DEUWCH!

I gartrefu i West Virginia

MAE Y DALAETH IEUANC A CHYFOETHOG YN EICH GWAHODD.

Gwahodda'r Dinasyddion Fawb i Ymgyfoethogi gyda Hwy!

Y Dalaeth Oreu i Sefydlwyr, Trefwyr a Chelfyddydwyr.

TALAETH DDIDDYLED, AC NI CHANIATEIR IDDI FYNED I DDYLED.

Eglwysi o bob Math, ac Ysgolion Rhyddion Rhagorol.

Y GWELYAU GLO A'R COEDWIGOEDD CYFOETHOCAF YN Y BYD.

Cyflawnder o Ffynonau, Halen, Olew a Nwy Naturiol.

Y TIR AMAETHYDDOL RHATAF—TIR PORI, TIR GWINWYDD A GARDDWROL.

CARTREF I BOB DYN GONEST A DIWYD.

Cynwysa y Robleganeth Deuluoedd o Bob Cenedl.

Ar y 29ain o Chwefror, 1888, mewn ateliad i wahoddiad oddiwrth Fwrdd Masnach Wheeling, W. Va., daeth oddeutu 1,000 o brif ddinasyddion y Dalaeth yn nghyd i gynal cynadledd er cefnogaeth ymfudwyr i'r Dalaeth, ac i roddi pob cefnogaeth iddynt. Yn y gynadledd hon ffurfiwyd cymdeithas a elwir y "West Virginia Board of Immigration and Development," gyda'i chadlys yn Wheeling. Etholwyd Mr. Charles Burdett Hart, golygydd y Wheeling *Daily Intelligencer*, yn Llywydd, a Mr. B. L. Butcher, cyn-Arolygydd Ysgolion y Dalaeth, yn Ysgrifenydd. Mae y Bwrdd Ymfudol hwn yn barod i roddi pob cyfarwyddyd ag sydd yn eu gallu i bob ymfudwr yn rhad ac am ddim, a rhoddant bob help i sefydlwyr i gael cartrefi rhad, yn enwedig i'r rhai sydd yn bwriadu ffurfio trefedigaethau, a rhoddant bob cyfarwyddyd yn nghylch West Virginia i bawb.

Mae y Bwrdd hwn yn gynwysedig o 14 o foneddigion penaf y Dalaeth, y rhai sydd yn gweithredu yn hollol ddidâl. Nid oes gan y Bwrdd ddim tir i'w werthu, ond y maent yn bwriadu dwyn y rhai sydd yn bwriadu prynu, a'r rhai sydd yn ewyllysio gwerthu i gysylltiad a'u gilydd. Yn bresenol, mae y rhai fwyaf o'r tiroedd sydd ar werth mewn rhannau mawrion, ac y mae yn augenrheidiol en dosrannu, fel y gall y bobl gyffredin ddyfod i'r Dalaeth i ymsefydlu, a chael cartrefi rhad iddynt eu hunain. Mae y Gymdeithas hon yn bwriadu rhoddi pob cefnogaeth i'r cyfryw.

Y mae yn y Dalaeth ganoedd o filoedd o erwau o'r tiroedd mwyaf cynyrchiol ar y Cyfandir—yn gyfleus i'r marchnadoedd goreu, ac ni fu erioed gwyddi yn y cyfryw erioed. Gellir prynu y cyfryw diroedd am $2 yr erw, mwy neu lai, fel y byddo agoraydd y tir at y rheilffyrdd.

Nid oes corwynteoedd, *blizzards* na lleithau yn West Virginia, ac nid oes Talaeth iachach ar wyneb y ddaear.

Mae yr Arch. S. B. Elkins, Cyn-aelod o Dy y Cynrychiolwyr, yr hwn a aymudodd yma o'r Gorllewin, wedi suddo el arian mewn rheilffyrdd, tir glo, a buddiannau eraill yn West Virginia, ac wedi gwneud el gartref yn y Dalaeth; ac yn nghyniadol y Bwrdd Ymfudol dywedodd:

"Hyd yn hresenol nid oes yr un ymdrech wedi cael ei wneyd i dynu sylw cyffredinol y wlad a chyfandir Ewrop, at gyfoeth naturiol West Virginia. Mae y Dalaeth yn rhoddi y mantelsion goreu i ymfudwyr o bob math, yn gelfyddydwyr, amaethwyr, gwneuthurwyr, masnachwyr a chytalafwyr.

Yn ei maint ei barwynebedd, West Virginia ydyw y Dalaeth gyfoethocaf yn ei hadnoddau naturiol yn yr Undeb, yn enwedig mewn glo, mwn halarn a chwedy, y rhai ydynt yr adnoddau penaf er gansyd trigolion uorhyw wlad yn llwyddiannus.

Nid yw y Dalaeth yn galw am organoliaeth, fel llawer Talaeth arall, ond y mae ei hadnoddau yn cannol en hunain wth bawb sydd yn edrych arnynt. Mae y golygiedyd swynol, yr hinsawdd iach, y coedwigoedd cang a'r adnoddau diderfyn o'u halarn, a'r dyffrynoedd ffrwythlawn yn siarad drostynt eu hunain, ac nid oes eisiau ond i'n cymydogion wybod am daiynt, na bydd iant yn dyfod yma wth y miloedd i gasglu cyfoeth o'r adnoddau hyn.

SEFYLLFA Y DALAETH YN YR UNDEB.

Y gred gyffredin yw fod West Virginia yn un o'r Talaethau Deheuol pell, ac fod y flordd iddi, a thrwyddi yn anhygyrch, ond y mae hyn yn gamgymeriad dibryd. Mae Wheeling, prif ddinas y Dalaeth, yn nes i'r Gogledd na Philadelphia, ac y mae Charleston o'r braidd ar yr un llinell gyhyddolol a Washington, D. C. Ar un llaw mae y Dalaeth yn cyrhaedd o fewn can' milldir i Lyn Erie, ar y llaw arall y mae el therfynau yn cyrraedd o fewn 75 milldir i lau y môr yn Baltimore, ac o fewn 60 milldir i brif ddinas yr Undeb, ac y mae dwy rau o dair o'r Dalaeth mor ogleddol a Ohio, ac y mae yn ymylu ã Pennsylvania am 125 o filldiroedd. Hefyd y mae afon y Potomac yn el gwahanu oddiwrth Dalaeth Maryland am 180 o filldiroedd, a'r afon Ohio oddiwrth Dalaeth Ohio am 200 milldir.

Gellir cyrhaedd West Virginia gyda y rheilffordd mewn awr o Pittsburgh, ac mewn dwy awr o Baltimore neu Washington, D. C.; pum' awr o Philadelphia, Columbus a Cincinnati, saith awr o New York, a phedair-awr-ar-ddeg o Chicago. Mae setyllfa y Dalaeth yn nghanol yr Undeb, rhwng y Werydd a dyffryn mawr y Mississippi. Y mae dwy reilffordd yn rhedeg drwy y Dalaeth, o'r dwyrain i'r gorllewin. I'r trigolion sydd yn byw ar lanau y Werydd, rhwng Philadelphia a Richmond, y flordd naturiol iddynt fyned i'r gorllewin ydyw drwy West Virginia. Mae cadwyn mynyddau Allegheny yn rhedeg drwy ganol y Dalaeth, o'r gogledd i'r de, ac yn rhann ei thrafnidiaeth yn naturiol rhwng perthladdoedd y Werydd a marchnadoedd mawrion y Mississippi. Y mae el marchnadoedd yn gyfleus yn mhob cyfeirlad, ac y mae ei hadnoddau yn hawlio sylw yr holl Dalaethau.

POBLOGAETH AC ARWYNEBEDD.

Mae y Dalaeth yn cynwys 54 o siroedd, a'u poblogaeth yn 800,000. Yr oedd 60 y cant o'r boblogaeth yn 1880 yn amaethwyr. Arwynebedd y Dalaeth ydyw 24,780 o filldiroedd ysgwar, sef mwy cdwy waith na Thalaeth Maryland, ac yn ages cymaint deirgwaith a Massachusetts, yr hon sydd yn cynwys 2,000,000 o drigolion. Y mae arwynebedd y Dalaeth yn gymaint a Massachusetts, New Jersey, Connecticut a Rhode Island gyda'u gilydd. Y mae Belgium a Holland yn cynwys 10,000,000 o drigolion, eod y mae West Virginia yn iwy na'r ddwy frenniaeth, a'i hadnoddau yn llawer helaethach.

CYFOETH AC ADNODDAU.

Yn 1880, yr oedd yn y Dalaeth 62,934 o fermydd, yn cynwys yr arwynebedd o 10,225,341 o erwau. Yr oedd cnydau y tiroedd oeddynt wedi cael eu clirio yn werth $21.05, a'r tiroedd coedlog yn werth $9.39 yr erw ar gyfartaledd. Yn y ffwyddyn hono yr oedd gwerth y gwair yn $4,000,000, gwerth y corn yn $6,000,000, a gwerth y nwyddau masnachol eraill yn $22,000,000.

Hon ydyw y Dalaeth fwyaf fynyddig yn yr Undeb, canys y mae tair cadwyn o fynyddau yn rhedeg drwy y Dalaeth; mae y cadwynau mynyddig hyn yn rhedeg yn benaf o'r dwyrain i'r gorllewin am 200 o filldiroedd.

Mae ei ffynonau a'i nentydd yn ddihysbydd ac yn ddirifedi yn y mynyddoedd hyn, yr hyn sydd yn gwneyd y Dalaeth yn un o'r rhai mwyaf dyfrhaol yn yr Undeb. Y mae dwy ran o dair o arwynebedd y Dalaeth yn cynwys glo, sef 16,000 o filldiroedd ysgwar, yr hyn sydd yn helaethach na gwelyau glo Pennsylvania a Phrydain Fawr, pan y mae chwech o afonydd mordwyol yn gyfleus i'w masnach.

Y mae el mynyddau, el brynlau, a'i dyffrynoedd mor amrywiol ac mor gynyrchiol, fel y gellir cael y tir pori goreu ar y cyfandir, hyd yn nod ar benau el mynyddau, ac y mae yr amser yn agos pan y gwelir y ffermydd llaethog goreu yn yr Undeb ar fynyddoedd West Virginia. Yn fuan bydd llaeth ac ymenyn amaethwyr mynyddoedd West Virginia yn mhrif farchnadoedd y dinasoedd mawrion sydd ar ororau y Werydd, ac hyd yn nod yn marchnadoedd Ewrop.

Mewn 300 milldir i lanau y Werydd, ac mewn can' milldir i'r afon Ohio, gellir prynu canoedd o filoedd o erwau o'r tiroedd amaethyddol goreu am o $4 i $8 yr erw, ac y mae y coed ar y cyfryw yn ddigon o werth i dalu am el glirio a'i gloddio. Y mae y gwelyau arddorchog o'r glo goreu o dan y tiroedd hyn, ar gyfartaledd o 5,000 i 6,000 o dunelli i'r erw, ac yn y dyfodol agos, pan y ceir ffyrdd cyfleus i'w gael i'r farchnad, bydd y nwydd hwn yn werth 10c. y dunell *regularly* dan y tir.

Y mae un cwmni rheilffordd yn y Dalaeth yn llosgi 1,000,000 o dunelli o lo yn flynyddol, ac yn talu oddeutu $3,000,000 am y cyfryw at wasanaeth en peiriannau. Y mae y glo yn West Virginia yn rhatach wrth enau y pwll nag ydyw yn *Mhrydain*, ac y mae y Dalaeth yn rhoddi gwell manteision i gorphoriaethau mewn perthynas i danwydd na'r un wlad arall ar wyneb y ddaear. Yn 1885, yr oedd gan Pennsylvania 7,767 o filldiroedd o reilffyrdd gorphenedig; Ohio, 7,325; Virginia, 2,673, a West Virginia dim ond 1,029 o filldiroedd. Pan y mae wedi cael ei hamgylchynu fel hyn gan y rheilffyrdd, mewn Talaethau eraill, bydd bithau yn rhwym o gael ei daelblygu yn fuan, canys y mae ei hadnoddau mwnawl yn hawlio hyny.

Yn ystod y 70 mlynedd diweddaf, mae y tiroedd amaethyddol goreu yn y gorllewin wedi cael en meddianu. Y mae yn anhawdd cael tir amaethyddol rhad yn y gorllewin yn awr, ac y mae tiroedd y Llywodraeth yn prin.

Mae cyrchfa ymfudwyr am y trichwarter canrif diweddaf wedi bod yn sefydlog i'r gorllewin, ond yn awr y mae yn arafu, daeth i wrthdarawiad yn erbyn y Mynyddau Creigiog, a thraethau'r Tawelfor, ac yn raddol, ond sicr, y mae yr ymfudwyr yn dyfod yn ol i'r dwyrain, gan ymsefydlu ar lechweddau mynyddoedd yr Allegheny a'r Talaeth au Deheuol a'r Dorllewin. Nid oes ond rhan fechan o'r ymfudwyr tramor yn myned i'r gorllewin yn awr, mewn cymhariaeth i'r hyn oedd yn myned ychydig amser yn ol.

Erbyn hyn, mae terfynau y gorllewin wedi cael en diddymu. West Virginia a'r Talaethau sydd yn cynwys Mynyddoedd Allegheny ydynt y terfynau yn awr. Y mae ein llwyddiant a'n dadblygiad cenedlaethol yn dibynu ar ddadblygiad adnoddau y Talaethau hyn, a gwneyd defnydd priodol o'u coedwigoedd a'u hadnoddau mwnawl. Gellir yn hawdd ddyblu a threblu poblogaeth y Talaethau hyn, a darparu digon o waith i'r miliwnau sydd heb en geni.

Yn ystod y chwarter canrif diweddaf mae y Talaethau Gogleddol a Gorllewinol wedi mwynhau llwyddiant ainghyffredin, ac yn ol trefn Rhagluniaeth, y mae yn rhaid i'r Talaethau Deheuol fwynhau yr un llwyddiant yn y dyfodol.

Ar ol chwarter canrif o gysgadrwydd, mae trigolion y Talaethau Deheuol yn dechreu ymddeffro i'r patlysiad gwladol a masnachol a gawsant yn y Rhyfel Cartrefol; y mae elfenau bywydol newydd yn en masnach, ac nid yw y gwaith da ond dechreu.

Y mae y cysylltiadau masnachol rhwng y Gogledd a'r De yn dyfod yn agosach o ddydd i ddydd. Yn ystod y dengain mlynedd diweddaf yr oedd ymdrafodaeth y genedl o'r braidd yn gyfangwbl rhwng y Dwyrain a'r Gorllewin, ond y mae yr amgylchiadau yn cyfnewid yn awr, pan y mae y Talaethau Deheuol yn dechreu cymeryd dyddordeb yn yr Undeb. Y mae rheilffyrdd newyddion yn cael en hadeiladu rhwng y Gogledd a'r Dehau, ac yn dwyn cynyrchion y gwahanol Dalaethau o'r naill i'r llall. Yn y De mae yr adnoddau, ond yn y Gogledd y mae y celfyddydwyr, a thrwy uno y naill a'r llall y mae ein llwyddiant yn sicr. Mae yr amser yn agos pan y bydd llawr weithleydd y De yn gallu cyflenwi el holl angenion, heblaw cigoredd i'w gwerthu i'n cymydogion ac i drigolion gwledydd tramor. Talwyd $100,000,000 am adeiladu rheilffyrdd newyddion yn y De y flwyddyn ddiweddaf.

Yn ol yr ystadegau manylaf, cyn y bydd y De yn alluog i ddwyn el masnach yn mlaen yn briodol, mae yn angenrheidiol adeiladu 40,000 o filldiroedd o reilffyrdd yn ychwanegol, or mwyn dadblygu adnoddau y wlad. Os gellir cael y rheilau dur am $50 y dunell, cyst y rhai hyny $100,000,000, yr hyn a fydd yn sicr o reddi gwerth ar lafur ac adnoddau y wlad, a bydd y Talaethau Deheuol yn sicr o wneyd en lthan yn yr ymdrafodaeth.

Yn ystod y 80 mlynedd diweddaf ymfudodd dros 14,000,000 o bobl oreu yr Hen Fyd i'r wlad hon, yr hyn sydd yn iwy na phoblogaeth bresenol Denmark, Holland a Belgium. Ni fu y fath ymfudiaeth yn ces y byd o'r blaen. Yr oedd nifer yr ymfudwyr i'r Unol Dalaethau y flwyddyn ddiweddaf yn 650,000. Y mae pobl ogaeth ein Talaethau yn cynyddu 30 y cant bob deg mlynedd, neu yn ages i dri y cant yn flynyddol. Yn ol y cynydd hwn y mae ein poblogaeth yn cynyddu 2,000,000 yn flynyddol, neu fwy dair gwaith na phoblogaeth West Virginia yn 1880. Mae y cynydd hwn yn sicr o fod yr un peth yn y dyfodol, a bydd hyn yn sicr o roddi mwy o werth ar adnoddau y wlad. Y mae cyflawnder o dir rhad yn y Talaethau Deheuol yn bresenol, yn enwedig yn West Virginia, ac y mae ei mwnglodd au'i choedwigoedd yn gyfoethocach na holl fwngloddiau aur y byd.

MANTEISION WEST VIRGINIA.

Pan y mae West Virginia yn ymylu ar Ohio a Phennsylvania, ac yn mwynhau yr un hinsawdd, ac yn ymylu ar yr un afonydd, gyda'i dyffrynoedd toreithlog, ei choedwigoedd eang, a'i haddoddau mwnawl cyfoethog, y rhai sydd yn cangach en harwynebedd na mwnwelyau Ohio a Pennsylvania, y mae y Dalaeth yn rhwym, yn ol natur masnach y wlad, o gael ei gwerthfawrogi yn y dyfodol, ac yn rhwym o ddyfod yn un o'r Talaethau cyfoethocaf yn yr Undeb.

Pan y mae natur wedi gwneyd cymaint dros y Dalaeth, ychydig lawn y mae dynion wedi ei wneyd drosti. 'Y ffordd wreiddiol i gyfoeth ydyw adnoddau Duw yn natur.' A thrwy ei hadnoddau naturiol y mae gan West Virginia fantais ar bob Talaeth arall yn yr Undeb. Y mae ei thrigolion yn hapus, ond y maent yn dysgwyl am amser gwell yn y dyfodol. Dylai West Virginia, yn mhob dull a modd ayfreithlon dynn sylw yr holl fyd at ei hadnoddau a'i manteision gwleidyddol a masnachol ac amaethyddol. Os gwneir hyn, cyrhaeddir y nod, sef cael mwy o amaethwyr, dadblygiad cyflawnach o'n hadnoddau mwnawl, mwy o felinau halarn a dur, mwy o gyfalaf, mwy o dretydd a dinasoedd, a poblogaeth yn y miliwnau yn lle yn y cannoedd o filoedd. Y mae pob arwyddion yn cyfeirio at y llwyddiant hwn, ac yr ydym yn rhwym o lwyddo os gwnawn ein dyletswydd, a dyfalbarhau yn ein gwaith, a bydd haul llwyddiant yn sicr o dywynu arnom yn y dyfodol."

A BUSINESS VIEW

By Practical and Experienced Business Men.

WEST VIRGINIA'S RESOURCES

Attracted their Money Largely in the Development of the Young Mountain State—Remarkable Testimony to Her Wealth.

IN the great State Convention of the 29th of February, 1888, some notable addresses were delivered. None were more striking than those of Hon. Stephen B. Elkins, formerly a member of Congress, a man born in the West, who made a fortune there and has now returned to the land of his fathers to assist in developing the richest region of all. Mr. Elkins shows by his works his faith in West Virginia. In the same general line and on the same occasion was the address of Hon. Henry G. Davis, ex-United States Senator, with whom Mr. Elkins is associated in West Virginia enterprises. These two speeches follow.

MR. ELKINS.

His Summary of the Natural Wealth and Advantages of West Virginia.

Until this time no organized effort has been made to bring to the general attention of this country and of Europe, the intrinsic wealth of West Virginia. The State presents unusual opportunities and advantages to the immigrant; the mechanic, farmer, manufacturer, business man and capitalist.

The local press has done its work well, but in the language of an illustrious queen, when coquetting with the wisest of kings, "The one-half of the greatness was not told."

According to its area, West Virginia is the richest State in the Union in natural resources, particularly in coal, iron ore and timber, which furnish the basis of so much wealth, and which goes so far towards making a country great and prosperous. West Virginia does not need the machinery of exaggeration employed by the modern boomer to call attention to her advantages. They are apparent to the casual observer. The beautiful scenery, healthful climate, inexhaustible mines of coal and iron ore, forests of fine timber, and fertile valleys, need only to be known and understood to draw within her borders people seeking employment and homes, business men, manufacturers and capitalists desiring to make investments.

SITUATION AND POSITION IN THE UNION.

An impression exists that West Virginia is a far-off Southern State, almost inaccessible by ordinary lines of travel. Wheeling, the most important city in the State, is farther north than Philadelphia, and Charleston, the Capital, is on a direct line, but little south of Washington City.

With one arm the State reaches north to within 100 miles of Lake Erie, with the other extends east to within 75 miles of the tide water at Baltimore and 60 miles of the Capital of the Great Republic. Two-thirds of its territory lies as far north as Ohio. West Virginia borders on the State of Pennsylvania 125 miles, is divided by the Potomac river from the State of Maryland for 180 miles, and by the Ohio river from the State of Ohio for a distance of more than 200 miles.

By rail West Virginia can be reached in less than one hour from Pittsburgh, in two hours from Baltimore and Washington, in five hours from Philadelphia, Columbus and Cincinnati, in seven hours from New York, and in fourteen hours from Chicago. The State lies on the great highway from the Atlantic coast to the Mississippi valley. Two trunk lines of railroad pass through it from east to west. For the population on the Atlantic seaboard, reaching from Philadelphia to Richmond, the natural and best route to the West is through West Virginia. The old National road, which in its day corresponded in commercial importance to the great Pennsylvania railroad of to-day, was built through what is now the territory of West Virginia. Lying on both sides of the Alleghany range of mountains, the State looks both east and west and divides its trade and commerce between the Mississippi valley and the Atlantic seaboard. The situation makes it easy of access from all the great centers of population, and its position in relation to the whole country and its markets is central, commanding and important.

POPULATION AND AREA.

The State has fifty-four counties, with a population of about 800,000. Sixty per cent of the working people in 1880 were engaged in agriculture.

The area is 24,780 square miles, more than twice as large as the State of Maryland, two and a half times as large as Massachusetts, with 2,000,000 population, and larger than Massachusetts, New Jersey, Connecticut and Rhode Island combined.

The Kingdoms of Belgium and the Netherlands have together a population of more than 10,000,000 people. The area of West Virginia is greater than the area of both combined.

WEALTH AND RESOURCES.

In 1880 the State had 62,694 farms covering 10,225,341 acres. The average of the cleared land was $21 05, wooded lands $9 39 per acre. In that year the hay product yielded about $1,000,000 and the corn $6,000,000, and the value of manufactured products was more than $22,000,000.

West Virginia is traversed from north to south a distance of about 240 miles, by the great Appalachian system of mountains, forming within the State two and sometimes three distinct ranges, which stretch in width from east to west across its borders for nearly 200 miles.

Never failing springs and streams of water broke out from the sides of the mountains, making the State one of the best watered in the Union. Two-thirds of the State is underlaid with coal, its area reaching in extent sixteen thousand square miles, more than that of Pennsylvania or England, while six navigable rivers flow through its borders.

Mountains, hills and valleys alternate upon a surface which is fertile from the lowest valley to the highest summit. The mountains and hills when cleared yield abundantly the richest grasses, making grazing and dairy farms of unsurpassed excellence. The Allegheny Mountains will yet largely contribute the dairy products consumed on the Atlantic seaboard and for export to Europe.

Within 300 miles of tide water, and 100 miles of the Ohio river, hundreds of thousands of acres of good agricultural lands in West Virginia can be bought for from $4 to $8 per acre; the timber on which will pay for the clearing and fencing. These lands are underlaid with coal, which yield from 5,000 to 6,000 tons per acre, and which will some day be worth, with transportation facilities to market, ten cents per ton royalty in the ground.

Fuel and transportation are among the greatest factors and in a certain sense the greatest in this industrial age. Civilization and commerce, the necessities and comfort of man, are most dependent upon the most reliable by them. Fuel is the more serious and of the more important, because upon it mainly depends transportation and the manufacturing interests.

One single railway corporation—and not the largest in the country—consumes annually 1,000,000 tons of coal, costing about $5,000,000 to feed the engines that draw its enormous tonnage. In West Virginia Coal is cheaper at the mouth of the mines than in England. The State offers to all railroads and manufacturing interests within and contiguous to its borders, the cheapest fuel in the world. In 1885 Pennsylvania had 7,767 miles of completed railroad, Ohio 7,325 miles, Virginia 2,673 miles, while West Virginia had only 1,029 miles. Thus surrounded by a net work of railroads it cannot be long before they will push across her boundaries, furnishing adequate facilities for transporting to market her rapidly increasing products.

EMIGRATION TO THE WEST.

As far back as 1820 the tide of population from the East to the West passed over the Alleghany Mountains to seize and occupy the fertile lands of the Mississippi Valley. After 1850 this great movement reached and occupied the lands belonging to the Rocky Mountain system and the Pacific coast.

During the last seventy years all of the best and most available lands for agriculture in the West have been taken. It is becoming difficult to find low priced agricultural lands there, or lands belonging to the government suitable for agriculture, which can be bought at the minimum government price. The Great American Desert, laid down in our early geographies has proven to be a myth. It is to-day covered with farms and furnishes grazing for millions of sheep, cattle and horses.

The tide of population that for three-quarters of a century has moved with such persistence to the West is abating. It has broken itself against the great chain of the Rocky Mountains and the Pacific coast, and is slowly but surely making its way back and setting in toward the Alleghany Mountains, the South, and the great Southwest. A perceptible percentage of our immigration is not now going West.

There is no longer any frontier in the West. West Virginia and the States covering the Alleghany Mountains down to the Gulf have become the frontier. The next great step in the order of National progress and development is the occupation of these States, the appropriation of their great forests, and the opening up of their mines. They can, and will, largely absorb our increase in population, and furnish employment, homes and business opportunities for unborn millions.

Within the last thirty years the North and West have enjoyed eras of unexampled prosperity. The next great advance in material prosperity must take place in the South.

After a lapse of over a quarter of a century, the South is beginning to emerge from the paralysis, desolation, distress and despair that have hung over her people and their industrial interests as the result of war and defeat.

The commercial relations with the Northern States are becoming better and more closely established. The routes of transportation and travel in this country during the last forty years have been almost entirely from East to West. This will be to some extent modified as the South comes into prominence and takes her true industrial position in the Union.

New routes will be established between the North and South to meet the demands of increasing trade and commerce. The great wealth of natural resources belonging to the South, united to free labor, makes her development and progress certain. The time is close at hand when the South will not send away its products to be manufactured, paying not only the cost of their transportation but a profit to the manufacturer, and the cost of transportation on the manufactured articles which its people consume. This incubus so long resting upon the South, hindering and impeding her in the march of progress is about to be removed. The South will not only manufacture nearly everything needed for consumption within its own borders, but something more to sell to her neighbors and send abroad.

PROGRESS IN THE SOUTH.

Up to 1861 there had not been produced in any single year in the United States more than 800,000 tons of pig iron. It is estimated that during the coming year the State of Alabama alone will manufacture 400,000 tons of pig iron, which will sell for more than $5,000,000.

It is estimated that agriculture yielded to the Southern farmers in 1887 $75,000,000 more than in 1886. The value of the corn crop alone was $25,000,000 greater in 1887 than in 1886.

Over $100,000,000 were spent in building and equipping new and improving old railroads in the South last year.

The aggregate value of all the products of the cotton mills in the South was $42,000,000 in 1887, against $21,000,000 in 1880.

According to a careful estimate, in order to allow the South its proportions of the railroads of the country to enable it to transact its increasing business, it would require by the time they could be built 40,000 miles in addition to what it now has. If the rails should cost $30 per ton this item alone would amount to more than $100,000,000.

The South will surely manufacture a part of these rails as well as the other materials and equipments necessary to the completion of 40,000 miles of railroad.

During the last eighty years there have come to our shores from Europe and other lands over 14,000,000 people, more than the combined population of the three kingdom of Denmark, the Netherlands and Belgium. History furnishes no parallel to this great movement of people. It is estimated that during last year the number of immigrants to the United States reached about 650,000. The increase of population in the United States is about 30 per cent for each decade, or 3 per cent per annum. At this rate, we are adding to our population about 2,000,000 per annum, more than three times the population of West Virginia in 1880. This increase will go on. Land, homes and employment must be found for the same. The States having good unoccupied lands, mines and timber offer the best advantages for largely absorbing this annual increase.

WEST VIRGINIA'S ADVANTAGES.

West Virginia, bordering on Pennsylvania and Ohio, with largely the same climate, the same soil and the same rivers, with her rich valleys, her forests of all varieties of timber almost untouched and her mines of coal and iron ore, only opened here and there and larger in area and quantity than those of Ohio and Pennsylvania, is certain, under proper conditions, to have and enjoy the same, or a greater degree of development, progress and prosperity than either of these great States.

While nature has done so much for the State, man has done very little. "The original source of wealth is the bounty of God in nature." With her natural advantages West Virginia has the basis of much that makes a State great, powerful and prosperous, its people contented and happy, still she has lingered in the march of progress and development. We of West Virginia, interested in the welfare and progress of the State, should in all proper ways and by all proper means, make its attractions, advantages and resources widely known. This will bring what is most needed and desired—more farms, more coal and iron ore mines opened, more coke furnaces, more mills, more capital, more towns, cities, and a population reaching millions instead of hundreds of thousands.

The State has no debt. Taxes are low. The people are liberty loving and law abiding. For the most part they live pure lives, crime is rare, and when committed promptly punished. The laws are fair, liberal and well administered. Under them the rights of the wage earners are guaranteed and capital is amply protected.

If we do our duty and make wise use of the gifts nature has so bountifully lavished upon this fair State, happiness, prosperity and progress will be the reward. The present is auspicious.

Everything seems to point to success, to warrant confidence, encourage hope, and make the future bright for ourselves and posterity.

MR. DAVIS.

Exhibit Made by a Man who has Made a Fortune in West Virginia.

GENTLEMEN:—I congratulate you and the State on this meeting of representative men and citizens, and the interest manifested in the great work you are to originate and put in active and, I hope, successful operation. This is an age of progress, and West Virginia has too long stood in her own light in not keeping pace with the times, and in allowing her sister States to outstrip and pass her in the great race of life. The civilized world has made greater advancement in population, wealth and inventions during the last fifty years, than in all time before. In the earlier days, when the country was without railroads and without the advantages accruing from the use of recent and most approved machinery of all kinds, all were on the same footing, but now that many of the States have these benefits to a large degree, while we are in our infancy, you might say, the contest is unequal.

RAILROADS.

As to railroads, a glance at the map will show you the disparity between our State and the States that surround us. Late statistics on this point are as follows:

State.	Area in Square Miles.	Miles of Railroad.	Sq. Miles to each Mile of Railroad.
Pennsylvania	45,000	7,767	5.79
Ohio	40,000	7,327	5.32
Virginia	40,000	2,693	14.85
Maryland	10,000	4,189	8.41
West Virginia	24,000	1,029	23.10

We want more railroads, and must have them, or we cannot keep up with the rest of the world; each county in the State ought to have one or more railroads passing through it. Competition in railroads brings about a rivalry that compels the roads to do right, even if inclined otherwise, and the people get the benefit. Unlike many other enterprises railroads must have legislation. Capital is timid, and will not locate where it is likely to be unfairly or unjustly treated. A town or country may be dead, to use a common expression, but let a railroad pass through it, or manufactories be started in it, and industries of all kinds spring at once into life, and the mineral resources and agricultural products find a market. These things are essential to the life and prosperity of a country, but it takes large amounts of money to build railroads and manufactories; West Virginia has but very little to spare in this direction, and if we want these enterprises among us, with their kindred benefits, we must be liberal, fair and just to those having the necessary capital, and giving them a hearty welcome and the assurance that we will uphold them in their efforts in all ways. Without railroads, our great resources, coal, iron ore, timber and agricultural products, could not be marketed and would be comparatively valueless. I would invite and foster the building of railroads, and be liberal and just to their owners and management; make them feel we are their friends. The more railroads we have, the better for the advancement and prosperity of the State. I would have the railroads, in return, liberal, fair, and just, in their treatment of the people; require the same of them that you accord to them.

It is a great mistake, made by many people, that all railroads are profitable investments for the stockholders. Very few, if any, of the railroads in this State are paying dividends. Some say the railroads treat the people badly, and probably they do at times, but I take it we would rather have a railroad with bad management than to be without one. Rain sometimes proves disastrous in flood and storm; the sun sometimes becomes our relentless foe, and withers our crops; money, law, education and even religion are sometimes perverted and used to accomplish wicked purposes; yet these are all necessities, and we could not do well without them, any more than we could without railroads.

The railroads in this State last year paid into the treasury, in the shape of taxes, $206,738, which went toward the support of the State, schools and counties. The more railroads we have, the less taxes the people will have to pay.

ENERGY AND CAPITAL NEEDED.

With more railroads, and having abundant water power, and all the natural resources necessary to the successful working of almost every kind of manufacturing industry, our hills and valleys ought to send forth the smoke of thousands of mills and manufactories, and our manufactured products should have a name and standing all over the world. We have the material; we need the energy and capital.

From 1880 to 1886 inclusive 3,767,143 emigrants have arrived and settled in this country, most of them becoming well to do people, many of them farmers, skilled artisans and laborers. Of this number, but very few made their home in West Virginia, probably not over 1,000 in all. There is no good reason why this number should not have amounted to 100,000, but many reasons why it should, if the proper efforts had been made to let the world know what we had to offer.

A COMPARISON.

Many have gotten into the habit of speaking of West Virginia as a *little* State. This is incorrect, especially as far as her area is concerned, it being more than one-half as large as either New York or Pennsylvania, and *larger* than the area of the five States, Massachusetts, Rhode Island, Connecticut, New Jersey and Delaware, combined. But while we are much larger than the five States last named, they far outstrip us in population and wealth, having an average of 170 inhabitants to each square mile, while we have but 25, and an average value of property of $241,094 71 to each square mile, while we have but $12,456 88. I have compiled the following table bearing on this point, which I think will be of interest:

STATES.	Area.	Population.	True Value of Property.
New York	47,620	5,082,871	$7,619,000,000
Pennsylvania	44,985	4,282,891	5,393,000,000
1. Connecticut	4,845	622,700	852,000,000
2. Rhode Island	1,085	276,501	420,000,000
3. Massachusetts	8,040	1,783,085	2,795,000,000
4. New Jersey	7,455	1,131,116	1,433,000,000
5. Delaware	1,900	146,608	133,000,000
5 States above—Total	23,385	3,960,040	5,638,000,000
West Virginia	24,645	618,457	307,000,0000
New York, pr sq. mile		106.7	159,995 80
Pennsylvania, per sq mile		95.2	119,884 80
5 States, per. sq. mile		169.24	241,094 71
West Virginia, per sq mile		25.1	12,456 88
At same rate per square mile as the 5 States, West Virginia's population would be			4,173,284
Her True Wealth would be			$5,941,779,128

OUR RESOURCES.

Having called your attention to what we lack, I want now to speak of the resources and advantages we have, and make a suggestion as to the best way, in my opinion, to let others know the grand opportunies they are missing in not casting their fortunes with ours. That I conceive to be the main object of this meeting.

We have long needed information as to the mineral deposits of our State, which could only be obtained by a thorough geological survey. This, I am glad to state, we are in a fair way of getting. Major Powell, who is in charge of all U. S. Geological Surveys, wrote me recently that he has made considerable progress with the survey of this State, and will push forward until it is accomplished. This will be of almost incalculable value to the State.

West Virginia has reason to be proud of her free school system, and the rapid and satisfactory progress it has made and is making. Statistics show the schools of this State to be in a most flourishing condition, and above the average condition of similar schools in other States. The free school system of West Virginia is often quoted to encourage other States to bring their schools up to her standard.

Being situated between the extremes of heat and cold, the climate of West Virginia is comparatively uniform. The health statistics, according to the United States Census of 1880, show this State to be well up on the desirable list. The death rate was then shown to be

In the United States	15.09	per 1,000
New Hampshire	16.09	" "
New York	17.38	" "
Maryland	18.10	" "
Texas	15.50	" "
Kansas	15.32	" "
West Virginia	11.99	" "

The figures demonstrate that West Virginia is a good place to make your home in, if you want good health, and to live to a vigorous old age.

OUR CREDIT.

In money West Virginia is not rich, but her credit stands high. The "Financial Review," for 1887, shows that the number of failures, and their amount in West Virginia, were less than in most of the other States. The following comparisons fairly illustrate this statement:

1887.	Population 1880.	Number in business.	Number of failures.	Amount of failures.
West Virginia	618,457	8,513	57	$ 885,631
Maine	648,936	14,266	162	1,811,778
Connecticut	622,700	16,939	117	3,500,484
Minnesota	780,773	26,197	269	8,222,800
Kansas	986,096	26,914	280	1,702,286

It is fair to state that the other States named have a larger proportion of firms and companies engaged in business, because they are older States, but the failures and their amount do not make near as favorable a showing, considering everything, as do ours.

All who have informed themselves as to the wonderful resources of this State agree that Nature has been bountifully rich to us in coal, timber, iron ore, coke, salt, petroleum and agricultural and grazing lands.

PRODUCTIONS.

A recent work on the "Natural Resources of the United States," by Patton, says of West Virginia: "This is one of the most interesting States in the Union, in respect to mineral wealth, in proportion to its size; it is the richest in coal, iron, salt and oil. It has of coal, both bituminous and cannel, at