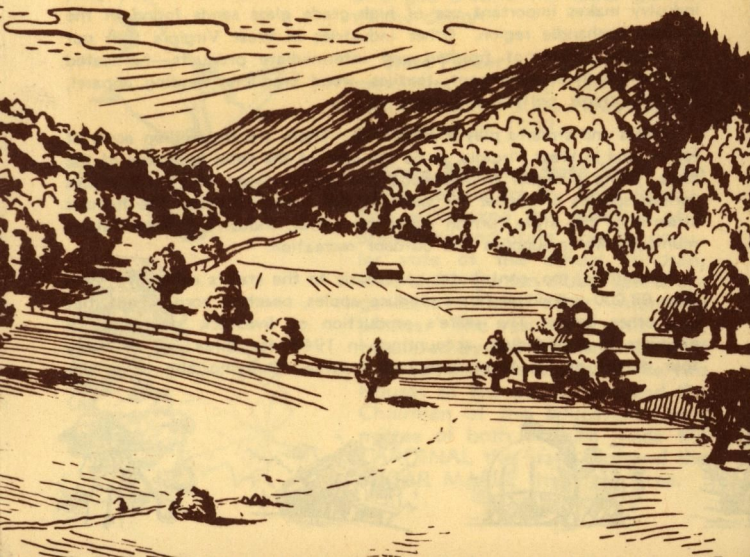


This is

WEST VIRGINIA

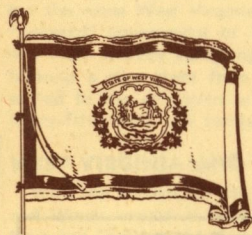
The Mountain State



West Virginia's Official Symbols



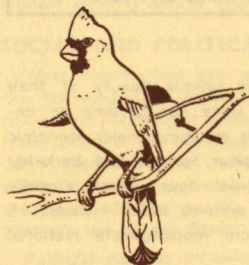
State Seal: Adopted by the first Legislature, designed by Joseph H. Diss Debar of Doddridge county. In the center is a rock bearing the date of West Virginia's admission to the Union. To the left is a farmer, to the right a miner symbolizing the occupations of the people. Below the rock are crossed rifles and a Phrygian cap. Around the outer edge is inscribed STATE OF WEST VIRGINIA and MONTANI SEMPER LIBERI (Mountaineers are always free), the state motto. The reverse of the Seal, seldom used, shows a landscape of mountains with various elements depicting the natural resources and industrial development of West Virginia, together with a rising sun and the motto LIBERTAS E FIDELITATE. The whole is encircled by a wreath of laurel and oak leaves and native grains. The obverse of the Seal also is the Coat-of-Arms of the State.



State Flag: Adopted by the Legislature on March 7, 1929, the design is a field of pure white, surrounded by a band of blue, upon which is placed the Coat-of-Arms of the State. Across the top is a ribbon banner with the words "State of West Virginia" with a wreath of rhododendron maximum arranged around the lower portion of the design.

State Flower: The rhododendron maximum or "big laurel", was adopted as the State Flower by the Legislature in 1903.

State Bird and State Tree: The 1949 Legislature by Joint Resolution authorized the selection of a State Bird and State Tree by popular vote of the school children, civic clubs, garden clubs, sports organizations and other interested parties. The results of this vote, tabulated by the Superintendent of Free Schools, the Clerks of the two Houses of the Legislature and the Chairmen of the Education Committee of both Houses, made the CARDINAL the State Bird and the SUGAR MAPLE the State Tree.



The West Virginia State Capitol stands on the north bank of the Great Kanawha River in Charleston. Completed in 1932, at a cost of approximately \$10,000,000, it is considered one of the most beautiful Capitol buildings in the nation.



WEST VIRGINIA

—has an average altitude of 1,500 feet, higher than any state east of the Mississippi River.

—has 381 mountains over 2,000 feet in elevation.

—has led all states in the nation in production of bituminous coal since 1931.

—has coal reserves sufficient to last 400 years at the present rate of production.

—ranks second in the nation in the production of glass.

—ranks among the leading states in the production of hardwood timber.

—ranks fifth among the states in volume of natural gas production, and third in value of gas produced.

—ranks fourth in total value of mineral production, although it is the 39th state in area.

—has 4,968 churches within its borders.

—has an annual average rainfall of 40 inches, well distributed throughout the year.

—has nearly a million and a half acres devoted to recreation in 15 state parks, seven state forests and two national forests.

—was the scene of the development of two great varieties of yellow apples, Grimes Golden and Golden Delicious.

—has the world's largest pre-historic burial mound of the conical type at Moundsville.

—is served by 16 national highways, six major railways and six airlines.

—was the home of at least two important inventors, James Rumsey, who invented the steamboat, and William Morris, who invented the "jars" used in deep well drilling for oil and gas.

—has the largest factories in the world manufacturing each of these products: men's hosiery, clothespins, plate glass, collapsible metal tubes, oil and gas well equipment, axes, hand shovels, nickel and nickel alloys and tinplate.

Issued by

**WEST VIRGINIA
INDUSTRIAL AND PUBLICITY COMMISSION
and
DEPARTMENT OF
ARCHIVES AND HISTORY**

State Capitol,

Charleston 5, West Virginia



MATHEWS PRINTING AND LITHOGRAPHING CO.
CHARLESTON, W. VA.

WEST VIRGINIA

from mountain wilderness to industrial empire

THE first white men to visit the land that is now West Virginia saw a wild, rugged country with steep mountains, dense forests and sparkling streams. Today, much of the wild beauty of the Allegheny mountains remains to be enjoyed by visitors, but the courageous pioneer settlers and their descendants have used the rich stores of natural resources found above and below ground to make the Mountain State one of the world's great industrial areas. Here, in brief, is the story of West Virginia.

THE FIRST HUNDRED YEARS

In 1669-70 Governor William Berkeley, of Virginia, being interested in the fur trade, sent John Lederer on three expeditions west of the Allegheny mountains. He claimed to have touched the crest of the mountains that now form the boundary between Virginia and West Virginia. Major General Wood, in 1670, was commissioned "for the finding out the ebbing and flowing of the waters on the other side of the mountains." In this quest Captain Thomas Batts discovered the New River and penetrated as far as the falls of the Great Kanawha by 1671.

In 1716, Governor Spotswood led a party of 30 cavaliers, which may have penetrated the region of Pendleton county. Out of this expedition grew the "Knights of the Golden Horseshoe." John Van Meter, from New York, in 1725 explored the valley of the South Branch of the Potomac. In 1726, Morgan ap Morgan erected his home on the site of Bunker Hill, Berkeley county, and became the first recorded settler in present West Virginia. The next year a settlement sprang up at the Packhorse Ford, now Shepherdstown. By 1735 settlers were along the South Branch of the Potomac. All of this region was a part of the land in the "Northern Neck" grant to Lord Fairfax, whose surveyors in 1746 marked its Western boundary by placing the Fairfax stone at the head of the North Branch of the Potomac.

THE INDIAN WARS AND THE REVOLUTION

After the retreat of the French from the Ohio regions in 1768, the six Indian nations sold the land to the English. Many evidences of the Indians and the Mound Builders, an earlier race, are found all over West Virginia. Efforts to settle these western lands brought violent Indian resistance. Broken treaties and a ban on emigration west of the mountains imposed by King George III, of England, failed to stop the flow of settlers. The pioneer spirit and the urge to own land brought an estimated 30,000 people to live on Virginia territory between the mountains and the Ohio River by 1775.

Lord Dunmore, Governor of Virginia, thinking to divert the colonists from their grievances against the English, organized a movement against the Indians using colonial volunteer troops as his army. The scheme failed because during this struggle the colonists realized their ability to bear arms. The Battle of Point Pleasant, fought in 1774 between colonial troops under General Andrew Lewis and Indians led by Cornstalk, has been called the real beginning of the colonists' struggle for independence.

When the American Revolution started, troops from along the Potomac were among the first to reach General Washington at Boston. Many citizens from western Virginia were in all major engagements from Boston to Yorktown, several achieving distinction. Others followed George Rogers Clark in his conquest of the west. It may be said that the attack on Fort Henry, now Wheeling, on September 10, 1782, was the last battle of the Revolution. Indian warfare, however, continued until Wayne's Treaty in 1795.

STEPS LEADING TO STATEHOOD

The history of Western Virginia from 1795 until 1861 is largely a history of controversy with eastern Virginia. Each year the two sec-

tions became more unlike, socially, politically and economically. The mountains formed a boundary which was to become a new political dividing line. There were complaints of discrimination against the western section, that all public improvements were located in the eastern section. By 1860 the western section had elected but one governor of Virginia (Joseph Johnson, Harrison county), and the only public improvements were the mere beginnings of the Trans-Allegheny Lunatic Asylum at Weston and a partially constructed highway to the Ohio River (Northwest Turnpike, now U. S. 50).

The crisis came during the opening days of the Civil War. The Virginia Convention, in session in Richmond, passed the ordinance of secession from the Union in April, 1861. This was opposed by the delegates from the western counties. When the ordinance was submitted to the vote of the people, the western counties voted against it approximately 10 to 1.

At a meeting held at Wheeling in June, 1861, the western delegates declared the ordinance of secession void and the offices of the Virginia state government vacant. They then formed the RESTORED Government of Virginia, headed by Francis H. Pierpont. Another convention was held November 25, 1861, at Wheeling, in which 41 counties were represented. A constitution for a new state was formed, and this was ratified by the people in April, 1862. It was first called "Kanawha", but the name West Virginia finally was adopted. The "reorganized" or "restored" government of Virginia consented to the formation of this new state thereby satisfying the Federal Constitutional requirement for forming a new state from territory of another state. Congress consented to the admission of West Virginia and on June 20, 1863, the thirty-fifth state was formally admitted to the Union.

WEST VIRGINIA AND THE CIVIL WAR

With the opening of the Civil War, Federal troops from Ohio, Indiana and Illinois moved in over the Baltimore and Ohio Railroad to Clarksburg and Grafton. A skirmish at Philippi, June 6, 1861, was one of the earliest of the war. This was followed by engagements at Rich Mountain, Laurel Hill and Corricks Ford.

The Kanawha Valley was occupied early by both Federals and Confederates who first met at Scary Creek a few miles below Charleston on June 17, 1861. The eastern panhandle, notably around Harpers Ferry, was the scene of active military operations. The Confederates early lost control of the state. West Virginia, however, suffered little from the war as compared with eastern Virginia and other southern states. West Virginia furnished over 29,000 soldiers to the Federal Army and over 8,000 to the Confederate forces. Major General Jesse Reno, hero of South Mountain, was the highest ranking Federal officer from the state, and Lieutenant General Thomas J. (Stonewall) Jackson was the highest ranking officer from the state in the Confederate Army.

SOCIAL AND POLITICAL DEVELOPMENT

West Virginia had only one railroad, the Baltimore and Ohio, and a few trans-mountain roads at the end of the Civil War. Transportation, mountains, unbridged rivers still prevented extensive social contact. Many political ills developed as a result of the war. The election of 1870 overthrew the Union Republican party, and control of state affairs went to the Democrats. A new Constitution, framed the next year, was adopted by the people in August, 1872, and remains the supreme law of the State.

Political changes following the Civil War did not alter the spirit of the sturdy people of the State. There came a period of remarkable social and industrial progress. The Trans-Allegheny Asylum at Weston was completed. The constitution provided for a complete system of free schools which gradually expanded. By 1868, West Virginia University was established at Morgantown. Marshall College and West Liberty, long established, took on new life. Fairmont, Glenville, Shep-

herd College and Concord schools were in operation by 1872. Other state institutions were established. The capitol of the state was established first at Wheeling, but in 1870 enterprising citizens of Charleston moved it to the Great Kanawha Valley. Not to be outdone, Wheeling won it back in 1875, and in 1877 an election was held to get rid of the "capitol on wheels," or "boats" as the case may be. Charleston received the majority of votes and in 1885 became the permanent seat of government. The second capitol erected in Charleston was destroyed by fire in 1921 and out of the "ashes" came the magnificent structure now occupied.

ECONOMIC DEVELOPMENT

By 1870 West Virginia had awakened industrially. The Chesapeake and Ohio Railway connected the Ohio River at Huntington with the Atlantic coast by 1873. A network of railroads was built along the Ohio River and far into the heart of the state. Over these lines were shipped millions of board feet of lumber, and then came a tremendous development of bituminous coal, notably in the Monongahela River basin, and in the Charleston-Williamson-Bluefield regions. Oil, which had been produced as early as 1859 at Burning Springs on the Little Kanawha, was the forerunner of a great oil and natural gas development in many sections of the state.

Manufacturing plants grew from early potters' wheels, glass works and salt refineries. West Virginians drew on their vast store of natural resources to build a great and growing industrial state. . . .

Today, West Virginia ranks high among all states in the Union in the production of minerals, manufacturing and agriculture.

High-grade bituminous coal, foundation of the nation's industrial economy, is West Virginia's most abundant natural resource. For nearly two decades West Virginia has led all other states in the production of this valuable mineral, furnishing more than a quarter of the nation's entire supply. From 1863 to 1949 almost six billion tons were mined, and geologists estimate that more than 61 billion tons remain in reserve in minable seams.

Other natural resources—natural gas, petroleum, brines and rock salt, limestone, clay and shale, sand and gravel—are found in rich abundance in West Virginia. These valuable materials are used in West Virginia factories and transported all over the nation for processing.

Many West Virginia industries are based upon the state's supplies of natural resources. Enormous steel mills in the northern panhandle region use West Virginia coal, water and limestone. The immense and complex chemical plants in the Kanawha and Ohio Valleys—sometimes called "the Ruhr of America"—use West Virginia coal, natural gas and salt brines to create a wide variety of chemical products. The glass industry makes important use of high-grade glass sands found in the eastern panhandle region. Other industries in West Virginia turn out an endless stream of finished and intermediate products—fabricated metals, electrical equipment, textiles, wood products, wearing apparel, tobacco, china, pottery and many others.

Forests and streams play a major role. There are ten million acres of forest land in West Virginia, or 65 per cent of the total land area of the state. Long a leader in hardwood production, West Virginia provides various species of timber for sawmills and manufacturers. The historic streams of the state furnish water for power, industry, transportation, municipal water supplies and outdoor recreation.

Agriculture, too, contributes generously to the state's economy. More than 98,000 individual farms produce apples, peaches, corn, wheat, hay and other crops. The state's production of livestock and livestock products is outstanding, accounting, in 1949, for three out of every four dollars of the total farm cash income. Dairying also is an im-

WEST VIRGINIA FACTS

Admitted to Union June 20, 1863
Area: 24,282 sq. mi.
First Governor: Arthur I. Boreman
Population (1950 census): 2,005,552
Counties: 55
Congressional Districts: 6
Members of House of Delegates: 94
Members of State Senate: 32
Miles of primary highways: 4,889
Miles of secondary roads: 27,715



WEST VIRGINIA FACTS

Post offices: 1,510
Oldest county: Hampshire
Youngest county: Mingo
Smallest county (area): Hancock
Largest county (area): Randolph
Largest county (pop.): Kanawha (pop. 239,629)
Largest city: Huntington (pop. 86,353)
Highest point: Spruce Knob, 4,860 ft.
Lowest point: Harpers Ferry, 240 ft.
Ohio River forms western boundary for 250 miles (at low water mark on west bank of river)

portant activity, while income from poultry and egg production has more than tripled during the last few years.

Transportation services today have little resemblance to those of West Virginia's early history. The state is served by seven trunkline railroads and 23 smaller lines. West Virginia's well integrated highway system now links every county, covering 32,605 miles of primary and secondary roads. Seven West Virginia cities have major airline service and 41 other communities have charter air service and landing facilities.

Based upon the early constitutional requirements for free schools, West Virginia's educational system has kept pace with the state's economic progress. There are now over 4,500 elementary and secondary schools in West Virginia. College facilities are available in every section of West Virginia, the state now having 25 institutions of higher learning, both state and privately operated.

West Virginians always have enjoyed the unique beauty of their mountain homeland. In recent years, the state has become an important vacation area and the tourist trade is assuming major economic importance. Historic resorts like White Sulphur Springs and Berkeley Springs have been in operation since colonial days. West Virginia boasts one of the nation's best state park systems which includes 15 parks and seven forest. The 1,700,000-acre Monongahela National Forest is another important recreation area.

The people of West Virginia, by far the state's most important asset, live in pleasant cities, towns and villages surrounded by the beauty of the mountains, forests and streams. They are rightfully proud of their state and continue to progress in the spirit of their ancestors who so successfully carved a great new state out of the wilderness.

