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The City of Huntington,

ON THE OHIO RIVER.

THE City of Huntington, which is situated on the south bank of the Ohio River, immediately below the mouth of the Guyandotte, having a frontage of nearly four miles on the Ohio, and of one mile on the Guyandotte, has been carefully surveyed, and a large part of it laid out into Lots suitable for Residences, and for Manufacturing, Mercantile, and other business purposes.

This property possesses advantages which will attract to it, at an early day, a large population.

Some of these advantages are as follows, viz.:

I. **It is situated at the head of reliable navigation** on the Ohio River, being below the Guyandotte bar and the numerous other shoals above, which prevent the passage of boats of large tonnage during the summer months; and also below the point where ice prevents navigation in the winter months, and thus has direct and uninterrupted connection with 18,000 miles of water navigation.

II. **It is on the line of and near the Western terminus of the Chesapeake and Ohio Railroad**, now rapidly approaching its completion, which, as a **Great East-and-West Trunk Line**, by reason of its short line, low grades, easy curvatures, and the advantages of economical operations throughout the year, must command an immense through and way traffic and travel between the Western States and the Atlantic seaboard.

The cars will be running on this road from the City of Huntington, east, to the Falls of the Great Kanawha, a distance of nearly one hundred miles, the present summer, and to the deep waters of the Chesapeake Bay in the summer of 1872.

By a railroad bridge to be built at this point, connections will be made *at the City of Huntington, with Railroads extending through the entire West and North-west*, and here will be established the principal machine, manufacturing, and repair shops of the Company, contracts for which have already been awarded and work on them commenced. Important railroad connections with the *South-west* will also be made at this point; and within a very few years, it will be the terminus of six or seven important Railroads connecting with the Chesapeake and Ohio Railroad and each other.

III. **As a manufacturing centre**, the City of Huntington has advantages which are unequalled at any other point in the valley of the Ohio. It is in the immediate vicinity of the extensive iron beds of Southern Ohio and West Virginia; and the opening of the Chesapeake and Ohio Railroad will give easy and cheap access to the inexhaustible coal-fields of the Great Kanawha and its tributaries, which are known to be superior to all others in the United States for the variety, the superior quality, and the abundant quantity of the coals which they contain. It is here *alone* that the peculiar *Splint Coal*, which proves to be a valuable substitute for charcoal, in producing the best qualities of pig-iron, is found in quantities and under circumstances that render it available. Here, also, *timber* abounds in great variety and of easy accessibility. The region is celebrated for the great abundance and excellent quality of its hickory and oak.

IV. **As a commercial centre**, the City of Huntington, will occupy an important position on the *Great Trunk Line of Railway*, which the CHESAPEAKE AND OHIO RAILROAD, and its connections, will form between the deep waters of the Chesapeake Bay and the great rivers of the West, *at the head of reliable navigation*, and it will therefore become a natural and convenient point for the interchange, on an extensive scale, of the great staples of the West, and the products of the manufacturing States of the East and of Europe.

V. **As a place of residence**, no more inviting locality can be found than the City of Huntington.

In addition to the natural beauty for which the site is remarkable, and its genial, healthful climate, the proprietors have, at great cost, laid out the city upon a plan intended to secure for a large, industrious, and thriving population every possible advantage of convenience, comfort, and arrangement for the gratification of refined and cultivated taste. With these objects in view, the Avenues and Streets have all been made of sufficient width to allow the cultivation of ornamental trees, and yet leave abundant room for roadway and sidewalks.

Each lot intended for a residence is large enough to allow space for the cultivation of a garden, fruit trees, and shrubbery. On the avenues, where it is supposed lots will be selected for the better class of residences, lots will only be sold subject to conditions which will forever prevent nuisances in the vicinity.

A system of grades for all the Avenues and Streets has been established upon a plan which can be easily and economically adopted, and which is adapted for perfect drainage and sewerage.

In the central part of the city, the State Normal School (Marshall College) has extensive buildings and grounds, where residents will have an opportunity for the education of their children and wards, in the higher branches of learning at moderate cost, in an Institution of well established reputation.

Maps will be shown, and full information given as to prices of lots, terms and conditions of sale, etc., by John H. Oley, Col. Wm. A. Kuper, and by the undersigned, at the City of Huntington, and also by James J. Tracy, at his office, 54 William street, in the City of New York.

The post-office address of Mr. Oley, for the present, is "Marshall College, Cabell County, West Virginia."

D. W. EMMONS,
Agent for the Proprietors.