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# MARLINTON,

POCAHONTAS COUNTY,

WEST VIRGINIA.

THE FUTURE MAUFACTURING AND INDUSTRIAL CENTER OF THE VIRGINIAS.

LOCATED AT THE JUNCTION OF THE WEST VIRGINIA & PITTSBURGH AND THE CHESAPEAKE & OHIO RAILROADS.

Its Manufacturing, Industrial and Business Resources Briefly Epitomized.

Preliminary Prospectus of a new Town, located in a rich, beautiful and fertile country, among a prosperous, progressive and generous people, published for the consideration of Investors, Manufacturers, Mechanics and all live men, who desire an investment or a healthy home, in a place which, in the near future, must develop into that which nature intended it should be,

"One of the Best Towns in West Virginia."

For further information address

POCAHONTAS DEVELOPMENT CO.,  
GRAFTON, WEST VIRGINIA.

FAIRMONT, W. VA.:  
SMITH & M'KINNEY, PRINTERS.  
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## OFFICERS.



### PRESIDENT,

JOHN T. MCGRAW, Grafton, W. Va.

### SECRETARY AND MANAGER,

GEORGE M. WHITESCARVER, Grafton, W. Va.

### TREASURER,

FRANCIS M. DURBIN, Parkersburg, W. Va.

### EXECUTIVE COMMITTEE,

JOHN T. MCGRAW, *Ex-officio*,

FRANCIS M. DURBIN,

JOSEPH E. SANDS,

T. MOORE JACKSON,

J. ED. WATSON.

### DIRECTORS,

HON. A. B. FLEMING,	- - -	Charleston, W. Va.
Governor of West Virginia.		
HON. WM. A. OHLEY,	- - -	Charleston, W. Va.
Secretary of State.		
FRANCIS M. DURBIN,	- - -	Parkersburg, W. Va.
Cashier First National Bank.		
HARRY P. CAMDEN,	- - -	Parkersburg, W. Va.
President and Treasurer West Va. Imp. Co.		
JOS. E. SANDS,	- - -	Fairmont, W. Va.
Cashier First National Bank.		
J. ED. WATSON,	- - -	Fairmont, W. Va.
Manager Montana Coal & Coke Co.		
J. MILTON HARTLEY,	- - -	Fairmont, W. Va.
Vice-President First National Bank.		
T. MOORE JACKSON,	- - -	Clarksburg, W. Va.
President Traders' National Bank.		
JOHN T. MCGRAW,	- - -	Grafton, W. Va.
Counsel B. & O. R. R. Co.		
GEO. M. WHITESCARVER,	- - -	Grafton, W. Va.
Director First National Bank.		
JOHN BLACKSHERE,	- - -	Mannington, W. Va.
Treasurer W. M. Oil Co.		
JACOB W. MARSHALL,	- - -	Marlinton, W. Va.
Cattle and Stock Dealer.		



# Pocahontas Development Co.

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THE POCAHONTAS DEVELOPMENT COMPANY is a corporation created and organized under a liberal charter issued by the State of West Virginia, and was incorporated "for the purpose of buying and selling logs and all kinds of timber, and manufacturing the same into lumber, furniture and other products, and for building and working saw mills, shops and houses, for the purpose of manufacturing, mining, vending and shipping coal, coke, iron ore, iron, fire-clay, limestone and all other minerals, and manufacturing and selling other products of coal and iron; for the purpose of owning, operating and aiding in the construction of works of internal improvement, and of leasing and selling any real estate or chattels real, or interest in any lands which the said corporation may hereafter acquire: and for the purpose of laying out a Town, not to include more than six hundred and forty acres, at or near their works, selling lots therein, laying out, grading, paving and macadamizing streets, roads and ways therein; owning and operating street-car and telephone lines, and manufacturing and furnishing therein gas and electric light, heat and power for any and all purposes, and to do and perform any and all such acts, as may be legally done, by the said corporation, which corporation shall keep its principal office or place of business at Grafton, in the county of Taylor, West Virginia, and is to expire on the 1st day of September, A. D. 1941.



The incorporators are Hon. Johnson N. Camden, President of the West Virginia & Pittsburgh Railroad Company; Hon. Henry G. Davis, President of the West Virginia Central & Pittsburgh Railroad; Hon. A. B. Fleming, Governor of West Virginia; Hon. Wm. A. Ohley, Secretary of State; John T. McGraw, late U. S. Collector for West Virginia; Col. T. Moore Jackson, President Traders' National Bank of Clarksburg, W. Va., and late Professor of Civil Engineering, W. Va. University; Francis M. Durbin, Cashier of the First National Bank of Parkersburg; Joseph E. Sands, Cashier, and J. M. Hartley, Vice-President, of the First National Bank of Fairmont, W. Va.; George M. Whitescarver, Director First National Bank of Grafton, W. Va.; J. Ed. Watson, Manager Montana Coal & Coke Co.; John Blackshere, Treasurer W. M. Oil Co.; and Captain Jacob W. Marshall, of Randolph county, West Virginia.

The property of the Company consists of about five thousand acres of land on the east side of the Greenbrier river in the county of Pocahontas, West Virginia, commencing above the mouth of Stony creek and running with the river past the mouth of Knapp's creek, including the land on both sides of the last named creek, to a point near to, and adjoining the town of Huntersville, the present county-seat of Pocahontas county. Its location on the beautiful waters and in the fertile valleys of the Greenbrier, at the proposed point of intersection between the West Virginia & Pittsburgh Railroad (Camden system) and the Chesapeake & Ohio Railroad, in the heart of the timber and iron regions of Pocahontas county, can leave no doubt of the future prosperity and development of this property and section of the State.

In the plan of development here presented, it has been the desire, and is the purpose, of the promoters of this enterprise to offer to the public an opportunity for investment in a property, which within itself, possesses such elements of worth and value and such splendid probabilities for the future, that it is confidently believed it will command the attention of every thoughtful man who cares to invest his



money in his own State and community and thus benefit by the rapid development and marvellous growth, which thoughtful capitalists and their railroad enterprises are bringing to the interior of West Virginia. The members of this Company are not *boomers*, nor are they engaged in the *boom business*, but are citizens of West Virginia who have demonstrated their faith in the future prosperity of that section so long known as the "interior" by their investments, and who, by the plan of development here presented, desire to give to others an opportunity to make a like investment in a property and upon a basis, which they believe possesses no element of either risk or venture.

#### TOWN SITE.

On the lands of the Company, commencing at a point immediately opposite the mouth of Stony creek, where the line of the West Virginia and Pittsburgh Railroad reaches the Greenbrier river, and running with the river a distance of two miles past the mouth of Knapp's creek, where the survey of the line of the Chesapeake & Ohio Railroad makes its connection with the former road, comprising the beautiful valley, which has been since the time of the original survey, made by Col. Lewis in 1756, known as "Marlin's Bottoms," the Company has laid out a town, adjoining their manufacturing sites, consisting of eight hundred lots, which they offer to the public upon the easy terms and the just and equitable plan here presented.

These lots comprise all the land in what is known as the "Marlin's Bottom Survey," no part of which has been reserved by the Company, except such as has been donated to the railroads for depots, shops, &c., the lots donated to the churches of the several denominations, the square set apart for the Court House, the land reserved for manufacturing industries and the fractional, or parts of lots, which are of less value than those surrounding them. *Each and every one of the 800 lots offered is believed to be worth the sum of two hundred dollars, and would command that sum in an open market and at a public sale.*



**FORMER PLAN OF LOT SALE.**

It was the original purpose of this Company, formed before the engineers had concluded their work, to sell the lots to such persons as presented themselves for their purchase, and before the lands had been surveyed many lots had been selected and sold. After an experience of a few days it was demonstrated that this plan occasioned complaint by other intending purchasers and caused them to express the fear that the choice business and residence lots of the town were being selected and sold to the friends and relatives of the owners, before the survey was completed, and the plat presented for public selection. This complaint became so manifest that the Company, desiring to avoid even the suspicion of unfairness among persons who, in good faith, desired to buy lots and aid in building up the town, cancelled these contracts and decided to withdraw the lots so sold and to adopt a plan, which, in their opinion, would give every one a fair chance and an equal show with all others in securing a lot, thus making the distribution absolutely impartial, as the members of the Company, and their friends, are to stand upon an equal footing and common plane with all other individual purchasers. To avoid the feeling above indicated the following plan was adopted :

**THE PLAN.**

The 800 lots, as shown by the advance blue-print of the map now being prepared by Capt. O. A. Veazey, C. E., who made the survey (a copy of which is in the hands of each authorized agent of this Company and hereinafter specially described) are offered for sale at the uniform price of \$200.00 per lot, the particular lot to be determined and selected by partition on the following plan :

On the 10th day of March, 1892, at 10 o'clock a. m., there will be a drawing of the whole of the eight hundred lots, to be held at the Bank of Pocahontas, at Marlinton, in Pocahontas county, by three commissioners (who shall themselves determine the manner of the drawing and distribution),



one of whom will be appointed by the Company, one by the County Court of Pocahontas county, and the two so appointed to select the third member of the commission. The lots remaining unsold on the day of the partition and selection, as above indicated, will be purchased by this Company, and their respective location determined in like manner, thus securing absolute fairness between the respective purchasers and the Company.

#### LOCATION OF LOTS.

The following statement will definitely fix and show the location and value of the lots offered for sale:

All of the lots in Blocks 2, 4, 7, 8, 10, 11, 13, 42, 46 and 47, each block containing twenty lots.

Lots 9 to 20 in Block 3, lots 1 to 13 in Block 14, lots 4 to 11 in Block 24, lots 2 and 3 in Block 25, the rest of the lots in these blocks being fragmentary and broken.

All of the lots in Blocks 16, 17 and 50, each block containing thirty-two lots, all of which are business lots.

Lots 1 to 16 in Block 18, business lots, the value of the residue being lessened by the low ground.

All of the lots in Block 20, being thirty-two lots, and including ten business lots.

Lots 1 to 29 in Block 21, comprising nine business lots. Lot No. 30 in this block has been sold to the Bank of Pocahontas and a banking house is now in process of erection.

All the lots in Block 22, being five lots, all of which are business lots.

Lots 6, 7, 9, 10, 11 and 12 in Block 23, including the lots on which are located the former residence of A. M. McGlaughlin, Esq.

Lots 5 to 9 in Block 26, being business lots and fronting on Court House Square. Lots 1 to 4 in this block are reserved for a hotel.

All the lots in Block 27, being twenty-eight lots, ten of which are business lots, and including the buildings thereon.



All the lots in Block 28, being twenty-six lots, ten of which are business lots.

Lots 3 to 26, being the whole of this block except lots 1 and 2, which are reserved for the use of the Methodist Episcopal Church. Ten of these are business lots.

Lots 2, 3, 4 and 8 to 21 in Block 31, being all the lots except 5 and 6, which are reserved for the use of the Baptist Church, and lots 1 and 7, which are fragmentary and broken. Ten of these are business lots.

Lots 1 to 4 and 9 to 23 in Block 32, being the full block, except lots 5 to 8, which are broken and fragmentary. Ten of these are business lots.

All the lots in Block 33, being thirty lots, ten of which are business lots.

Twenty-nine lots in Block 34, comprising the whole block, except lot 10, which has been sold to Holt Bros., and on which they are now erecting their store-house. Nineteen of these are business lots.

All the lots in Block 36, being nineteen business lots, fronting on Court House Square and on the line of the C. & O. R. R.

All the lots in Blocks 37 and 41, each block containing twenty-eight lots, ten of which are business lots.

Lots 1 to 17 in Block 38, the residue of this block being broken and fragmentary. Eight of these are business lots.

All the lots in Block 41, being twenty-eight lots, ten of which are business lots.

All the lots in Blocks 43 and 44, each block containing thirty lots, all of which are business lots.

All the lots in Block 51, being twenty-eight lots, all of which are business lots.

Lots 1 to 10 in Block 52, the residue being reserved for manufacturing industries.

Blocks 1, 5, 6, 15, 19, 35, 39, 40 and 45 are not included in this sale, as they are fragmentary and broken.

Blocks 9, 12, 53, 54, 55, 56 and 57 are reserved for the location and establishment of manufacturing industries.



**TERMS OF SALE.**

The terms upon which the lots are sold are so easy as to commend that feature to any one who cares to make such an investment, and are as follows:

Ten per centum on all sales to be paid at the time of the purchase to the Company's agent, ten per centum within three months and ten per centum on or before the 10th day of March, 1892, the day of the partition, the residue to be paid in 6, 12 and 18 months, the purchaser executing notes for the deferred payments, bearing interest from the day of partition, when the purchaser will receive a deed for his lot. An agreement in writing, duly executed, will be delivered to each purchaser at the time of the purchase, and a deed executed as above stated on the day of the partition, with a lien retained on the lot to secure the payment of the purchase money. *Thirty per centum of the purchase money must be paid in by the purchaser* of each lot on or before the day of the partition, and the failure of any purchaser to make such payment will cause a cancellation and forfeiture of both his right to participate in the selection and division of the lots, and the money or moneys paid by him. This forfeiture is one of the conditions upon which the lots are sold and partitioned, and is of the essence of the contract between the Company and the purchasers.

**PROSPECTUS.**

As above stated the town of Marlinton is located on the Greenbrier river, 2,000 feet above the level of the sea, at the proposed junction of the West Virginia & Pittsburgh and Chesapeake & Ohio railroads in the heart of Pocahontas county, and is the central point of the Upper Greenbrier Valley, where nature has made the only great gateway through the mountains which divide the waters of the gulf from the sea, and where the valuable timber of the Greenbrier and its tributaries must necessarily be manufactured into all kinds of lumber. Its location is in the center of the limestone and blue-grass regions of that geological forma-



tion, with the coking coals of Williams river on the west and the iron beds of Pocahontas extending from the very suburbs of the town to the famous deposits of the Potts' Creek Valley in Alleghany county, Virginia. From its natural advantages and the superior railroad facilities, which it will, beyond all question possess, Marlinton should become one of the leading iron centers of the two Virginias. *It should make, and its promoters intend to see that it does make,* that which has been so tersely expressed in a public interview by President Camden of the West Virginia & Pittsburgh Railroad, "The largest and best town in the interior of West Virginia."

#### RAILROADS.

Under the arrangement between the West Virginia & Pittsburgh Railroad and the Chesapeake & Ohio Railroad, Marlinton will be the junction of the two roads, the former having Pittsburgh for its northern and Marlinton for its southern terminus;—a system of roads which, when completed, will drain the vital parts of the great Appalachian (Monongahela) Coal fields of Pennsylvania and West Virginia, cross the headwaters of the Monongahela, Kanawha, Elk, Gauley and Greenbrier rivers with their primeval forests of hard woods which are unsurpassed, if even equalled, on the North American continent, and develop the coking coals of Gauley and Williams rivers before reaching its terminus in the limestone and iron regions of the Greenbrier. The Chesapeake & Ohio Railroad has now completed its extension from Covington, Virginia, to the Hot Springs, in Bath county, Virginia, and both roads will be completed to Marlinton early in the ensuing season. The West Virginia Central Railroad (Davis & Elkins system) has completed the survey from its present line to Marlinton, and has now under consideration the question of joining the Camden and C. & O. roads at this place, which, if satisfactorily concluded, will make Marlinton *the junction of the three great railroads of the State.*



Lands have been set apart for depot and shop purposes to be used by both the W. Va. & P. R. R. and the C. & O. R. R.

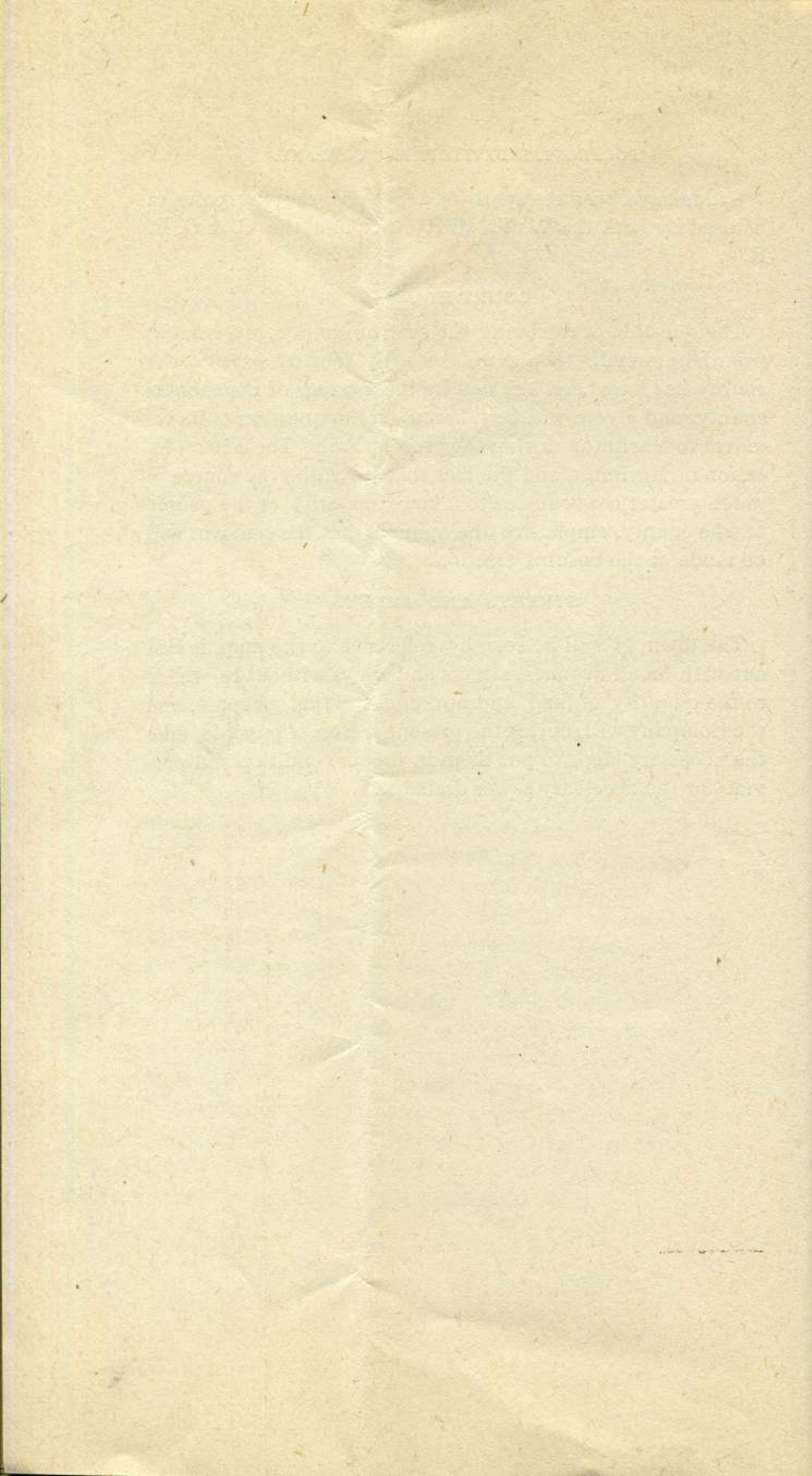
#### COURT HOUSE.

The question of removing the seat of county government from Huntersville to a more centrally located part of the county has long been agitated by the citizens of Pocahontas county, and a vote will be taken upon the question of its removal to Marlinton during the present Fall. The central location of Marlinton and the fact that it will be the source of much greater convenience to a large majority of the people of the county, emphasize the opinion that the removal will be made at the ensuing election.

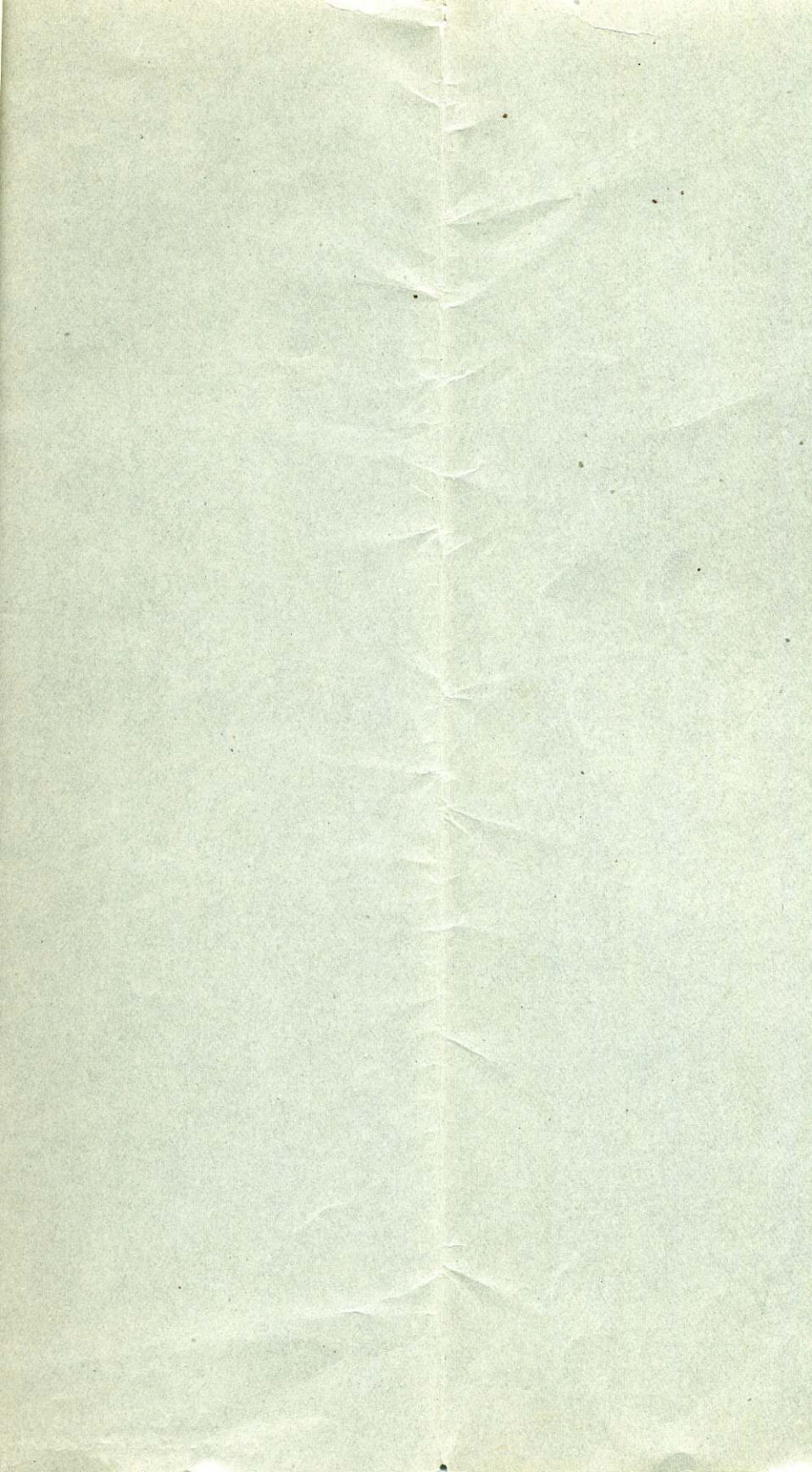
#### STREETS AND ALLEYS.

The town, as will be seen by reference to the map, is laid out with broad avenues, streets and alleys without reference to the quantity of land appropriated for that purpose, and the Company will, during the present season, if possible, take the necessary steps to put them in proper condition and provide for the necessary sewer drainage.











1 Feb 1960

J. N. Camden, Jr.  
Boy-Charter's Printel  
material, etc