

home near the Quaker Meeting House. This old house was many years afterwards moved to the corner of Clay and Tenth streets, where it stands today. The ferry was prosperous, and very soon, small boats, called "batteaux," were made to carry produce up and down the James. When the echoes of the Revolution had died away, a new era began to dawn for Lynch's Ferry. The natural advantages of the situation attracted settlers and gradually a village was formed and from this a town was soon developed. Then by gradual stages, the place assumed the importance of a city. The growth of the tobacco trade brought prosperity and activity. Streets were laid out, and municipal institutions were established. John Lynch had long since gone to sleep with his fathers, but his spirit of progressiveness lingered over the town, and those who came after him, found much satisfaction in contributing to Lynchburg's advancement.

Lynchburg is one of the oldest cities in the State. The Legislature of Virginia in the year 1786 vested in certain trustees forty-five acres of the land of John Lynch "lying contiguous to Lynch's Ferry, in the county of Campbell." On this forty-five acres the village of "Lynchburg" was established, the name having been selected in honor of the owner of the soil. At first this land was sold at public auction by the trustees in half-acre lots, but subsequently it was disposed of at private sale, and the proceeds were for the benefit of John Lynch. The lots brought the astonishingly high price of fifty pounds (\$250) in the Virginia currency of that day.

The first corporation court of Lynchburg met on the 6th of May, 1805, in the Masonic Hall, corner of Ninth and Church streets, which was for some time afterwards made the Court-house or townhall. During the next sixty years, the growth of the place was rather slow, and at the close of the Civil War in 1865, it had a population of but seven thousand. Since that year, its growth has been much more rapid and the upbuilding of its manufacturing and general commercial enterprises has been most gratifying to all who have been interested in its advancement. The expansion of its material prosperity has been marked, and much of this improvement is ascribed to the advantages which the city possesses in its geographical location.

This section of Virginia is known as the Piedmont, being, as the name implies, the long and narrow belt which lies at the base of the mountains. It has an average width of twenty-five miles. Lynchburg is situated near the line of separation between the Piedmont section and the division of the State which is denominated Middle Virginia, extending with a wide sweep from Piedmont to tidewater. Virginia lies midway in the Atlantic tier of states, and in this central state Lynchburg is the central city. It is an equal distance from Norfolk and Bristol, the termini on the east and west of the Norfolk and Western railroad, which traverses the state along the line of its greatest length, while the Southern railroad which spans what is practically the State's greatest width from Washington to Danville, also passes through the city. These two great railroad systems and the James River Division of the Chesapeake and Ohio railroad meet and cross each other here. Through their own immediate lines, and their