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ADDRESS

BY

EX-GOV. A. B. FLEMING

UPON THE

Resources of West Virginia.

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DELIVERED BEFORE THE

CHAMBER OF COMMERCE OF PITTSBURGH,

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AND ORDERED TO BE PRINTED.



ADDRESS OF  
EX-GOVERNOR A. B. FLEMING  
UPON THE  
RESOURCES OF WEST VIRGINIA,

Delivered Before the Chamber of Commerce, March 26th, 1894.

Upon the arrival of Governor Fleming and his friends from Fairmont, West Virginia, at the rooms of the Chamber of Commerce, Vice President John B Jackson, in the absence of President Geo. A. Kelly, called the quarterly meeting to order.

Mr. Jackson, in opening the meeting, introduced Governor Fleming as the invited guest of the Chamber, the orator chosen for the occasion, and who, very auspiciously had, with his distinguished party of friends, reached Pittsburgh upon the first train to pass over the newly constructed railroad link uniting Western Pennsylvania with the rich interior counties of West Virginia. Mr. Jackson further alluded to the fact that while the waters from "West Virginia" flowed by Pittsburgh, that nevertheless communication between the two sections had heretofore been, commercially speaking, only practicable by roundabout ways, but now with the new railway extension of the B. & O. system, intercourse between the metropolis of Western Pennsylvania and West Virginia had been made easy, and that the new-found facilities would doubtless tend to greatly increase commercial intercourse between them.

In climate, geological structure and in the leading industries, as well as in the character and temperament of their respective people, the two States had much in common, and he was glad to welcome in Pittsburgh the distinguished gentleman who was so well qualified to speak for the State of which he had been recently the honored chief executive official. It could not be otherwise, Mr. Jackson said, in conclusion, that the members of the Chamber of Commerce and the citizens of Pittsburgh at large should help feeling concerned in the welfare of this great neighboring State, and this general interest was manifested by the presence upon this occasion of Mayors McKenna and Kennedy, of Pittsburgh and Allegheny respectively, who were present, he said, not only to hear the distinguished speaker, but had furthermore accompanied the Committee of the Chamber to Connellsville to greet the visiting delegation.

Governor Fleming, being introduced, spoke as follows :

## ADDRESS OF EX-GOVERNOR FLEMING.

GENTLEMEN :—I am duly sensible of the compliment paid me by the Chamber of Commerce of the city of Pittsburgh in inviting me to address its members on this occasion. I appreciate the compliment the more when I reflect upon the character and business standing of the gentlemen who compose this body, representing as they do, nearly all the vast business interests of a great city, whose commercial and manufacturing connections extend to every part of the country, and whose reputation for financial solidity, industrial activity and enterprise is second to none other. Communities, like individuals, are distinguished by fixed characters, and acquire reputations by which they are judged and classified. By a process similar to composite photography, the character of a city is made up and formed of the individual characters of its citizens, the distinctive features of which are reflected in the composite exhibited. Certainly the enviable reputation your city enjoys, reflects only the general intelligence, industry, honesty and enterprise of your citizens, and I am glad that there is, at last, an opportunity through the establishment of direct railroad communication for a closer acquaintance and more intimate social and business connection with them on the part of the people of West Virginia.

This suggestion, however, may not be received with the same degree of enthusiasm by you that it invokes among the inhabitants of the region beyond the southern border of your State. While the reputation of your city with us has been such as to convince us that you will make desirable acquaintances, I am not so sure that ours will commend us so favorably to you. Until within the last few years West Virginia was looked upon as a child of the war, whose State lines shut out enterprise and marked the abiding place of ignorant people in possession of poor lands and inferior minerals. Blood-curdling stories of crimes, of family wars carried to the point of exterminating whole communities in our mountain fastnesses, went out to the people of other States, and doubtless came to you. The few West Virginians, who in those days appeared in your city, were not, generally speaking, such specimens of cultured manhood as would be calculated to dissipate these false impressions. When from the interior, they were chiefly raftsmen and horse traders, unaccustomed to society's conventions, and upon whom the civilizing effects of your excellent brands of old Monongahela whiskey were either entirely lost or worked a complete undoing. But, whatever may have been the impressions that prevailed among the people of other States regarding West Virginia and her people in the past, I desire to assure you that we have to-day an intelligent and law-abiding citizenship. They are industrious and honest, generous and hospitable, full of pluck and energy, and I am proud to say that in the recent rapid development of the State's resources, in the

marvelous advancement of mining and manufacturing enterprises, in the wonderful growth of all her natural interests, our own people have been leaders, and have exhibited abilities and developed a talent for economic affairs of a high order.

### EDUCATIONAL GROWTH.

I may, indeed, claim as citizens of our young commonwealth, many whose names have become familiar to our common country as those of distinguished financiers, statesmen and jurists. We can not boast of so high a culture as may the State of Massachusetts, but we have that which is of more importance, looking to the future, namely, a lively sense of the value of general education, and our system of free schools is one of the best and broadest in the country. We have a well endowed State University, six State Normal Schools, and numerous private and sectarian colleges, commercial and business schools, and seminaries, all well patronized and efficiently managed. We spend annually in the cause of common school education \$5.16 per capita to each child of school age, and the average school term for the year 1892 was  $5\frac{1}{2}$  months. This educational progress is generally diffused throughout the State, though of comparative recent origin and development. In 1865 there were but 133 public school houses, and 387 teachers in the territory comprising the State of West Virginia. There are now over 5,000 school houses and 8,000 teachers. The growth of our educational work may be further gauged by the great increase in the value of school property. In 1865 the total value of property devoted to educational work was \$52,856; in 1892 it had grown to \$2,746,234. I have entered into these particulars because it is generally considered throughout the country that West Virginians have given the subject of popular education but little attention. How erroneous such conclusion is may be seen from a comparative statement of our public school growth and that of the great State of Pennsylvania, which justly stands among the more advanced States in educational facilities and progression. The number of teachers employed in our school work seems small in comparison with the 26,000 engaged in your State, but when we consider that your population is nearly seven times greater than ours, it will appear that the number of your teachers must be increased to over 40,000 to make the ratio of teachers to population equal that of West Virginia. The average daily attendance of pupils in Pennsylvania in 1891-2, was 708,719. It should have been 186,589 greater to have equaled the average daily attendance in West Virginia, which was 128,044 in the same period. That this educational growth should have been accomplished within a period of twenty-five years shows the earnest purpose and activity of West Virginia in this direction, and her high appreciation of popular education. But I think I have said enough to remove any false impressions that may have been formed in the minds of any of your citizens regarding the

character and intelligence of West Virginians. I believe that you will find they are good people to know, and will prove to be agreeable and valuable commercial patrons and neighbors.

### RAILROAD DEVELOPMENT.—FINANCIAL RESOURCES.

I may assume that the establishment of a direct line of railroad from your city into West Virginia inspires some curiosity among you, also, as to the financial and business conditions, the commercial, agricultural and mineral wealth of a section which, by reason of such new line of transportation, becomes for the first time tributary to this city. Indeed I was advised that I would be expected to speak of these things, and that this was the purpose of your committee in inviting a West Virginian to address you at this time.

In the last twenty years the population of West Virginia has increased 72 per cent. Her railroad mileage has increased 325 per cent. The greater amount of this railroad mileage has been built within the last ten years, and in 1892 we led all other States in railroad building. All but 11 of our 54 counties are now penetrated by railroad lines.

The census of 1890 shows the following decennial percentages of increase in the more important items of wealth and production in our State :

	PER CENT.
Value of live stock, . . . . .	26
Value of nine chief farm products, . . . . .	29
Value of mineral wealth, . . . . .	114
Value of mineral products, . . . . .	224

Based upon this rapid progress and increase in values, the financial situation of the State and people has responded in an exhibit of increased wealth and improved conditions of living. The comforts, and even the luxuries, of the residents of older communities are no longer unknown to our people. Our cities and larger towns, and indeed many of our villages, have systems of water works, gas and electric light plants, and other conveniences to public comfort.

Our taxes for State purposes, including State school taxes, aggregate 35 cents on the \$100 valuation. The State is out of debt, and, in fact, cannot create a debt under her constitution, except to meet a casual or temporary deficiency in the revenues, and such debt must be provided for by the Legislature next after its creation. The financial depression of last year was scarcely noticeable in West Virginia. Only two concerns of commercial importance failed; but one bank was compelled to close its doors, and that only for a few weeks. The last report of the State Bank Examiner shows all our banks to be in good condition. We had invested in State and National banks in 1892, \$5,017,486 capital, while the aggregate deposits therein amounted to \$15,161,541,

showing an increase of \$1,563,486 over the deposits of the previous year. As yet we have no report for the year 1893. I am aware that these figures must seem small to Pittsburgh capitalists, but I give them to show the financial condition of our people, with the comment that our wealth, in the form of currency, is vastly disproportionate in amount to that exhibited in property form.

### **MINERAL RESOURCES.**

West Virginia is a veritable store house of mineral and natural wealth. It is said, and upon authority so ancient as to be worthy of all acceptance I am sure, that after the Maker of the Universe had separated the land from the water, He set about planting the substances which would produce the various kinds of minerals. In one section he distributed one or more kinds, in another section other kinds, but when he came to West Virginia, he upset the basket and spilled the whole on her territory. In any event the fact remains, that within her boundaries is found nearly every valuable mineral deposit of every country, except the precious metals, gold and silver.

But her mineral wealth is not the only element upon which her people may rely to lay the foundation for future wealth and prosperity. Except in the mountain ranges, her soil is mainly rich and generous in the yield of farm products. Its adaptability to grazing is scarcely excelled, save in a small section of Kentucky, known as the blue grass region, and I have it, from what I regard as good authority, that the number of acres in West Virginia indigenous to blue grass, exceeds that which has given Kentucky the reputation of being the best grazing State in the Union.

But perhaps the subject which interests you, as representatives of large manufacturing interests, is the plenitude of fundamental materials which enter into the manufactures for which your city has established such a great reputation. There are more than 7,000,000 acres of forest lands in West Virginia; 16,000 square miles of coal, vast quantities of iron ore, pools of petroleum, and natural gas apparently unlimited, glass sands, lime stone, potters' and fire clay.

Possibly, in view of the close relations about to be established, more specific information on this subject will not be without interest.

### **TIMBER.**

Our forests cover nearly one-half of the surface of the State, and embrace a great variety of both hard and soft woods. The leading varieties are oak, poplar, pine, spruce and hemlock, though much walnut, cherry and ash can still be found in the interior counties. More than one-third of all the poplar in the United States is found in our State. The less valuable hard woods, beech, hickory, maple and birch, are generally distributed throughout the State. The Alexander Lumber Co. has, within a few months past, sold for use in Pittsburgh and vicinity, 1,000,000 feet of maple

flooring to be sawed from our forests. One-third of our poplar and hard woods, and practically all of our spruce and paper stock can be brought on a descending grade to Pittsburgh. The activity displayed in opening up and developing our timber regions can scarcely be understood by those familiar with the old time, primitive lumbering methods in vogue in the earlier days of the State. Huge saw mills, with all the modern appliances for cutting and handling lumber, are located in nearly all available sections of the country. One at Camden-on-Gauley, a station on the Camden system of railroads, only established two years ago, cost over \$100,000, and has a capacity for cutting over 30,000,000 feet of lumber a year. To give some idea of the magnitude of the timber wealth of the State, I may add that, notwithstanding this immense capacity, this particular mill has timber sufficient, easily accessible to it, to supply it for thirty years. Other extensive mills, one even larger, and others almost as large, are located at Sutton, Alexander and Pickens, on the West Virginia & Pittsburgh Railroad; at Davis Dobbins, Hullings, Parsons and other points on the West Virginia Central & Pittsburgh Railroad, and at points on the Norfolk & Western and Chesapeake & Ohio Railroads and their branches, in the southern portion of the State, nearly all of which have been recently constructed. The total output of West Virginia lumber runs into hundreds of millions of feet annually, of which over 125,000,000 feet is poplar, 75,000,000 feet hard wood, and 50,000,000 spruce, and our forests annually furnish 50,000,000 feet of lumber in logs to the Ohio River mills, in the States of Ohio and Kentucky. Spruce timber, which makes quite a valuable lumber, covers an area estimated to be over 500,000 acres in extent, and is so dense in many sections that it is considered by some experts that it will average nearly 20,000,000 feet of merchantable lumber to the acre, besides an immense quantity not large enough to cut, which is easily converted into wood pulp, and will supply many plants of this profitable industry. Besides the larger mills on our railroads there are many localities where the primitive methods of lumbering are not despised, and we may still occasionally meet the logging outfit, consisting of an old-fashioned woodman, a yoke of oxen, a sharp ax, and a cross-cut saw, engaged in felling and transporting logs to the railroads or rivers for shipment to market.

### IRON ORE.

The iron deposits in West Virginia have not yet attracted much attention. Perhaps one reason for this is that the regions which are supposed to be the richest in this mineral are not accessible to the railroads. In Pocahontas and Greenbrier counties there is a mountain range something like forty miles in extent, filled with fine workable veins of red fossil, red shale, and intermittingly pipe ores, which are claimed to be equal in quantity and quality to the ores of East Tennessee. With the extension of the



Camden system of railroads to Marlinton, in Pocahontas county, and the Warm Spring Branch of the Chesapeake and Ohio Railroad to the same town, under an agreement already entered into between these roads, we may expect an early development of this iron region. Deposits of iron ore equal in extent and quality are found in the mountain ranges which follow the course of the North and South Branches of the Potomac, in the counties of West Virginia bordering on the State of Virginia, and also on Elk river, a branch of the Great Kanawha, a rich section of our State, now being penetrated by the Charleston, Clendenin and Sutton Railroad, twenty miles of which is built, and when completed will connect at Sutton with the West Virginia and Pittsburgh Railroad. You will then have direct communication with Charleston, the capital of our State, and with the rich valley of the Kanawha.

### OIL.

Prior to the war petroleum was discovered in this State on the Little Kanawha river, and for some years thereafter quite an extensive business was done in its production in that locality. But the field was soon exhausted, and no new developments followed for several years. Recent developments have proved, however, that there are immense oil deposits in various sections, and deeper drilling and developing have been going on to such an extent that West Virginia is now the third oil-producing State in the Union, and from the extent of the territory which is demonstrated to be productive, it bids fair soon to become the first. The defined lines consist of several distinct belts running in a northeast and southwest direction, and in each oil is found in the Big Injun, Gordon and other sands.

The increased development has been very productive in the past two years, and is contributing largely to the prosperity of the people in the sections where oil is found. To give an idea of the rapid growth of this business—the total oil output in the State in 1892 was 3,757,313 barrels, which sold at an average price of 56 cents per barrel, making the amount realized from oil that year \$2,104,096.43. In 1893 the total output had swelled to 8,387,985 barrels, with an average price of 66 cents per barrel, or an amount of \$5,536,056.90, an increase of over \$3,000,000 in one year. The daily average production during the month of January, 1894, was 27,000 barrels, which sold at 81 cents per barrel, making average daily sales amounting to \$21,870.00. If this daily production keeps up for the year 1894, and it is far more likely to increase than to stand still or decrease, the oil production of West Virginia this year will run to nearly \$8,000,000.

The number of producing wells in the State was 768 in 1892; there were 1,400 in 1893, and at the present rate of development will probably approximate 2,000 in 1894.

This development, including pipe line investments, has cost over \$13,280,000, and has contributed in a great degree to the business prosperity and advancement of our State.

For much of this development our people are indebted to the South Penn Oil Company, a corporation of your own State, which has invested millions of dollars and displayed great pluck and energy in the pioneer work of demonstrating the existence and capacity of West Virginia oil pools. It is the foremost oil producer in the State, and pays out monthly for labor, material, construction and rentals, over \$250,000.

### **COAL AND COKE.**

To the gentlemen of this Chamber who have, from their surroundings, been accustomed to form estimates of the value and magnitude of coal deposits, perhaps my statements of the immensity of the coal beds of West Virginia may not seem exaggerated, but to many an estimate of the wealth that lays hidden in the mines of the State seems almost too fabulous to be entitled to credence. A celebrated geologist once said: "The nations that rule the earth are those that have iron and coal; they are the world's kings, and make and unmake the world's kings." Judged by this standard, West Virginia possesses enough of the king-making substances to dominate and control many nations. In coal alone we have more actual workable acreage than Pennsylvania or Great Britain, and one-thirteenth of the whole deposit of the United States. It is a homely and quaint saying that "the proof of the pudding is the chewing of the string," and the same rule of proof is establishing the value of these vast coal beds in popular favor. Our coal and coke products have passed the experimental test, and the increasing regard in which they are being received may be determined from the rapidity with which our coal fields are being purchased and developed.

### **COAL PRODUCTION.**

The coal production had increased from 1,400,000 long tons (in round numbers) in 1880 to 6,000,000 in 1890, but a more rapid development has been made since that time, as the total output of last year approximated 11,000,000 tons, almost doubling the production of 1890 in three years. The coke production has been proportionately increased. In 1880 there were 121,715 tons manufactured in West Virginia; in 1892 there were 1,313,449 tons. Notwithstanding the mining of coal and the manufacturing of coke are industries of such recent development, our State now ranks fourth in the production of coal, and second in the production of coke, being next to your state in coke manufacture, and only led by Pennsylvania, Ohio and Illinois in the mining of coal. With the opening of new lines and the extension of present railroad facilities, these figures of production will be largely increased within the next decade, as the present development merely skirts the vast area of workable coal that will soon be accessible for cheap and easy operation. The New River and Pocahontas vein, which is an exceedingly fine coking coal,

extends from the Southern terminal of the West Virginia & Pittsburgh Railroad, on through the counties of Nicholas, Fayette, Raleigh, Wyoming, Mercer and McDowell, in three of which counties it is now being extensively worked, and finds transportation to ready markets over the lines of the Chesapeake & Ohio, and Norfolk & Western Railroads, East and West. The coal region penetrated by the Norfolk & Western Railroad was a few years ago the wildest, most thinly settled, and undesirable portion of the State. It was a country where only the daring hunter would choose to camp. Rough, precipitous mountains and scraggy timber marked a wilderness, where wild animals were secure in their hidden retreats, "and the stag in his freedom bounded merrily there." Lands, now yielding \$500 per acre, could have been had for the nominal taxes charged against them. The Norfolk & Western Railroad was built along its ravines, and the busy hum of industry is now heard in every valley. Collieries are in operation in almost every direction, and at night the heavens are ablaze with the fires of coke ovens. A thousand cars come and go daily, bearing to distant markets the products of the mines of this wonderful region, and a population of thousands of working people have homes nestled among the hills and valleys of this once neglected section.

With the coal deposits of the Upper Monongahela you are more familiar. From Pittsburgh to Weston, a distance of nearly two hundred miles South, there is an unbroken vein of one of the best bituminous coals in the world. It extends still further Southwest through the State, but perhaps its more valuable qualities are reached in their perfection within this area. Some of you, perhaps all of you, know how high your Pittsburgh coal ranks in the markets of the country. The same excellent qualities attend it in the counties of Monongalia, Marion, Harrison and Taylor, through which the Baltimore & Ohio Railroad runs. Its coking qualities in this section have been thoroughly demonstrated by practical experiments, and in the Fairmont region nearly a million tons of coal are mined and shipped, and several hundred thousand tons of coke are manufactured and sold, annually. But all these details are somewhat superfluous, as your people are generally acquainted with the fact that West Virginia is only, after all, an extension in a Southerly direction of the mineral deposits that have done so much to build up the great State of Pennsylvania, and I will leave this subject with a quotation from the highest authority. The official report of the census when published will contain the following reference to the mineral deposits of West Virginia and its prospective growth and importance: "No State in the Union is more favored in the extent and diversity of its mineral products than West Virginia. Her coal embraces all grades of bituminous, steam, coking and gas coals of the highest qualities. The natural waterways, improved slackwater navigation, and increasing railroad facilities are important factors in

the development of the resources of the State, which must soon be accorded a leading position in wealth and industrial prosperity.”

But here a pertinent inquiry may suggest itself to you. How is Pittsburgh interested in all this?

Just to the extent that you would be interested in the development of a neighboring section in Pennsylvania whose prosperity will be made tributary to your business interests. Pittsburgh is the natural market of the greater portion of West Virginia. The last rail has been laid, the last spike driven, in the road which places you in direct communication with two-thirds of our State. Its present business, with all its future augmentations, growing out of the development of its mines and the operation of its mills and factories ought to be made, and will be made, to contribute to the greater growth and advancement of your city.

#### **RAILWAY CONNECTIONS SOUTH FROM PITTSBURGH.**

Our people have long sought to establish close commercial and trading relations with you, because your city is near us, and therefore is a convenient supply point from which nearly every article we use could be gotten as cheaply and as readily as from other places. Without a direct line of railroad up the Monongahela Valley this was impossible. But now, with the completion of the State line railroad, or the Pittsburgh, Morgantown and Fairmont branch of the Baltimore and Ohio Railroad, which extends directly from Pittsburgh to Fairmont—the southern terminus—you are not only brought into direct communication with the towns, the people and the industries of the Upper Monongahela Valley, but through the various railroad lines and extensions that can be reached at Fairmont, Clarksburg and Grafton, you come in touch at those points with the whole northern and central portion of West Virginia, and should make the business of all that section tributary to your city. The first place of importance in West Virginia reached by this line is Morgantown, a rapidly growing business and residence town, which is the seat of the State University and present head of navigation. Twenty-six miles further south we reach Fairmont, which is a bustling business place of several thousand people, and the contemplated head of the slack-water navigation on the Monongahela. There you strike the main line of the Baltimore and Ohio Railroad system, which runs east to Baltimore through the counties of Marion, Taylor, Preston, Mineral, Hampshire, Morgan, Berkeley and Jefferson. West from Fairmont the same line runs through the counties of Marion, Wetzel, Marshall and Ohio to Wheeling, our principal city and manufacturing center. At Fairmont you also connect with the northern terminus of the Camden system of railroads, which extend 150 miles south into the very heart of the interior counties of the State by the Monongahela River Railroad to Clarksburg, and

thence by the West Virginia and Pittsburgh Railroad to its present terminus at Camden-on-Gauley. This system of road is of recent construction. It extends along the West Fork of the Monongahela river from Fairmont to Clarksburg, a distance of 33 miles, through one of the finest agricultural and mineral valleys of the State. In this valley the Pittsburg coal assumes the highest state of perfection in West Virginia. Mines are opened along the whole route between these points, and this magnificent valley is a veritable hive of industry, where thousands of people are employed, and new towns and villages have come into being. From Clarksburg the road extends through the counties of Harrison and Lewis to Weston, a thriving town of several thousand inhabitants. Here the road forks, going in two directions into the best forests of the State. One branch extending through Lewis and Upshur to Pickens, in Randolph county, and the other through Lewis, Braxton and Webster counties to Camden-on-Gauley. The Gauley river, which is reached at this point, is a stream which flows southward to the Great Kanawha river. At Clarksburg, which is one of the largest, wealthiest and best towns in the State, this southern line of railroad from Pittsburgh crosses the Northwestern branch of the Baltimore and Ohio Railroad, which passes through the counties of Taylor, Harrison, Doddridge, Ritchie and Wood, crossing the Ohio River at Parkersburg, a city ranking second in business and commercial importance in the State. Twenty miles east of Fairmont, at Grafton, a live town of five thousand people, you connect with the Grafton and Greenbrier branch of the Baltimore and Ohio Railroad, which extends south to Belington, in Barbour county, a distance of thirty-six miles, where direct communication is made with the Davis system of railroads, called the West Virginia Central and Pittsburgh Railroad, which sweeps around through Randolph, Tucker, Grant and Mineral counties, traversing one of the best timber and mineral regions of the State, connecting at Piedmont with the B. & O. R. R., and at Cumberland, Md., with the Pennsylvania system of railroads. Take a map and start with the new railroad line now completed from Pittsburgh, follow it up the Monongahela Valley in West Virginia, and thence trace out the different lines with which it connects, and you will readily see that a vast aggregation of population and commerce has been added to the current which flows into Pittsburgh, and which will swell the volume of her business many fold as West Virginia's development progresses. It will make itself felt at once.

#### **IMPORTANCE OF TRADING CENTERS IN WEST VA.**

The towns of Morgantown, Fairmont, Clarksburg, Weston, Grafton and others, now buying millions of dollars worth of goods from other cities, will come to Pittsburgh to patronize your merchants; the intermediate towns of less population in the oil and timber and coal sections will follow their example. You are with-

in easy reach of the great oil producing portion of the State; one-half of our most valuable coal deposits, and the greater portion of our timber. The development of the industries which these articles furnish, the great saw mills, the oil wells, the coal mines, employing thousands of laborers, and millions of capital, are on the lines of railroad that within a comparatively short distance find their terminals within the limits of your city.

A large part of the jobbing trade of all this section will come to you. Your manufactured articles will be used in this region. Our raw materials should, to a considerable extent, especially in timber, find a market with you. Thus a large exchange in commodities of your city and our country will be built up with mutual profit and satisfaction to both sections. Is it any wonder that our people are rejoicing at the consummation of the long expected, but long delayed, establishment of direct railroad communication with this section? We want your enterprise and capital to assist in developing the great natural sources of wealth with which our State abounds. When we look upon the Monongahela Valley below the State line, and contemplate its condition and capabilities, and observe the wonderful industrial enterprise that has filled it from Pittsburgh to the State line with cities and some of the largest manufacturing plants in the world; when we reflect that the tonnage sent out of this region is equal to that which goes down the Mississippi, we are filled with a desire to become a part of this great section, and share in your advancement and industrial progress. We know that the Lower Monongahela Valley, including Pittsburgh, embraces one of the greatest manufacturing sections of the country, if it does not lead all others, and I see no reason why all this vast enterprise and wealth should stop at the State line. With the completion of the river improvements to Fairmont, which is assured in the future, as the government has undertaken the construction of dams beyond Morgantown, to which place it now extends, and the new lines of railroad projected, the Upper Monongahela Valley should follow closely after you in the thrift and development that marks your prosperous country. The same conditions or natural advantage exist there that have made this valley so great in manufacturing interests. No country is blessed with better climate, or richer in that which comes from within or grows upon the earth.

### **EXTENSION OF NAVIGATION TO FAIRMONT.**

If I seem to be overestimating this region, I may quote in confirmation of what may appear to you as exaggeration, an extract from an able and interesting report of one of the members of this Chamber of Commerce, Colonel Thomas P. Roberts, made in 1875, when he was United States Assistant Engineer. Colonel Roberts, in that year, made a survey of the Monongahela River from Morgantown to Fairmont, and in his report appears this tribute to that section :

“As the Monongahela River flows through the richest and most highly developed bituminous coal fields in the United States, it may be proper in this place to describe its course and the resources of its valley.”

Col. Roberts, then, in a very complimentary way, refers to the character of the people, quality of the soil, quantity and quality of the coal, and insists that by all means the navigation of the river should be extended to Fairmont. He further says:

“As it is, the slackwater falls short of reaching the best coal fields, and terminates where it may never expect to benefit general commerce. The great city of Pittsburgh is vitally interested in this region. Within a radius of 100 miles of her there are embraced within the limits of West Virginia 4,750 square miles of coal, 2,563 square miles of which are on the Monongahela River, which flows past her work shops, but is now tributary to a railroad that does not lead toward Pittsburgh.”

This far sighted, intelligent citizen of yours had his eye upon this rich country, which he urged should be made tributary to Pittsburgh, 20 years ago. I rejoice that he has lived to see the same Railroad Company (the B. & O.), which has constructed, under the energetic management of another individual who was for many years a citizen of your place, a line right through this region into the gates of Pittsburgh, and that he is with us when the connecting link is made, and accepts with us the courtesy of the wide-awake, live managers of this now completed, but long delayed, enterprise, and has ridden with us on one of the first through trains thereon. I trust he will live to see his practical suggestions looking to the improvement of the Monongahela River, made twenty years ago, fully realized by the completion of slackwater on this splendid stream to its head, and that he may live to see the Lake Erie & Ohio River Ship Canal completed and in operation, the construction of which he has from time to time urged.

In conclusion I desire to return the thanks of myself and West Virginia friends for the courtesy and kindness on your part which enable us to participate in an occasion here that will, I hope, enlarge our conceptions of the mutual advantage that will result to both our sections by the establishment of closer business and commercial relations. This railroad, over the completion of which we this day rejoice, will not long be adequate for carrying the trade that will spring up between us. New lines will, of necessity, be added to it in the near future; slackwater navigation will contribute its facilities to augment the transportation of the materials between our sections. The interchange of commodities will bring us closer together in a business way, and as business friendships and relations between the sections are cemented, social and other ties will be formed until the inhabitants of the whole Monongahela Valley will become a homogeneous people, with identical aims, pursuits and interests. It is to hasten this unification that we are here to day. The earnestness and cordiality with

which you welcome our coming is a bright prophecy of the interest you will maintain in the carrying out of this conception to its full realization—the formation of trading connections and manufacturing industries in all parts of this wonderful valley, which will make it the richest and most prosperous section of our whole country.

### RESPONSE BY MR. GEORGE H. ANDERSON.

Upon the call of the Chamber, Hon. George H. Anderson, Superintendent, replied briefly to the address of Governor Fleming, and in substance said :

MR. CHAIRMAN :—It is with great pleasure that I add words of welcome to our friends, yet think it hardly proper to take much time in saying them.

This is West Virginia's day, and we want to give our visitors time to speak for themselves, which they know how to do so well. I have a letter from Mr. Geo. A. Kelly, the honored President of the Chamber of Commerce, in which he deeply regrets his absence to-day, and desiring to unite his cordial greeting with the rest, and I am sure no representative men ever appeared before this body who received a warmer or more sincere reception than these now before us. With vast industries located in our community, and here to stay, we are well aware that the source of supply in new material in our immediate neighborhood is rapidly becoming less. Our coal fields are giving out, and in following the receding line we approach the West Virginia border, beyond which nature has stored fuel for untold generations to come. Forests in Western Pennsylvania are disappearing, and now that the demand is greater than ever we look to West Virginia for a supply of lumber. So with other necessities of our manufacturing interests, we would naturally draw supplies from a sister State.

On the other hand Pittsburgh, a vast emporium of stores, that enters into the wants of every community, is the nearest, only a line of separation, and that line spanned by an arm of steel, makes the two States practically one. You may tell your people you found a large majority here in favor of free trade to the fullest extent, but only with West Virginia. The Mayors of Pittsburgh and Allegheny are present, and I am creditably informed they have agreed to suspend all laws that might interfere with the enjoyment of our friends, thus offering the full freedom of the twin cities.

I close, expressing the sentiment of hearty approval of the expressions of mutual regard, and hope that the auspicious meeting of to-day will extend itself into enlarged business and personal relations, that may continue long and prosperously.



### ADDRESS OF HON. BENJ. WILSON.

Following Mr. Anderson, the Hon. Benjamin Wilson, of Clarksburg, West Virginia, speaking for the visitors, begged leave to thank the Chamber of Commerce for the reception which had been tendered those who had accompanied Governor Fleming, and in turn tendered a cordial invitation to Pittsburghers to visit the upper Monongahela Valley and see the resources of the region, the richness of which the Governor had spoken. He pointed to the fact that Pittsburgh was once claimed to be in West Virginia territory. He referred to the efforts he had made when, as a member of Congress, years ago, he had urged the extension of slackwater into West Virginia, and was glad to know that this much desired project was about being carried to completion. In connection with the extension of the slackwater navigation he referred at some length to the possibilities which would be opened to both West Virginia and Pennsylvania by the completion of the projected ship canal contemplated to connect the Great Lakes with the Ohio River.

### ADDRESS OF HON. GEO. C. STURGISS.

Following Mr. Wilson the Hon. George C. Sturgiss, of Morgantown, West Virginia, said in substance that to-day he realized a dream of his boyhood—this direct connection between Pittsburgh and the upper Monongahela Valley. At some length he referred to the wide-spread idea that the land laws of West Virginia were complex and its titles uncertain. Both of these ideas he refuted. He complimented Pittsburgh on its greatness. The city had been called the Birmingham of America. It was more than that. When the "greater Pittsburgh" included all of Allegheny County he said he would call Birmingham the "little Pittsburgh of England." But Pittsburgh, great as she was, could not afford to sit supinely and wait for the good things to be laid in her lap—she must act for herself. If Virginia had much to offer, Pittsburgh men and Pittsburgh capital must come forward to harvest the crops. In conclusion he said, "When to this railroad opened to-day was added a navigable river to Fairmont, and the great canal from Pittsburgh to Lake Erie finally constructed, then the WHOLE Monongahela valley could ship its coal and its articles of manufacture straight through to Cleveland, Detroit, Chicago or Duluth, and receive the ores of the lake region in return. Then, indeed, would spring up a mighty commerce, and scenes of industry, marked as was the pathway of Israel of old, by the cloud of smoke by day and the pillar of fire by night."

### ADDRESS OF HON. JOHN W. MASON.

The Hon. John W. Mason, of Fairmont, being called upon, dwelt in his remarks upon the wisdom of West Virginia legislature, which had, by wise provision enacted a number of years ago, wiped out the causes which had once led to conflict in land claims

and land laws, so that to-day any lawyer in the State, upon a very brief examination, could certify as to the legitimacy to titles, large or small, in almost every county in the State, and that no such thing existed as two contestable claims to the same territory.

### REMARKS OF COL. JOHN T. MCGRAW.

Col. John T. McGraw, of Grafton, also in most eloquent terms, spoke of the bright future which awaited West Virginia, and hoped that the occasion of the inauguration of the new road would be the means of hastening a better acquaintance which would redound to the advantage of the people of the two great States whose interests and welfare were so closely allied.

### ADDRESS OF MR. T. P. ROBERTS.

Mr. Thomas P. Roberts, being called upon, said that it gratified him indeed very greatly to be among those to welcome to Pittsburgh the distinguished party from West Virginia, among whom were several personal friends, who in their remarks had kindly referred to the river improvements, railroad and canal surveys in which he had been engaged. Mr. Roberts realized the great importance the extension of slack water made to Fairmont would be to the wonderful coal fields of that district, but said that it was needless to hope, unless it might be to Clarksburg, that navigable water would ever extend farther. It was to the *railroads* and to the possible connections south of Clarksburg and Grafton that most was to be hoped for the material development of the rich timber and agricultural counties of West Virginia. Nor could these railroad extensions well stop until the two missing links be supplied, which would put Buffalo, Erie, Cleveland, Pittsburgh, Morgantown, Fairmont and the White Sulphur Springs on a direct north and south trunk line system, whose completed southern terminals would be Charleston, S. C.; Savannah and Florida. A cotton and orange trade one way, for a coal, flour and iron trade in the other. Gov. Fleming and the honorable speakers, Messrs. Wilson and Sturgiss, had referred pointedly to the advantages of the projected Lake Erie and Ohio river ship canal. Mr. Roberts would not take up the time of the meeting, but said that the friends of that great project gladly welcomed its endorsement by such able gentlemen—not only statesmen—but business men, shipping thousands of tons of coal by long rail routes to the lake ports from West Virginia. These gentlemen appreciated what cheap water transportation meant for them, and he was glad to say that a more widespread and intelligent interest was to-day being manifested in the success of this undertaking than ever before, and indeed, the speaker asserted, that without such a connection with the great lakes the supremacy of Western Pennsylvania in the iron trade could not be permanently maintained.



