

POINTED FACTS ABOUT
BRISTOL
TENNESSEE AND VIRGINIA



LOOKING WEST ON STATE STREET, BRISTOL

A COMMERCIAL, INDUSTRIAL, FINANCIAL
RAILROAD AND EDUCATIONAL CENTER
— An Invitation to Capital and Enterprise by the —
BRISTOL BOARD of TRADE

BRISTOL, VA.-TENN.

This city occupies a unique and advantageous position, a careful study of which cannot fail to interest the investor. It is on the boundary line between Virginia and Tennessee, and lies one-half in Eastern Tennessee and one-half in Southwestern Virginia. It is also contiguous to Eastern Kentucky, Western North Carolina, West Virginia and other rich Southern sections. The altitude is especially inviting, being 1760 feet above sea level, and having the advantage of a fine mountain air by reason of its nearness to the great Appalachian range of mountains. This guarantees a climate that is healthful and delightful and free from malaria and the ravages of pneumonia common to some of the more southerly locations. In this respect Bristol challenges all other locations in the country, for the climate is as near perfection as may be found anywhere. Added to this paramount advantage as regards health, Bristol is the natural center of and gateway to an unparalleled wealth of natural resources, occupying a position midway between the great Coal Fields of Virginia and the Mineral and Timber Lands of Tennessee.

Within a radius of 100 miles exists perhaps a greater variety of minerals and timbers than in any similar area in the United States.

The inexhaustible coal fields of Virginia, West Virginia and Kentucky, with thousands of ovens in operation, turning out millions of tons of coke per annum;

The Bessemer iron ores, red and brown hematites, pyrites, manganese, and the famous limestone quarries of East Tennessee;

The gold, copper and mica districts, the celebrated Cranberry magnetic and other ores of Western North Carolina;

The salt wells and plaster banks, the clay deposits, the marble quarries, the coal, iron, barytes, lead and zinc mines of Southwest Virginia—all are embraced within the area described.

A DISTRIBUTING CENTER.

As the natural and accepted gateway to these vast natural resources, which are now feeling the touch of development in a significant way, Bristol is the distributing point for a large and rich area, and consequently offers unexcelled advantages alike to the commercial man and the manufacturer.

The railway facilities are unsurpassed elsewhere in the South. Not only do the railways penetrate the coal, mineral and timber lands surrounding Bristol, thus assuring the prompt and economical delivery of fuel and raw material to the Bristol manufacturer, but they afford also competing freight rates to the great markets of the country.

The fact that neighboring cities have made frequent complaint to rate regulating boards, committees and other bodies regarding our exceptionally favorable freight rates is sufficient evidence that Bristol has the freight rates that tell.

FOUR RAILROADS.

Bristol is the terminus of four railroads, three of which are trunk lines. They are—

The Norfolk and Western, traversing the agricultural, grazing, and mineral sections of Virginia, giving direct connection with northern cities and a deep water outlet at Norfolk.

The Southern, that great system which penetrates the entire cotton belt, affords abundant transportation to southern, eastern and western points.

The Virginia and Southwestern, which taps the richest coal fields in America within seventy miles of Bristol, and makes direct connection for all points north and west with the great Louisville and Nashville system, with which system it enjoys a through traffic arrangement. The Virginia and Southwestern has also a Tennessee division, extending from Bristol to Mountain City, 60 miles, and reaching a rich mineral and timber region, including the celebrated Cranberry magnetic ore mines in North Carolina.

The Holston Valley, which extends in a southeasterly direction to the oak and pine forests of Iron mountain.

Because of these unsurpassed railway facilities, Bristol is in close touch with all of the larger cities. Leaving Bristol at night one may reach Washington, D. C., for breakfast the following morning, or be in Baltimore at 9 a. m. The run to Norfolk is made in a single night. This is true of a trip to Cincinnati or Louisville from Bristol, while Chattanooga is reached within six hours. New York and Chicago are about equidistant from Bristol, and either may be reached by competing railway lines in eighteen hours.

Although provided with all these present railroad facilities, exceptional as they are, there is every indication in a few months more we will, through the great South and Western system, have a direct connection with the Seaboard Air Line, putting us in closer touch with all the South Atlantic seaports; and with new lines now being built by the Virginia and Southwestern Railway have an additional competing line through the South.

BRISTOL, TENN.-VA., POPULATION.

The United States Census Reports for 1880, 1890 and 1900 show:

	1900	1890	1880
Bristol, Va. - - -	4,579	2,902	1,562
Bristol, Tenn. - - -	5,271	3,324	1,647
Total - - -	9,850	6,226	3,209

(Signed) WM. C. HUNT, Chief Statistician for Population.

While the United States Census Report, as published, shows a growth of 100 per cent. from 1880 to 1890, and over 200 per cent. from 1880 to 1900, the City Directory, published in the summer of 1904, gives the population at 14,234, a gain of 4,384 over the United States Report for 1900.

Since 1904 to the present date the increase in population has been substantial, and Bristol and her suburbs now show a population of 18,000, 85 per cent. of which is white.

VOLUME OF BUSINESS

The business statistics show that the volume of business has more than kept pace with the rapid increase of population. The volume of business in 1880 was \$790,800; in 1899, it was \$1,862,000; in 1901, it was \$14,928,000; in 1904-5, it was \$21,789,219.14; May 31st, 1905, to May 31st, 1906, \$25,896,393.17; from June 31st, 1906, to June 31st, 1907, \$31,299,200.

During the year ending June 30, 1907, there was paid out in the Bristol District, for extraordinary improvements, such as the opening of mines, building new coke ovens, securing rights of way and constructing railroads, developing timber properties, and extending and enlarging plants, the sum of \$5,275,524.32.

The pay-roll of Bristol's industries amounts to over two million dollars annually.

Along with the increase in business has come a better class of public improvements. These include vitrified brick streets, fifty miles of broad granolithic sidewalks, electric cars, gas and electric conveniences and parks.

COMMERCIAL, EDUCATIONAL AND INDUSTRIAL POINTERS

Bristol has: 5 colleges, with over 600 students, 2 high schools and 6 ward graded schools with over 3,000 pupils, churches of all denominations, 20 jobbers in all lines, rolling mill, iron furnace, pulp mill, tannery, extract plant, barytes mill, hub and spoke factories, flouring mills, saw mills, shingle mills, builders' supplies factories, machine shops, concrete block plants, clothing factories, cant-hook factory, ice factories, street car system, gas and electric light plant, two modern daily newspapers, and 60 other varied industries.

Bristol is the terminus of the Norfolk and Western Railway, the Southern Railway, two divisions of the Virginia and Southwestern Railway, the Holston Valley Railroad, and via the Virginia and Southwestern Railway, the Louisville and Nashville Railway.

Bristol is the headquarters of the Virginia and Southwestern Railway, and the Holston Valley Railroad.

BUILDINGS

The cost of buildings constructed in Bristol, Tenn.-Va., for 1901, amounted to \$506,428.00; for 1905 amounted to \$675,882.00, and for 1906 it was \$875,130.00.

IRON AND COAL OPERATIONS

As the gateway to the coal, iron and timber resources of a region immensely rich in these resources, Bristol is the headquarters of the Virginia Iron, Coal and Coke Company and the Virginia and Southwestern Railway, which are operating on a capital of \$10,000,000, the former owning ten iron furnaces and other iron industries in the Bristol district. Bristol is also headquarters for more than a dozen other companies, operating in timber, coal and mineral, and each having substantial capital.

The Iron, Coal, Coke and Lumber sales at this point, June 1906, to June 1907, was \$8,731,640.13.

IRON AND WOOD-WORKING OPPORTUNITY

These facts emphasize the importance of Bristol as a place for successful and profitable manufacture. There are many lines of manufacture that could be carried on here with profit, and Bristol is especially inviting for iron and wood-working plants, and for small manufacturing concerns whose products are sold through jobbers. Because of the abundance of fine timber, and the number of large lumber mills located here and adjacent to Bristol, wood-working concerns and manufacturers of wood novelties could not find a more inviting place in which to do a manufacturing business. The sale of Bristol manufactures, June, 1905, to June, 1907, was \$9,460,000.00.

BRISTOL'S WHOLESALE INTEREST

No single feature of business has developed more successfully than has her commercial interests. The excellent shipping facilities afforded and the development of mining and timber interests in the surrounding country have built up here an extensive wholesale business, representing every line of the trade. Enterprising business men have pushed Bristol to the front as a commercial city, and now half a dozen southern states are liberal patrons of the wholesale firms of Bristol. The sales of Bristol jobbers, June, 1906, to June, 1907, amounted to \$7,652,000.00.

BANKS

Bristol has five banks, clearing June 30th, 1906, to June 30th, 1907, \$45,535,470.72.

AS A HOME

In all ages and in all parts of the world the strongest human tie has been, and ever will be, the "Home." The poet says, "Home is the sacred refuge of our life."

And that is one of the many advantages that Bristol offers. A country home with city comforts and advantages. Here one can have his home amid grass, flowers and trees, hear the singing of the birds and in a few minutes reach with ease and comfort his place of business. Here the children can be educated in schools and colleges, fitting them for any calling in life, and while securing their education have the advantages of home-life, training, and home influences. Here, at small expense, a comfortable house can be secured from each of the four sides of which the sunlight and the pure mountain air can enter, and where the dwellers can feel that they have the earth beneath and the blue sky above, and not feel that they are crowded with tenants above, below and on all sides of their home.

Strangers visiting Bristol often comment on the small number of policemen they see, and noting the good order prevailing, have often asked the cause. The explanation is that the great number of churches, schools, and colleges have made and keep this city one of the most moral, orderly and law-abiding communities in the land.

This high moral tone has caused the citizens of Bristol to subscribe this present summer, fifty-four thousand dollars with which they are now building one of the finest Y. M. C. A. buildings in the South, which, when completed and equipped, will cost nearly seventy-five thousand dollars.

The electric car lines run to the extreme limits of the city.

The soil is so rich that with but little effort the kitchen garden can be made to yield all the small fruits and vegetables of the temperate zone in abundance.

Here, then, the laborer, the mechanic, the professional man, the merchant, the manufacturer, the banker, can raise and educate his family, thus keeping them with him at home, in comfort, safety and happiness until the children have reached that age that their training is complete, their habits fixed and when they can in safety start out alone.

Here one can more fully understand the psalmist when he sings, "He maketh me to lie down in green pastures, he leadeth me beside the still waters."

ATTRACTIONS

Bristol is situated in a most picturesque region of mountain and valley, and with a climate that is the acme of perfection, its scenic beauties have a special charm.

The Natural Tunnel, one of the world's greatest natural wonders, is within a few hours' ride on the Virginia and Southwestern Railroad.

Abram's Fall, a charming water scene, is within a few miles.

Holston River, with its beautiful valley at the foot of Iron Mountain, and with park and pavilion, is reached by the Holston Valley Railway, within a few minutes.

Roan Mountain, with an altitude of 6,393 feet, is but thirty miles distant, while Cranberry and the rich magnetic ore district is reached by the same route.

Mineral Springs, to the virtue of whose waters thousands attest, abound in every valley.

In a speech delivered before the Bristol Board of Trade March 23, 1904, President L. E. Johnson, of the Norfolk and Western Railway, in the course of his description of this region, said:

"Between these mountains which run like huge veins northeast and southwest, lie the farms, and nestling up, even toward their summit, are fertile coves of land. We find everywhere the thickest of blue grass and the brightest of waters. No soil in America can produce a greater and more succulent variety of every cereal, fruit and vegetable that go to support animal life.

"Above it is a sky as heavenly blue as that bending over the Mediterranean coasts, and sunsets as gorgeous as a painter's dream; bathing all this goodly land is an atmosphere pure, dry and bracing.

"All along this section's northwestern border beginning at Cumberland Gap and extending down to the great Flat Top Mountain are the greatest soft coal measures yet discovered in the world, while over to the south are the iron, zinc and lead ores of the Cripple Creek and New River basins.

"Everywhere throughout this favored land are perennial waterpowers, sufficient in volume to turn millions of spindles."

One might almost think that the inspired law-giver had this section of our country in his mind when, in the eighth chapter of the last book of the Pentateuch, he said: "A good land, a land of brooks of water, of foun-

tains and depths that spring out of the valleys and hills; a land of wheat, and of barley and vines, and fig trees and pomegranates; a land of oil, olives and honey; a land wherein thou shalt eat bread without scarceness; thou shalt not lack anything in it; a land whose stone are iron and out of whose hills thou mayest dig brass." At this time the whole world is on the threshold of a period of advancement in material affairs; and necessarily, of a higher range of prices and of an advance in wages such as has never been known. At such time it behooves all people who are not satisfied with their location and with our own people to broaden their horizon and to be leaders in reaping the rich harvests of this heaven-favored section, the equal of which is not found elsewhere on earth.

Twenty-six passenger trains arrive at and depart from Bristol's handsome Union passenger station daily.

ENTERPRISES BRISTOL NEEDS

Notwithstanding the many substantial things Bristol has, they are insignificant when compared with what Bristol, with her resources, facilities and labor conditions, can handsomely sustain. Among the enterprises needed here, and which would yield a handsome profit are: Furniture factories, shirt and collar factories, wheel factory, hame factory, piano factory, mantel factories, stove manufacturers, wagon factories, buggy factories, woolen mills, cotton mills, knitting mills, plow factories, desk and school furniture factory, hub factory, paint factory, cracker factory, candy factory, broom factory, tack factory, cant-hook and logging outfit factory, and a variety of iron and wood-working plants, and as the mountains and valleys surrounding Bristol are filled with sheep and our nearness to the cotton fields, Bristol offers exceptional opportunities to both cotton and woolen textile industries.

Bristol is well supplied with reliable, expert and common labor. Never had any labor trouble.

Bristol, through her Board of Trade, extends a welcome to capital and enterprises and invites correspondence with the manufacturer seeking a location or contemplating a change and will assist in any reasonable way all first-class worthy enterprises.

HON. JNO. W. PRICE,
President

FLOYD H. ROBERTS,
Treasurer

W. H. COX,
1st Vice-President

T. W. PRESTON,
Assistant Secretary

N. B. REMINE,
2d Vice-President

For further information, address

J. B. PETERS, GENERAL MANAGER AND SECRETARY,
18, 5th Street, Bristol, Virginia-Tennessee.

GENERAL MANAGER'S ANNUAL REPORT

Mr. President and Members of the Boards—

Facts about Bristol and Bristol district of today are among the most interesting facts of the South's great growth.

They record deeds accomplished, notable in themselves, given marked emphasis when compared with the results and activities of other parts of the country, and of unparalleled significance when viewed against the situation a few years ago.

These facts cannot escape the attention of men of affairs, financiers, manufacturers and students of economics.

They will stand forth, whether they bear upon the present or the immediate past, and they must be known if one would gain the right perspective from which to study the potentialities of the future.

The material progress of Bristol during the past year is strikingly illustrated by its results during that period.

The report for the fiscal year June 30th, 1906, to June 30th, 1907:

Gain per cent.
over same period
last year.

For the year 1906 and 1907:		
Iron, Coal and Coke, and Lumber.....	\$ 8,731,640.13	15.8
Manufacturing	9,460,000.00	18.2
Jobbing	7,652,000.00	26.4
Retail Merchandise and Hotels	4,985,560.00	26.2
Law, Medicine, Dentistry, Schools, Newspapers, Street Railways, Telephones, Electric Lights and Gas.....	470,000.00	26.2
Total	\$31,299,200.13	
1906-1907 Railway Earnings (Bristol proper)	\$ 2,446,254.60	25.6
1906-1907 Post Office Receipts	47,624.75	19.6
1906-1907 Value Buildings (land value not counted)	5,225,788.00	16.7
Buildings under contract and construction, June 30th, 1907, not included in above	200,000.00	
1906-1907 Real Estate Sales	475,000.00	5.7
Banking, Comparison of the totals due depositors by the banks of Bristol, Tennessee-Virginia, on dates named below:		
Total Deposits June 30th, 1905.....	1,365,232.30	
Total Deposits June 30th, 1906	1,947,720.30	
Total Deposits June 30th, 1907	2,349,289.99	20.6
Clearings:		
June 30th, 1904, to June 30th, 1905	26,499,671.35	
June 30th, 1905, to June 30th, 1906	36,406,717.72	
June 30th, 1906, to June 30th, 1907	45,535,470.72	25.0
1906-1907 Internal Revenue	911,168.54	19.4
Average increase per cent.		20.4

During the current year there has been paid out, in addition to the above, in the Bristol district, for extraordinary improvement, such as the opening of mines, building new coke ovens, securing rights of way and constructing of railways, developing timber properties, extending and enlarging established plants, etc., \$5,275,524.82.

Within the past few years Bristol has made certain definite accomplishments, among which may be briefly summarized the following as a few of the more striking facts:

It has demonstrated beyond question its ability to increase its manufacturing output.

It has demonstrated that it is the headquarters for hardwood lumber traffic. That it is a potential quantity in the coal, coke and iron market.

It has demonstrated that it is daily increasing and adding to its already large jobbing trade, and that it is a recognized educational center.

A very few years ago it was a question whether Bristol could ever hope to be a jobbing and manufacturing center that could compete with other larger and nearby competing points, while today it is a question whether these competing points can successfully compete with Bristol.

Marked as has been the advance in the jobbing line, the growth of her manufactories has been fully as rapid, and with this her banking facilities have kept well in advance, always providing ample means to safely conduct her business.

Of material factors the railroads of this section have been the most powerful in bringing it to its present strong position.

It is largely to their immediate work that the development of the jobbing, the manufacturing, the lumbering, and the iron, coal and coke interests has been due.

When we remember that about one-half of the standing timber in the United States is in the South, that iron ore and coal are in almost unlimited supply, and, owing to their proximity and to the low cost of mining, pig iron can be made here at a smaller cost than any other part of the country, if not the world, it is not an exaggeration to say that Bristol and Bristol district have greater advantages, such as mineral, timber, manufacturing and agricultural potentialities, than any other section.

Its competing railways is a guarantee of the lowest freight rates. It has a climate that reduces the cost of living to a minimum, and is conducive to comfort, good health and long life.

It has all the mighty factors to insure prosperity, and it has fewer disadvantages than any other equal area.

It can produce nearly everything, from the widest range of agricultural growth to the widest limit of manufacturing and mining diversity, at the lowest cost.

It is a well watered country with a regular and abundant rain fall.

The statistics which tell in cold figures what Bristol has done and is doing, invite capital to bring its surplus money into this most profitable field on earth for investment. Invites, but does not beg, for with the right to say we are independent, we can stand alone.

We have accumulated enough of money and of experience to insure a great and steady advance, but so vast is the field, so sure are the returns, that

for the good of the investor, as well as for our own good, we bid you welcome, that all may share in the utilization of these vast resources.

Here lies Bristol in a region of which there is no duplicate. Here is ample room for an unlimited number of people to have the best conditions for the enjoyment of life, the building of homes, the education of children, the development of business and the creation of wealth.

POWER PLANT

The success of manufacturing and transportation is largely dependent upon cheap power.

With progressive improvements in transmission facilities, electric power generated by waterfall is much the cheapest and best known, and is constantly becoming more important.

Our neighboring cities are rapidly securing this cheap power, and it behooves Bristol to encourage in all reasonable ways the development of the Fish Dam, or some other equally as good proposition, if we would meet successfully all competition and keep abreast of the times.

In looking over your bank statements you will find that they have large capital, good surpluses and large deposits, which mean that you are well equipped financially.

The manufacturing and mercantile institutions are in most healthy condition.

Your transportation facilities are unexcelled.

And while there has not been any trouble in the field of labor in this section, yet it would be wise to join other communities in encouraging that class of immigrants who are imbued with an earnest desire to better their condition and who will make good citizens.

Agriculture is the basis of the wealth of America, and earnest efforts should be made to better the condition of the highways, that the product of the farms can be more cheaply marketed, and which would induce other farmers to come into this section and locate. We have an abundance of rich, tillable land that is not cultivated, every acre of which should be producing to its fullest capacity, all of which would go for the betterment of your city and community.

Since the organization of your Board of Trade there have been brought to Bristol nineteen large industries, whose combined capital is nearly \$2,000,000.00, in addition to the many enterprises that have sprung up as a result of local capital organizations.

During the same period fourteen additional jobbing houses, covering every branch of the trade have been established with a combined capital of about \$1,000,000.00. Also several large lumber companies have been located here.

Since our last report, The Washington Trust and Savings Bank, The Bank of Bristol, The Dixie Bottling Works, the new and enlarged Wilkinson plant, The Holston Bottling Works, the Womack cannery and the Eagle Overall Company have been added, with capital of \$500,000.00. The jobbing trade has added the Faucette-Peavler-Pemberton Shoe Co., the J. J. Hager Dry Goods Co., and the Masengill Drug Co., with aggregate capital of about \$300,000.00. The Dixie Tannery, the Holston Extract plant,

the Barytes Works and the Bristol Door & Lumber Company have expended much money in greatly enlarging and modernizing their large plants.

Additional and better railway train service was secured. The Business College was retained and improved. The new hotel is well under way. The electric power plant is assuming shape, and the modern opera house is almost in sight.

The past few years of my life have been spent in Board of Trade work, and it is because that I have mixed with our people and have seen and known the business conditions, that I am so hopeful and so much of an optimist.

A man's forecast of the future depends on the spectacles through which he looks. They may be colored by his immediate surroundings, but mine are bright and clear, made so by personal interviews with our brightest and leading active business men.

I herewith return my thanks to those who aided me with information for this statement.

J. B. PETERS,

General Manager and Secretary

