THE CAPITAL OF WEST VIRGINIA
AND THE
GREAT KANAWHA VALLEY;
ADVANTAGES, RESOURCES AND PROSPECTS.
By Gen. D. H. STROTHER,
(PORTE CRAYON.)
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THE
GREAT KANAWHA VALLEY;
ITS ADVANTAGES,
ITS RESOURCES, AND ITS PROSPECTS!

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 natural 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 underdevelopment.

While thousands of smoke-stacks and forges have been gradually building at less favored points, as Pittsburg and Cincinnati, our own hills have failed to echo the busy sound 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 that the Sitter we have to deal, and any recurrence to the past is but an unpromising retrospection.

**Locality.**

The Kanawha River is formed by the junction of the New and Coaley Rivers, in Fayette County. Flowing eleven miles north-west, after a comparative course of ninety miles it empties into the Ohio at Point Pleasant, two hundred and five miles below Pittsburg, and two hundred and ten miles above Cincinnati. The basin formed by this river and its tributaries lies about midway between the Alleghany Mountains in the east, and Kentucky on the west, and contains within its limits the counties of Nicholas, Fayette, Boone, Braxton, Tyler, Webster, Kanawha, Lincoln, Putnam and Mason, with an aggregate surface of about 8,000 square miles, and a population of about eighty 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, enable the development of its immense natural wealth a matter of national, as well as local, importance.
Lying between the thirty-seventh and thirty-ninth parallel of latitude, with an altitude above the surrounding from 800 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 least hatchable supplies of COAL.

Professor H. S. Darrow, 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 embraced 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 160 square miles of available coal. But the best and most available portions of the Alleghany coal-field lie 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-field, cutting the coal measures of this region—1,000 feet thick—to their base, and developing their extensive, less 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 beneficial confounded 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 so 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 di-
volved into the channels of the Kanawha. One must con-
clude, therefore, that those who have observed the naviga-
tional possibilities of different routes, and the still superior, proportionately, must come to the same conclusion. We are fashioning this new route, so that it will not be a matter of speculation, but of necessity. The
routes now provided will not accommodate it, while the supe-
rior advantages offered by this route, to the hands of a people
enterprising people cannot fail to attract attention. The dis-
tance, 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 over-
looked.

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
360 miles—or thirty-six miles less by land than from Pitts-
burgh to Philadelphia; with a saving in distance by water
from Cincinnati as a center, of 360 miles. It is also sixty-
three miles less by rail than the distance from Pittsburgh to
Baltimore, with about the same distance by water.

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<th>Distance</th>
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<td>Charleston to New Orleans, by water</td>
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Cincinnati. Philadelphia, via Pittsburgh | 360 miles |
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| Richmond, via Cincinnati & Ohio R. R. | 360 miles |
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THE GOALS OF THE GREAT KANAWHA SYSTEM.

"As we shall presently describe, two of various opportuni-
ties, and are adaptable to all the requirements of commerce
and manufacturers. The head and ending, with the swift
and gaseous blackwater, the variable elevation, and the rich
and soil cannot, are all exist on the same meandering, and may, accessible
to mineral and navigation, through the agency of the
winding waters, which have exposed coal in a thousand places.
The avenues to market afford the cheapest and most avail-
able transportation on navigable streams, whilst the magnates
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 sections, with this advantage even open to the Kanawha region, that a route may be constructed having every advantage over the most favorable avenue 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.

"Coo! 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, that in any other in the country without exception. The markets of the West, or the great Ohio and Mississippi Valleys, are open beyond any controlling competitive 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 at Pittsburgh is frequently closed by ice in the winter, and interrupted by low water in the summer. The principal vantage 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 strong 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, whose coal the sixty millions of bushels which supply the Mississippi Valley.

1. From actual surveys made we know that for the first thirty miles the Monongahela averages 200 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 we 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 check 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 tonnage 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 whichspan 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 “rates” while the greater distance of the Monongahela from market will not allow its shippers to do.

Finally, the advantages of one 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 coal from the ports of Norfolk to the ports of the West Indies and the South American States, with their thousand steamers and steam-power.

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.
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 65 per cent. of metallic iron. 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, Picket Knob or Lake Superior are not exceptional, either in quantity or quality. 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 crystallizing vats heated by copper pipes.

These vats have in some instances yielded powerful jets of gas, which forced the water out of the tops of the shafts and
In former times was utilized by being impregnated in pipes to the
seawater where it produced the effect of killing the bacteria. This
process is known to us as potable water. Today, yet as all the
gases have run out, and none are left, a more
valuable, less troublesome and quiet method is found in
the seams of coal underlying the adjacent lands.

The Kassikha salt is remarkably pure, being entirely free
from gypsum, and is practically proved for the best kind in
the world for the preservation of meats, butter, etc.

The salt product does not ordinarily exceed two million
bushels per annum. In 1879, it was but 1,321,963 bushels.
The product of Dr. Hale's furnace at Snow Hill, alone, for the
same year, was 402,626 bushels.

Although the capacities of this region for increased pro-
duction 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 conveniences and cheapness of fuel, the
facility and economy of transportation afforded by navigable
streams to the great and increasing markets of the West, and
the speedy opening by rail to the Eastern market, it is easy
to foresee the day when the superior quality and character
of the Kassikha salt will command all the markets within its
range, and the annual production will rise to ten or twenty
millions of bushels.

Besides the usual and well understood necessities for salt,
fee persons are aware of its extensive and important use in
chemistry and the arts; but to the man of science its properties
and all pervading elements suggest innumerable diverse in-
salaries and manufactures which might be profitably located
near these valuable saltines.

A few of its uses are suggested in the following extract
translated from the German of Dr. Boley:
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 transmitted salt. The glass from which we drink, contains salt as it chief ingredient. The shining metal of the teaspoon, was produced from the crude ore by the use of salt. The teakettle is soldered with brass 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 meanness. The morning paper has been bleached by chlorides of salt. Our spectacles are composed of what once was salt. Out of every ten medicines in our Pharmacopœia, 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 forest. A considerable proportion of this timber, distributed among the mountains, and out of the range of roads 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 proximility 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 follow—

**White Oak** attains the height of 100 feet, 5 feet 6 inches in diameter. **White and Yellow Poplar**—Tulip tree—grows to the height of 150 feet, 3 to 4 feet in diameter. **Black Walnut** from 60 to 90 feet high, 3 to 6 feet in diameter. **Sweet 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, Sycamore, Linden, Elms, 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 Sugar Maple trees of Kanawha Valley are neither so numerous nor 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 as command unlimited quantities, with coal, iron and all other requisite equally convenient, with transportation by water and by rail in every direction, the fitness of the valley as a great manufacturing center may suggest itself to every mind.

For Ships and Steamboat building we have **White Oak,** for keels, planking, beams, keens, haws and collars.

**Hickory** for Captain bars and Handspikes.
Sugar Maple for axles or tallow plank.
Red Birch for frames and planing.
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 hitherto unproductive tracts 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 other districts, among which are the varieties of climate in a small space afforded by the different exposures, the production and more equal moisture from the dense forests. Indian Corn, Wheat, Rye, Oats, Barley and other cereals, though not so 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 a great variety of every vegetable common to temperate climates. Berghain, maple sugar and honey are among the productions. The former may now be found upon nearly ev-
cery farm, the maples grow 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 demand the highest prices. Instances have occurred of late where the sum of $200 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 skilled and experienced planters would do well to avail themselves. In the matter of Fruit growing, West Virginia is unequalled. The general climate experienced here and the diversity of soil and exposure render feasible the cultivation of any kind of fruit peculiar to temperate latitudes. In the mountain counties cranberries are found growing wild. Other berries find a sympathetic climate, and yield satisfactorily. The grape culture is receiving increasing 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 Ash County, North Carolina, (under the name of New River,) traverses Southwestern Virginia, cuts away through the Apalachian Chain at right angles, and thence flowing northward, 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 Brownsville.
town, 12 miles above Charleston, and 80 miles from its mouth, and at ordinary high water to Cincinnati, 22 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, partly 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 open 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 north, and entering the Kanawha 22 miles below Charleston; and the Poseyfield, from the river, joining 6 miles below the mouth of Coal.

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

The Elk sends down its feet of rafts and barges from Missou- toe and points above, more than a hundred miles to its mouth. The Coal River, by means of locks and dams, the steam navigation 25 miles above its mouth, to Poyton, whence the Cannel Coal Company ships annually 1,500,000 tons of that worthless fuel.

These streams naturally open up an immense extent of country, and inestimable stores of coal, iron, salt and lumber, to the mark of those 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, harassed by the insufficient of its present means, finds through the Valley of the Kanawha, its market, safety, and
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 has been opened and improved to its fullest capacities, it will be equivalent to all the lines put together, and that cities and states whose retarded progress now seems to indicate that they have nearly reached their limits 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 inaliable 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 breakdown 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 commodating commercial position of any city on the Atlantic Sea Board, the most central and convenient location for distributing Western produce, either Northward or Southward.
Southward for Ocean commerce, having the advantages of the largest and deepest harbor, safest and most agreeable anchorage and never obstructed by ice.

In brief, the superior advantages of this transportation by way of the Kanawha Valley are so great and so connected to the growing trade of the West, that its opening during the coming summer will give the immediate and permanent stimulus to the agriculture and manufactures of all the Ohio region and will inevitably build up favorable points along its line of transportation.

**CHARLESTON,**
The County seat of Kanawha, is the metropolis of the Valley, and the capital of the State. It is situated at the confluence of the Kanawha and Elk rivers, 60 miles from the mouth of the former 28° 20' and longitude west from Washington city, 4° 30'.

For the forty years preceding the war, Charleston enjoyed affluence from her widely celebrated salt furnaces, and the agricultural produce 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 last three years, private enterprise recognizing, in the commercially central position that Charleston so advantageously occupies, 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 has suddenly led to this busy 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 suffi-
ciently great, but that they were unknown. These two events
were served to advance 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 prospects of
even the most sanguine have not fallen below the reality.

RIVER AND CLIMATE.

The beautiful river, winding tranquilly among the hills,
unite at Charleston. The mountains have thrown down here
the river, saving an even, level plain as the site for nature's city,
yet everywhere enclosing it with the 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-wes-
tern and north-western divisions; the country of the Kanaw
and New rivers; the district lying along the proposed routes
of the Parkersburg, Ripley and Charleston Railroad and fin-
ally 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
HALLE HOTEL.

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

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 incredulous 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. Boggs, 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 first 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 sand 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 Schwarz & Otte, of Cincinnati, and are of elegant pattern. They were cut and bound before being shipped, twenty-five 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 curb 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 banquette, billiard-room, bath-room, etc., are to be fitted up in elegant style.

The hotel is situated on the corner ofKaazawah and Halle streets, and the entire cost, including furnishing the building, etc., will not fall short of $200,000, and will probably exceed.
that amount. About 150 men have been employed in its con-
struction, their work not yet being completed. The hotel was
first opened for the reception of guests on the 15th day of Jan-
uary. 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, Fire-
burg and other large cities to complete the work.

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

THE COTTON OPERA HOUSE.

Lately erected by Col. T. B. Swan, Joseph Shelly and
Dr. J. T. Cotton, ranks third in point of size among the build-
ings 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, Presbyte-
rian, Methodist, Baptist, Episcopal and other Churches, are
all substantial and commodious buildings.

EDUCATIONAL ESTABLISHMENTS.

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

St. Mary's Academy, under the charge of the Catholic Di-
sors 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 taken on 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 result 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, meteas, 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.

MANUFACTURES.

Among the manufacturing establishments of Charleston may be counted three lumber mills, one tannery, factory, two flour mills, one machine shop and foundry, one woolen mill
and dyeing establishment and cigar factory. These are ex-
clusive of a number of others which will be mentioned under
the heading West End.

PARSONS, APPLINGTON & CO.

The firm occupies a number of large buildings near the
Milwaukee river; besides their flour mill, saw mill, laundry, dyeing es-
ablishments, &c., they have in operation a large number of
looms, turning out shirts, yarns, &c., &c.

BLISS, WOODSFIELD & CO.

The Charleston Lumber and Manufacturing Company have
their mills located on the banks of the Milwaukee river.

The Planing mill, saw mills, &c., are large and very com-
plete, and the company have been doing an active and profit-
able business.

MORGAN, HALE & CO.

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

WILLIAM GRAMM & CO.

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

BIRBY & CO.

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

THAXTON & CO.

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

THAYER & CO.

Many Thayer & Co. have but lately erected on the south
side of the Kenosha, 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 lottery on the lower side of Elk River was simply a corn-field, but with the advantage 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. Breakerspace, now very lots, a public square, and a bar, are means 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 failure of Ohio towns, every inducement has been offered looking to the introduction of manufactures, and had the 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 store building, an extensive tobacco factory, a soda and mineral water factory, a saw and tar factory, and two planing mills with a furniture factory, are in operation. These establishments alone will give employment to some three hundred employees. Thus the West End is already assuming 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 under contract during the present year, must have its terminus on this extension, and the Packerburg, Ripley and Charleston road, coming down the Two-miles 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 some attached. They are largely connected with the improvements on the Elk river, and may fairly be regarded as pioneers in the lumber business.

HENRY REMARL & CO.

Have lately removed to Clarksburg and are extensively engaged in the manufacture of wood and mineral wares.

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 oak barrels.

ANCHOR STOVE FOUNDRY.

O. 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 shops.

KANAWHA FURNITURE FACTORY.

J. Rank & 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. Loomis & Co., lately of Richmond, are occupying a large building on Kanawha street. As many hundred pounds of tobacco were formerly sent out of the Valley as usually, 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. Bliss & 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 great already in existence will soon be re-inforced by a number of others.

THE CHARLESTON OF THE FUTURE.

The three great railroads centering upon Charleston, with the navigable rivers here uniting their waters and running into the Kanawha Valley, with its position in the midst of all the mineral 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 Pittsburgh 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, proves 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 equaling Charleston in public
spirit and enterprise. Point Pleasant, Buffalo, Raymond City, Winfield, St. Albans and Amadorville, Malden, Alden City, Brownstown, Coalburg and Canalton, 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, machines 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 Galloway 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. Clark Scott leaves every Monday and Thursday, at 9 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 Canokton—all places important to the coal interests.
Two First class stern wheel packets depart twice a week for Cincinnati, the R. W. Hullinger on Tuesday, the Little Reg-
der on Saturday, at 9 A.M.

CHARLESTON BY STEAM.

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

CHARLESTON BY RAILROAD.

Trains on the Chesapeake & Ohio Railroad leave at 84 A.
M. and 5 P. M., connecting at Huntington with through pack-
ete for Portsmouth and Cincinnati.

Well, since this paragraph was originally prepared, 3 years ago, as many changes have occurred that the spelling has been considerably in error to begin with, though the principal changes are being the construction of the present dam, the building of the new railroad station, and the new course of the road from Ripley to Ripley from Grafton to New Lisbon by the route of the Rio Grande, which is said to be the grand main route of the grand Kanawha Valley.

A VALUABLE FARM FOR SALE.

Two and a half miles below Charleston, fronting on Kan-
awha river, and crossed by Chesapeake and Ohio Railroad,
containing in all 275 acres: 175 acres either rich bottom or
gently sloping hill, equal to bottom land in quality of soil;
20 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, etc., etc. A weather-board dwelling house, con-
taining six rooms and hall, has of little value. There is about
one-half cleared river front, and as much land 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
miles of Charleston by rail.

Price for the 375 acres, $16,000.

For further information, apply to.

J. B. STERVEN WALKER,
Charleston, W. 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 the O. & O. Railroad, and the improvements of the Kanawha and Big River, (works now in progress,) these assets will be held up as assets of capital value 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 inexpensive or convenient coal. Charleston will, no doubt, contain the legislative, financial, educational and social city of the valley, but the furnaces forge, 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 for 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 the manufacturing town of the valley will be built between Charleston and Malden, on the Back Branch of the river, having the advantages of both river and railroad transportation. It is no happenstance that this is just the center of the greatest salt basin of Kanawha, 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 overflowed.

The Splint Coal Company owns this bottom, but the greater part of it, say 600 acres in one body, binding about 3 miles on each side of the river, in the great head, and about 3 miles on the railroad, on the opposite side, i.e. the bottom lies between the river and railroad.

The present improvements in this property are 3 comfortable dwelling-houses, 1 brick, 2 frame, and about 100 laborers houses, 10 salt wells, from 800 to 1200 feet deep, all of which yield salt water of the best quality, and is quantity sufficient to make over a million barrels of salt per year and there is abundant room to lay more than twice as many wells, when needed. There is now one good salt furnace, nearly new, with capacity for 350,000 bushels salt per year, together with all engines, boilers, pans, railroads, coal mines, etc., complete. The property is remarkably well watered, having many springs of pure, soft water, and the finest chalky springs known in the valley.

The Hill land of this property includes about 2,000 acres, adjoining the bottom. There are in it 5 workable seams of
coal, from 2 feet to 8 feet thick, each, and of superior quality—the largest seam from actual experience. It 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 face building-stone some good timber, and a salt well adapted to the culture of fruit, vines and grain. There are now several orchards of fine fruit, and a large nursery and vegetable garden.

The entire 800 acres of bottom land, is very rich, and when broken and plowed, can be cultivated and sown. Our 80 miles of rivers, and the rice from immediately opposite us, together, embrace fully three-quarters of all the valuable salt interest in the valley. We have about 40 miles of the highest depression of the valley, and most principal in any development that may be made here.

We propose to have the iron and salt liens, free of all tolls and dues, from the mining to the market; and we believe, will make the abundance of the large manufacturing city of the Future.

There are very few articles which, we think, can be manufactured here, that can be manufactured in any other place in the country, whilst there are none that, taking into account the advantages of manufacture and facilities of getting to market, can be produced less expensively than anywhere else in the United States. Mining coke may be obtained from bituminous coal here, which will be cheaper than anywhere else in the United States. Mining ore (iron ore) can be delivered here, at an equal cost of not exceeding $2.60 per ton, can be mishandled and delivered at not exceeding $4.00 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 hundred. And alkali, with cheap salt and coal 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 factories, factories, machine-shops, or any manufacturing operations, on the most liberal terms.

We will sell coal to 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, to the Spirit Coal Company, and would take stock to a limited extent in some Manufacturing operations, established on the property. For further particulars address

J. F. HALK, President.

W. A. Guernsey, Attorney.

Spirit 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. QUARRIRR.
J. P. HALE
Charleston, W. Va.