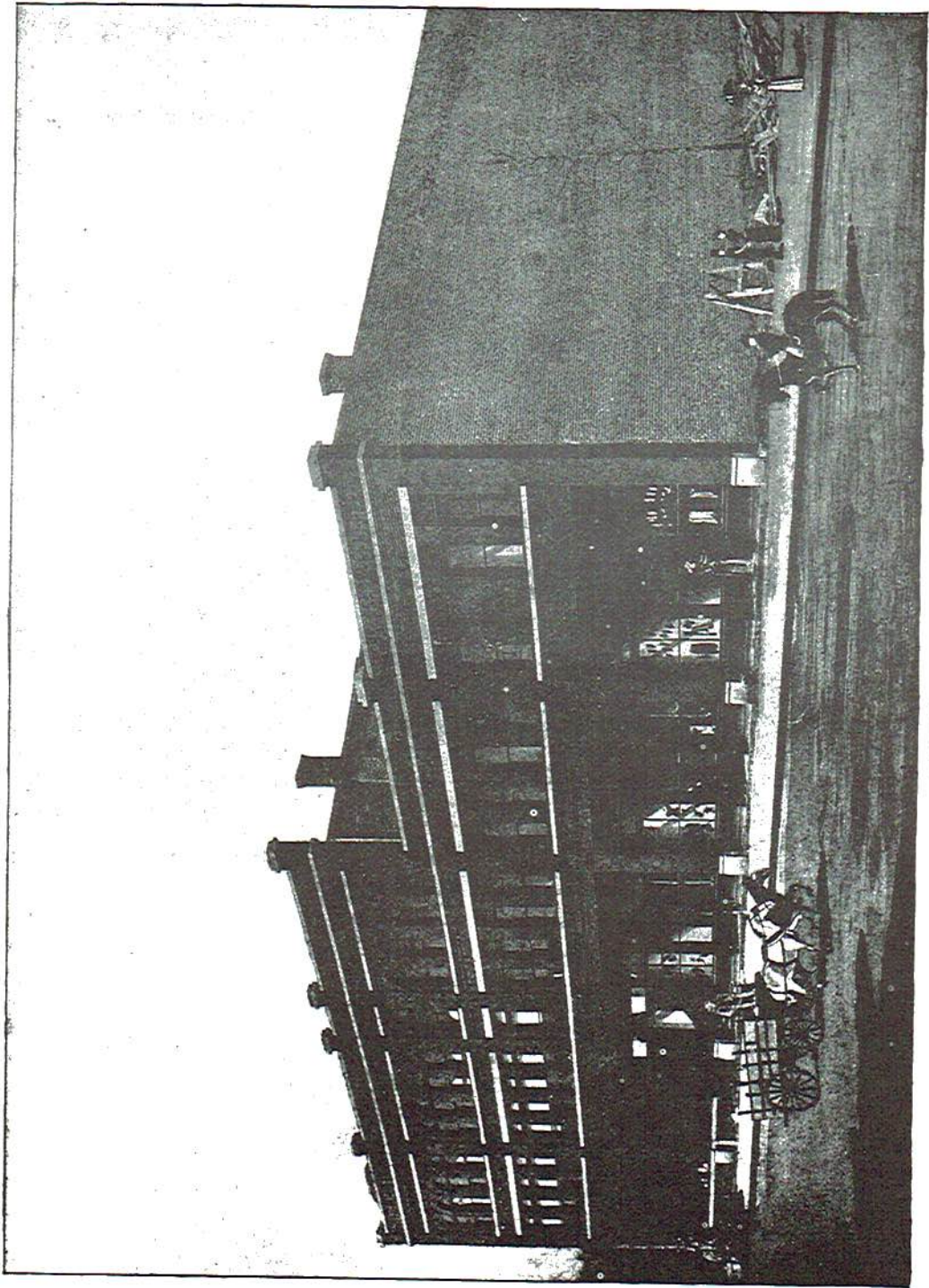
A GLIMPSE FROM THE OLD FORT.

The Tennessee is the largest and longest river in the State of Tennessee, which it crosses twice. Rising near Cumberland Gap, in the northeast corner, this stream runs southwesterly across East Tennessee, enters Alabama and runs along its northern border counties over 200 miles, crosses the corner of Mississippi and enters Tennessee again at Pittsburg Landing; thence it traverses some of the finest timber and mineral lands on the continent, across West Tennessee and Western Kentucky, emptying into the Ohio at Paducah. The stream is the same length and volume as the Ohio, with a much more stable bottom and more permanent banks. It is 1,000 miles long, and its navigable branches furnish 1,000 miles of additional navigation for light and heavy craft. The Government has expended \$3,500,000 upon the obstructions known as the Muscle Shoals in the western part of the State, a work now practically completed, and the river is now open to steamer and barge companies all the way up to Bridgeport. By this river outlet Bridgeport already ships a great amount of cotton, grain, timber, etc. The water distance to St. Louis is 737 miles. This means of traffic is open at least ten months in the year.

A large freight elevator will be erected upon the river bank this spring to facilitate the better handling of the extensive and growing shipments from this place, Bridgeport being the point from which the greater part of river freight is transferred to cars for Chattanooga. This was the supply depot for the Union armies during the siege of Chattanooga.

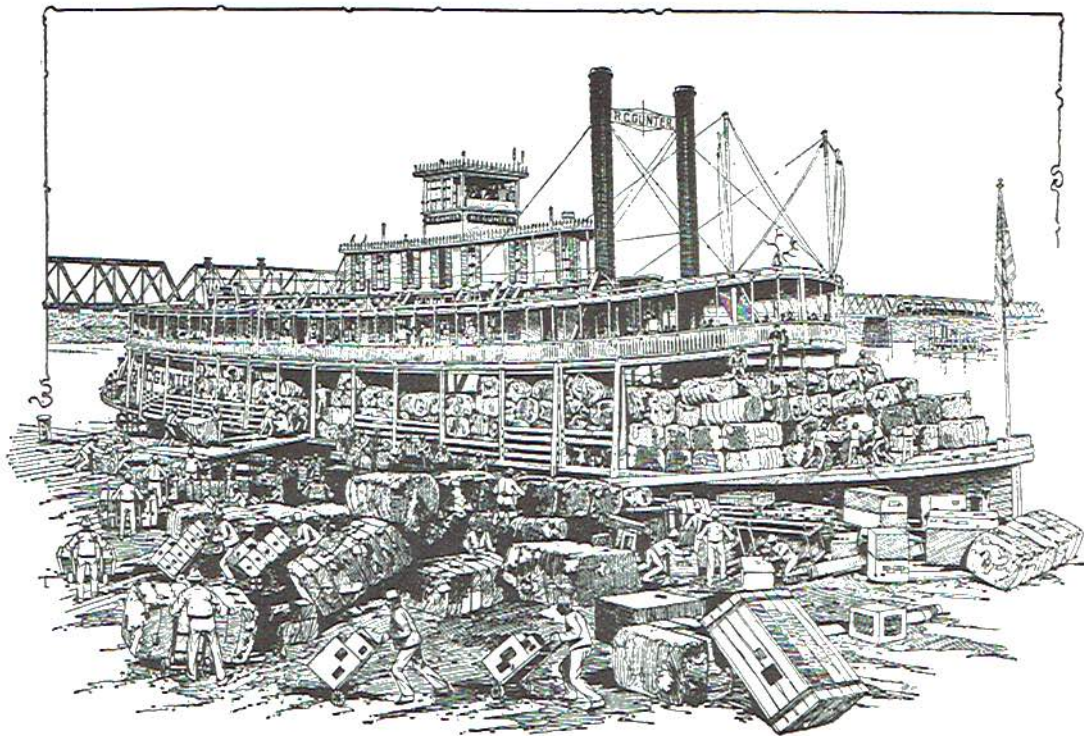
It is not within the province of this publication to include an extended treatise upon the origin and value of the Tennessee and Alabama coal and iron ore deposits, but it is requisite to a complete outline of the resources of Bridgeport to direct attention to the Sequachee Valley, for surely nowhere





THE WHITCHER BLOCK, BRIDGEPORT.

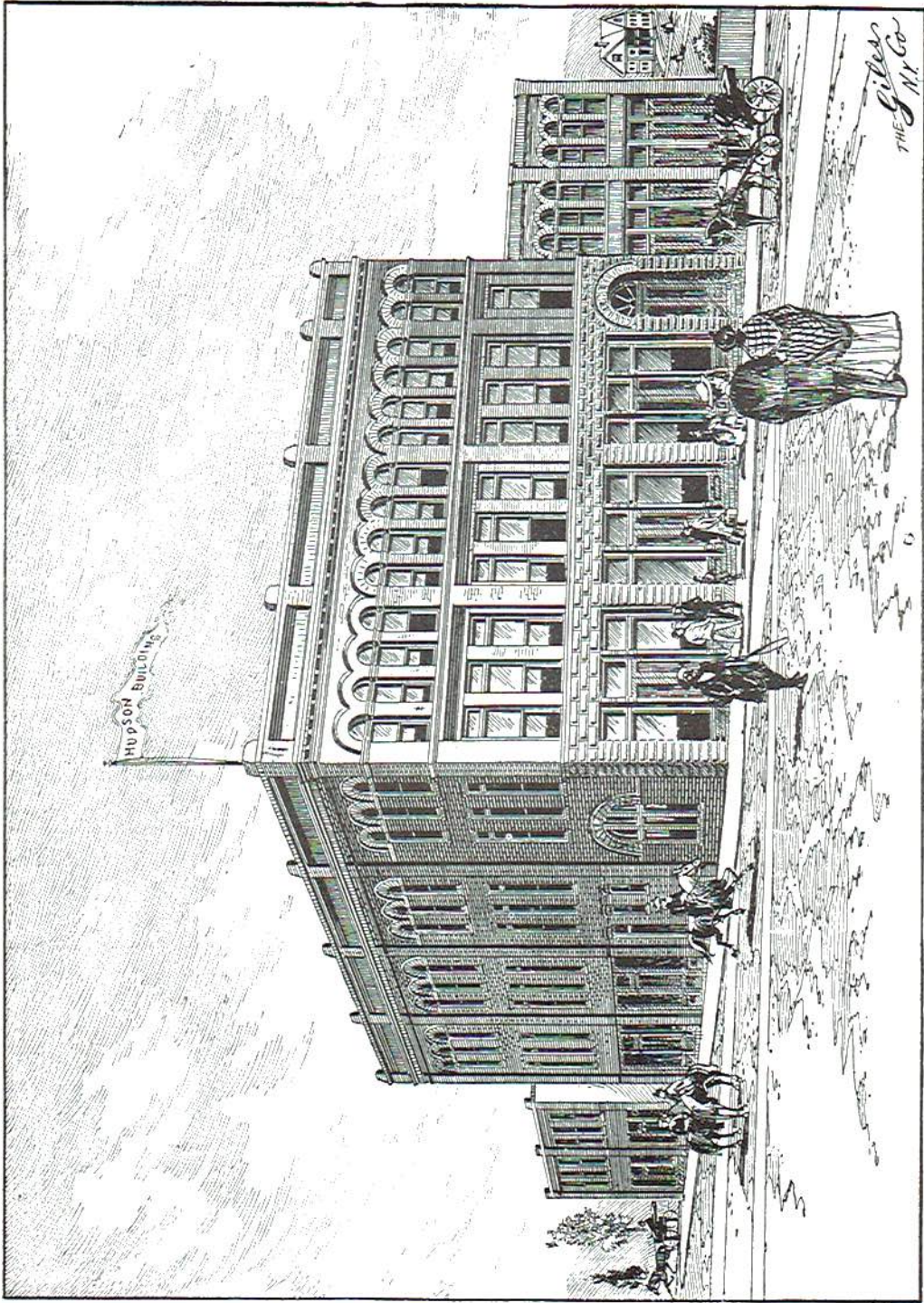
else are the natural conditions for mining more tempting than here. This valley, watered by the picturesque stream of the same name, is located between Walden's Ridge on the east, and the Cumberland Plateau upon the west. The summit of the latter is somewhat the highest, the altitude above sea-level being 2,300 feet, and above the valley about 1,200 feet. These rugged walls are, in many places, buttressed and castellated, clothed in rich forest verdure and, as a whole, as untouched by the hand of man as they were when the nomadic Indian made his camp in the groves of the meadow-lands below. All along this western wall there may be seen the jutting, dusky veins of coal for many miles, layer above layer, varying from two or three feet up to eleven feet in thickness the upper strata, more than a thousand feet above the track. Over across the valley, the edges of a five-foot vein of fossiliferous iron ore may be traced along Walden's Ridge seventy miles. The



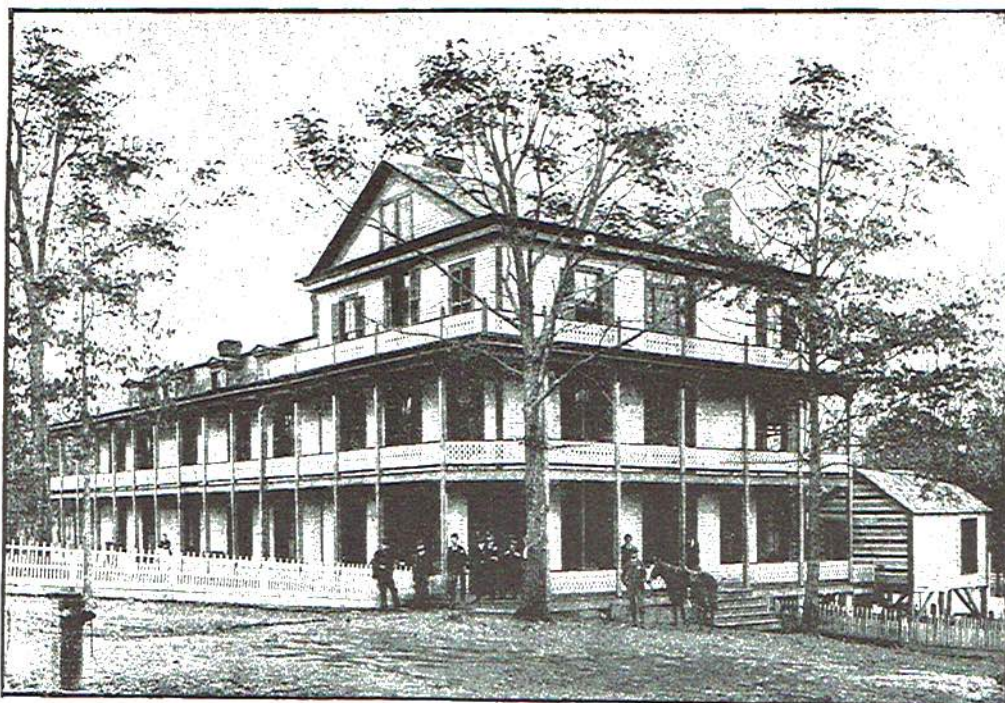
LOADING COTTON AT BRIDGEPORT

iron and the coal are only four miles apart, and close by, between them in fact, is the limestone, the third essential in iron-making.

The test of coke, that quality which has made this product, as turned out at the Pocahontas ovens in West Virginia, so famous and profitable, is its ability to "stand up" under the vast weight of the ores superimposed in the furnaces, thus sustaining a draft through the mass. The writer has recently seen long train loads of this Pocahontas coke en route for the Alabama furnaces because of its superiority in this respect. Now, it has been demonstrated that this Sequachee coke, already being turned out in considerable quantities in the valley, has this sterling quality. The percentage of that noxious element, sulphur, in this Cumberland Ridge coal is very small.



HUDSON BUILDING, BRIDGEPORT.



THE COTTAGE HOTEL, BRIDGEPORT.

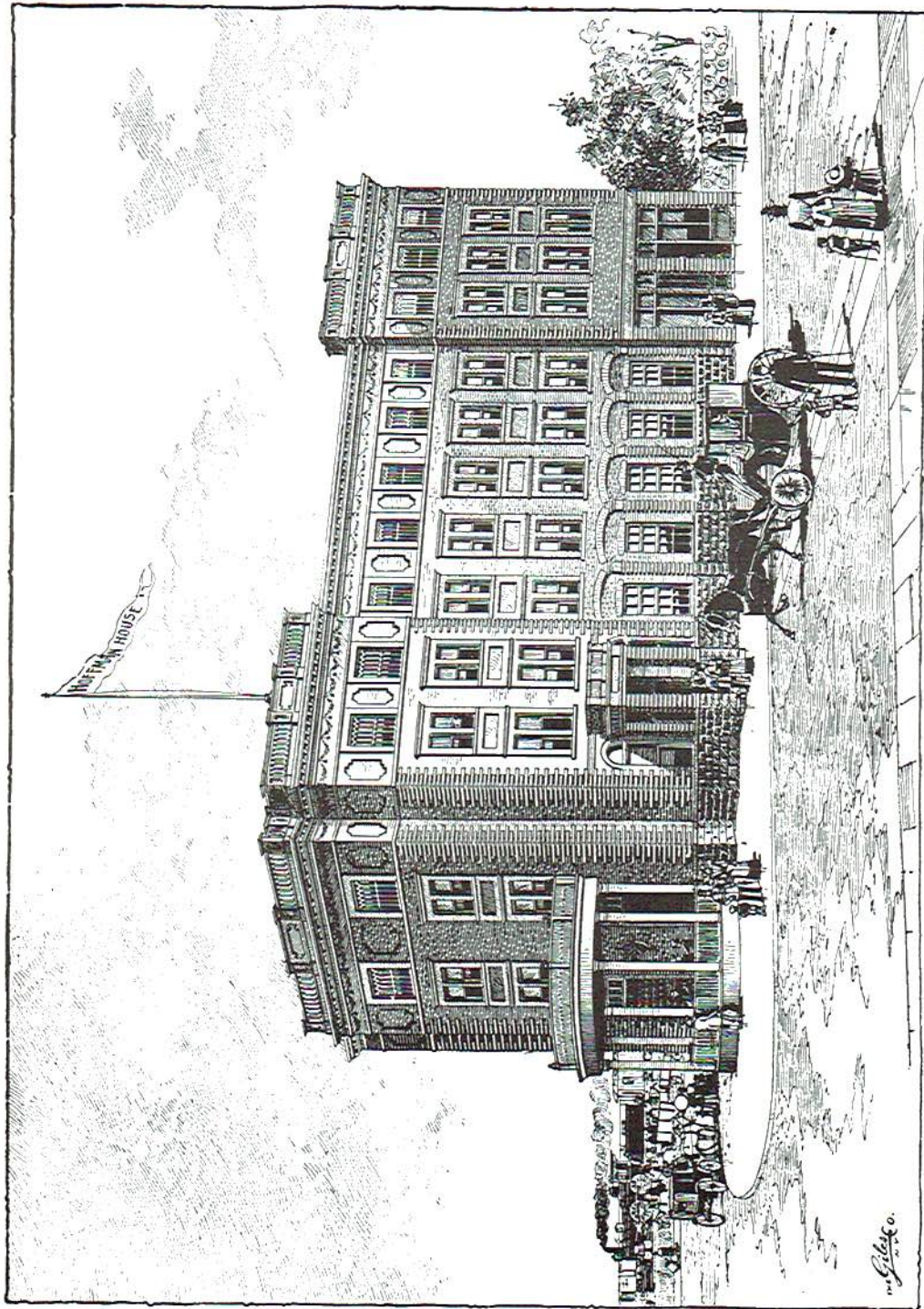
The chief operations in coal, coke and iron at present carried on in the valley, are those of the Tennessee Coal, Iron and Railroad Company. The large works of this company at South Pittsburg are visible up the river from Bridgeport, being distant only four-and-a-half miles. Every pound of iron from these works reaches an outlet at Bridgeport.

Regarding the significance of these deposits of nature's dormant wealth at the very doors of Bridgeport, the following extracts from a report written by Dr. Geo. A. Koenig, Professor of Mining and Metallurgy of the University of Pennsylvania, will be found interesting.

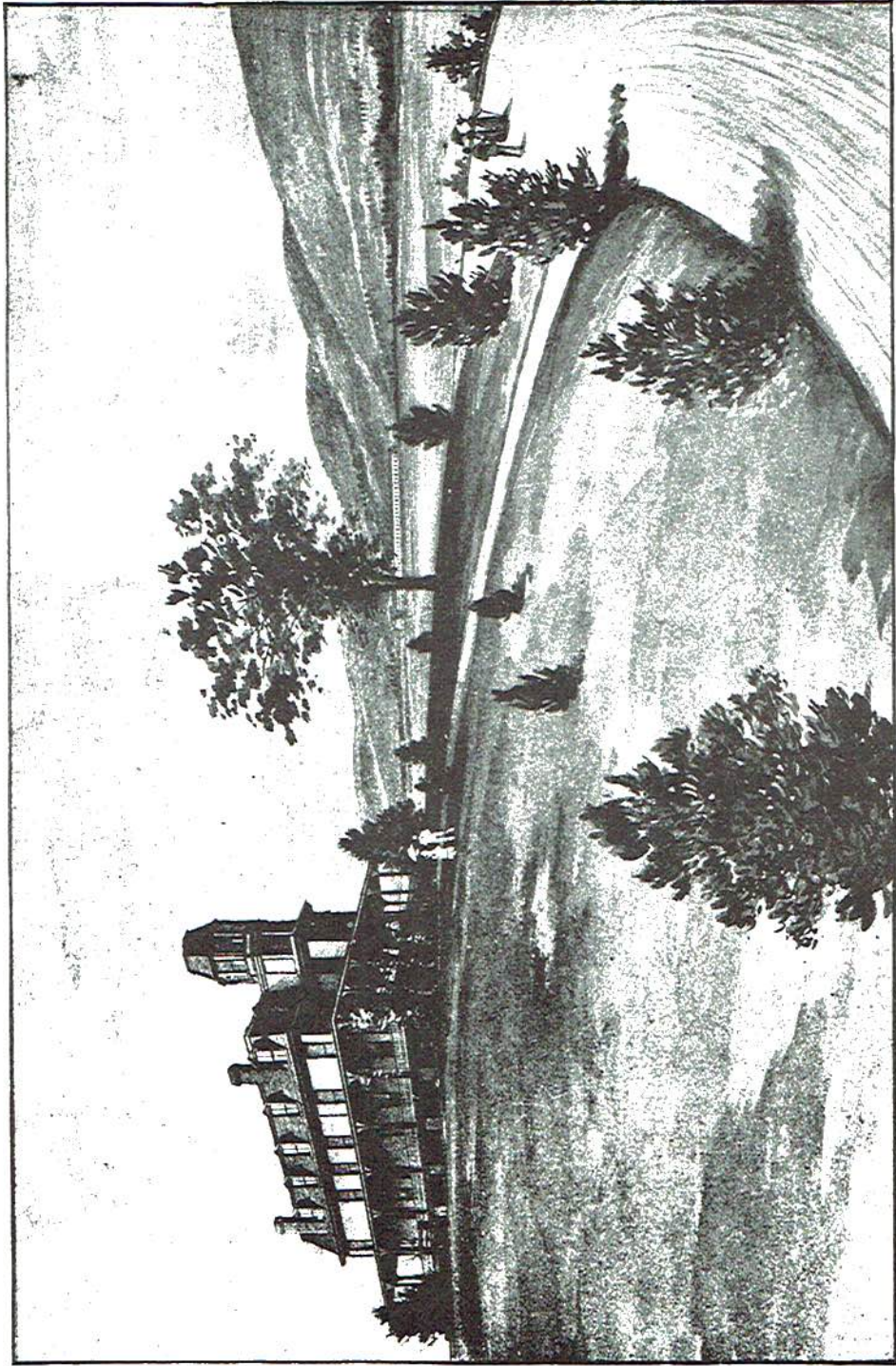
"The competition within the United States in the iron industry has become very fierce, and is likely to increase in fierceness as we go along. The older iron-producing States have exhausted all their easily available ores. They are obliged to depend largely upon a basis of supply hundreds of miles away from their furnaces.

"It is evident that this transportation of raw material, while it stimulates the transportation companies, lies heavily upon the product of the blast furnace of the steel or rolling mill. In consequence, the prices paid for pig iron and steel are now very greatly, in this country, in excess of what they should be.

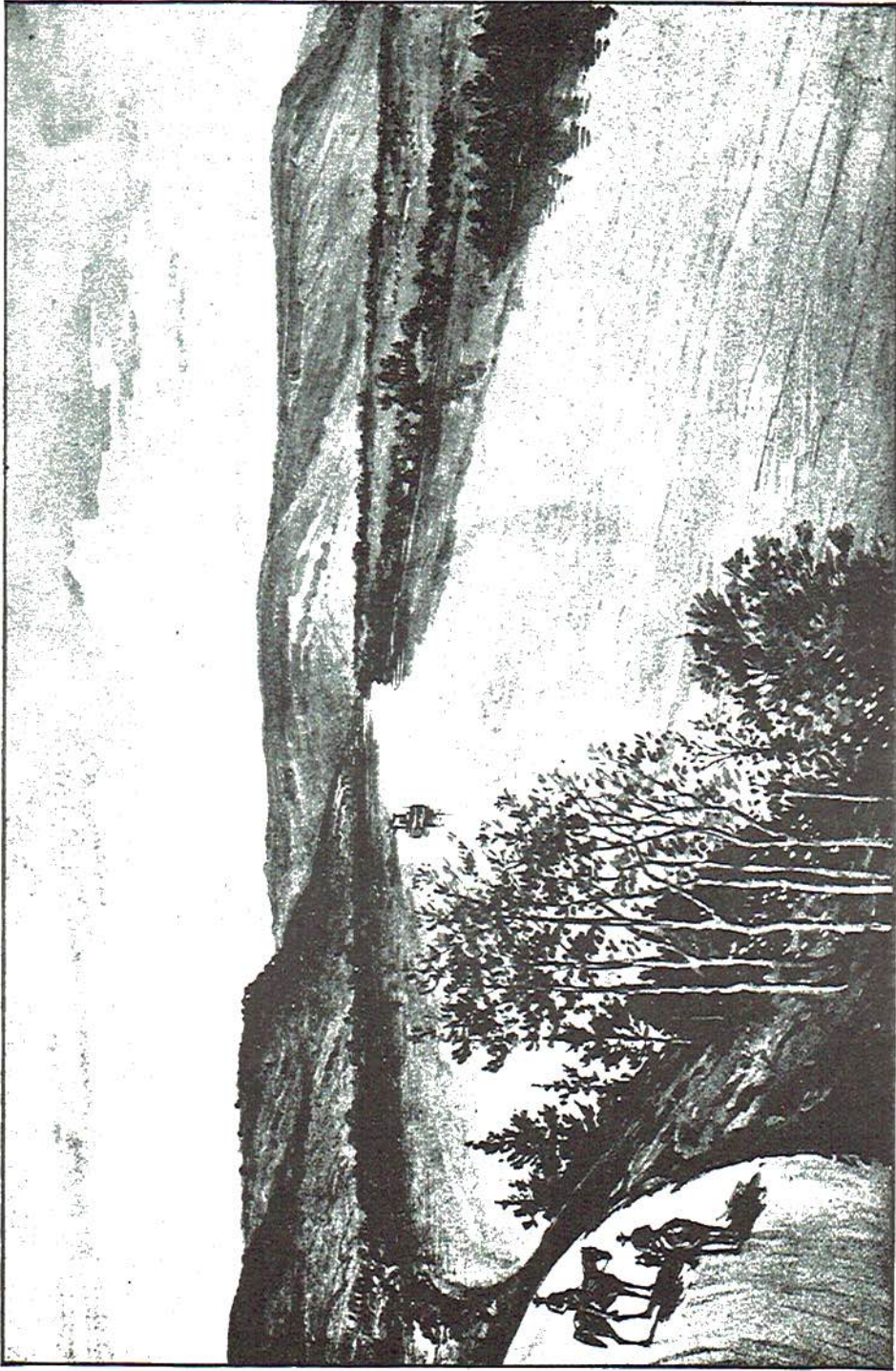
'Iron and steel must be made where it can be done cheapest, not where it is made at present simply because it has been made there formerly to advantage. Industry must always adapt itself to the ever-changing conditions of demand and supply. The present state of things is largely maintained through the momentum of the great capital invested in the centers of iron and steel making. It would not do to break down this capital on a sudden, but the capital is already warned, and, as we see from the developments in Alabama, it is moving in the right direction.



HOFFMAN HOUSE, BRIDGEPORT.



THE KILPATRICK RESIDENCE, BRIDGEFORD HEIGHTS.



VIEW OF THE TENNESSEE RIVER (IN CONTINUATION OF PRECEDING PICTURE).



HANDLE FACTORY, BRIDGEPORT.

“Three things are generally considered to be essential to the production of pig iron—ore, coal and limestone, and all three of these are found throughout this region in close proximity.

“Let us turn to the quality of the ore. It belongs, geologically, to the fossil iron ore, which is so called from the fact that the iron oxide appears in the shape of complete or fragmentary shells of marine animals, partly bivalves, partly snails, partly sea lilies, or Crinoids. This ore is known to exist as one or more bodies throughout the Clinton formation in New York, Pennsylvania, Virginia, Tennessee and Alabama. The Clinton formation is the lower member of the Niagara group of rocks; it belongs to the upper Silurian system. The ore is generally red, and is then hematite or turdige, that is, either pure oxide of iron, or semi-hydrated oxide of iron. Here, however, it comes before us as brown ore, called limonite or hematite, or fully hydrated oxide of iron. The quality of the ore is the best—the grade the highest wherever it is brown. The ore bed appears in two benches, an upper and a lower bench. The upper bench, an average of fifty inches, is entirely brown; the lower bench, from thirty to forty inches, is partly red, and partly between the two.

“I collected several samples on Walden’s Ridge which I have analyzed myself and found to contain 47.5 per cent. of metallic iron, 9.5 per cent. of silica, 2 per cent. of lime, .6 per cent. of magnesia, .5 per cent. of magnesia oxide, 1.07 per cent. of phosphoric oxide, no sulphur, 9 per cent. alumina, 9.9 per cent. of water. This, gentlemen, is a very fair ore. Owing to its porous condition it is very easily reduced in the furnace. An average sample from the stripped ore shows 51 per cent. of metallic iron, and phosphoric oxide as the preceding sample, with 11 per cent. of water.

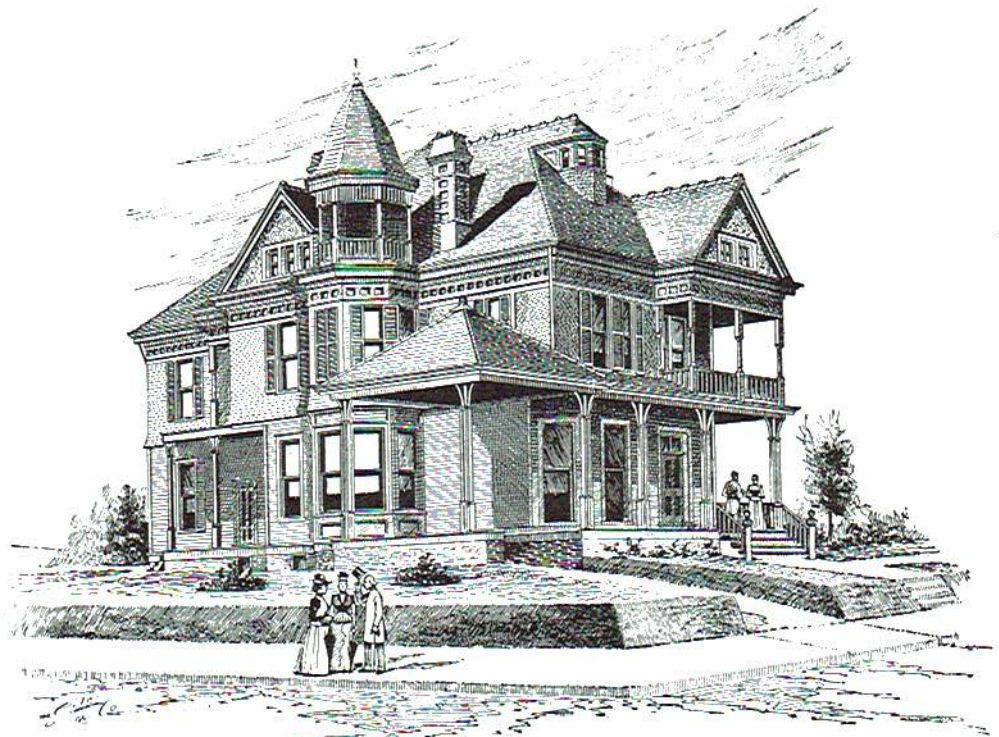
“Within the body, and especially in the lower bench, occurs the hard or bony ore, which is now rejected and not shipped. A sample of this yielded me 27 per cent. of metallic iron. 5.5 per



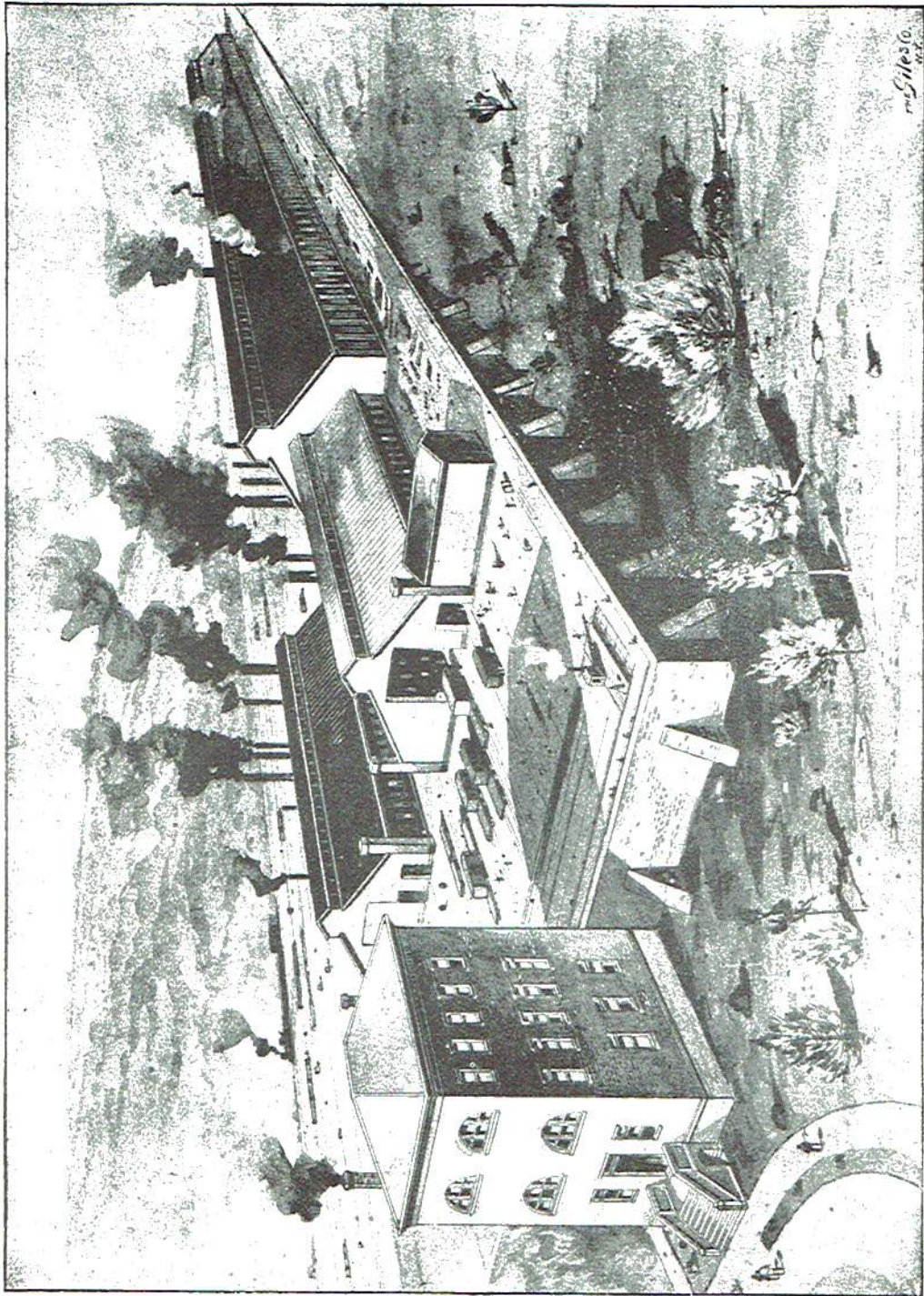
cent. of silica, very little alumina, and 25 per cent. of lime. This, instead of being a low grade and worthless, as it is now looked upon, is exactly what the higher grade ore, the 47 per cent. ore, needs for flux. About three tons of the soft ore, with two tons of this bony ore, will flux, without the addition of any limestone, or any other fluxing substance. You have, therefore, the very ideal of the iron-master here given. The per cent. of phosphorus, calculated as it would appear in pig iron, is considerable. I make it .93 of 1 per cent. of phosphorus in the pig iron that would result from smelting this ore. It will make a fair gray iron ore for foundry purposes. It will also make a very good iron for pulling but it will not make Bessemer pig, in which only as many thousands of phosphorus is admitted as there are hundreds in this pig. But this is the pig iron of which the Germans now make steel rails by the Basic-Bessemer process, or the Thomas process, and by means of which they can undersell the English in their own country. The Basic process has, thus far, not found favor in this country, but I make bold to predict that the time is not very far distant when it will play just as important a role here as the ordinary Bessemer process plays. This will be the time when the full harvest out of this ore body and of similar ore bodies in the Southwest will be reaped.

"The coal throughout the region looks well; it yields a very fine coke with only 5 per cent. of ash, much better than the average Connellsville coke. I have carried on the coking experiment at a low heat and at a high heat, and find that this coal needs a high heat to make the best coke.

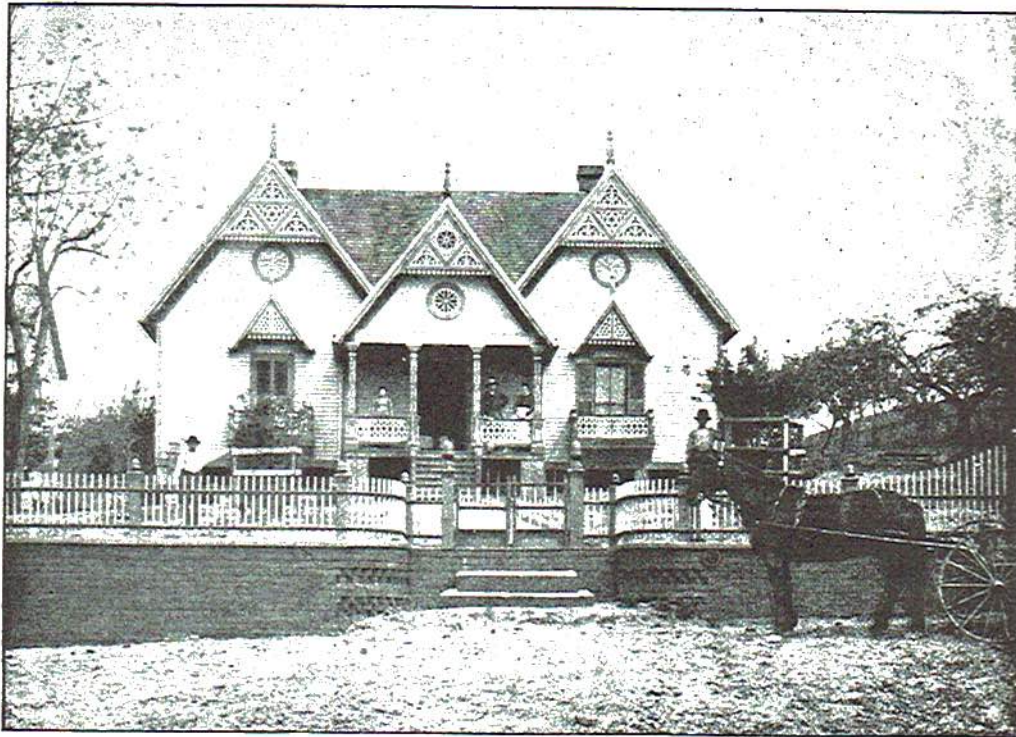
"I have stated the coke requires a high coking temperature, and this can only be given in a modern, improved coking oven, such as the Bauer system. The Bauer system is the most economical, produces the best coke and saves all the by products. With the excess of gas produced



HUDSON RESIDENCE, BRIDGEPORT



STEEL CAR WORKS, BRIDGEPORT.



THE GUNTER RESIDENCE.

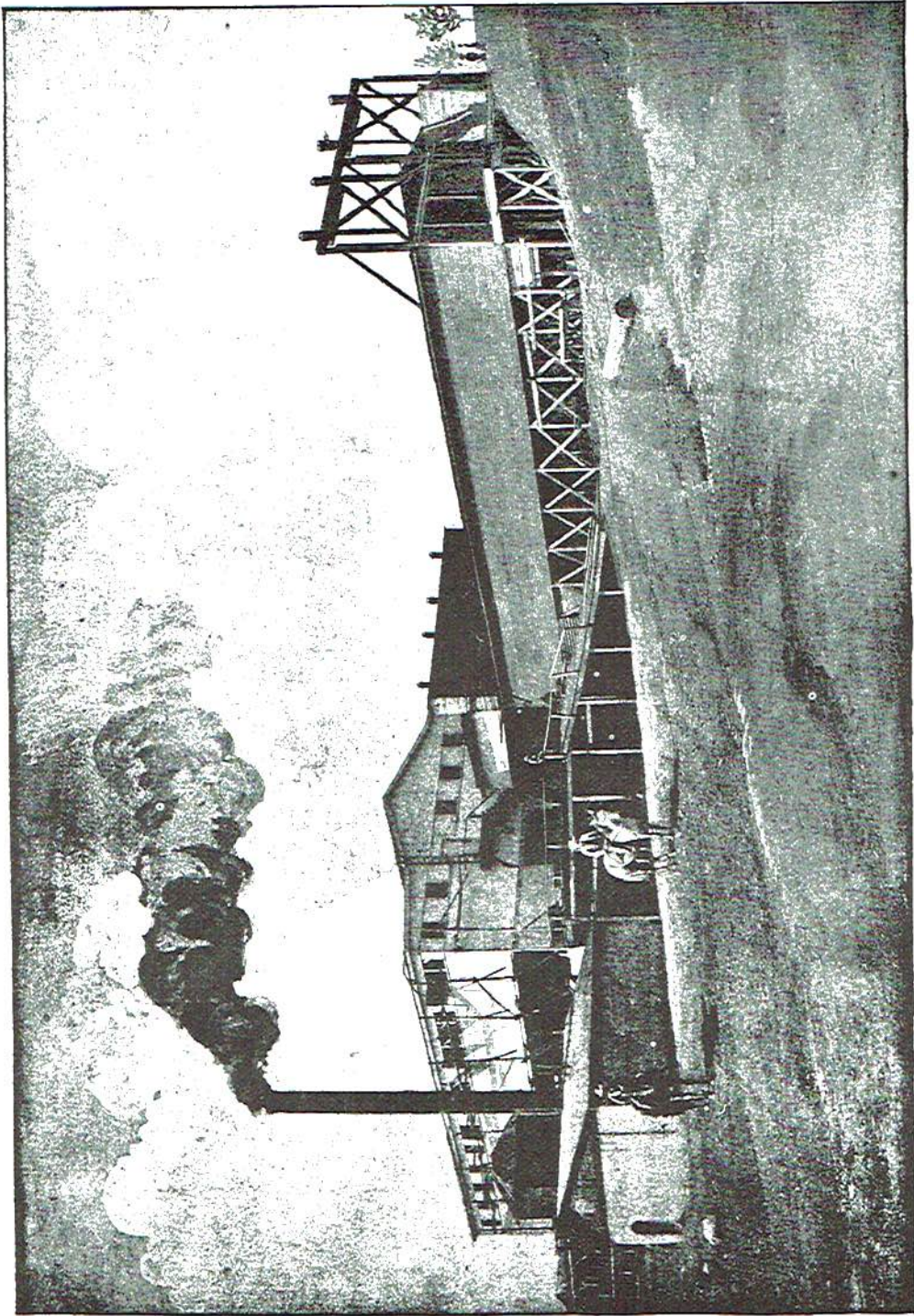
by the coke ovens I should roast the ore, by the action of which, the carbon di-oxide and the water are expelled and the blast furnace becomes capable of putting through one-fourth to one-third more of ore than it would if the ore were put in the crude, unroasted state.

“Now, then, with coal mined under such extraordinary cheap conditions, and knowing that it will take .8 of a ton of coke to make a ton of pig iron out of two tons of ore, the cost of the raw material going into the blast furnace cannot be more, at the very highest estimate, than \$2 per ton. The work required in handling the furnace and the materials, the sinking fund for the plant, at the most extravagant estimate, \$3 per ton of pig, will bring the cost to \$5.

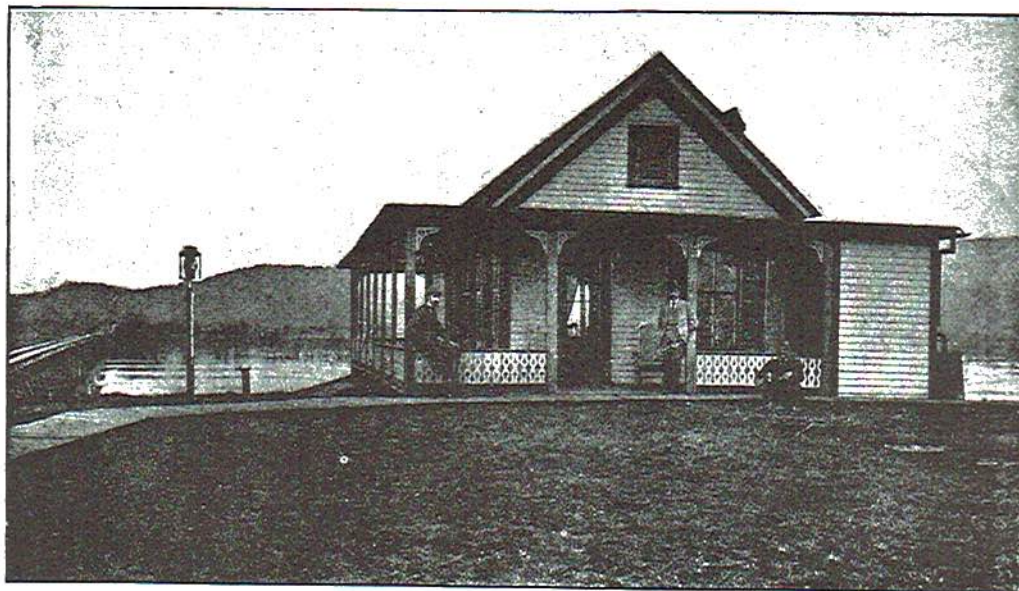
“In riding over the tableland of Walden's Ridge and the Cumberland Mountains, I have been impressed with the flatness and the apparent undisturbed condition of the sandstone, which forms everywhere, the top under the soil, and makes the soil by its disintegration.

“It seems to me that, by analogy, this would be a territory under which all the formations would be found in undisturbed condition. The devonian being very thin, coal oil may not be expected. But, by sinking through the devonian into the lower silurian, Trenton limestone would be encountered by bore-holes, in depth not over 2,000 feet, which is very moderate for the depth of a bore-hole; and that, owing to the undisturbed horizontality of the formation, natural gas may be expected.

“Altogether, the richness in coal is not very great, and it does not compare very favorably with some of the West Virginia and Pennsylvania areas, but what makes this region so especially valuable is the close proximity of iron and coal in Walden's Ridge—a proximity that is not reached



PLANING MILLS, BRIDGEFORT.



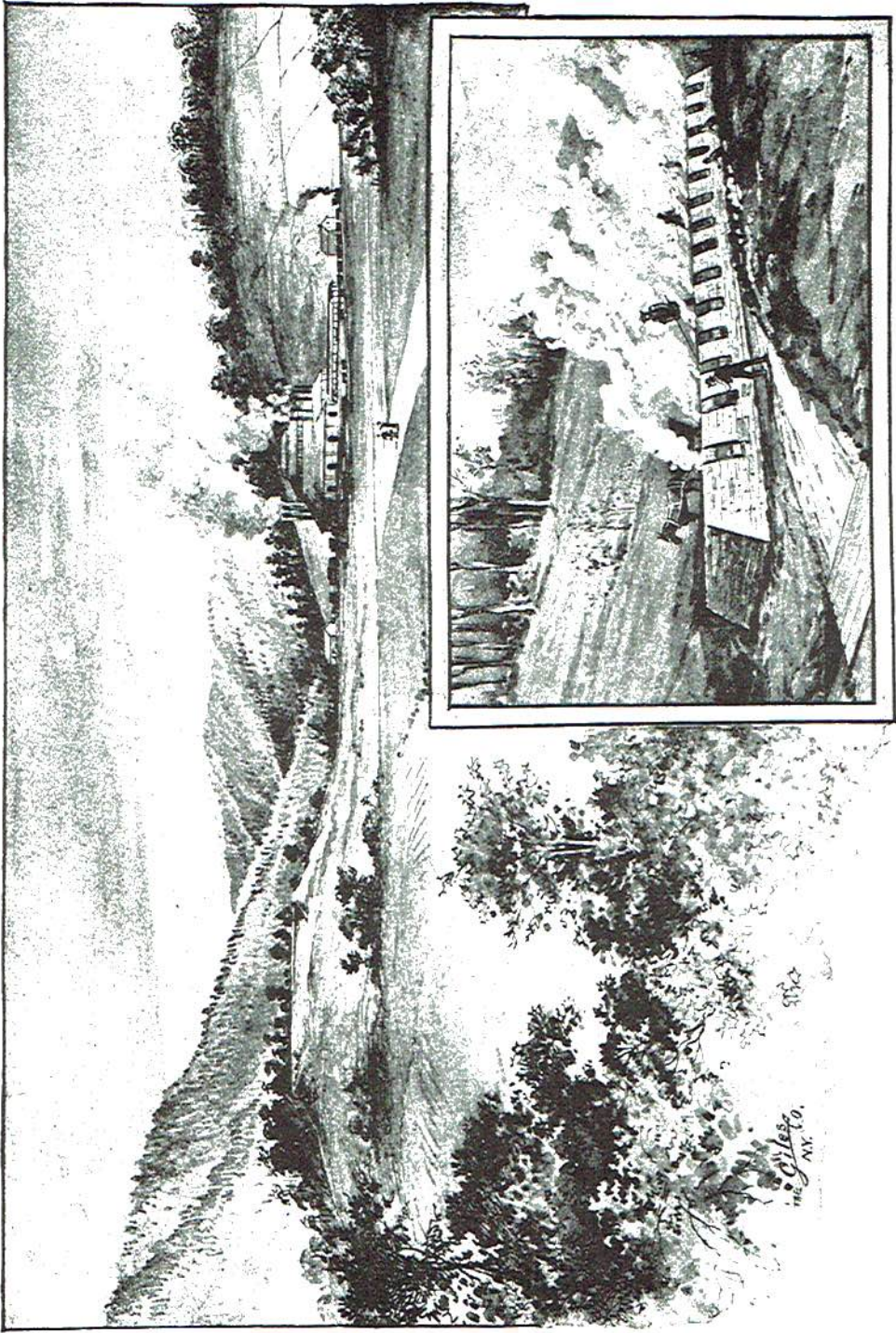
A RIVERSIDE COTTAGE.

in any of the coal areas of Pennsylvania that I am acquainted with ; and it, therefore, reduces the cost of production of iron to the lowest possible figure.”

White oak is one of the most abundant and useful of our forest growths. It thrives everywhere. On the tops of the mountains it is of smaller size, useful for cross-ties and framing lumber. On the mountain side it attains larger dimensions, furnishing desirable saw-logs and stave timber. In the valley and river bottoms it grows to an immense size, and when quarter sawed develops a richness of grain that is the delight of the cabinet-maker. A mill has recently been established here to saw oak veneers for interior finishings, large quantities of which are used in finishing passenger coaches. The supply of oak is practically inexhaustible. Yellow poplar, the “white wood” of the Northern market, is also abundant. It is estimated that over 200,000,000 feet of this valuable wood may be had in the territory immediately tributary to Bridgeport. Yellow pine, so desirable for flooring, ceiling and framing ; cedar, hickory, ash, red gum, basswood and buckeye are also found in large quantities.

Few Southern communities can boast of such inspiring surroundings as those which environ Bridgeport. The town itself, located upon very high rolling ground, is secure from the annual spring floods from the river, and from all portions a far-reaching view of the purple mountains and the winding river may be enjoyed. The most elevated point in the city is capped with the time-worn redoubts of an old Federal fort erected here during the war, and there is a similar relic a mile below at the pipe works. This place was selected by the Union authorities as a great hospital station, both because of its accessibility by rail and water, and its healthful climatic conditions. The neighborhood of the fort is being devoted to large and elegant homes.

Opposite the river frontage of the town a long island divides the stream, that portion which flows beyond the island being known as “the slough.” This island, upon which the river deposits its annual wealth of alluvium, is a great corn field, raising vast crops of the staple. It is largely to these rich bottom lands that this section is indebted for its abundant grain crops.

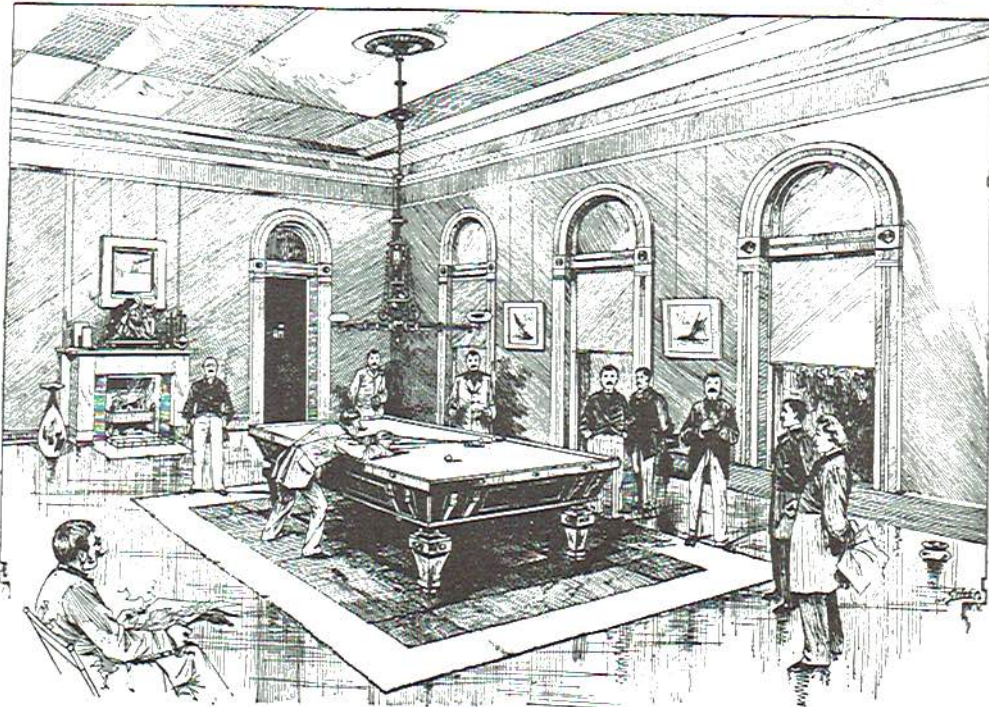


CHATTANOOGA PIPE WORKS AND OLD FORT, AND CORE WORKS NEAR BY, BRIDGEPORT.

*Wm. Gillet Co.*  
N.Y.

It should be noted that the new housekeeper will find not only corn meal, flour, and cereal products generally, very cheap, but that vegetables, eggs, chickens, meats, etc., are equally so. Northern Alabama is a famous fruit country nearly all the native fruits being cultivated for the market.

Many manufactories are already established in Bridgeport; among them are the Chattanooga Pipe Works, making iron pipe and employing 300 men. This plant is to be largely increased this year, and will eventually employ fully 600 men. Bridgeport Handle Factory employs 30 hands. This concern will soon double its capacity and pay-roll. Two brick and terra cotta works giving work to 30 or 40 men are now running, and another, having a capital of \$20,000, will soon be under way to meet the demand for materials, contracts having been made which will keep all busy for a year to come. A shoe factory employs 60 hands. Two saw mills work about 25 hands each, and a large planing mill



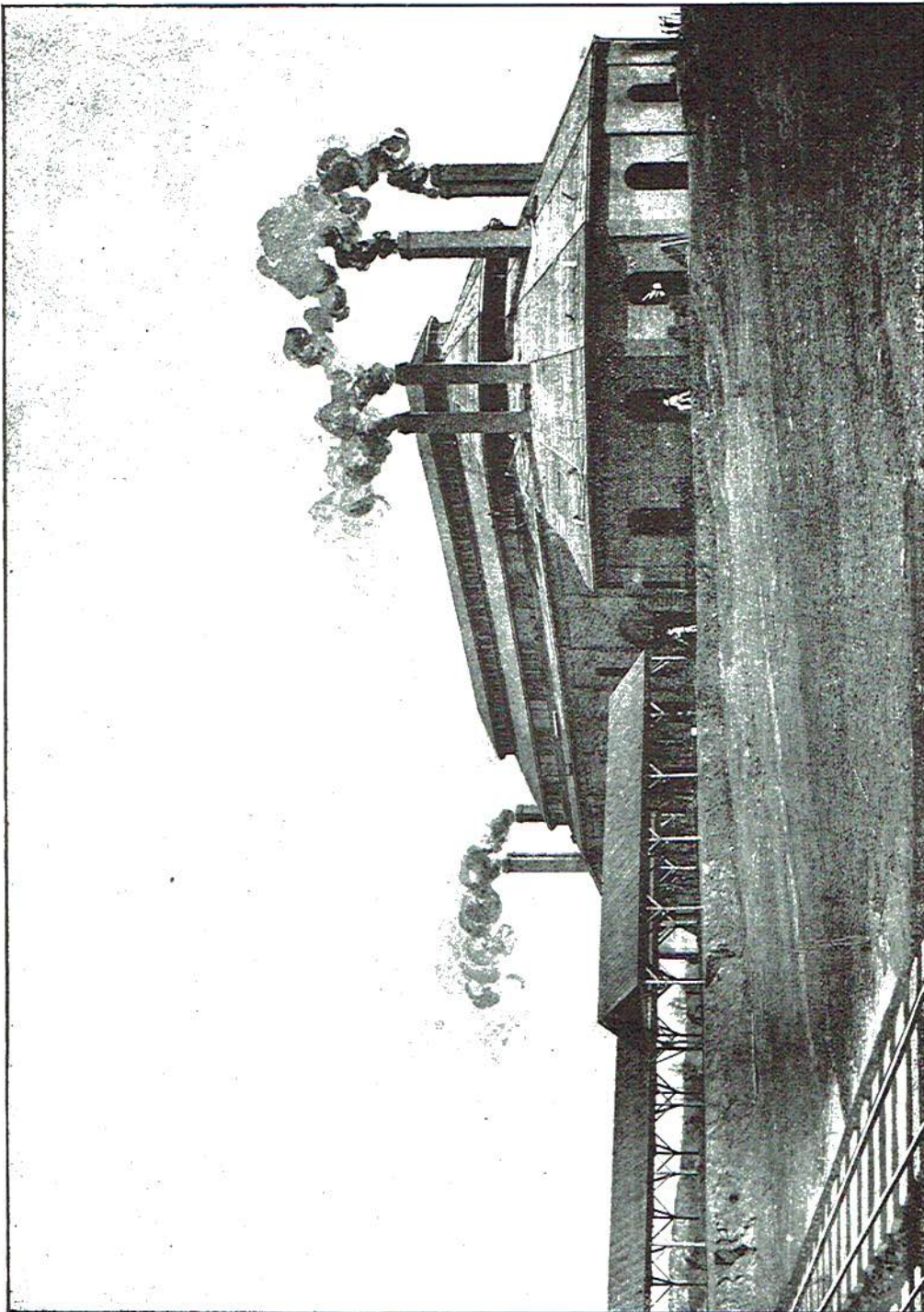
THE ALA-GA-TENN CLUB.

keeps 75 hands busy. A cigar factory will employ about 40 men. A collar-pad, hame and overall factory will find work for nearly 300 hands.

The Steel Car Works, where 500 men will find employment, is under way, and will start up as soon as the machinery is in place. This great concern will construct steel passenger, postal and freight cars, a novelty which by reason of its exemption from the disastrous fires which often add to the horrors of railway wrecks, must commend itself to the railroad world and the general public.

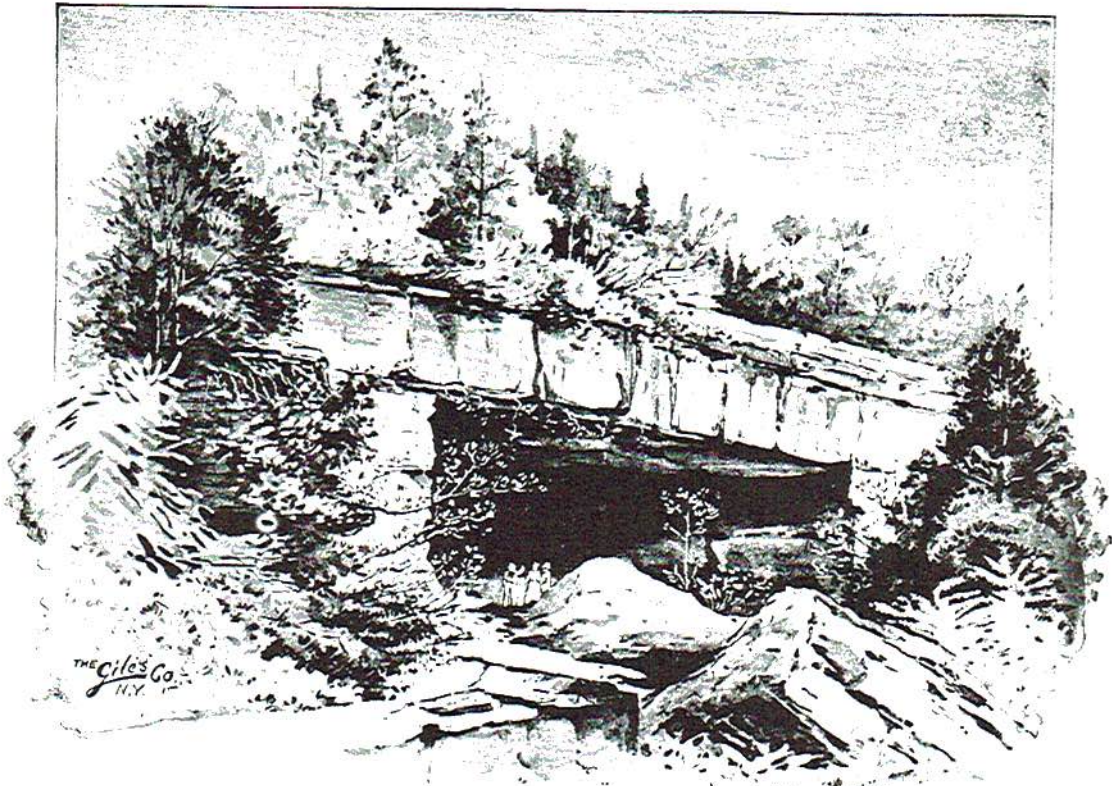
Negotiations are in progress with parties for the erection of a large cotton mill, and also a woolen mill for the manufacture of jeans.

It is almost certain that Bridgeport will soon become a center of a profitable manufacture of fine furniture. Atlanta's large establishments in this branch of productive industry obtain much of their lumber from here.



CHATTANOOGA PIPE WORKS, BRIDGEPORT.





ENTRANCE TO NICKAJACK CAVE, NEAR BRIDGEPORT

Individual investors, prominent in the affairs of the company, will build from 200 to 300 residences of a substantial character this year. These will be rented for a fair interest upon the investment, subject to purchase upon easy terms by the tenant. The evil of very cheap houses from which owners expect large early returns, without reference to their future utility, will be avoided in the construction of Bridgeport homes.

The cheapness of material and labor here should enable a builder to construct for \$1,500 a house generally costing double that amount in the North.

The plans have been prepared for a large and well-equipped graded school building to occupy a healthful central site.

The *Bridgeport News*, issued by the Bridgeport Publishing Company, is a four-page weekly, appearing upon Thursdays, which contains all local and neighboring news items, besides much general news from a distance, and a great deal of miscellany. A well equipped job printing plant enables business men to get every form of commercial printing done at the *News* office in acceptable style.

There are many, especially among the cultured classes, who would gladly avail themselves of the healthful conditions existing in Northern Alabama, did they not feel that in leaving the large cities of the North they were forsaking those social amenities and surroundings which form so large an element in modern life.



HOUSE-BOAT LIFE ON THE TENNESSEE RIVER.

Whatever may be the rule with other new Southern towns, where the effort to assemble promiscuous industrial enterprises has been at the expense of cultured surroundings, the men of affairs at Bridgeport are determined to surround their leisure hours in this place with everything that taste, culture and wealth may suggest, and the stranger coming here will find little wanting in this direction. Aside from the rapidly increasing number of elegantly furnished homes, a club of the young business men has been formed bearing the tri-state title of the Ala-Ga-Tenn club. Rooms upon the third floor of the new Whitcher Block have been furnished, where members will be glad to entertain their visiting friends. The broad straight channel of the Tennessee River in front of the town has suggested the formation of a rowing crew, and one of these days the beautiful Bridgeport course may become famous in the aquatic world. An athletic club is also under consideration.

The nature of the soil in this section is highly favorable to good roads. The saddle is a popular means of locomotion for business and pleasure; carriage-riding is also popular. Nowhere are there more beautiful rambles through the forest pathways and winding roads than here, and the provision in livery service for equestrian tours or riding is ample.

Fishing in the river and mountain streams affords good sport, but the abundance of small game in the immediate neighborhood attracts the active sportsman more frequently.

Six miles from Bridgeport to the eastward, just where the border lines of three States come together at Shell Mound Station, there exists a remarkable cavern locally known as the Nickajack Cave. Its magnificent portal, half screened by trees, may be observed to the southward across the fields at this stopping place.

The entrance to this cavern impresses one with its vastness. It might well be the royal tomb of a race of giants. A clear cold stream issues from its depths upon which the explorer may penetrate the mountain in a boat for a distance variously stated as being from one to five miles. Like many other remarkable geological wonders of this Southern country, it has never been made known to the world, and beyond the occasional visit of country picnic parties, its silence has remained undisturbed from primeval days, except for a period during the war, when the Confederates made powder here from its saltpetre. Facilities for visiting and exploring this wonder will soon be provided.

To summarize, here is the heart of that genial land where winter seldom comes nor tarries long, in which there is produced in the greatest abundance those five great staples, coal, iron, cotton, lumber and corn. While the world continues to demand these commodities in ever-increasing quantities, those who, like Bridgeport, are best prepared to supply them, will reap the golden harvest of prosperity.

The industries now in operation and those being built will give employment to an army of skilled labor, and it is safe to assume that Bridgeport will soon have a population of several thousand. The earnest and practical men who have invested so much capital in the place think far more of the future than of the immediate present. They are building not for to-day, merely, but for all time.

Within a little more than an hour's ride by rail from Bridgeport are some of the most notable historic scenes in the midst of examples of the grandest scenery of our land. Noble old Lookout Mountain is now visited by many thousands of tourists annually. It is ascended by a standard gauge railroad and also by an inclined plane. Its great Lookout Mountain Inn is one of the most costly of Southern pleasure hotels. The view of the valley of the Tennessee River from this lofty cliff is unspeakably magnificent.

For the benefit of manufacturers, it should be stated in addition to what has been already said in regard to the coal supply, that the Etna, Wall, Whitwell and Dade mines all center in

Bridgeport. The Etna vein shows the finest analysis of any of the Southern coals for coking purposes, as is shown by the following comparative table, as given in the United States Geological Survey:

ETNA COKE.

	PER CENT.
Fixed Carbon.....	94.560
Ash.....	4.650
Sulphur.....	.790
	<hr/>
	100.000

SEWANEE COKE.

	PER CENT.
Fixed Carbon.....	83.364
Ash.....	15.440
Sulphur.....	.142
Undetermined.....	1.054
	<hr/>
	100.000

ROCKWOOD COKE.

	PER CENT.
Fixed Carbon.....	84.187
Ash.....	14.187
Sulphur.....	.182
	<hr/>
	98.510

OAKDALE COKE.

	PER CENT.
Fixed Carbon.....	90.060
Volatile Matter.....	.950
Ash.....	8.760
Sulphur.....	1.643
Moisture.....	.270
	<hr/>
	101.683

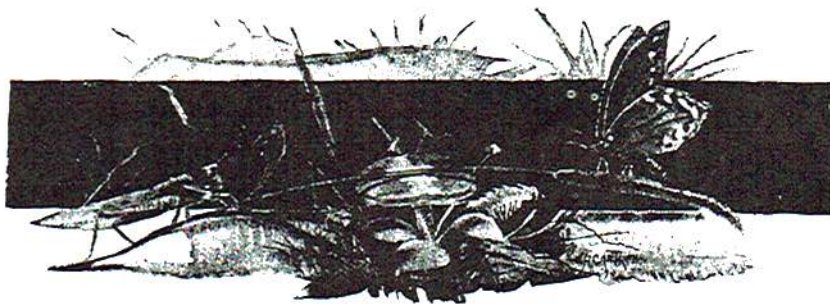
A few statistics in regard to the climate and healthfulness of Bridgeport may be of interest. There is little difference between the climate of Bridgeport and that of Chattanooga. An exhaustive report of the Signal Service Bureau at Chattanooga, extending over a period of ten years, has been made and has been carefully adapted so as to apply to Bridgeport, from which it will be seen that this climate avoids both the extreme cold of the Northern winter and the extreme heat of the Northern summer.

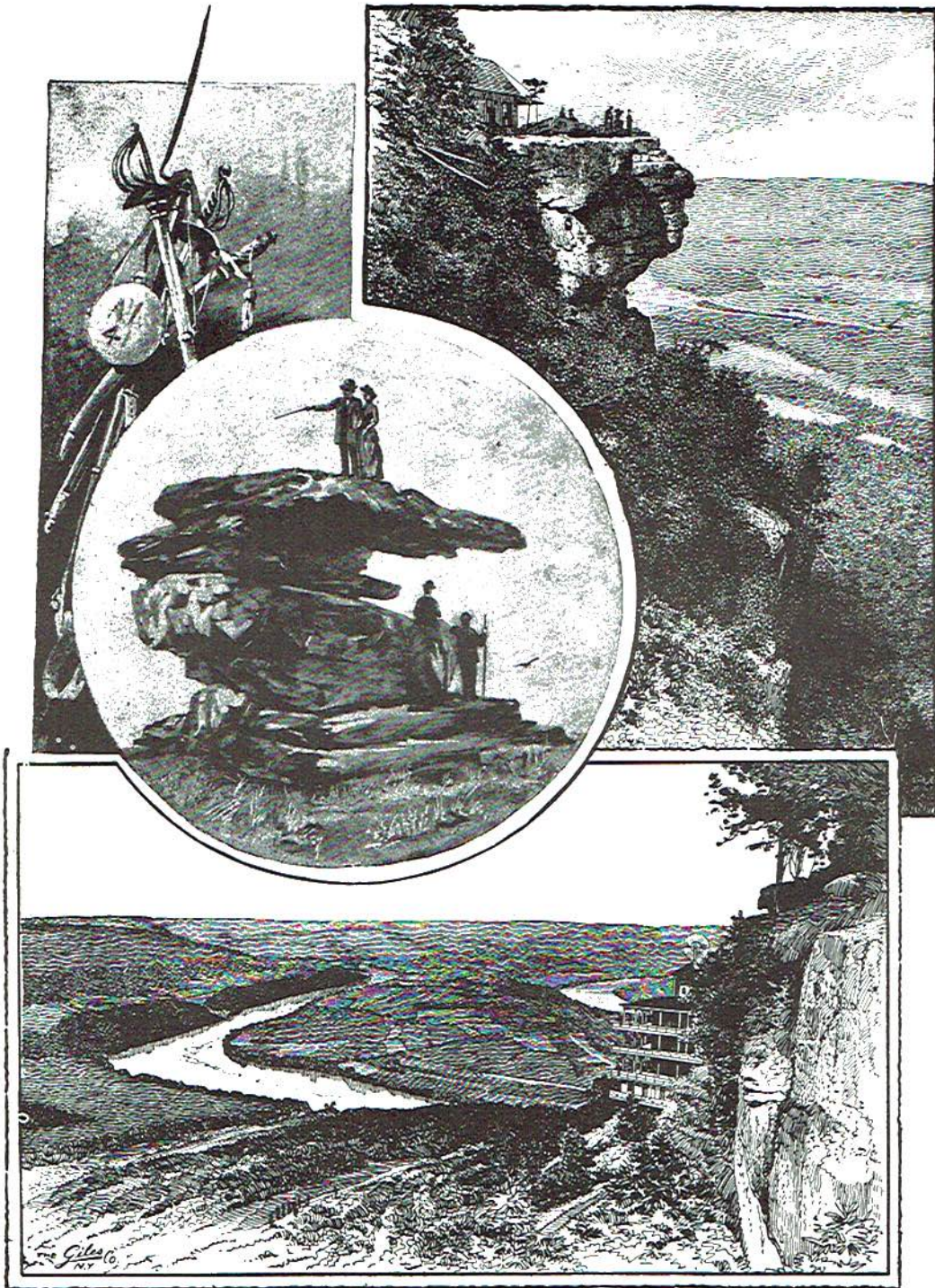
The difference between the lowest temperature at Bridgeport and Bismarck shows that Bismarck is 33° colder than Bridgeport, St. Louis 14.5°, Cincinnati 2.7°, Toledo 7°, Omaha 25°, Springfield, Ill., 14.3°, Albany 8.9°, and Indianapolis 18°.

The mean annual temperature for Bridgeport is 59.7°, that is, the average temperature for each day in the year is 59.7°; at Indianapolis it is 53.3°, Cincinnati 56°, Toledo 50.5°, Pittsburg 52.1°, New Orleans 69.4°, Bismarck 39.4°, Omaha 40.7°, Springfield 53°, Albany 48.4°, Washington, D. C., 55°, and San Antonio 69°.

The highest temperature on record at Bridgeport is 99°, on July 12th, 1879, and the lowest minus 7° below zero, on January 11th, 1886, showing a range in nine years of 106°. At St. Louis the highest in twelve years was 106.4°, in 1881, and the lowest 21.5° below zero, showing a range of 127.9°. At Indianapolis the highest temperature was 101°, in 1881, and the lowest 25° below zero, in 1885, a range of 126°. At Cincinnati 103.5°, in 1881, 10° below zero, in 1879, an absolute range of 113.5°. At Toledo 99°, in 1872, and 15° in 1872, a range of 114°. At Bismarck the highest temperature was 105°, in 1876, and the lowest 40° below zero, in 1884, a range of 145°. At Omaha 105°, in 1874, and 32° below zero in 1884, a range of 137°. At Albany, N. Y., the highest 96°, in 1881, and the lowest 18° below zero, in 1875 and 1878, a range of 114°. At Washington City, the highest 104.3°, in 1881, and 14° below zero, in 1881, a range of 118.3°.

Bridgeport is regarded by physicians as a natural sanitarium, and many invalids are sent here for the purpose of regaining their health, almost always with marked success, especially in the case of throat, lung or catarrhal diseases.





SCENES AT LOOKOUT MOUNTAIN.  
SUNSET ROCK—THE PULPIT—VALLEY OF THE TENNESSEE RIVER.

