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# GREAT KANAWHA VALLEY;

ADVANTAGES, RESOURCES AND PROSPECTS.

By Gen. D. H. STROTHER,

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(PORTE CRAYON.)

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THE

# GREAT KANAWHA VALLEY;

ITS ADVANTAGES,

ITS RESOURCES, AND ITS PROSPECTS!

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Lying in the midst of the most thickly settled portion of the United States, West Virginia, perhaps by nature the wealthiest of all, is to-day almost undeveloped, and yet contains stores of minerals which may be had almost for the asking, if taken in comparison with the value of like deposits in neighboring States.

Nowhere are there to-day greater opportunities for the investment of capital or the energy of enterprising men.

The Kanawha Valley, situated almost on the dividing line between the North and the South, the East and the West, not only possesses one of the most delightful climates in the world, but has been endowed by nature with a mineral wealth that is literally inexhaustible.

The earth is filled with Coal, Iron, Salt, and Oil, while the finest qualities of Timber cover a soil that has scarcely a superior for agricultural purposes.

Nearly a century since, WASHINGTON, beholding the vast artural wealth of the valley, predicted for it future greatness. But, strange to say, the century that has elapsed has seemed to pass over this valley of wealth, and, while building up and developing the surrounding States, has left the Kanawha almost in its original state of undevelopment.

While thousands of smoke-stacks and forges have been gradually building at less favored points, as Pittsburgh and Cincinnati, our own hills have failed to re-echo the busy sounds of industry.

Of the many causes that have combined to hold back the work of progress, it is useless now to treat, or even to speculate. It is with the present and the future we have to deal, and any recurrence to the past is but an unprofitable retrospection.

#### LOCALITY.

The Kanawha River is formed by the junction of the New and Gauley Rivers, in Fayette County. Flowing thence north-west, after a comparative course of ninety miles, it empties into the Ohio at Point Pleasant, two hundred and one miles below Pittsburgh, and two hundred and ten miles above Cincinnati. The basin formed by this river and its tributaries lies about midway between the Allegheny Mountains on the east and Kentucky on the west, and comprises within its limits the counties of Nicholas, Fayette, Boone, Braxton, Clay, Webster, Kanawha, Lincoln, Putnam and Mason, with an aggregate surface of about 8,000 square miles, and a population of about sixty thousand.

The physical resources of this region and the advantages which naturally belong to its central location, with regard to the trade of the Mississippi Valley and the Atlantic Ocean, make the development of its immense natural wealth a matter of national, as well as local, importance.

Lying between the thirty-seventh and thirty-ninth parallels of latitude, with an altitude above the ocean varying from 600 to 2,000 feet, it has a climate nowhere more rigorous or variable than is found usually in corresponding latitudes, and altitudes, while in its principal valleys it is exceptionally mild and agreeable.

### MINERAL RESOURCES.

First in importance among the minerals of the valley, are the inexhaustible supplies of

#### COAL.

Professor H. S. Daddow, of Pennsylvania, made a thorough geological exploration not only of the Kanawha but of its tributary valleys, and thus gives his results in his "*Coal, Iron, and Oil of the United States.*"

"West Virginia contains a larger portion of the Alleghany coal-field than any of the States enumerated through which it extends. Over 16,000 square miles of this great coal-field lie in Western and Eastern Virginia: of this area, however, only, exist in Old Virginia, on the eastern edge of the field in the southwest—perhaps less than 150 square miles of available coal. But the best and most available portion of the Alleghany coal-field lies in West Virginia, and the greater portion of its vast area is naturally open to development by the numerous streams which traverse its face from east to west.

"The Great Kanawha River, running off at right angles from the Ohio, traverses the richest portions of the Great Alleghany coal-fields, cutting the coal measures of this region—2,000 feet thick—to their base, and developing their exhaustless mineral treasures in the most available manner for practical production. But, after performing this most acceptable service to the future prosperity of the West, it renders the benefits conferred still more valuable, by dividing the otherwise impassable Alleghany chain at right angles, and taking the nearest course to the waters of the East, thus opening the most available route from the great river of the West to the sea-ports of the East, and connecting the minerals of the older geological formations—the iron, lead, copper, etc—with the coal of the Alleghany.

"In no other portion of our country, North or South, are there more inviting prospects to labor, enterprise, and capital than is now presented in the Great Kanawha Valley. Not only its unlimited mineral resources invite attention, but the best

portion of the trade of the great Mississippi Valley may be diverted into the channel of the Kanawha by ordinary means. To those who have observed the prodigious growth of that trade, and the still superior proportion it must assume in the future, the questions we are discussing of this new route to the East will not be a matter of speculation, but of necessity. The routes now provided will not accommodate it, while the superior advantages offered by this route, in the hands of a free and enterprising people cannot fail to attract attention. The distance, the elevation, the freedom from ice, and the constant supply of water from the mouth of the Kanawha, all present important and available advantages which cannot be overlooked.

### DISTANCES FROM EAST TO WEST.

"It will be noticed, by table of distances given below, that the distance from the head of navigation on the Kanawha to the head of navigation on the James River, at Richmond, is 320 miles—or thirty-six miles less by land than from Pittsburgh to Philadelphia; with a saving in distance by water from Cincinnati, as a center, of 200 miles. It is also sixty-three miles less by rail than the distance from Parkersburg to Baltimore, with about the same distance by water.

Table of Distances.

	MILES.
"Charleston to New Orleans, by water.....	1847
do " Cincinnati, do .....	269
do " Point Pleasant, do .....	60
do " Parkersburg, do .....	132
do " Pittsburgh, do .....	215
do " Philadelphia, via Pittsburgh.....	317
do " Baltimore, via Parkersburg.....	315
do " Richmond, Va., via Covington & Ohio R. R. ....	320
do " " " via "Central" .....	351
Cincinnati. " Philadelphia, via Pittsburgh.....	816
do " Baltimore, via Parkersburg.....	671
do " Richmond, via Charleston & Covington.....	589
do " " " via " & Central.....	640

### "THE COALS OF THE GREAT KANAWHA REGION."

"As we shall specially describe, are of various constituencies, and are adaptable to all the requirements of the trades and manufactures. The *hard* and *coking*, with the *fat* and *gaseous bituminous*, the *variable splint*, and the *rich and oily cannel*, are all found in the same mountains, and are all accessible to miner and navigator, through the agencies of the eroding waters, which have exposed coal in a thousand places.

"The avenues to markets afford the *cheapest and most available transportation on navigable rivers*; whilst the markets themselves are unlimited in extent, and rapidly increasing their consumption.



"The whole valley of the Mississippi is opened beyond controlling competition to the trade and the production of the region, which the present avenues to the East and the commerce of the world are but little less available than from the older and more developed centers, with this advantage even open to the Kanawha region, that a route may be constructed having every advantage over the most favorable avenues of the trade now open from the East to the West.

"This is therefore the *natural mining and manufacturing centre* not only of West Virginia, but of the Great Alleghany coalfield.

"Looking to the natural results of location and availability, now that this magnificent region is open to free labor and a corresponding development, we may anticipate for Charleston the dignity of the State capital at no very distant day, or what may be better, the metropolis of the mining and manufacturing interests of the West.

"Coal River, Elk River, and Gauley diverge from the Great Kanawha and spread their branches over one of the richest and most magnificent coal regions in the world, and bring down their wealth to one common center on the Great Kanawha; or such might and may be the result under future developments.

"The coals of this region, generally, are better, purer, and more available for all the requirements of trade and manufacture than the coals of any other portion of the Alleghany coalfield. The seams of coal are more numerous and their thickness greater than in any other portion of this coal-field; it can be mined cheaper and with more economy generally, under the same rates of labor, than in any other in this country without exception. The markets of the West, or the great Ohio and Mississippi Valleys, are open beyond any controlling competition to the trade of the Kanawha in coal, oil, salt, iron, and lumber. Charleston is 200 miles nearer Cincinnati than Pittsburgh, and always open to navigation; while the Ohio to Pittsburgh is frequently closed by ice in the winter, and interrupted by low water in the summer. The principal volume of the great and rapidly increasing trade of the West may be diverted to the sea-ports of the East, *via* the Kanawha Valley, with much economy in time and transporting power."

After such unequivocal testimony in regard to quantity and quality of the coal of Kanawha, it only remains to examine the means of transportation.

In this connection the Kanawha River has been greatly underrated. Not only can coal be more favorably shipped down the Kanawha than upon the Monongahela, but by a course of improvement this river can be shortly rendered navigable at all seasons of the year.

It may be here appropriate to quote an article which lately appeared in the *Herald* on this subject:

### THE COAL BUSINESS AND THE KANAWHA RIVER.

"Outside of Kanawha there seems to have sprung up a great prejudice against the Kanawha River. It is now generally acknowledged that the coal of the Kanawha is equal, and in some respects superior, to any other coal in the United States; but—"the Kanawha is not navigable for coal boats."

In order to more fairly examine this question it may be well to draw a comparison between our river and the Monongahela, whence come the sixty millions of bushels which supply the Mississippi Valley.

1. From actual surveys made we know that for the first ninety miles the Monongahela averages 900 feet in width, while the Kanawha is only 600. But the volume of water flowing from the latter is more than double that of the Monongahela.

2. The consequence is, that never, for some years, have the packets failed to make their daily trips to a point some miles above Charleston, although the Kanawha is not locked; while the Monongahela is obstructed by low water almost every summer, notwithstanding the slack water improvements.

3. There are large and deep pools of water on the Kanawha for loading;—for instance, from Charleston up for a distance of at least ten miles, there can be not less than an average depth of 8 feet of water.

4. The Kanawha River seldom freezes; and then but for a day or two; while ice in the Monongahela is one of the great dangers.

5. On the Monongahela, coal is never sent out except "on a rise;" and the waters of the Kanawha rise twice where the Monongahela rises once. This is accounted for when we consider the immense length of the Kanawha which stretches far into North Carolina under the name of New River.

6. The tolls are greatly less on the Kanawha than on the Monongahela.

7. Being two hundred and fifty miles nearer to Cincinnati the towage of boats must necessarily be less than one half the cost from Pittsburgh.

Moreover, not only is the danger of sinking or destruction against the piers of many bridges which span the upper portion of the Ohio diminished more than one-half, but the proximity to market will enable dealers to ship often, load light and thus take advantage of smaller "rises" which the greater distance of the Monongahela from market will not allow its shippers to do.

Finally, the advantages of our river have been practically demonstrated by the annual shipment of more than eight millions of bushels without loss.

Next in importance to the river, as a means of transportation, stands the Chesapeake & Ohio Railroad.

Running throughout the length of the coal region of the Valley, it opens at all seasons of the year the markets of the Ohio River, and, consequently, those of the Mississippi Valley on the west, and Richmond, Norfolk, and the whole Southern Atlantic seaboard on the east.

It is impossible at the present time to appreciate the importance of this latter market, but it seems certain that the day is not far distant when the Kanawha Valley is destined to supply its coals from the ports of Norfolk to the ports of the West Indies and the South American States, with their thousand steamers and steam-powers.

The Hon. C. P. Huntington, President of the Chesapeake & Ohio Railroad, declares that he will transport coal over his road so cheaply as even to compete with nature's route, the Great Kanawha River.



## IRON

Throughout the Kanawha Valley, iron ore may be found in almost every hill—in some places poor and meager, and in others developing into rich, thick veins, always in close proximity to the coal.

The usual form of its appearance is in carbonates and oxides, from which the yield is about 60 to 80 per cent. of metal. But the real wealth of iron for this region lies not upon the Kanawha, but farther south upon New River and in Southern Virginia. We again quote the authority of Professor Daddow:

"This region of iron ores will perhaps rival any locality in our country—Iron Mountain, Pilot Knob or Lake Superior not excepted—either in quality or quantity. There is no limit to the resources in brown hematite in this region. It exists in massive beds of great extent, and ranges through a vast extent of country. We have seen beds of ore in this region equal to the celebrated Cornwall deposits, and can state, from practical experience, there is no richer or purer iron ore of this description to be found. The railroad line from the Ohio to the great iron and copper regions of Southwestern Virginia and North Carolina, not only gives the Valley of Kanawha an abundant supply of the richest and purest iron ores, and opens out a splendid mineral and agricultural region, but also opens direct communication between Virginia, North Carolina and the Great West, and we hope at no distant day the golden gates of the far Pacific."

## SALT.

The salt region of Kanawha which has been thus far developed, lies on either side of the Kanawha River, beginning at Charleston and running up for a distance of fifteen miles. By boring from 300 to 1,000 feet at any point within these limits, on either bank of the River or in its bed, the salt water is struck and rises naturally to the level of the stream, from whence it is pumped up into tanks and thence distributed into crystalizing vats heated by copper pipes.

These wells have in some instances yielded powerful jets of gass, which forced the water out of the tops of the shafts and

In former times was utilized by being conveyed in pipes to the furnaces where it performed the duty of boiling the brine. This resource in one instance, was available for twenty years, but as all the gas jets have run out, sooner or later, a more reliable, less troublesome and quite as economical fuel is found in the seams of coal underlying the adjacent bluffs.

The Kanawha salt is remarkably pure, being entirely free from gypsum, and is practically proven to be the best salt in the world for the preservation of meats, butter, etc.

The salt product does not ordinarily exceed two million bushels per annum. In 1870, it was but 1,721,963 bushels. The product of Dr. Hale's furnace at Snow Hill, alone, for the same year, was 402,685 bushels.

Although the capacities of this region for increased production are beyond all calculation, the business is confined to its present narrow limits for want of enterprise, and, perhaps, of sufficient capital. Yet, estimating the supplies of brine already developed, the convenience and cheapness of fuel, the facility and economy of transportation afforded by navigable rivers to the great and increasing markets of the West, and the speedy opening by rail to the Eastern markets, it is easy to foresee the day when the superior economy and character of the Kanawha salt will command all the markets within its range, and the annual production run up to ten or twenty millions of bushels.

Besides the usual and well understood necessities for salt, few persons are aware of its extensive and important uses in chemistry and the arts; but to the man of science its protean and all pervading elements suggest innumerable diverse industries and manufactories which might be profitably located near these valuable salines.

A few of its uses are suggested in the following extract translated from the German of Dr. Boiley:

"We awake in the morning: the linen which we put on shows by its whiteness that it has been bleached by chlorine derived from salt; the shoes which we wear are of leather tanned by the assistance of salt; in the soap we use we hold a lump of transmuted salt. The glass from which we drink, contains salt as its chief ingredient. The shining metal of the teaspoon, was produced from the crude ore by the use of salt. The teakettle is soldered with borax which holds soda made from salt. The milk we use contains salt; our butter is preserved by it, as is also our meat, fish, pickles, sour-kraut, and numerous other articles of household necessity. The morning paper has been bleached by chloride of salt. Our spectacles are composed of what once was salt. Out of every ten medicines in our Pharmacopia, at least five owe their origin to salt, either as actually in their composition, or in their preparation."

With abundance of cheap material at hand, favorable sites for an unlimited number of first class manufacturing establishments and facilities for market unsurpassed, this Valley invites enterprise and capital to take advantage of the opportunities thus offered.

Parties have already initiated a movement for the production of caustic-soda on a large scale, while experts have decided that for manufacturing glass, the locality possesses decided advantages over Wheeling or Pittsburg, sand, salt, fuel and fire-clay being on the spot, cheap and abundant.

## LUMBER.

Of the territory of West Virginia about ten million acres are at this day covered with primeval forests. A considerable proportion of this timber, distributed among the mountains, and out of the range of railroads and navigable streams, is, and must remain for a long time practically inaccessible. The Kanawha River and its tributaries, however, open up the finest body of timbered land in the United States this side of the Rocky mountains. For the variety of growth, the size and quality of the trees, no other section can show anything that will compare with it; while its propinquity to navigable

water, and its locality in the very heart of our most active and populous States where lumber is most in demand and to whose continued prosperity it is most essential, renders this the most ready and available source of wealth to the possessors of the land.

The most valuable and at the same time the most plentiful timber trees found in the Kanawha Basin, are as follows—**WHITE OAK** attains the height of 100 feet, four feet in diameter. **WHITE** and **YELLOW POPLAR**—**Tulip tree**—grows to the height of 150 feet, 3 to 8 feet in diameter. **BLACK WALNUT** from 60 to 80 feet high, 3 to 6 feet in diameter. **SHELL BARK** and **WHITE HEART HICKORY** from 80 to 100 feet in height, 2 to 3 feet in diameter. **WILD CHERRY** 70 feet high, and from 3 to 7 feet in diameter. **WHITE ASH, CUCUMBER, LOCUST, SUGAR, LINDEN, BEECH, SYCAMORE, IRON WOOD** and all the well known varieties of deciduous trees usually found in American Forests, in this region owing to peculiarities of soil and climate, exhibit extending development, in beauty, size and soundness.

The Evergreen trees of Kanawha Valley are neither so numerous or so well grown as the deciduous; the **HOLLY** and **RED CEDAR** here attain a fine size, while in the upper counties and among the mountains, the **WHITE PINE, YELLOW PINE** and **HEMLOCK** grow to a noble height and in extensive forests, the greater portion of which are for the present, comparatively inaccessible.

With these material at command in unlimited quantities, with coal, iron and all other requisites equally convenient, with transportation by water and by rail in every direction, the fitness of this valley as a great manufacturing centre must suggest itself to every mind.

For Ships and Steamboat building we have **WHITE OAK** for keels, planking, beams, knees, floors and ceilings.

**ASH** for Blocks and Oars.

**HICKORY** for Capstan bars and Handspikes.

SUGAR MAPLE for Keels or bottom plank.

RED BEECH for frames and planking.

POPLAR for Cabinet work.

For furniture, cabinet-work, interior finish of houses, the Black Walnut, Cherry, Maple, Ash and Poplar are abundant and cheap.

For the turning lathe, Sycamore, Cucumber, Holly and Sweet Gum are plentiful.

For Rail Road Car building, the superior varieties of wood and iron are here combined often on the same land.

For carriages, wagons, farm and Garden implements all the materials are at hand.

In brief, there is scarcely one of the leading manufactures of this country which could not be advantageously and economically carried on in the Kanawha Valley.

#### AGRICULTURAL AND PASTORAL.

In the Kanawha Valley the Agricultural interest has been somewhat neglected and thrown in the back ground by the more dazzling display of her mineral wealth, and these broken hilly lands are generally not so attractive to the farmer, as the more level and open regions of the far West. Yet throughout this country there are numerous tracts of immense fertility, and when not too steep the hill land will repay the cultivator. For special crops this country affords many advantages not found in level districts, among which are the varieties of climate, in a small space afforded by the different exposures, the protection and more equal moisture from the dense forests. Indian Corn, Wheat, Rye, Oats, Barley and other cereals, though thus far grown to an extent sufficient only for home consumption, have yielded enough to show that the soil of Kanawha is admirably adapted to their profitable cultivation as well as to that of nearly every vegetable common to temperate climates. Sorghum, maple sugar and honey are among the productions. The former may now be found upon nearly ev-

ery farm, the maple grows in our forests in at least two varieties, and the last with culture could be made an item of much profit. Tobacco is a most profitable crop and so fine are the varieties raised here that the annual crops demands the highest prices. Instances have occurred of late where the sum of \$300 per acre has been realized by its cultivation. Possessing equal advantages in soil and climate with the great tobacco raising States of Maryland, Virginia and Kentucky, West Virginia yet offers physical inducements for the culture of that popular plant of which skillful and experienced planters would do well to avail themselves. In the matter of *Fruit* growing, West Virginia is unequalled. The genial climate experienced here and the diversity of soil and exposure render facile the acclamation of any kind of fruit peculiar to temperate latitudes. In the mountain counties cranberries are found growing wild. Other berries find a sympathising climate, and yield satisfactorily. The grape culture is receiving increased attention and all efforts in that direction have been crowned with success. For cattle this is one of the finest regions in the United States, and in many respects resembles western Pennsylvania, with a more favorable climate. It *should* be a great sheep raising country. There are already successful woolen factories in the valley, and when the completion of the great railway lines shall have developed its manufacturing capacities the true value of its agricultural lands will be understood.

#### TRANSPORTATION.

The Kanawha River, rising east of the Allegheny Mountains, in Ashe County, North Carolina, (under the name of New River,) traverses Southwestern Virginia, cuts sheer through the Apalachian Chain at right angles, and thence flowing northwestward, empties into the Ohio at Point Pleasant, after a course of three hundred miles. The Kanawha is navigable for steamboats, at any stage of low water, to Browns-



town, 12 miles above Charleston, and 68 miles from its mouth, and at ordinary high water to Cannelton, 32 miles above. The stream is from six hundred to nine hundred feet in width, with an equal and gentle current, uniformly supplied with water from its immense woodland and mountain drainage, rarely interrupted by ice in winter or by low water in summer, the navigation being decidedly more safe and reliable than that of the Ohio River above their junction, and always quite as available as the Ohio below. Its principal tributaries below the head of navigation are: the Elk, flowing from the Northeast, and emptying into the main stream at Charleston; the Coal River, flowing from the South, and entering the Kanawha 12 miles below Charleston; and the Pocotalico, from the North, joining 6 miles below the mouth of Coal.

These steady, smooth, deep-channelled streams, with their tributaries, are all more or less navigable for barges, raftable for lumber in high water, and susceptible of improvement to make them available for steamboats.

The Elk sends down its fleet of rafts and barges from Sutton and points above, more than a hundred miles from its mouth. The Coal River, by means of locks and dams, has steam navigation 25 miles above its mouth, to Peytona, whence the Cannel Coal Company ships annually 1,200,000 bushels of that matchless fuel.

These streams naturally open up an immense extent of country, and inestimable stores of coal, iron, salt and lumber, to the markets of the whole Mississippi Valley, with its 25 millions of inhabitants, 16,000 miles of river navigation, and 21,000 miles of railroads.

Again, it will be seen by consulting the maps, that this prodigious West, with its vast natural resources, its eager enterprise, and immense products, impatient of delays and distances, hampered by the insufficiency of its present outlets, finds through the Valley of the Kanawha, its shortest, safest

and most economical route to the Atlantic Ocean and the markets of the world.

It is believed that when this route by rail and water line has been opened and improved to its fullest capacities, it will be equivalent to all the lines put together, and that States and cities whose retarded progress now seems to indicate that they have nearly reached their limit, will then receive a fresh stimulus, and advance with unequalled rapidity.

### CHESAPEAKE AND OHIO RAILROAD,

now in progress and nearly completed, will connect the Mississippi Valley with the Atlantic Sea Board through the Kanawha Valley.

This line has the inalienable advantages over the other lines of intercommunication between the West and the East: *First*, of being the shortest, as may be seen by consulting the table of distances between St. Louis, Chicago, Louisville, and Cincinnati in the West, and Norfolk Harbour on the Sea Board.

*Second*, Of having the easiest grades and fewer curves, thereby ensuring superior economy and safety in the transportation of freight and passengers.

*Third*, In the milder climate of its locality, thereby diminishing liability to accidents and interruptions from snow, ice, and breakage of machinery.

*Fourth*, In having its connection with the Western River Navigation at Huntington, a point on the Ohio River below all the bars and ordinary obstructions to free navigation and only 100 miles above Cincinnati, and having its Eastern terminus at Richmond, connecting with the waters of the Chesapeake and the harbor of Norfolk both by river and rail. Norfolk which has the most commanding commercial position of any city on the Atlantic Sea Board, the most central and convenient location for distributing Western products either Northward or

Southward for Ocean commerce, having the advantage of the largest and deepest harbor, safest and easiest of access, good anchorage and never obstructed by ice.

In brief, the superior advantages of this thoroughfare by way of the Kanawha Valley are so great and so essential to the growing trade of the West, that its opening during the coming Summer will give the immediate and powerful stimulus to the agriculture and manufactures of all the Ohio region and will inevitably build up at favorable points along its line large commercial and manufacturing cities rivaling if not surpassing those on the more Northern and less favorable lines of transportation.

## CHARLESTON,

The County seat of Kanawha, is the metropolis of the Valley, and the Capital city of the State. It is situated at the confluence of the Kanawha and Elk rivers, 56 miles from the mouth of the former  $38^{\circ} 30'$ , and longitude west from Washington city,  $4^{\circ} 30'$ .

For the forty years preceding the war, Charleston rendered affluent from her widely celebrated salt furnaces, and the agricultural products of the rich alluvial river bottoms, made no material progress in the development of those industries for which the location is so well adapted.

But within the past three years, private enterprise recognizing, in the commercially central position that Charleston so advantageously sustains, the immense benefit that must follow a more extended and general utilization of its several natural resources has already introduced a system of development resulting in the establishment of a number of enterprises with many more in contemplation.

But perhaps the chief cause which have suddenly led to this happy change, have been, first, the completion and opening of

the western end of the Chesapeake and Ohio Railroad, and secondly, the selection of Charleston as the Capital of the State.

It was not that the natural advantages were not already sufficiently great, but that they were unknown. These two events have served to advertise to the world what was before only known to the citizens of Charleston. And indeed the progress of the past year has fully demonstrated that the prophecies of even the most sanguine have not fallen below the reality.

### SCENERY AND CLIMATE.

Two beautiful rivers winding tranquilly among the hills, unite at Charleston. The mountains have there drawn back from the river leaving an even, level plain as the site for nature's city, yet everywhere encircling it with their forest crowned heights.

The barriers created by the hills protect the city to a great extent from wind, and during the larger portion of the year the climate is very enjoyable.

### CENTRAL LOCATION OF CHARLESTON.

Five great sections of West Virginia, all center more or less directly upon the Capital of the State. The south-western and north-western divisions; the country of the Gauley and New rivers; the district lying along the proposed routes of the Parkersburg, Ripley and Charleston Railroad and finally the great valley of the Elk.

Within a radius of two hundred miles, there is no city of importance to stand as a rival in the business of the lumber, coal, salt and manufacturing interests of the Kanawha and its tributary valleys.

### POPULATION.

At the time the last census was taken the population of Charleston numbered about 3,000 persons. But during the

Appeals, besides offices for the Governor, State officers, committee rooms, &c., &c.

### HALE HOTEL.

Next to the Capitol, and perhaps even surpassing it in point of elegance, may be ranked the new hotel or "Hale House," as it is called. The following description is taken from the Cincinnati *Enquirer*:

One argument used by those members favoring the removal of the Convention is, that there are not sufficient hotel accommodations for the members. Upon the opening of the Convention this was in part true. This difficulty, however, has been wholly obviated by the opening of the new hotel, built by Dr. Hale. This magnificent structure was built in an almost incredible short time, the first foundation stone being laid on the second day of October last. This hotel is erected after plans submitted by Mr. S. W. Rogers, the well-known architect of Cincinnati, who, in connection with his father, erected the Burnet House in Cincinnati, the Astor House in New York, the Tremont House in Boston, and various other important public buildings in various parts of the country. The hotel is one hundred feet square, with four stories above ground and a fine basement story. The basement story is constructed of stone obtained in this region, which is said to be building stone of very superior quality and appearance.

The remainder of the building is of brick. This hotel, which is the finest in the State, and ahead of any in Cincinnati, so far as perfection of equipment and finish is concerned, contains one hundred rooms. The furniture is of walnut, which was purchased in Cincinnati, recently, by the proprietor. The carpets were purchased of Snowden & Otte, of Cincinnati, and are of elegant pattern. They were cut and sewed before being shipped, twenty sewing machines being employed night and day for two days and nights to complete the work. Table ware of the finest finish and most elegant pattern has been obtained at great expense, and the kitchen outfit is gotten up in a style of completeness corresponding with the remainder of the establishment. Water, gas, and all modern conveniences will be supplied in all the rooms. Six stores and the Post-office comprise the lower stories. A barber-shop, billiard-room, bath-rooms, etc., are to be fitted up in elegant style.

The hotel is situated on the corner of Kanawha and Hale streets, and the entire cost, including finish, fitting, building, etc., will not fall short of \$150,000, and will probably exceed

that amount. About 150 men have been employed in its construction, their work not yet being complete. The hotel was first opened for the reception of guests on the 16th day of January. The work has been delayed somewhat on account of the difficulty of obtaining material during the stage of low water and the period of intense cold.

Carpenters, bricklayers, plasterers, stone-masons and other skilled workmen have been obtained from Cincinnati, Pittsburg and other large cities to complete the work.

The city of Charleston may well feel proud in the possession of the finest hotel in the State, and the traveler who may hereafter arrive here may be sure of elegant accommodation and entertainment.

### THE COTTON OPERA HOUSE

Lately erected by Col. T. B. Swann, Joseph Shields and Dr. J. T. Cotton, ranks third in point of size among the buildings of the city. The hall is neat, comfortable and can seat about 800 people. The first story is divided into a number of fine store rooms. No building in the city reflects greater credit upon the enterprise of its owners, while its completion has given to Charleston first class dramatic entertainments.

### OTHER PUBLIC BUILDINGS.

The two public school houses, the St. Albert Hotel, the Kanawha House, the Laidley House, the Catholic, Presbyterian, Methodist, Baptist, Episcopal and other Churches, are all substantial and commodious buildings.

### EDUCATIONAL ESTABLISHMENTS.

Besides the public schools, Charleston possesses an Institute, whose professors are capable of imparting instruction in the highest mathematical and classical studies.

St. Mary's Academy, under the charge of the Catholic Sisters of St. Joseph, has a large number of day scholars and boarders; some of the latter coming from other States.

### BUSINESS HOUSES.

In keeping with the growth of the city the mercantile in-



terest has increased until there no longer exists the necessity for sending abroad for even the luxuries of life. Of late, too, the business has partaken more of a wholesale character.

Wholesale hardware, wholesale china and glass, wholesale liquor, drugs, tobacco, and other wholesale establishments are springing up. The parties who are thus early taking advantage of this central location of Charleston are likely to reap large rewards as the results of the enterprise. But few places, as has before been said, possess so great advantages as a wholesale point.

#### NEWSPAPERS.

Six newspapers are published in Charleston: The Kanawha Daily, the West Virginia Journal, the Charleston Herald, the West Virginia Courier, the Kanawha Republican and the Baptist Record.

#### PUBLIC IMPROVEMENTS.

Besides opening, widening and grading the streets during past year, the city council have established a steam fire engine department, possess a very fine steam engine, and several hand engines. The wharves have been enlarged and graded and gas has been introduced throughout the city. The offices, metres, buildings, &c., of the Gas Company are exceedingly elegant. Strangers have concurred in the opinion that the clear brilliant light of the gas made from the Kanawha coal has no superior. Over half a million of dollars have been expended in Charleston during the past year in improvements, which are of public benefit.

#### MANUFACTORIES.

Among the manufacturing establishments of Charleston may be counted three lumber mills, one barrel factory, two flour mills, one machine shop and foundry, one woolen mill

and dyeing establishment, and cigar factory. These are exclusive of a number of others which will be mentioned under the heading West End.

#### PARSONS, APPLETON & CO.

This firm occupies a number of large buildings near the Elk river; besides their flour mill, steam laundry, dyeing establishments, &c., they have in operation a large number of looms, turning out cloths, yarns, &c., &c.

#### BLISH, WOODHUFF & CO.

The Charleston Lumber and manufacturing Company have their mills located on the bank of Elk river.

The Planing mill, Saw mill, &c., are large and very complete, and the company have been doing an active and profitable business.

#### MORGAN, HALE & CO.

Have one of the most extensive barrel factories in the United States. The establishment, as may be supposed, employs a large number of workmen.

#### WILLIAM GRAMM & CO.

Have lately commenced the manufacture of tobacco, an enterprise that is capable of very considerable extension.

#### BIBBY & CO.

Operate a large flour mill and saw mill, both of which are understood to be paying.

#### THAXTON & CO.

This firm unites with their saw mill a yard for repairing barges. They cut a large amount of lumber.

#### THAYER & CO.

Messrs. Thayer & Co. have but lately erected, on the south side of the Kanawha, a very extensive machine shop and foundry. All the buildings, machinery, &c., are very complete.

## FUTURE ENTERPRISE.

Many new factories and other enterprises are in contemplation, and the next year will probably find the industries of the place greatly increased.

## THE WEST END.

While Charleston has been extending in every direction perhaps no where has greater progress been made than across Elk or as it is termed the "West End."

The following notice of this extension of Charleston is copied from the special correspondence of the Cincinnati *Commercial*, of February 14th, 1872:

"One of the most interesting quarters of Charleston is

### THE WEST END.

A year ago the territory on the lower side of Elk river was simply a corn-field, but with the advantages of a high, level surface. The bottom land having been united in a single tract, was laid off for city purposes in the most modern and approved style. Broad avenues, convenient lots, a public square, in a word, care seems to have been taken to profit by the latest improvements in city building. The work of building up the West End has begun in earnest, and at present there are over three hundred people located there.

After the fashion of Ohio towns, every inducement has been offered looking to the introduction of manufactures, and had the same policy been adopted by Charleston forty years ago, the population of the place would have been some four or five times larger than it now is. Already a machine shop and stove foundry, an extensive tobacco factory, a soda and mineral water factory, a barrel and stave factory, and two planing mills with a furniture factory, are in operation. These establishments alone will give employment to some three hundred employes. Thus the West End is already becoming an important manufacturing addition to Charleston, and its future prospects are encouraging to the Charlestonians. The Elk River Railroad, connecting Charleston with Pittsburg, Philadelphia and the East, and a portion of which will be put under contract during the present year, must have its terminus on this extension, and the Parkersburg, Ripley and Charleston road, coming down the Two-mile Valley, will also terminate on the West End.

It is expected that, with the present year, there will be an increase of population to some fifteen hundred."

## West End Manufacturing Establishments.

### HULING, BROCKERHOFF & CO.

Have one of the largest saw and planing mills in the Valley, with store attached. They are largely connected with the improvements on the Elk river, and may almost be regarded as pioneers in the lumber business.

### HENRY RUMMEL & CO.

Have lately removed to Charleston, and are successfully engaged in the manufacture of soda and mineral waters.

### P. W. MORGAN & CO.—BARREL FACTORY.

This establishment is operated in connection with a similar one on the opposite side of the Elk. They turn out a large number of salt barrels.

### ANCHOR STOVE FOUNDRY.

G. Davis & Co. have lately connected with their machine shops, an extensive foundry. Their manufacture of stoves is equal to any made at Pittsburgh or other points. Their business is rapidly growing, and with it the extent of the works.

### KANAWHA FURNITURE FACTORY.

M. Rusk & Co. are just commencing the manufacture of furniture. There is every probability that they will build up a large business.

### WEST END TOBACCO FACTORY.

W. T. Lucadoc & Co., lately of Richmond, are occupying a large building on Kanawha street. As many millions pounds of tobacco were formerly sent out of the Valley annually, the establishment of this warehouse will benefit both the company and the producer.

### THE KANAWHA PLANING MILLS,

Are fitted with every machinery and convenience for sawing, planing, the manufacture of moulding, scroll work, sash, doors, &c. J. Brisben Walker is the Proprietor.

### AID TO MANUFACTURERS.

Every inducement is held out to parties contemplating the establishment of manufacturing businesses, it is probable that the seven already in existence will soon be re-inforced by a number of others.

### THE CHARLESTON OF THE FUTURE.

With three great railroads centering upon Charleston, with two navigable rivers here uniting their waters and running to the Mississippi Valley, with its position in the midst of all the natural wealth of coal, iron, salt and lumber of the Kanawha Valley, it would be singular if it should not become a great city.

The first advance of Pittsburg was blessed by not half so fortuitous a combination of circumstances. There is scarcely any manufacturing business that cannot be conducted at Charleston so cheaply as to allow the producer to place his goods on the market at the lowest possible figures. Nor as a point for wholesale merchandising is its situation less favorable. An increase of nearly two thousand during the year in its population while its first railroad was yet unfinished, predicts wonders for the future. Already inquiries are pouring in by the hundred, from North, South, East and West, from parties who are anxious to engage in business here. Some of the largest capitalists of New York and Pennsylvania are at this writing in Charleston, seeking locations for investment. It is definitely settled that Charleston is to be the permanent State Capital. Scarcely will it be considered unreasonable, then, weighing carefully all advantages, to expect that within the next five years, the manufacturing and commercial metropolis of the Kanawha Valley will be a city of twenty thousand inhabitants.

### ALONG THE KANAWHA.

Many pleasant towns are to be found on the Kanawha, some of them already almost equalling Charleston in public

spirit and enterprise. Point Pleasant, Buffalo, Raymond City, Winfield, St. Albans and Amandaville, Malden, Alden City, Brownstown, Coalburg and Cannelton, are all thriving towns stretching along the banks of the Kanawha from its mouth to the Falls.

### HUNTINGTON.

Although not in the Kanawha Valley, yet it is perhaps not out of place here to make mention of the new city of Huntington. A beautiful site adjoining the city of Guyandotte was purchased some time since by the President of the Chesapeake & Ohio Railroad, and has since been laid off for city purposes, streets graded, wharves and depots constructed and otherwise improved by the expenditure of many thousands of dollars. The company have located there, machine shops, the general offices of the Railroad, &c. Every aid is being brought in to build up an important city, and there can be no doubt but that the attempt will be perfectly successful.

### PRICES OF LANDS.

Coal lands on the Kanawha river range from \$5 to \$50 per acre, timber and surface included.

Coal lands on Elk river range from \$2 to \$10 per acre. This includes the timber, which at present is more highly valued than the coal or surface.

Lands on Coal now average a little better price than on the Elk.

River bottom land on the Kanawha is valued at about \$100 per acre.

### COMMUNICATION WITH CHARLESTON.

#### CHARLESTON BY STAGE.

Daily mail packets at 9 A. M., connecting at Gallipolis with packets for Parkersburg and intermediate points, and Cincinnati and intermediate points. These boats carry through mails for the North and West, as well as way mails. Clara Scott leaves every Monday and Thursday, at 8 A. M., for Parkersburg. Returning, leaves Parkersburg Tuesday and Friday at 10 A. M., arriving at Charleston Wednesday and Saturday nights.

There are two boats running twice a day to the Salines, Malden, Alden City and Brownstown, and when the river permits, a boat runs to Loup Creek, 30 miles up Kanawha, stopping at Coalburg, Clifton and Cannelton—all places important to the coal interests.



Two first class stern wheel packets depart twice a week for Cincinnati, the R. W. Skillinger on Tuesday, the Kittie Hegler on Saturday, at 9 A. M.

#### CHARLESTON BY STAGE.

A tri-weekly line to White Sulphur Springs, connecting with the C. & O. R. R. Leaves Tuesday, Thursday and Saturday at 3 A. M., arrives Sunday, Wednesday and Friday. A stage line lately established between this place and Ripley, in Jackson county, runs hacks twice a week.

#### CHARLESTON BY RAILROAD.

Trains on the Chesapeake & Ohio Railroad leave at 9 $\frac{1}{2}$  A. M. and 2 P. M., connecting at Huntington with through packets for Portsmouth and Cincinnati.

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NOTE.—Since this pamphlet was originally prepared, a year ago, so many changes have occurred that the author has been compelled to leave to other hands the corrections necessary to bring the manuscript up to the present date. In its preparation the best authorities have been used, the only object being to illustrate as clearly as possible the great natural advantages of the great Kanawha Valley.

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## A VALUABLE FARM FOR SALE.

Two and a half miles below Charleston, fronting on Kanawha river, and crossed by Chesapeake and Ohio Railroad, containing in all 375 acres; 175 acres either rich bottom or gently sloping hill, equal to bottom land in quality of soil; 200 acres white oak timber entirely untouched.

The farm is well fenced, contains a number of springs of soft, pure water, and an orchard of about 400 young trees, peach, apple, &c., &c. A weather-board dwelling house, containing six rooms and hall, but of little value. There is about one-half mile of river front, and an island lies facing the farm, making it an excellent site for a saw mill or manufacturing establishment.

The land produces abundantly all kinds of grain, tobacco, blue grass, clover, &c., &c., and taking into consideration the convenience of location and natural beauty of position, richness of soil, healthfulness and other advantages, no finer farm can be found in the Kanawha Valley.

The high land contains six or eight very handsome home sites, raised about fifty feet above the railroad, within five minutes of Charleston by rail.

Price for the 375 acres, \$15,000.

For hill sites, including 20 acres, \$100 per acre.

Easy time on payments.

For further information, apply to

J. BRISBEN WALKER,  
Charleston, West Va.

## SPLINT COAL PROPERTY.

It is very evident to those at all acquainted with the vast mineral and other resources of the Kanawha Valley, that upon the completion of C. & O. Railroad, and the improvements of the Kanawha and Elk River, (works now in progress,) there must and will be built up at some suitable point in the valley, a large manufacturing town, which shall be the Birmingham or Pittsburgh of this region. Charleston is not the best location for such manufacturing town, as it is on the wrong side of the river for the Railroad, and has no immediately convenient coal. Charleston will, no doubt, remain the legislative, financial, educational and social city of the valley, but the furnaces, forges, work-shops and laboratories must seek the most convenient sites for coal and iron, salt and lumber, and for railroad and river transportation. The manufacturing town cannot be opposite Charleston nor opposite Malden, as there is not room at either place. For obvious reasons, it cannot go below the Charleston neighborhood on either side of the river, and it is not likely to go above the deep pool of water extending from Charleston to Malden. In all probability then, the manufacturing town of the valley will be built between Charleston and Malden, on the South or R. B. side of the river, having the advantages of both river and railroad transportation. It so happens that this is just the center of the great salt basin of Kanawha, is rich in iron, has some of the finest coal seams in the valley, and is in every respect the most appropriate and eligible site for such town in the whole valley, there being a broad bottom, high, well drained, and above all never overflows.

The Splint Coal Company owns this bottom, or the greater part of it, say 600 acres in one body, binding about 2½ miles on the river, in the great bend, and about 2 miles on the railroad, on the opposite side, i. e. the bottom lies between the river and railroad.

The present improvements on this property are 5 comfortable dwelling-houses, (1 brick, 4 frame,) and about 50 laborers' houses, 15 salt wells, from 800 to 1200 feet deep, each, all of which yield salt water of the best quality, and in quantity sufficient to make over a million bushels of salt per year and there is abundant room to bore more than three times as many wells, when needed. There is now one good salt furnace, nearly new, with capacity for 250,000 bushels salt per year, together with all engines, cisterns, pans, railroads, coal mines, &c., complete. The property is remarkably well watered, having many springs of pure, soft water, and the finest Chalybeate springs known in the valley.

The Hill land of this property includes about 2,000 acres, adjoining the bottom. There are on it 5 workable seams of

coal, from 3 feet to 8 feet thick, each, and of superior quality—the largest ~~specimen~~ from actual experiment. is reported one of the very best coals for iron manufacture, in the United States. There are several seams of iron ore, one of which is believed to be very valuable—abundant fine building stone some good timber, and a soil well adapted to the culture of fruit, vines and grass. There are now several orchards of fine fruit, and a large nursery and vegetable garden.

The entire 600 acres of bottom land, is newly fenced and sown in timothy and clover. Our  $2\frac{1}{2}$  miles of river front, and the river front immediately opposite us, together, embrace fully three-quarters of all the valuable salt interest in the valley. We are now about central to the present population of the valley, and must remain so, under any development that may take place here.

We propose to lay a road from the Railroad to the River, from the Depot to the Ferry; this, we believe, will be the nucleus of the large manufacturing city of the future. There are very many articles which, we think, can be manufactured at this place more advantageously than at any other place in the country. whilst there are some that, taking into account the cheapness of manufacture and facilities of getting to market, can be made here to a larger extent than anywhere else in the United States. Among these may be mentioned iron, salt and alkalies. The iron ores of the Alleghanies can be delivered here, at an actual cost of not exceeding \$2.50 per ton; coal can be mined and delivered at not exceeding \$1.00 per ton. With these prices for the raw material, and with cheap access to markets, we know of no locality that can successfully compete with this, in the manufacture of iron. Salt can be made on this property at an actual cost of not exceeding 12 cents per bushel. And alkalies, with cheap salt and cheap fuel, can be made here cheaper than anywhere else in the United States, and when made, are convenient to the great markets of the West which now get their supplies from abroad.

We propose to grant building sites and privileges, for furnaces, factories, machine-shops, or any manufacturing operations, on the most liberal terms.

We will sell coal in the mine, on moderate Royalty, to such parties, or will contract to mine and deliver coal at their works, at a small advance over actual cost. We would sell stock to a limited extent, in the Splint Coal Company, and would take stock to a limited extent in *bona fide* manufacturing operations, established on the property. For further particulars address

J. P. HALE, President.

W. A. QUARRIE, Attorney,  
Splint Coal Company,  
Charleston, West Va.

# FOR SALE.

IN THE CENTER OF THE  
**GREAT KANAWHA COAL FIELD.**

# COAL,

**Cannel, Splint and Bituminous.**

**20,000 ACRES,**

IN TRACTS SUITABLE FOR OPERATING.

**Never Before in the Market.**

**EIGHT MILES OF RIVER FRONTAGE,**

**DEEP WATER FOR LOADING.**

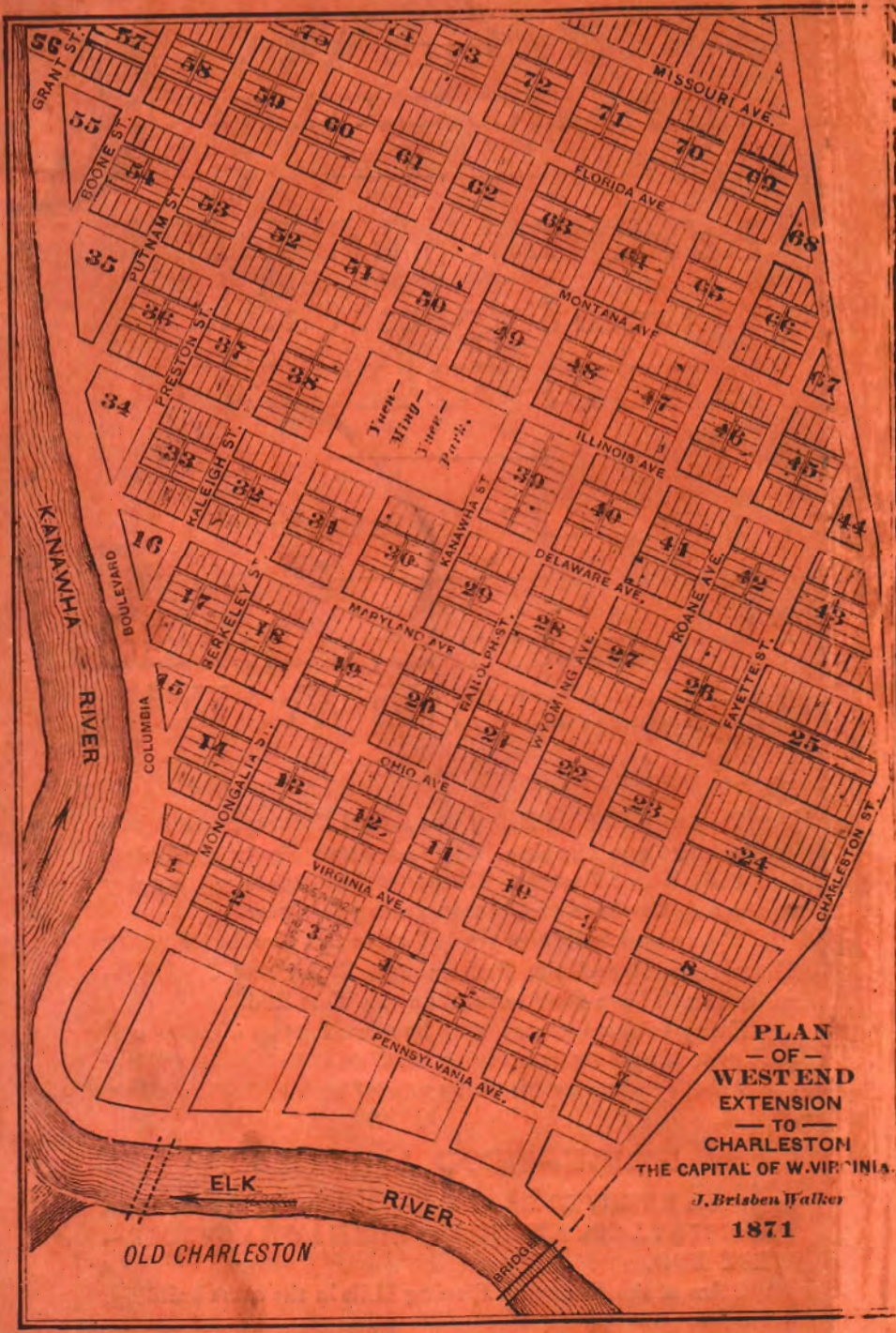
For companies seeking desirable coal lands for operating,  
none better can be obtained.

**TITLE PERFECT.**

For particulars address

**W. A. QUARRIER,**  
**J. P. HALE,**  
Charleston, W. Va.





**PLAN**  
 — OF —  
**WEST END**  
**EXTENSION**  
 — TO —  
**CHARLESTON**  
 THE CAPITAL OF W. VIRGINIA.

*J. Brisben Walker*  
**1871**

OLD CHARLESTON

ELK RIVER

BRIDGE