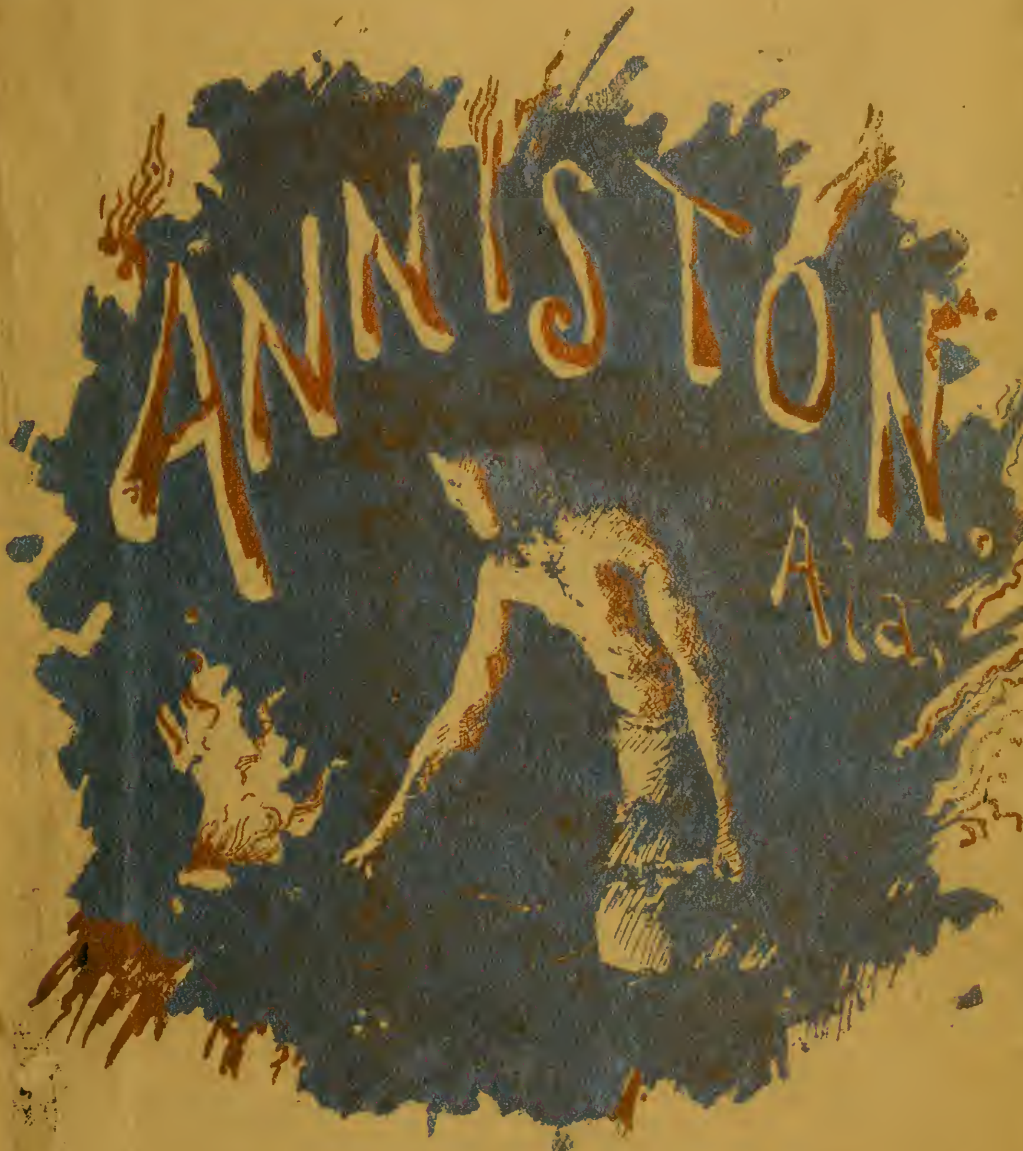
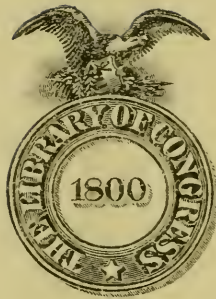


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Members will please send their Circulation  
any one of their Constituents who are interested  
Southern enterprises and seeking information on!



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ANNISTON,

“THE MODEL CITY OF THE SOUTH.”

A DESCRIPTION OF

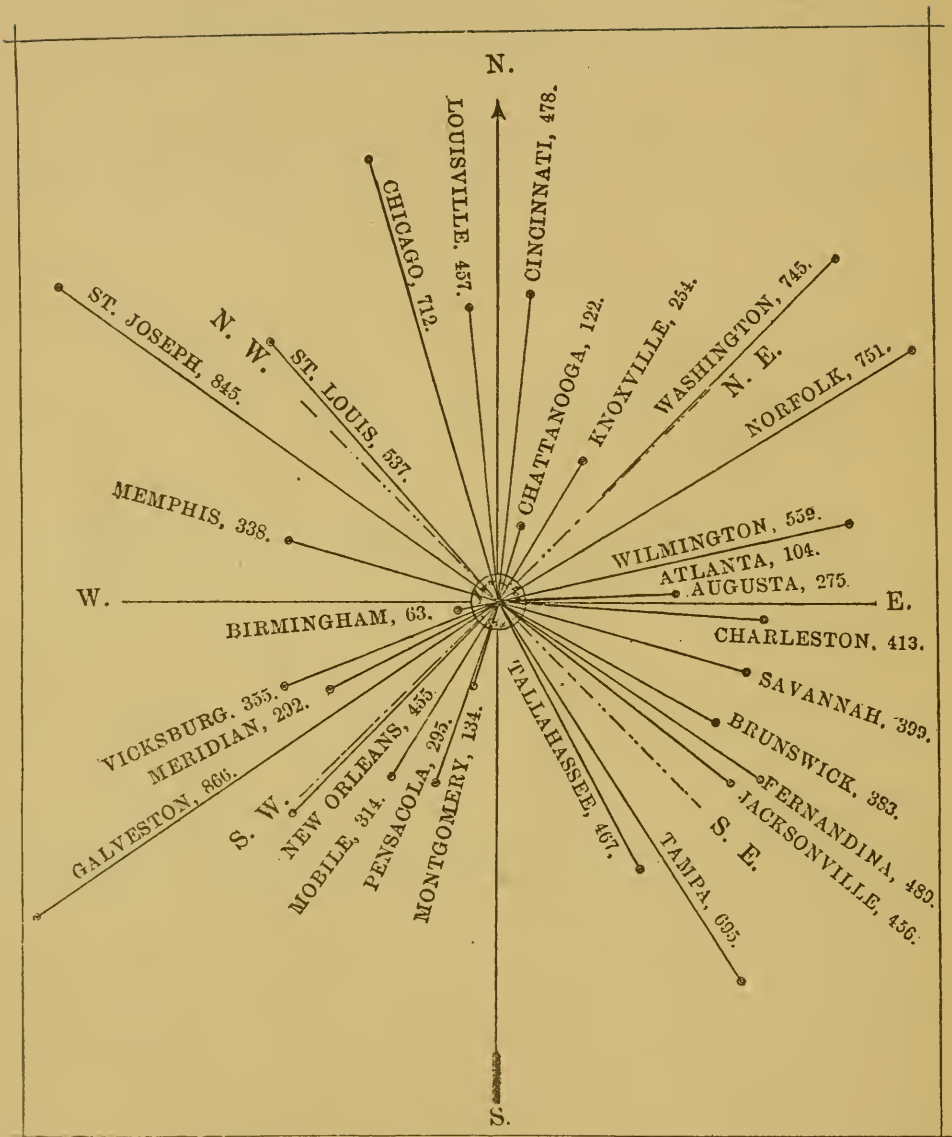
ANNISTON AND ITS SURROUNDINGS,

TOGETHER WITH A DETAILED ACCOUNT OF ITS

IRON INTERESTS, MANUFACTORIES AND OTHER INDUSTRIES.

COMPILED AND PUBLISHED BY THE  
GOVERNING COMMITTEE OF THE BUREAU OF INFORMATION  
OF THE CITY OF ANNISTON, ALA.

OCTOBER 1, 1887.



FROM ANNISTON AS A CENTER POINT, SHOWING RELATIVE GEOGRAPHICAL POSITIONS, AND ACTUAL RAILROAD DISTANCES TO PLACES INDICATED.

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# INTRODUCTION.

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The object in the publication of this pamphlet is to represent to the public, in as few words as possible, the advantages of the city of Anniston both as a manufacturing and a commercial point; and in presenting the facts contained in the following pages, we do so feeling confident that they will bear us out in the assertion that no city or town in North Alabama can excel it as a manufacturing center, or equal it in healthfulness, equability of temperature, cleanliness, beauty of location, school facilities, enterprise of its citizens, and in such other advantages as have by common consent given it the name of

## “THE MODEL CITY OF THE SOUTH.”

To those who are seeking a new location for manufacturing, we can say that our supply of iron, coal and timber is unlimited; that beautiful and convenient building sites are reserved for manufactories, and that our railway facilities are so complete as to bring all parts of the country within reach, at a minimum rate. To merchants and professional men, that the rapid increase of our population and manufacturing industries within the last six months, and the projects now being perfected, promise us such a further increase in population as to make success in your callings a certainty. To the mechanic and skilled artisan, that up to the present time our manufacturers have been obliged to seek their employees in all parts of this country and Europe, and have never yet been able to engage a sufficient number to supply the requirements of their business, and that hundreds can now find permanent employment at remunerative compensation. To the laborer, that thousands are wanted at once to complete the railroads, buildings and street improvements now under way. To those with moderate means as well as to the capitalist with his millions, that the field for enterprise is unlimited, offering to skill and perseverance as well as to capital their proportionate reward; and to all others, that no one need be idle here, our Furnaces, Car Works, Rolling Mills, Pipe Works, Machine Shops, and other works of all kinds, pushed to their ut-

most capacity, offer employment to thousands. Many of our citizens who have acquired great wealth in making and manufacturing iron, and who are large owners of real estate in and adjacent to the city, have been most liberal toward all parties who have come here to start new enterprises, and they are still ready to do all in their power to advance the interests of the place.

Our population is made up of people from all parts of the country, the Eastern and Western States being represented as well as the Southern, and no matter from what section of the country he comes, the stranger will find a welcome.

There has been and still is speculation in Real Estate, the result of our rapid increase in population and manufactories, but there is no effort made to excite a "boom," as our belief is that it is best for the interests of all concerned that values should be controlled by what *is*, rather than by what *is to be*. The safety of investments, however, with every prospect of increase in values, is beyond question, and it is only necessary for one to look at us with unprejudiced eyes, investigate the solidity of our foundation, and to make a mild estimate of what we are to be in the near future, to become convinced that we are not extravagant in predicting that the growth in population and wealth will be equal to that of any city in the South.

We invite a careful perusal of the following pages, and should any additional or more detailed information be desired, a letter addressed to us will receive a prompt reply.

GOVERNING COMMITTEE,

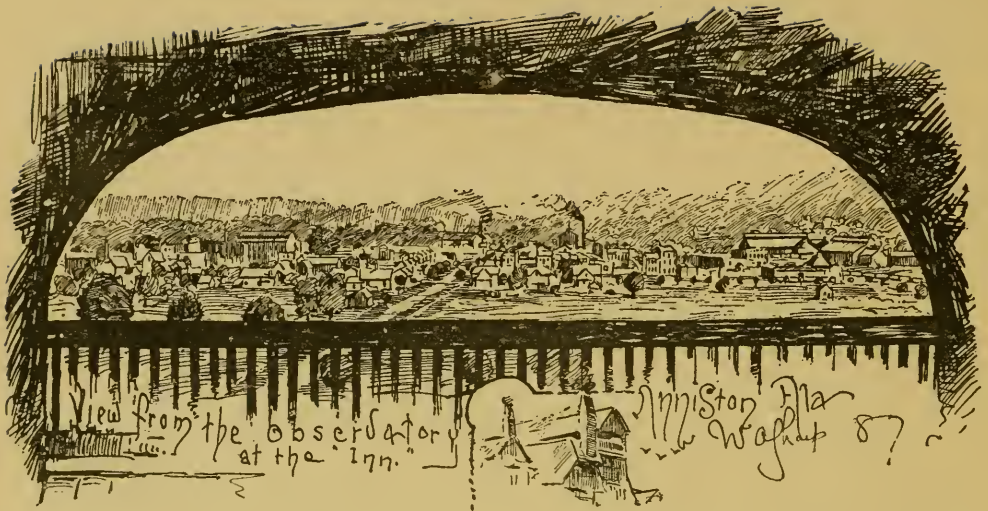
BUREAU OF INFORMATION.

# NORTH ALABAMA.

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North Alabama to-day presents a scene of unusual activity, the result of years of struggle to bring her great mineral wealth into use. The lands heretofore looked upon as of little value are now producing iron ore and coal with which to feed her furnaces; new furnaces are being erected in many parts of the iron district contiguous to the ore beds and railroads; manufactories are being erected everywhere, and altogether a spirit of enterprise and progress is shown very much to the credit of people whose attention heretofore had been directed almost exclusively to agriculture. They have grasped the situation, and are displaying great skill and energy in developing the wonderful mineral riches with which they are blessed, and are urged on by the ambition of making this the great iron producing State of the country. It now ranks as fourth, and if the increase continues as heretofore, it will within a short time rank second only to Pennsylvania. We have demonstrated in the principal metal market of that great State that we can ship pig iron to that point, and, notwithstanding the freight charges, compete with her products both in price and quality. This fact has encouraged the building of great manufactories, foundries and forges, by our own people, and as capital always seeks the locality where the principal commercial commodities can be produced with the greatest profit, it is reasonable to suppose that our industrial development within the next few years will be unprecedented. We have demonstrated beyond question that our iron is made at a lower cost than in any other part of the country; it is beyond question that our mineral resources are equal to the greatest demands which can be made upon them for centuries to come. With these facts before us, proven, it is not unreasonable to predict that North Alabama will not only manufacture iron for all the Southern markets, but become a dangerous competitor of the Northern manufacturers, not only in their own markets, but in course of time, in those of Mexico and South America.

Mines of iron and coal have been and still are being opened all through this region, many furnaces are now in blast and have been for some years, and a great many more are in process of construction, sufficient to more than double the present product. These rich developments and the shipment of iron to Northern markets to be sold in competition with metal made there, have attracted the attention of shrewd iron masters, and their recognition of the advantages of this State for the production of iron, has encouraged in-



vestments in mineral lands, furnaces and manufactories of all kinds, and has induced many others to consider the advantages of moving their plants to the locality where they can get the raw material at first cost. It has also attracted the attention of capitalists, mechanics and laborers, and many have already found new homes and occupations in the different towns which have become known by reason of these recent developments, and many more will follow.

To those who contemplate seeking new fields for their enterprise and capital, where the opportunities for investment and employment are unequaled, we desire to present the favorable advantages of Anniston, a city which combines all the elements of a business center, together with the refining influences of beauty of location, healthfulness, and educational and church facilities of the very first order.



# ANNISTON

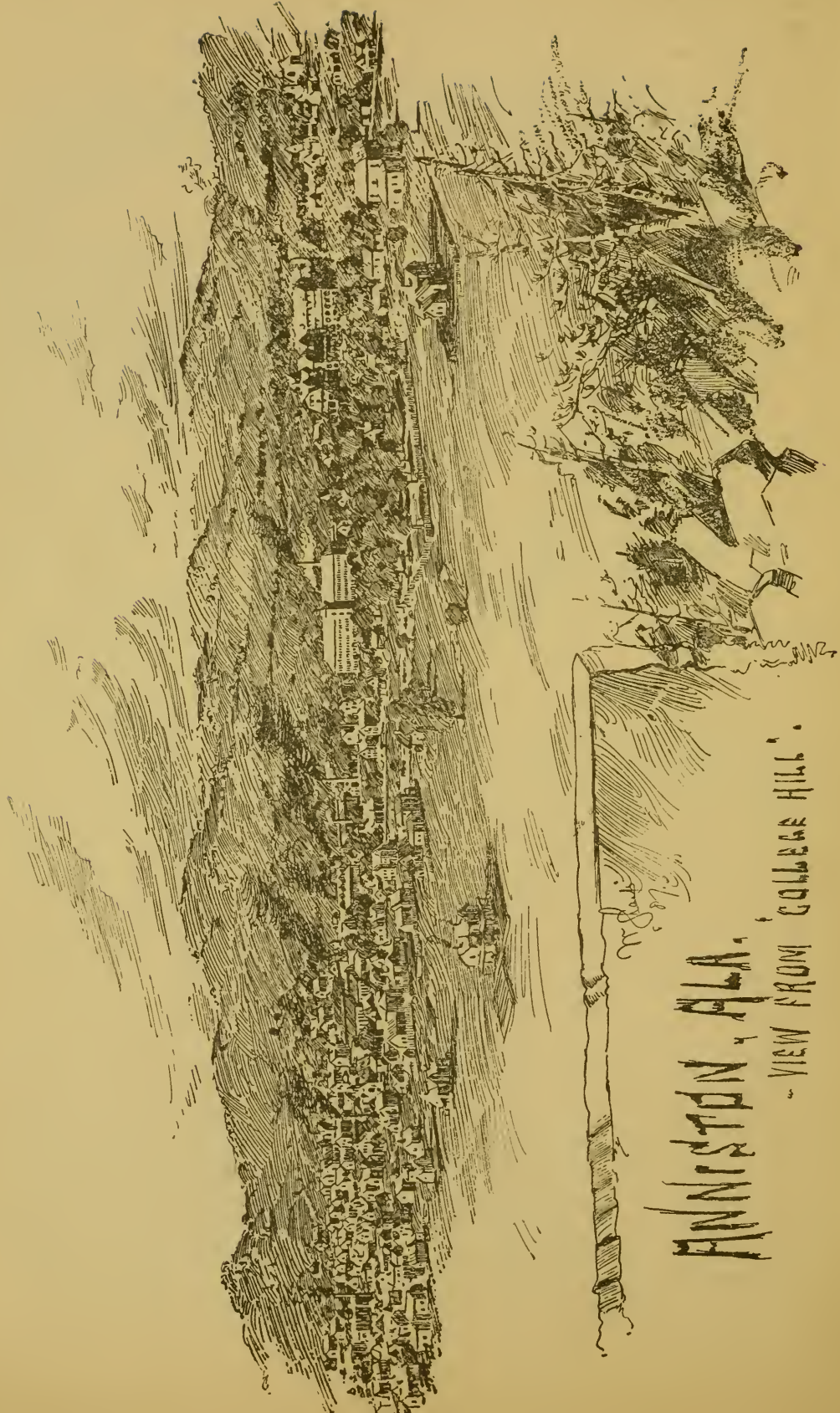
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ANNISTON is located in the Northeastern part of the State, sixty miles from Birmingham, one hundred miles from Atlanta, and is within easy reach of all the coast and Northern cities. It is situated on the main line of the East Tennessee, Virginia and Georgia Railroad, at the crossing of the Georgia Pacific Railroad. The location is beautiful and picturesque, being in a valley at the foot of Blue mountain, a chain of the Blue Ridge. It is one of the highest points accessible to railroads in the State, commanding a view of unexcelled grandeur. The property, prior to 1883, belonged exclusively to the Woodstock Iron Company, a corporation organized by Messrs. Samuel Noble and Daniel Tyler, and was by them held from the outside world, not through

any feeling of exclusiveness nor any desire on their part to control the trade of the city and the surrounding country, but simply to lay the basis of a city in the proper way; to so arrange its drainage that when it became a great city there would be no trouble in keeping it clean and healthy; to lay off its streets in a manner systematic and properly proportioned, and to macadamize them that they would afford safe and pleasant drives. Not only was all this done but a great deal more, which could not have been accomplished in any other way. In 1883 the city was thrown open to the public, with better streets, sidewalks, parks, shade trees, water works, schools, churches, hotels, etc., than any city in the State of ten times its size. These were built by the company and did not entail one dollar of debt to the city. All the local improvements and the three railroads brought to the city, were accomplished without any expense to the present population. At that time a number of business and residence lots were sold to parties attracted here by the beauty of the place and its promises of future greatness; by them many improvements were made, and many business enterprises organized. But the business stagnation which was felt all over the country at that time was felt here also, and for several years the growth of the place was very slow. But as soon as trade revived and the attention of the outside world was drawn to the richness of this country, Anniston suddenly sprang into prominence, and in the race for prosperity, has left all her competitors far in the rear.

By acts of the State legislature, Anniston is an incorporated city and a



ANNISTON, ALA.  
VIEW FROM COLLEGE HILL.

*W. J. ...*

*1872*

separate school district. The schools are controlled by the Mayor and Common Council, and for the population are the largest and most flourishing public schools in the State. In addition there are two pay schools for boys and girls.

#### THE CLIMATE

is well balanced, and has no equal in the South for moderate temperature both in summer and winter. The highest degree of heat registered at the Inn during this last summer—the hottest known for years—was ninety-two degrees, which was ten degrees lower than that reported by any town in the State. The nights are always cool and refreshing, even during the warmest season of the year.

#### AS A PLACE OF RESIDENCE

Anniston combines with the unexampled advantages as a manufacturing and business center, all that can be desired to make up the attractions of a delightful and healthy home. The site of the town possesses every feature that an experienced engineer would desire in selecting a perfect location. The beautiful valley in which it is situated lies 800 feet above tide water, slopes from the east and west to the center, with a gentle fall toward the south, affording the most perfect natural drainage, and the Blue mountain range towering 1,000 feet above the valley, with its picturesque slopes presents the most attractive building sites, from which the eye is delighted by long stretches of beautiful scenery and extended views of the country beyond, to a distance of thirty miles or more. The great essentials of a good home are *pure air, good water and a salubrious climate*; all of these are to be found here. The air from the pine-clad mountains, sweeping over upland valleys and table lands, is pure and invigorating; pure and sparkling water from the mountain ranges is obtained, while the climate is delicious the whole year. These advantages, with freedom from malarial influences and from mosquitoes, its equable climate, free from the rigorous winters of the North, and from the oppressive heat of less elevated localities of the South, make it in point of health and comfort, equal to any locality on the continent. In addition to the natural charms, everything that could contribute to the attractiveness of the city has been done. It was completely surveyed and laid out before a house was built, and the streets, broad and level, were planted with shade trees, and macadamized with crushed slag from the furnaces, rolled down to a perfection of hardness, splendid for riding and driving.

The city is lighted by electricity, the streets, hotels, opera house, churches, furnaces, etc., being illuminated by the Brush system. There is a fine system of public schools. There are churches of all denominations, besides those for colored persons. The stores are fine, solid, commodious brick structures, some with handsome iron fronts and large plate glass show windows. One is struck with the neat, clean, well-to-do appearance of the business houses, and the entire absence of the small wooden shed and shanty style of building so often seen in towns the size of Anniston. The merchants are brisk, live and vigorous, and are busy and prosperous. There is an air of thrift pervading everything. The residents from one end of town to the



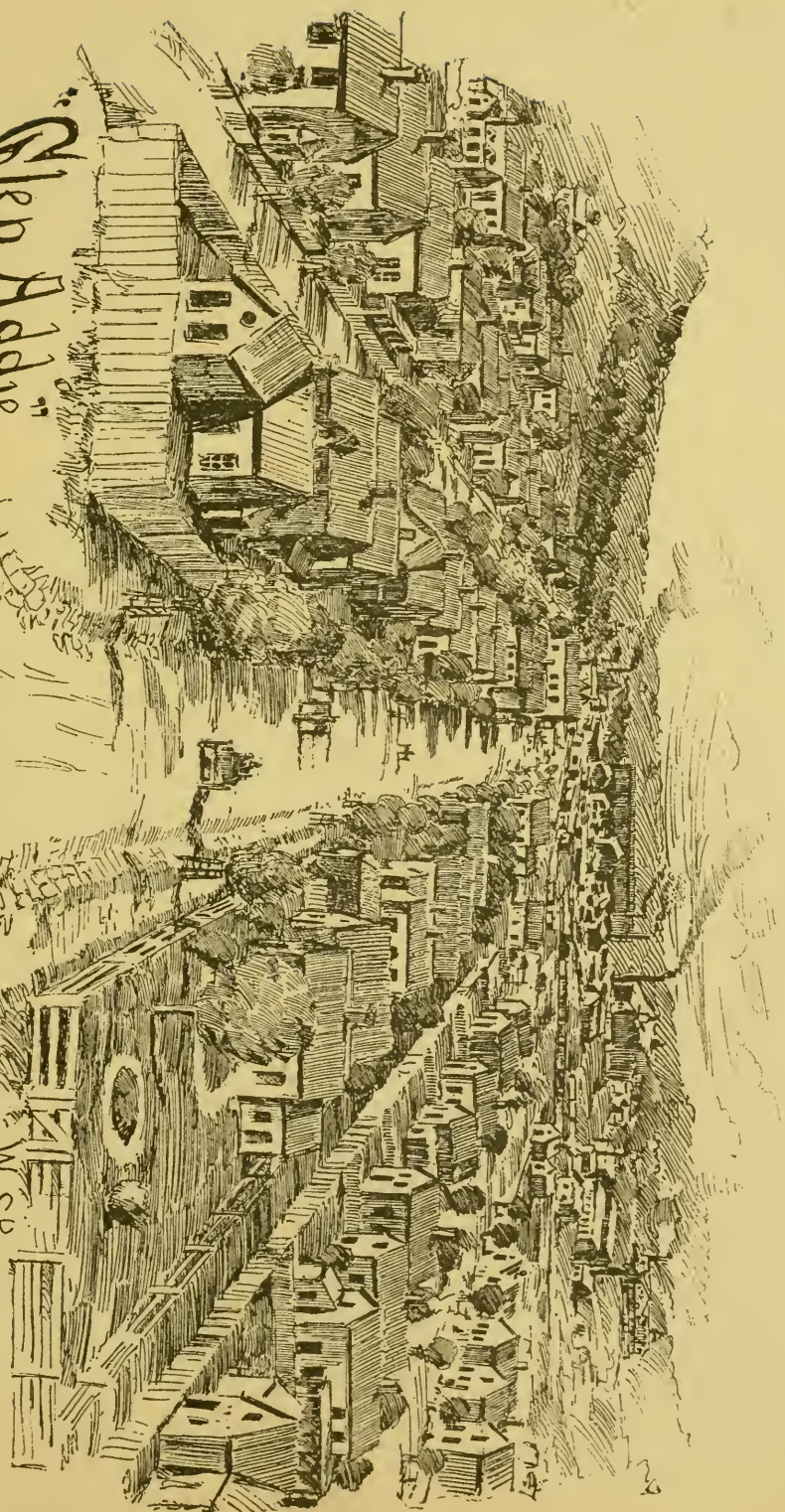
View of  
Works - from the west -  
Appistop, Fla.

1887  
A. J. [Signature]



“Glen Addie”  
the home of the operators -

W. S. Peck  
Aniston - Ala.



other seem imbued with a sense of cleanliness, neatness and order. Everybody seems proud of the town and anxious to do his part toward keeping up its reputation. In and around the city are many beautiful residences, having extensive ornamented grounds, and provided with all the conveniences and luxurious appointments which wealth can command. There are suburban locations for the families of the men employed in the shops and factories, and another where the homes of the colored people are gathered—all laid out regularly and made attractive by the neat style of cottages, surrounded by grass plats and flower beds. The extremely comfortable style in which these cottages are finished, demonstrates the fact that the manufacturers are solicitous of the welfare of their employees.

One of the most attractive features of the city, to the traveler and visitor is

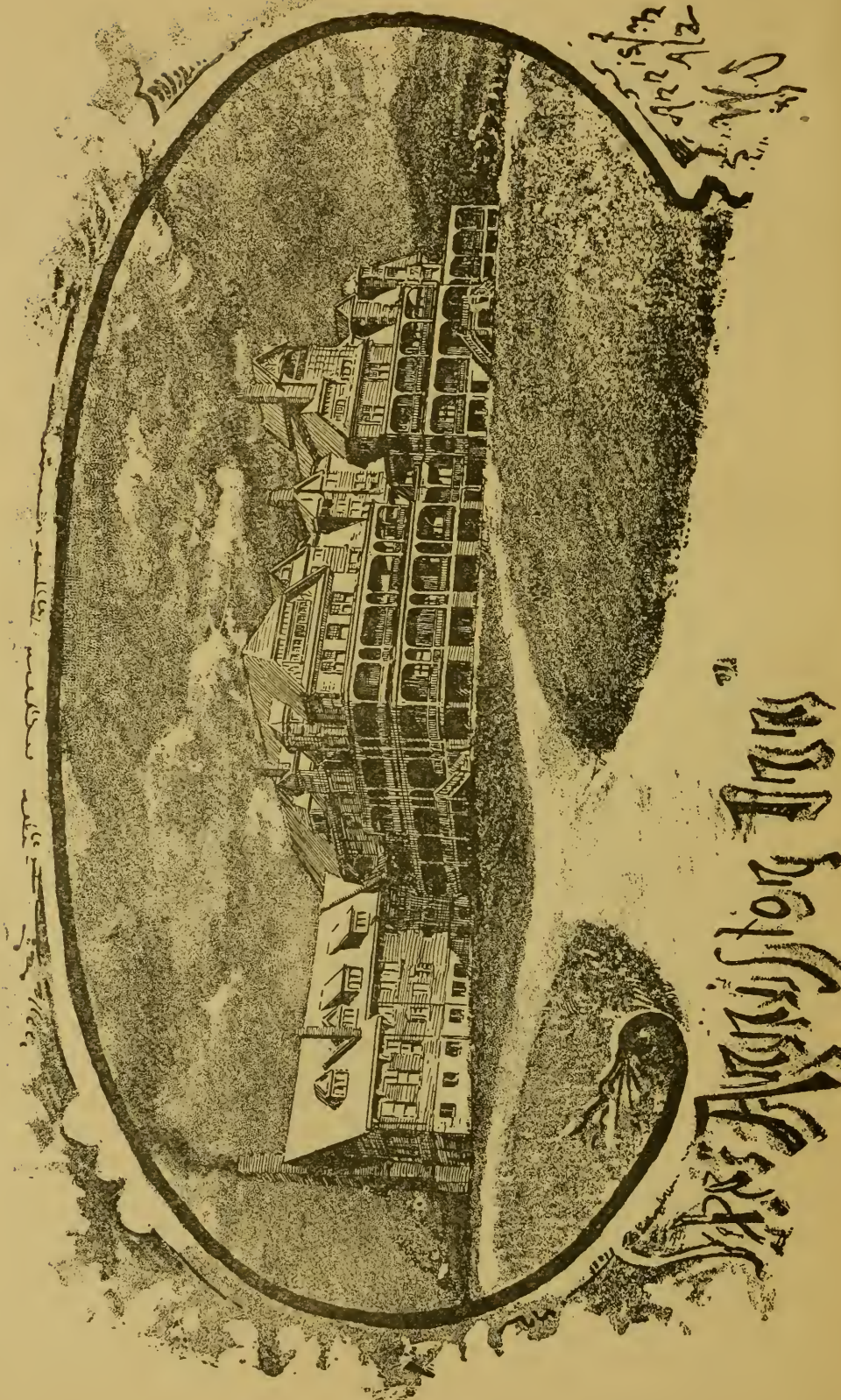
#### THE FAMOUS ANNISTON INN.

This is a building deserving special mention. It was commenced in the fall of 1884, and finished and opened to the public in April, 1885. It has been pronounced the completest hotel in the South, and no man who has not seen it has a right to dispute that claim. It is a graceful specimen of Queen Anne architecture. Its very appearance is an invitation to rest and ease. The wide verandas extending entirely around the first three floors indicate easy chairs and delicious breezes as far as they can be seen. The approach to the inn is past a twenty-acre lawn, and up the graveled walks which wind their way through luxuriant blue-grass, to the broad stone stairway at the main entrance. The interior of the Inn more than fulfills the expectation awakened by its external attractions. It is simply perfect in all its appointments. The interior finish is of solid wood polished like satin, and relieved by unique tiles and rich tapestry. The square windows with their stained glass and artistic draperies soften the scene with a peculiarly fine effect. The parlors are magnificently furnished, and offer many tempting devices for the ease of the occupants. The bed rooms are large and perfectly ventilated, and from the second to the fifth floor are furnished in equal style and taste. But the most beautiful apartment in this elegant establishment is the dining room. Its walls are of oak, with exquisitely carved ornaments and the finest attainable polish. The glowing arches which span it in three places and the exquisite inlaid work which shines about the windows in various designs are among the many things to admire in this royal room. Its tables are furnished with the clearest crystal, the brightest silver and the most beautiful china. The menu is in keeping with the elegance of the table settings. The entire house is lighted both with incandescent electric lights and with gas. It is kept in every respect up to the metropolitan standard, and is under the superintendence of Mr. Harry Hardell, a well-known Philadelphia hotel man. From the verandas of the hotel a superb view is had. The breezes sweeping constantly through the wide arches and the fluttering curtains make the Inn a most tempting summer resort, and it is arranged to be kept warm and cozy in winter, so that whenever the traveler finds shelter beneath its roof he can be comfortable and happy.

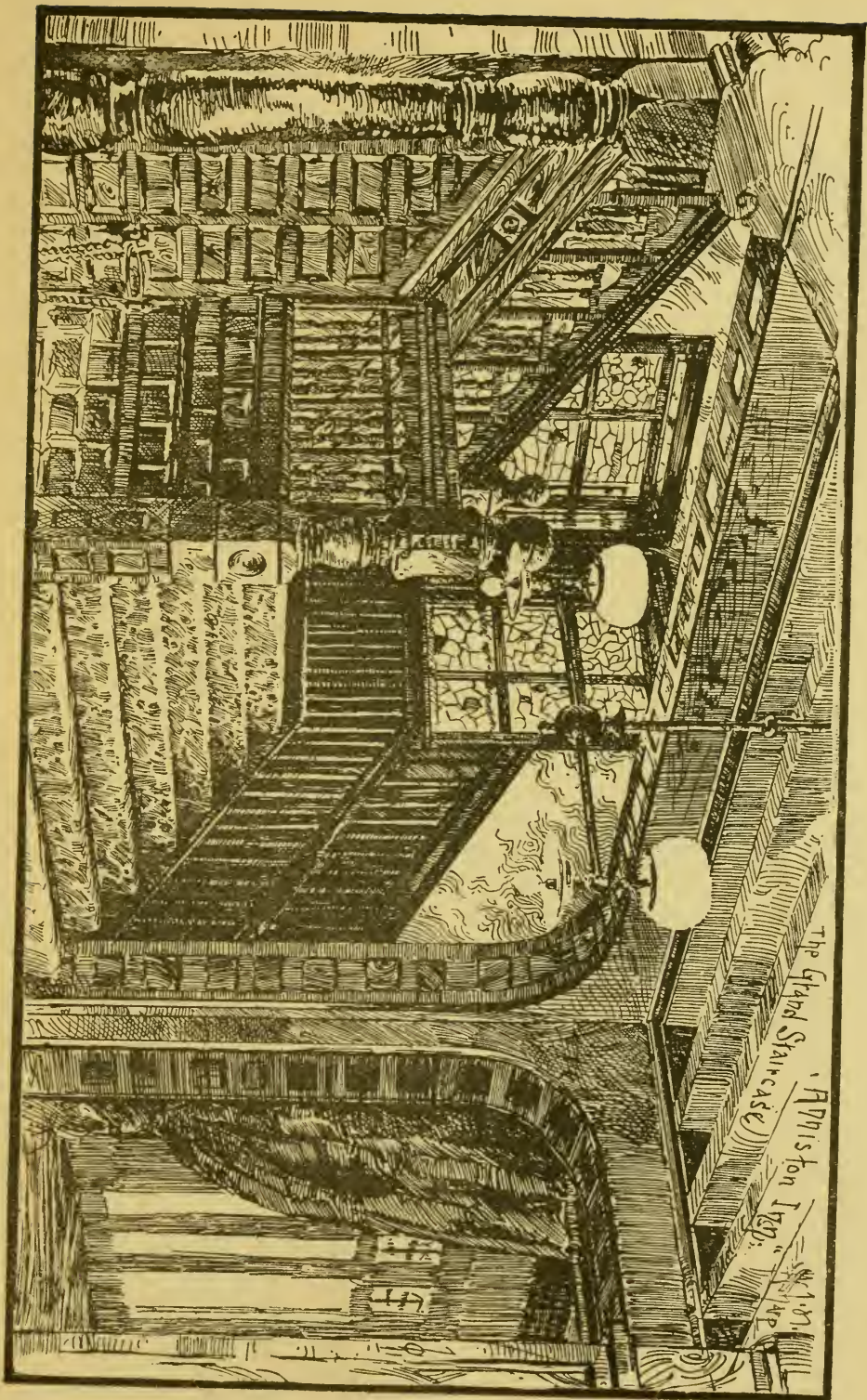
MOBE STREET  
1912



1912



Wm. H. Smith



The Grand Staircase  
Appiston Inn  
1.1.11

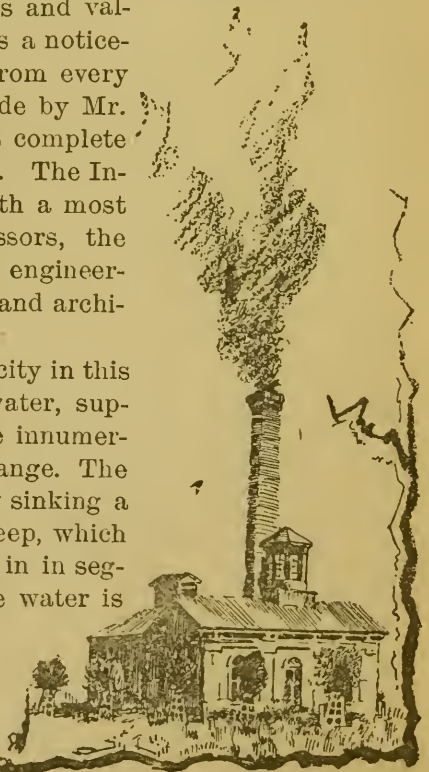


The two pay schools already mentioned are worthy of special notice, not only as being models of architectural beauty, but as the munificent gifts of Samuel Noble, Esq., the founder of An-niston—a man of indomitable energy, extraordinary sagacity and ability—and to whose foresight so much of the prosperity of its people is due.

Noble Institute for Girls has been completed within the last year. It is a structure of rare beauty, built of stone and brick, and is spacious and well lighted. Nothing has been omitted to make this school all that it should be. The rooms are large, well lighted, ventilated, and heated by steam. The grounds are beautifully laid out with special regard to the health and exercise of the pupils. The faculty consists of five teachers. The English branches, mathematics, Latin, French, music, both vocal and instrumental, painting, drawing and chemistry are taught by competent teachers.

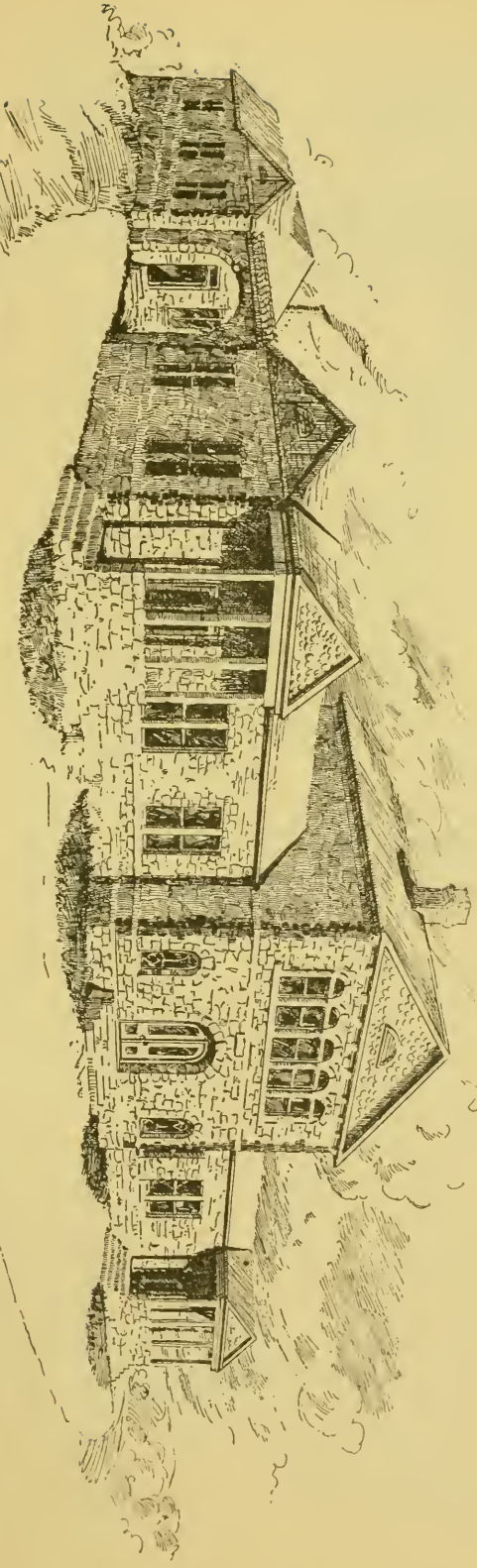
Noble Institute for Boys is about being completed. The building, of stone and brick, is situated on a commanding eminence from which a most perfect view of the city, and the mountains and valleys in the distance, can be obtained. It is a noticeable feature of the city, as it can be seen from every point. The plans of the building were made by Mr. Willard P. Little, of New York, and are as complete in every detail as the requirements demand. The Institute will be opened in a few months with a most competent corps of teachers and professors, the schedule of studies covering the classics, engineering, chemistry full course, and mechanical and architectural drawing.

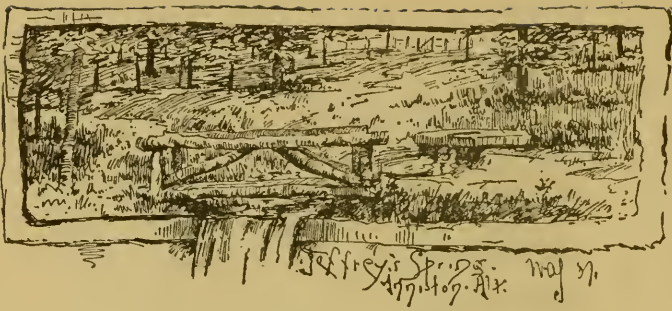
As regards a water supply, perhaps no city in this part of the country can boast of as pure water, supplied by a subterranean stream fed by the innumerable springs pouring from the Blue Ridge range. The inexhaustible supply has been obtained by sinking a well ten feet in diameter and eighty feet deep, which is lined with a heavy cast iron curbing put in in segments, all bolted securely together. The water is forced by a splendid 150-horse power beam engine to a reservoir situated on one of the hills in the eastern part of the city, at an eleva-



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Boys  
College  
St. Charles  
Miss.





tion of 236 feet, and one mile distant from the water works. Heavy iron pipes are laid through many of the streets, and the company are now extending the service as rapidly as

the increasing population demand it. Fire hydrants are accessible in all parts of the city, and the pressure of 100 pounds to the inch is sufficient to throw water over the highest buildings without the assistance of a fire engine.

#### ADVANTAGES FOR MANUFACTURES AND TRADE.

Anniston possesses natural advantages as a manufacturing and business point surpassing that of any other place in the South. The neighboring mountains possess exhaustless supplies of coal easily and cheaply mined. Iron can be made at a lower cost than at any other point in the South, making no exception. For miles around there is a magnificent sweep of heavily timbered lands. From the surrounding forests the finest Georgia pine and hard-wood lumber are furnished. Anniston is a competitive railroad point, and commands favorable freight rates to all markets. Thus, for manufacturing, the raw material is cheap, easily accessible and of the best kind, and there is every facility for cheaply transporting the product to market. The remarkable and unvarying success of such manufacturing enterprises as have been established in Anniston is convincing evidence of its superior advantages.

For any kind of general business, Anniston is an inviting field. Tributary to the city, north and south on the East Tennessee, Virginia and Georgia Railroad, east and west on the Georgia Pacific Railroad, for fifty miles south on the Anniston and Atlantic Railroad, and for the same distance north on the Anniston and Cincinnati Railroad, is the richest and most populous agricultural country in the South, which, with the competitive freight rates that are, by location, the right of the city, gives to Anniston as a distributing point for wholesale and jobbing houses a most favorable location. Several wholesale grocery and commission houses are





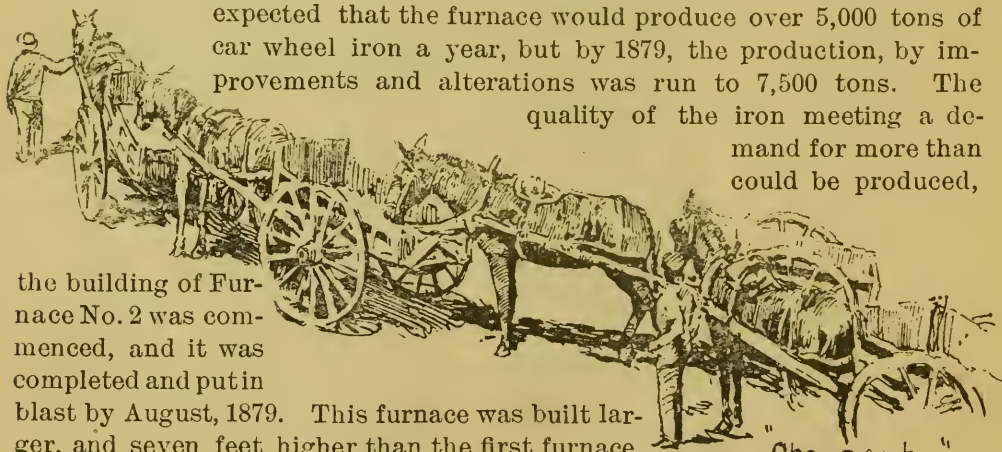


doing a large and profitable business, and daily increasing the volume of trade and extending their territory. A most flattering opening is here presented for wholesale dry goods, notion, boot and shoe, hardware and agricultural implement houses. The trade is ready at hand and needs only to be sought to repay the merchant in handsome returns for his venture. There are three banks in the city, the First National Bank of Anniston, capital \$100,000, surplus \$200,000, and deposits over \$1,000,000; Duncan T. Parker, president; Saml. Noble, vice-president, and O. E. Smith, cashier. The Bank of Anniston, recently incorporated under the laws of the State, with a paid up capital of \$100,000; J. R. Draper, president; W. G. Ledbetter, vice-president, and C. D. Woodruff, cashier, and the Anniston Savings Bank and Safety Deposit Company, with a capital of \$50,000; John B. Reese, president; W. S. Larned, vice-president, and T. C. Stephens, cashier; all doing a very satisfactory business, and liberal, public-spirited institutions, always ready to exert themselves in furthering any enterprise for the development of the grand resources of this section.

To give some idea of the present extent of Anniston's commercial and manufacturing interests, the following description of the leading establishments now in existence there is presented:

#### WOODSTOCK FURNACES.

Furnace No. 1 was started in 1873, size forty-three feet high, twelve feet bosh. It was planned and built by the Woodstock Iron Company, Messrs. Noble Bros. building the engines and iron work. It was not expected that the furnace would produce over 5,000 tons of car wheel iron a year, but by 1879, the production, by improvements and alterations was run to 7,500 tons. The quality of the iron meeting a demand for more than could be produced,

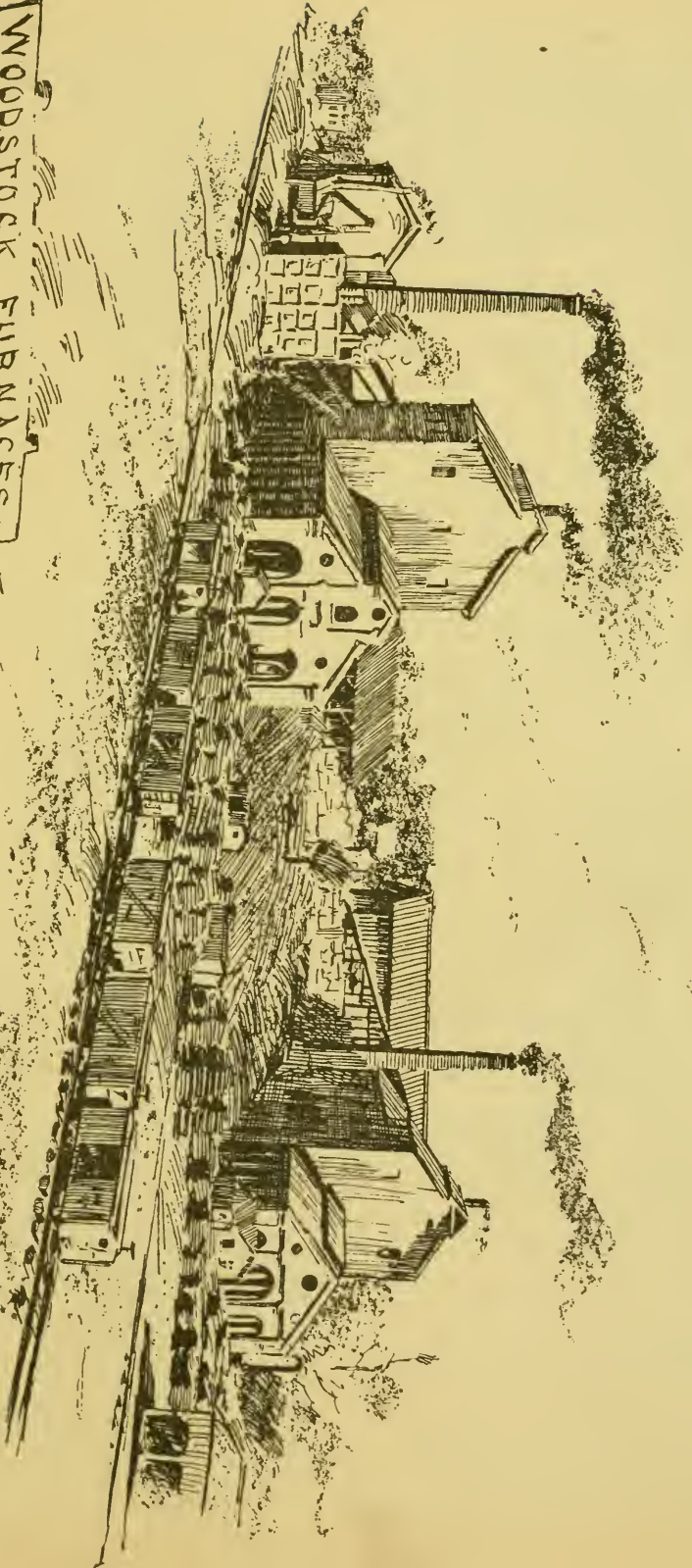


the building of Furnace No. 2 was commenced, and it was completed and put in blast by August, 1879. This furnace was built larger, and seven feet higher than the first furnace, and the results obtained were so satisfactory that Furnace No. 1, was in 1880, raised to the same height, fifty feet; since that time the boiler power has been increased and other improvements made until the capacity of the furnaces has been raised to 25,000 tons per annum, over 600 tons being produced in a single week. The construction of Furnaces Nos. 3 and 4 was begun early in 1887, and they are now being pushed to completion as rapidly as men and material can be used. These furnaces will be built throughout by Anniston workmen, Messrs. Noble Bros. having the contract for the five large engines of forty-five inches diameter and sixty inches

"the carts" way. 87.

WOODSTOCK FURNACES.

Appiston, Ala.

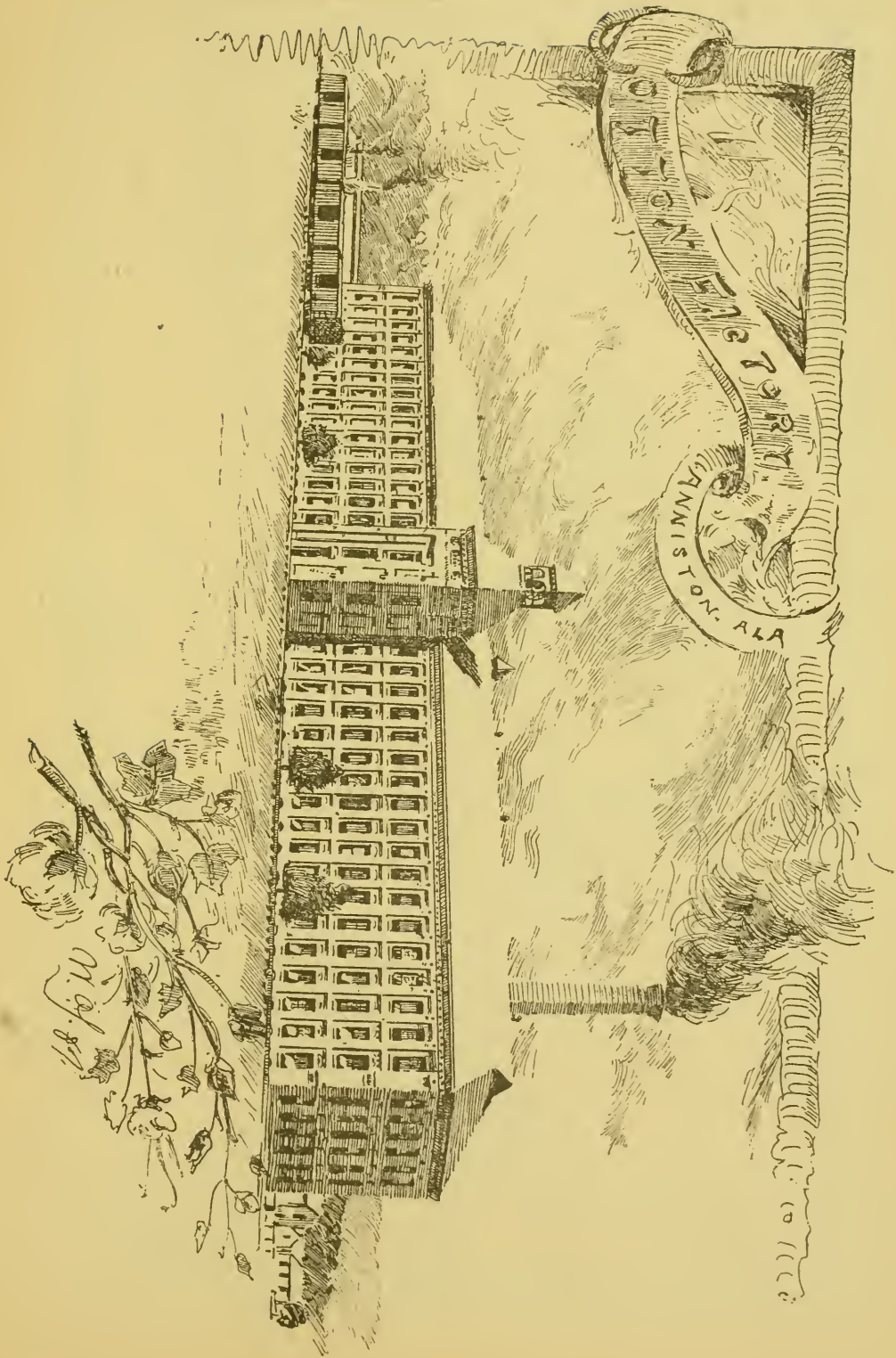


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stroke, steam cylinder, and ninety inches diameter and sixty inches stroke, blowing cylinders, each having a capacity of 950 horse power, and also for the heavy castings and general iron work. Woodstock iron will be used to insure solidity and strength of the castings and machinery, an experience of fifteen years having shown but slight repairs and no breakage of the engines and castings of Furnaces Nos. 1 and 2. The boilers of these new furnaces, thirty-six in number, are each seventy feet long, and are made of homogeneous soft steel; the iron furnace stacks are seventy-five feet high and twenty feet in diameter, with six Whitwell hot blast ovens, eighteen feet in diameter and sixty feet high, and the draft stack is eight feet in diameter and 160 feet high. These are all being constructed by J. & D. Noble; the balance of the construction will be done by the company. These furnaces are the largest in the South and are supplied with every modern improvement and the most powerful machinery, and will be capable of producing 100,000 tons per annum. The Brown Hematite Woodstock ores will be used, producing the very best, softest and strongest iron for all purposes, made in the South. The coke will be drawn from the Cahaba mines, and limestone from the line of the Anniston and Cincinnati Railroad. The control of large bodies of the very best ores, limestone and coke in the State, assures Anniston being the seat of the great and profitable iron industry in the South.

It will yet be found that the main and great dependence for the best and cheapest iron and its profitable manufacture will rest on the brown ores tributary to Anniston. The great deposits of brown ores along the line of the Anniston and Cincinnati Railroad, have been made tributary to Anniston, the road being built for that purpose. The two Clifton Furnaces, located on the Anniston and Atlantic Railroad, produce over 20,000 tons of car wheel and malleable iron per annum, Clifton Furnace No. 2, built in 1885, alone producing 13,000 tons. These furnaces use the brown hematite ores, and are operated from, and are in the Anniston district. It is the iron produced from the ores in the Anniston district that must be relied upon for the production of chains and bolts, wire and screw rods, boiler plates and girders for bridge work and buildings, thin, tough iron for stamped ware and sheet iron work, machinery requiring great strength and solidity, gas and water pipes, stove and malleable iron work and special castings of all kinds. Every practical consumer of iron or manufacturer of iron will at once recognize from the analysis given below, the excellence of the ores and material used and extraordinary quality of the iron produced, and its adaptability for the highest grades of all manufactures of iron and steel.

<i>Woodstock Iron Ore.</i>	<i>Sample No. 1.</i>	<i>Woodstock Pig Iron.</i>	
		<i>Analysis made by Cleveland, Ohio, Rolling Mill Co.</i>	
Peroxide iron .....	82.86	Iron.....	93.50
Sesqui protoxide manganese.....	6.50	Carbon.....	4.75
Phosphorus.....	.09	Silicium.....	1.30
Metallic iron.....	57.50	Sulphur .....	.021
Metallic manganese.....	4.85	Phosphorus.....	.017
		Manganese.....	.47
<i>Woodstock Limestone.</i>		<i>Cahaba Coke.</i>	
Carbonate lime.....	99.24	Volatile hydro carbon.....	4.508
Carbonate magnesia.....	.23	Fixed carbon.....	87.607
Water and organic matter.....	.53	Sulphur .....	.745
		Ash .....	7.140



### THE COTTON MILL

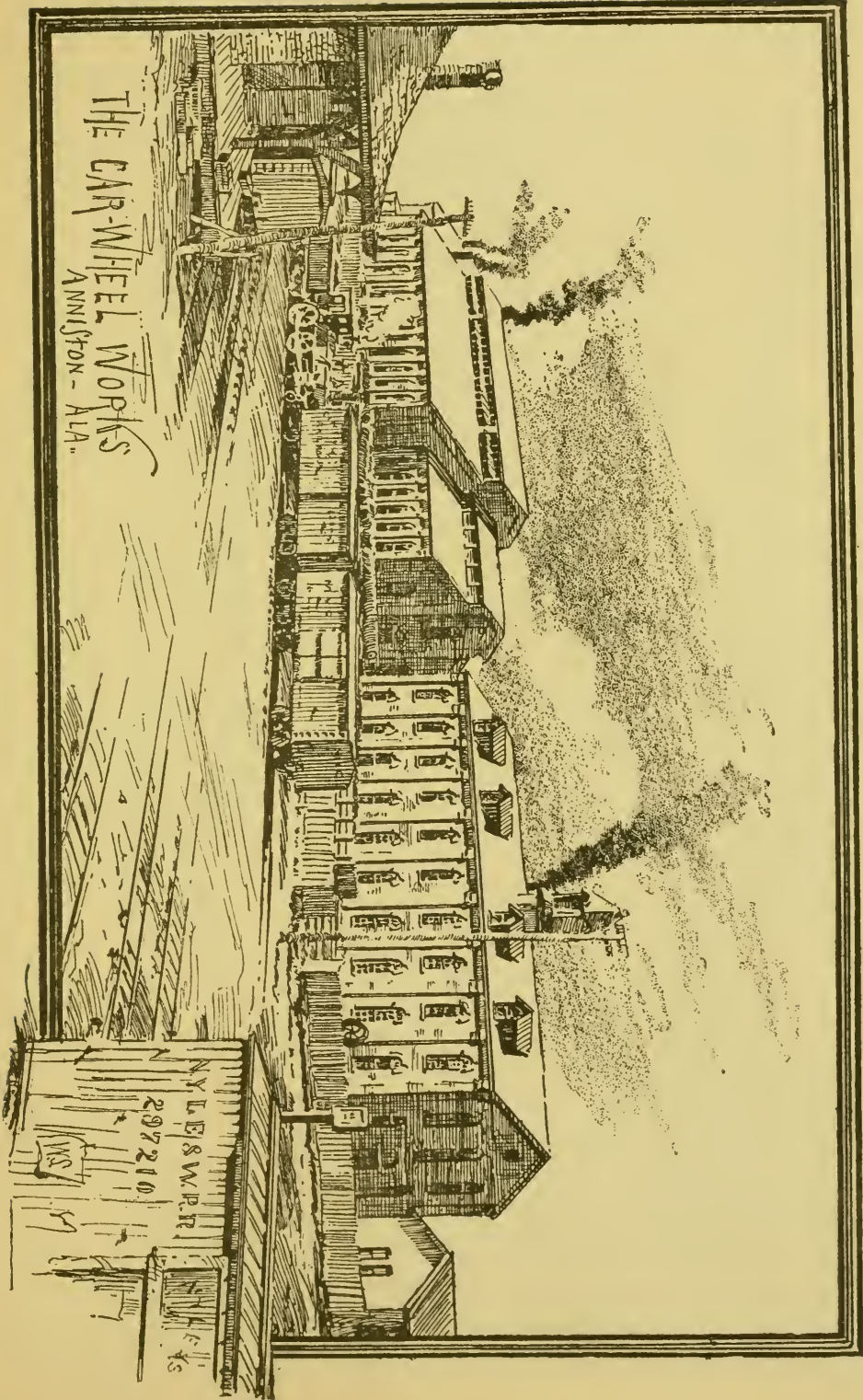
is owned by the Anniston Manufacturing Company, a corporation with a capital of \$250,000, of which A. L. Tyler is president, J. B. Goodwin, secretary and treasurer. The mill is a handsome three-story building and contains 12,000 spindles and 320 looms. There are employed 320 operatives, to whom are paid as wages, \$6,000 per month. The annual product is 5,500,000 yards, 30 per cent. of which is shipped to China, 30 per cent. to Eastern and Western markets, and 40 per cent. to the local trade. Adjoining the mill are four iron fire-proof warehouses which have a capacity for storing 6,000 bales of cotton. There are also machine, carpenter and blacksmith shops in which



all the repairs of the mill are done. The picking room, card room, spinning room, slasher room, weave shop and cloth room are all fitted up with the most approved machinery, making this the largest and best equipped mill in the State. The motive power is a Buckeye engine of 300 horse power, supplied by five boilers manufactured by the Anniston Boiler Works. The building is supplied throughout with automatic sprinklers, fire plugs with hose attached on each floor, and hydrants surrounding the mill. Water is supplied by the Anniston water works, and by two fine springs which feed a large reservoir in the yard. In the rear is a village of seventy-five well-built and substantial houses, owned by the company, in which the factory operatives reside.

### ANNISTON CAR WHEEL WORKS.

These works are owned and managed by Noble Bros. & Co., who have invested in the business over \$200,000. The works comprise a two-story brick machine shop 50x150 feet, a foundry 84x335 feet, and the forge and rolling mill 80x215 feet, all built with every modern improvement. The car wheel foundry has ten cranes and two cupolas, with a melting capacity of 40,000 pounds per hour, and capable of turning out 300 car wheels per day. The machine shops are provided with improved machinery and tools for boring



THE CAR-WHEEL WORKS  
ANNISTON - ALA.

N. L. E. S. W. P. R.  
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MS

wheels, turning axles and constructing other heavy machinery, the whole operated by a 120-horse power Corliss beam engine. The rolling mill and steam forge for making car and locomotive axles, contains three steam hammers, together with a 200-horse power engine for driving the rolls for working up scrap iron into muck bar ready for the steam hammer. The puddling furnaces have been provided for working up charcoal pig with the wrought iron scraps, into axles. The entire plant is one of the largest and most complete of its kind in the Southern States. The wheels and axles are made of the Woodstock iron, and have as good if not better reputation than those made by any other firm. The value of the car wheels and axles manufactured by this firm, per year, is \$500,000. They employ constantly 125 skilled workmen, and pay out in wages and salaries over \$5,000 per month.

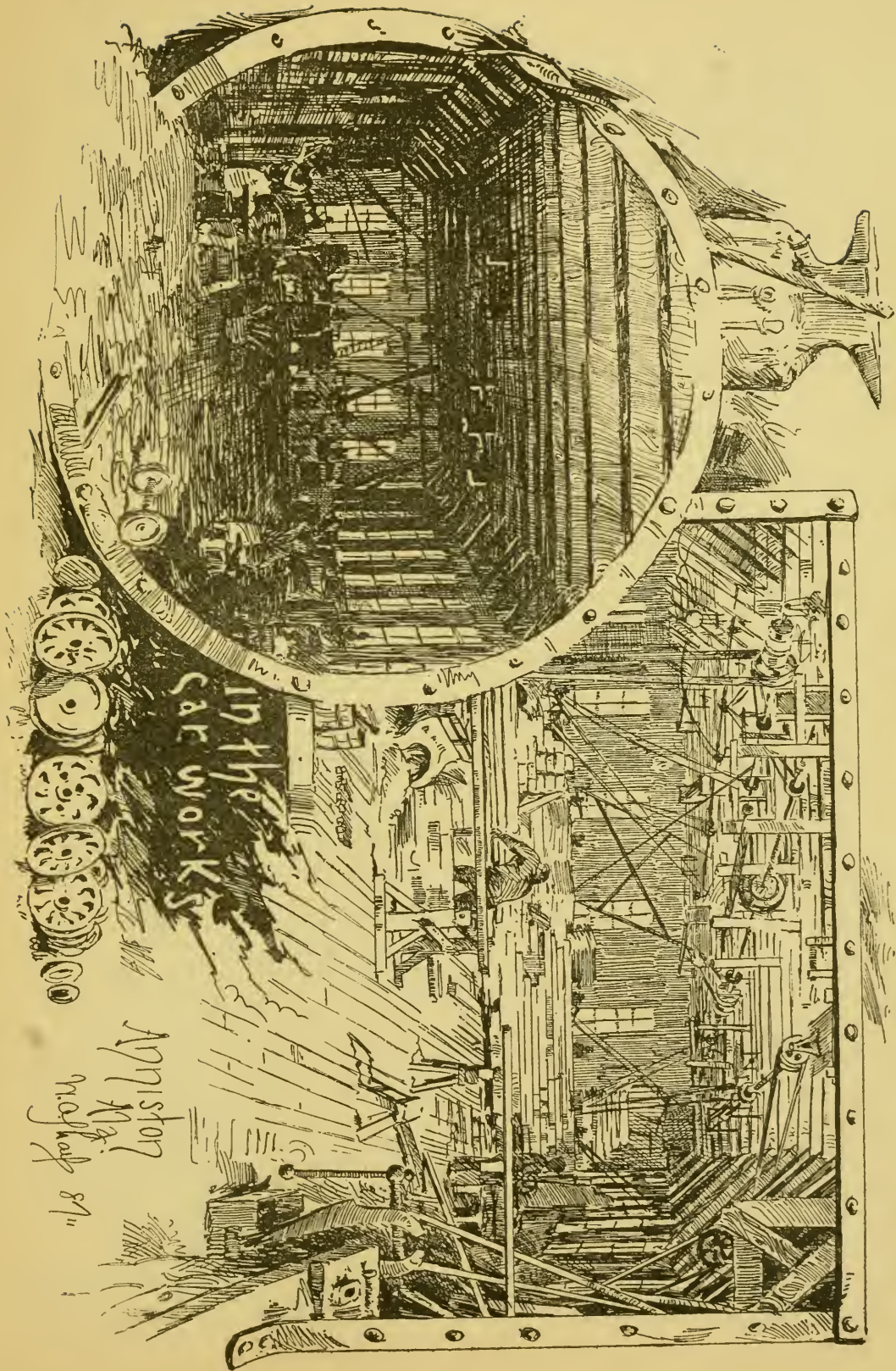
#### THE ALABAMA CAR WORKS.

This company was organized in November, 1886, with a capital of \$50,000, and John W. Noble, president, and E. E. G. Roberts, secretary and treasurer. In March, 1887, Henry Horn, of Chicago, was engaged as superintendent. They give constant employment to 250 men, nearly all of whom are skilled mechanics, and pay out in wages and salaries over \$3,000 per week. The capacity of the works is ten cars per day, and since the business has been in fair operation, the company has never been able to keep up with the orders. They are now completing an order of 350 cars for the East Tennessee, Virginia and Georgia Railroad, and commencing one of 400 cars for the Texas and Pacific Railroad. Besides contract work for the different railroads in all parts of the country, they do all the repairs on the Mann boudoir cars, making them entirely new throughout. Their cars are built of heart yellow pine, with wheels and axles of Woodstock charcoal iron, the very best of material, and are considered fully equal if not better than any made in the country. Their output now amounts to over \$75,000 per month, and will be very largely increased, as the improved machinery being introduced into their works will give them a much greater capacity, and make their shops the largest and most complete of any south of the Ohio river.

#### THE ANNISTON PIPE WORKS.

This company was organized in February, 1887, with D. T. Parker, president; S. H. Smith, secretary and treasurer, and Robert F. Carter, superintendent. It has a cash capital of \$300,000 and 120 acres of valuable land immediately adjoining the city limits. The plans, specifications and estimates of these great works were made by Col. Latham Anderson, of Cincinnati, whose high attainments and reputation as a scientific and mechanical engineer are well known. It is believed that these pipe works will be the largest in existence, having a daily capacity of 200 tons of finished pipe, the sizes ranging from three inches to four feet. The works, including the yards, cover an area of twenty acres. The main building is 504x130 feet, with two wings 275x36 feet, covering an area of over one and three quarter acres. The labor of about 325 men will be required to run this immense establishment, with a monthly pay roll of over \$15,000. The main building will contain thirty cranes, varying in capacity from three to twenty tons, having forty steam





in the  
car works

Appiston  
1907  
March 27 87

engines with an aggregate capacity of 400 horse power. When running at full capacity, over 300 tons of crude material will be consumed daily. The works are immediately adjoining the two new furnaces of the Woodstock Iron Company, having a capacity of 120 tons each per day, and it is expected that the Pipe Works will consume almost the entire output of these furnaces. The facilities for receiving crude material and shipping the finished product cannot be surpassed by any manufacturing establishment in the country. The yards and works are traversed by numerous tracks connecting directly with the furnaces; with the deposits of clay, loam, sand and limestone; with the coal mines and coke ovens owned by the Woodstock Iron Company, and with all the railroads centering in Anniston. The remarkable mildness of both the summer and winter climate constitutes one of the most important of the many advantages possessed by these works, enabling them to operate the entire year without any stoppage from the weather. The openness of the winters gives this further advantage, in that it enables pipe laying to be continued throughout the winter, in this region. This is a most important item, as it insures a steady demand at a season when works further North have either to accumulate enormous stocks on their cramped yards or to discharge most of their hands and thus disorganize their forces. The situation of these works in the center of the cheapest iron producing region in America, and in close contact with the furnaces especially designed for their accommodation, assures them a constancy and cheapness of metal supply unequalled in any pipe works on this continent. In addition to this, the ores used will give the Anniston Pipe Works a higher quality of metal than has ever heretofore been employed in the manufacture of cast iron pipe.

Finally, no means will be spared to secure the health, comfort, contentment and well being of the operatives. To describe the means to be employed to attain this end, it is only necessary to say that the village which is destined to accommodate the workmen, will be built after the model of the charming suburb, Glen Addie, the most healthy and picturesque part of the city.

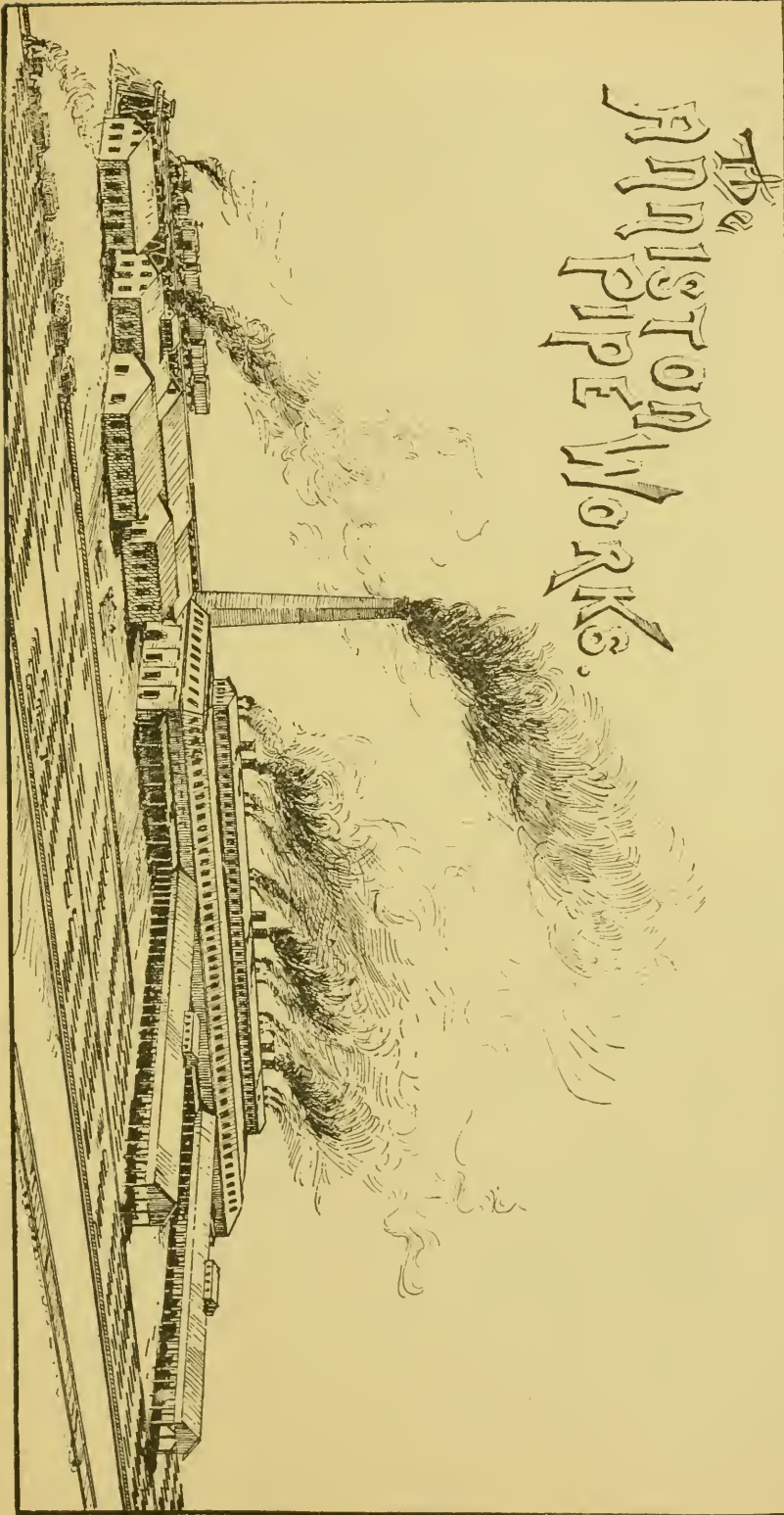
#### MURRAY & STEVENSON'S FOUNDRY.

These works were moved from Cartersville, Ga., to Anniston in 1883, and since that time their business has increased steadily. The recent growth of this place, and the large orders received make it necessary for the firm to double their capacity, which they propose doing at once. They are now working up ten tons of iron daily, using principally the celebrated Woodstock brands. Their capacity is pushed to its utmost limit with large orders from the South and from this place, consisting of castings, etc., for 1,000 freight cars, and furnaces, heaters, etc., for iron furnaces. They make castings for cars, engines, furnaces and general machinery, also grates, sash weights and architectural iron work. Capital invested, \$30,000; annual business, \$75,000; number of hands employed, fifty; monthly pay roll, \$3,000.

#### PINDER & CO'S MACHINE SHOPS,

situated near Murray & Stevenson's Foundry, are fully equipped with modern tools for doing all kinds of machine work to order, and for the manufacture

The  
ANNISTON  
PIPE WORKS.



of automatic steam engines from 10 to 100 horse power. Special attention is given to repair work, which, on account of the new enterprises starting up, is giving them more work than they can well attend to. A 50 horse power Dugan automatic engine has just been completed to run the city electric lights. The firm employ ten skilled machinists, paying them over \$600 monthly. Capital invested, \$10,000.

#### THE ANNISTON BOILER AND SHEET IRON WORKS.

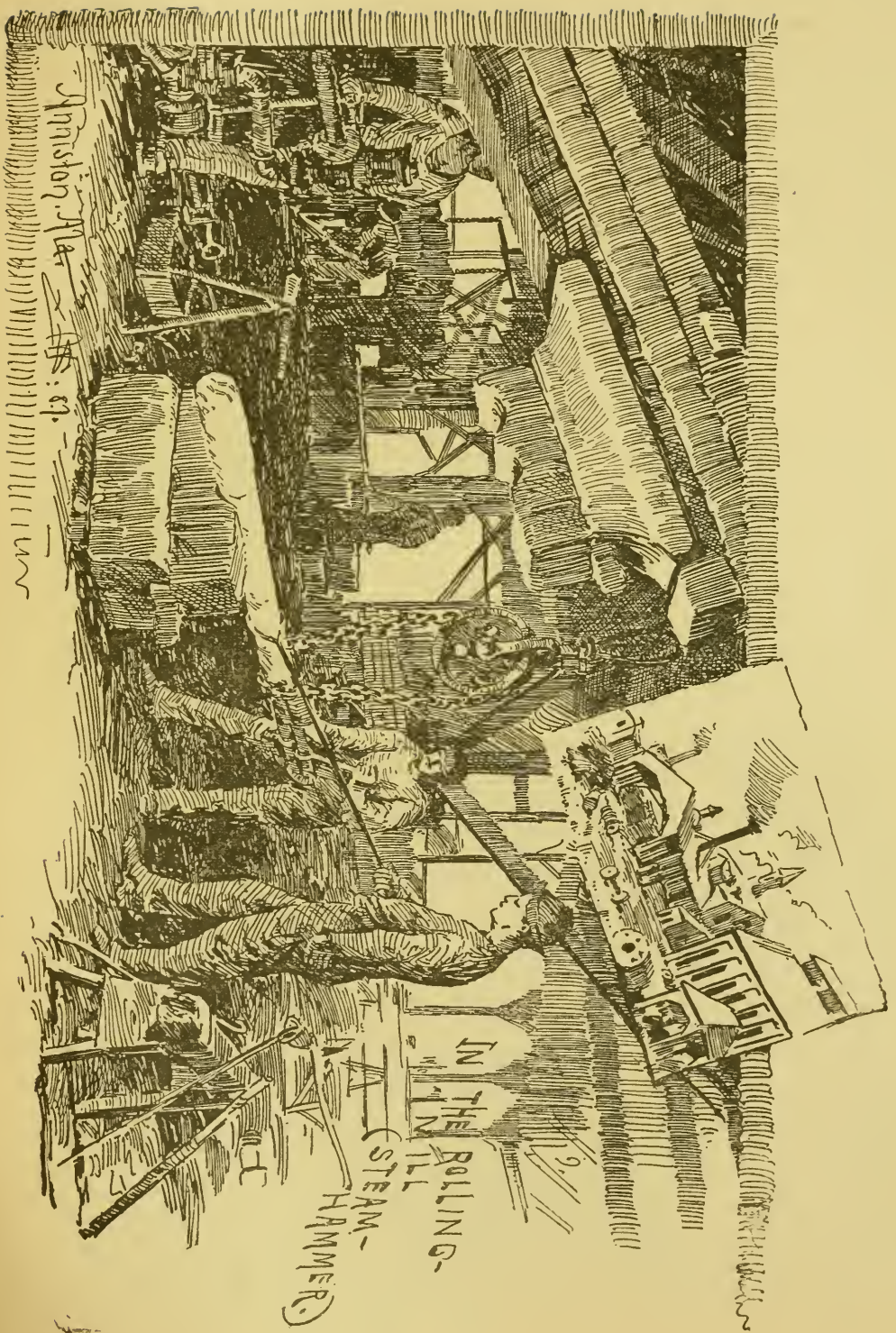
These works are run entirely by steam, the outfit comprising power punching machines, shears, bending machines, over head drill presses, fan blast, and everything necessary to make it the best boiler plant south of the Ohio river. They have had constant employment since commencing business two years ago, in making boilers and other work for a number of furnaces, steam boats and water works, and are now making for the Woodstock Iron Company's new furnaces, thirty-six boilers ranging from fifty to seventy feet long, thirty-two to forty-two inches in diameter; also two furnace stacks, six hot-blast stoves nineteen feet in diameter and seventy-five feet high, besides hundreds of feet of hot and cold blast pipes, bustle pipes, etc. They are now employing thirty-four skilled mechanics, and will employ fifty more as soon as they can increase the capacity of their works. Their pay roll amounts to \$2,300 per month.

#### THE ANNISTON BLOOMARY.

This company was incorporated in March, 1887, with a cash capital of \$50,000, and with C. C. McCartey, president; L. M. Morrison, vice-president, and J. L. Morrison, Jr., secretary and treasurer. They are manufacturers of charcoal blooms, a product especially adapted for boiler plate, horse shoes, chains, cables, car axles, car links and all uses requiring a high grade of tensile strength and durability. They employ seventy-five men, mostly skilled mechanics, and their pay roll amounts to over \$6,000 per month. The output at present is twenty tons per day, amounting in value to about \$400,000 per annum. But the great demand for their product will compel them to greatly enlarge their capacity, which they propose doing before the end of the year. Their present market is in the East, at very remunerative prices, but for parties who will locate here for the purpose of utilizing their product, they will make liberal concessions.

#### RAILROADS.

Viewing Anniston from a railroad point of view, her very many desirable and fortunate general surroundings become still more strongly impressed upon the minds of observant and appreciative practical business men, who may have the patience to carefully investigate what Nature has done to make any locality a good, sound business point, previous to man's aggressive efforts in the same direction. When Nature selects a point as the location to which a large population will sooner or later aggregate, and the observant business man appreciates Nature's efforts and seconds her by joining hands with her, in the investment of his capital and energy, the advantages are soon made apparent, and others flock to that point, seeking a portion of the benefits. There is no more unremunerative or hopeless struggle than that of capital placed

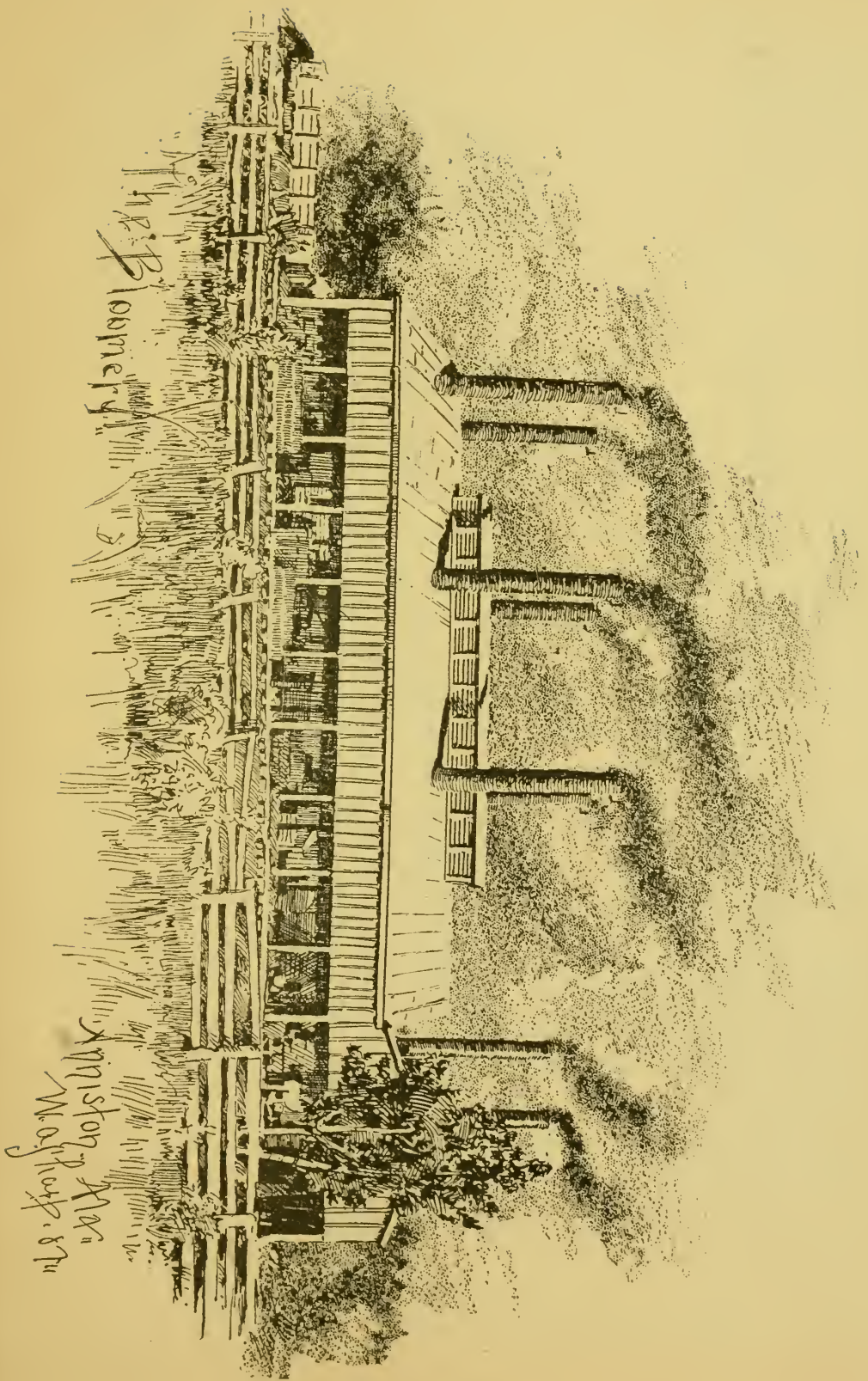


IN THE ROLLING-  
MILL  
(STEAM-  
HAMMER)

Illustration of a  
Steam Hammer

ill-advisedly in large or small business centers, in localities or amidst general surroundings unfavorable to the prosecution and extension of manufacturing operations. It is very easy to secure grounds, money aids, etc., to induce capital and experience to move to new fields, but very many "locations," "encouragements," "gifts of manufacturing sites," etc., are only the wreckers' false signal lights hung out on treacherous reef points to lure capital to make its venture where Nature never designed that such ventures should be made. Such ventures invariably result in the total overthrow of capital, as the struggle is simply one against Nature, to force from her what she did not offer and did not have to give. The life and success of all manufacturing points in this day of close competition depends not only upon what rates can be obtained from railroads for the shipment of the products of the factories, but upon the status which the mechanic and working man can obtain and hold for himself and his family; not the status obtained by the struggle to do the least amount of work for the largest amount of pay, but that obtained by doing the largest amount of work that lies in his power, and doing that work amidst such personal surroundings as permit to him and his family the greatest amount of home comfort for the least amount deducted from his earnings, and leave to his bank account the largest sum of savings. The possibilities of home comforts, of savings against the non-productive years of old age, are the sure bonds by which the successful manufacturer holds his labor, and to arrive at this correct balance of life for the workman, the railroads of a country are the factors that solve the problem of probable success or possible failure. Food, clothing and fuel are the necessities of life, and they must come to the workman with the least possible cost of transportation.

When Nature prepared Anniston to be a manufacturing point and the home of 100,000 workmen, she did not do her work by halves. She placed Anniston in a geographical center and surrounded her by such supply points as Cincinnati and New Orleans, Augusta and Memphis, Louisville and Montgomery. Prints, white goods, shoes, clothing, etc., are laid down in Anniston as cheaply as they are in the Eastern cities; corn, bacon, cotton, molasses, rice and sugar are our own productions. We raise them all, and our railroads bring them to our doors at figures so low that a workman who obtains \$1.25 per day in Anniston, is a better paid man than a \$1.50 man in Chicago, Milwaukee or Cleveland. And as for fuel, wood of the best quality is delivered by the railroads at \$2 per cord, and coal at \$3 per ton. Surely here is the spot where capitalist and manufacturer, mechanic and laborer may meet on that long sought, seldom found spot—common and mutual interest—and our railroads are ready to bring them here and then "fetch and carry" for them at fair rates for all. The progress of railroad building in and around Anniston during the past and present year has been beyond all precedent, and yet so rapid has been our growth and such is our prosperity that with an increase of 300 per cent. in our railroad facilities we have not met our wants, and are to-day spending \$750,000 in building a purely local line to fetch and carry Anniston business. Some faint conception of the railroad



M. R. B. Somers

Christon  
W. J. P. 874

traffic of Anniston may be found by noting that the tonnage of the three railroads now operating into it, footed up as a total at the three stations a yearly tonnage of 118,765 gross tons of general merchandise, all Anniston business. The lines of railroads giving an outlet to all parts of the country are as follows: East Tennessee, Virginia and Georgia system, a direct line from New York to New Orleans; the Georgia Pacific Railroad, running from New York to the Mississippi river and connecting to points further west; the Anniston and Atlantic Railroad, connecting at Sylacauga with the Georgia Central system, and the Anniston and Cincinnati Railroad, connecting with the Cincinnati Great Southern system at Atalla, giving advantages to Anniston over all the great Southern systems of railways, and enabling its merchants and manufacturers to ship and receive freight to and from any point in the United States at competitive rates.

ANNISTON COMPRESS AND WAREHOUSE COMPANY.

This company has just been organized with a cash capital of \$100,000, and are erecting a building 100x137 feet, with fire-proof walls and roof, in which will be placed a 90-inch cylinder Morse press, having a capacity of 1,000 bales per day. The company will be ready for work by October 1st, and anticipate business from this crop of over 40,000 bales. In the country tributary to Anniston the cotton crop amounts to over 50,000 bales, and as there are no compresses in operation nearer than Selma in the west and Rome and Atlanta in the east, this company will be able to make this a very important cotton market.

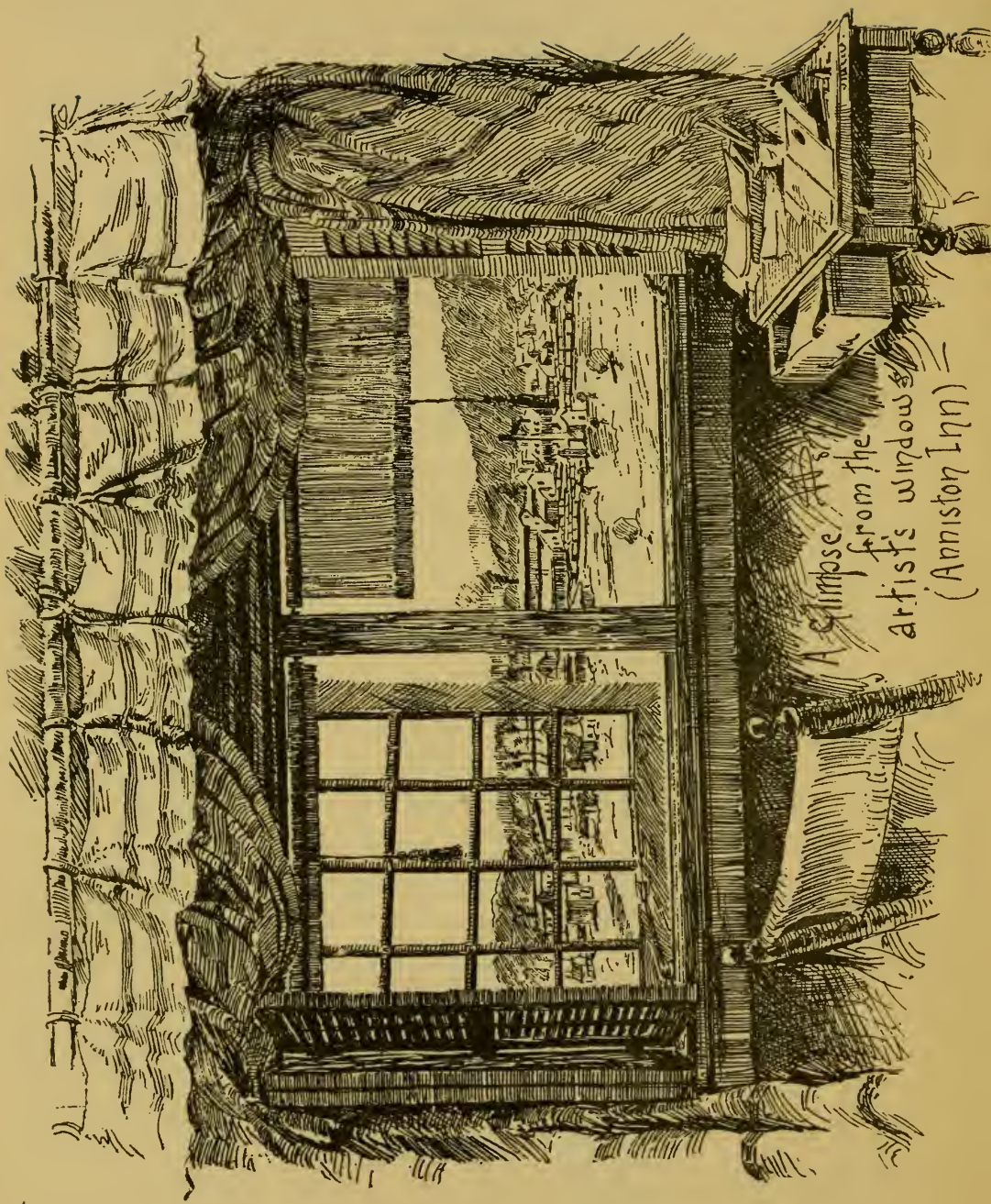
ANNISTON CORPORATIONS AND INDUSTRIES, SHOWING NUMBER OF EMPLOYEES, AND AMOUNT OF WAGES PAID, IN CASH.

	<i>Capital.</i>	<i>Value Product Per Annum.</i>	<i>Employees.</i>	<i>thly Wages.</i>
Woodstock Iron Co.....	\$3,000,000	\$2,000,000	3,500	\$85,000
Anniston City Land Co.....	3,000,000		100	5,250
Anniston Pipe Works.....	300,000	2,000,000	325	15,000
Anniston Manufacturing Co.....	250,000	300,000	320	6,000
Anniston Car Works.....	50,000	1,500,000	250	14,000
Anniston Car Wheel Works and Rolling Mill.....	200,000	500,000	125	5,000
Anniston Bloomyary.....	50,000	400,000	75	6,000
Murray & Stevenson's Foundry.....	30,000	75,000	50	3,000
Anniston Boiler & Sheet Iron Works	10,000		34	2,300
Pinder & Co's Machine Shops.....	10,000		10	600
Anniston Compress & Warehouse Co.	100,000		25	1,200
Brick Yards, Planing Mills and other Industries.....	200,000		500	20,000
Taylor & Son's Fire Brick Works....	25,000		50	2,000
Clifton Iron Co.....	500,000	450,000		
Cahaba Coal Co.....	1,400,000	750,000		
First National Bank.....	300,000			
Bank of Anniston.....	100,000			
Anniston Savings Bank....	50,000			
Anniston and Atlantic Railroad....	750,000			
Anniston and Cincinnati Railroad.	1,000,00			
<b>Total.....</b>	<b>\$11,325,000</b>		<b>5,364</b>	<b>\$165,350</b>



Comptroller of the Treasury  
Washington, D.C.





A glimpse  
from the  
artist's window  
(Anniston Inn)

THE CAHABA COAL MINING COMPANY.

The property of the Cahaba Coal Mining Company consists of about 30,000 acres of land, lying in Bibb, Shelby and Jefferson counties, Alabama, in the Southern part of the Cahaba Coal Field, and between the Alabama Great Southern, the East Tennessee, Virginia and Georgia, and the Louisville and Nashville Railroads. These lands are underlaid with nine workable coal seams, two of which are being operated. No 1, or the Woodstock seam, is from three and one half to four feet thick. It is a fine steam and coking coal. The analysis is as follows:

Fixed carbon.....	55.76
Volatile hydrocarbon.....	41.04
Ash.....	3.20
	<hr/>
	100.00
Sulphur .....	1.01

One slope has been opened on this seam. Another slope and a shaft in the middle of the basin, are now being opened and are near completion. No 2, or Underwood seam, is six feet thick. The coal is in one solid bench without partings and it is clear of all dirt or slate. The analysis is as follows:

Moisture.....	2.24
Volatile hydrocarbon.....	34.12
Fixed carbon.....	60.75
Ash.....	2.41
Sulphur .....	.48
	<hr/>
	100.00

This is a fine steam, domestic and coking coal. An analysis of the coke from this seam is as follows:

Volatile hydrocarbon.....	4.508
Fixed carbon.....	87.607
Sulphur .....	.745
Ash.....	7.140
	<hr/>
	100.000

The following roads use this coal exclusively: The Southern Pacific Co., from New Orleans to Houston. The Cincinnati, New Orleans and Texas Pacific, from Woodstock to New Orleans, and from Meridian to Shreveport. The Louisville, New Orleans and Texas, from Vicksburg to New Orleans, and several other smaller lines. It is largely used in the Southwest for steam and gas and for domestic purposes. The Meridian Gas Co. get 4.9 to five feet of gas from this coal. The company owns several thousand acres of this seam. There is one slope in operation on this seam, the average output of which is 600 tons per day. Another slope is being opened and will soon be in active operation. The Company is erecting three hundred coke ovens which will be in operation by February 1st. The Company has built for the use of its employees about two hundred and fifty houses and is now building one hundred and fifty more. The name of its town is Blocton. It has a large store for the supply of the town. The mines are connected with the Alabama Great Southern Railway at Woodstock by a standard gauge railroad ten miles long, built and operated by this company. It is

now building five miles of track to connect its new works. The new slopes and shafts will all be completed by March 1st, giving the Company four slopes and one 10x18 shaft, the whole capable of an output of from 2,500 to 3,000 tons per day. The capacity of the mines can be increased indefinitely by opening additional slopes and shafts. The mines now employ six hundred men, and when slopes and shafts are completed will employ twelve hundred. The Birmingham Mineral Railroad Co. is now building to connect with this Company's road at Woodstock. This connection will be completed by January 1st next, and will give access to all points on the Louisville and Nashville Railroad. The East Tennessee, Virginia and Georgia Railroad is surveying a line from near Briarfield on its road to Blocton. The property may be divided into three tracts. One on the west side of the Cahaba river; on this tract is the town and active works of the Company. One on the east side of the Cahaba river; this tract contains five workable seams and is crossed by the proposed line of the East Tennessee, Virginia and Georgia Railroad, now being located. The coal on this tract is equal in quality to that now being mined on the western side of the river, and if the East Tennessee build the proposed road, mines will be opened on this tract. The seams are from three and a half to five feet thick. The other tract lies on the Louisville and Nashville Railroad and has several seams of coal, among them the celebrated "Gould" seam, noted for its coking and smithing qualities. This property has recently been acquired by Messrs. Noble and Tyler, of Anniston, and their friends, and will be an important factor in the future prosperity of Anniston. The coke for the large furnaces now being erected, and the coal for the other important enterprises will be supplied from Blocton. The officers of the Company are: T. H. Aldrich, president and treasurer; C. Cadle, Jr., vice-president and manager, and the directors are Messrs. Noble, Tyler, Aldrich, Cadle, and W. S. Guñnee, of New York City.

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## APPENDIX.

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### STORY OF ANNISTON.

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SPEECH OF SAMUEL NOBLE, ESQ., AT THE KELLEY BANQUET.

A ROMANTIC PAST TO BE FOLLOWED BY A GLORIOUS FUTURE—THE SOLID  
FACTS THAT MAKE PREDICTION CERTAINTY.

I presume my friend and associate (Mr. Tyler) has called on me to say a few words about our beautiful city because he thinks I know, or ought to know, more about her past and her future than any one else; and not because I could say it as well as many who hear me, and are more gifted with the power of language to portray the marvelous beauty and wondrous resources which nature has lavished upon us.

As to Anniston's past, it is familiar to all of you, and I shall not dwell upon it. Our present is before you; it can be studied each for himself; it is of our future and its security I would speak, and what I know has been done

up to this time by those who in some measure control and shape her destiny ; that I am sure will interest you most.

So far as my observation and practical experience tend—and I have traveled some, and without being egotistical I can say I have been a close observer, and during my life have obtained some knowledge of the resources of my country—I can truly say that I know of no section from Canada to the Gulf, or from Maine to California, where nature has done so much, has been so lavish of her gifts, and placed her resources where they can be so easily commanded and made available to man. We have an invigorating climate, that for health is unequalled in the world. Water, crystal and cool, that restores the invalid and sustains the vigor and energy of the strong. We have resources in minerals the most useful of all in promoting man's civilization and comfort. Iron and coal are at our very doors, in quantity and excellence that render Anniston, in commanding these resources, peerless even in the great State of Alabama ; while to support a manufacturing and business population we have tributary to our city the richest and best agricultural lands in the State. All these are foundations of Anniston's future, her greatness and her prosperity. It has been to utilize and secure these, not for a year, decade or generation, but for generations and centuries to come, that for years a work has been quietly going on, step by step, and has now placed Anniston in a position for all time to come to command the situation and become what nature intended, and her people intend her to be, the great manufacturing, commercial, educational and social city of Alabama. There has been secured to her and placed at her command within a stretch of sixty miles nearly 50,000 acres containing the very best deposits of hematite iron ores in our section, that produce an iron, the excellence of whose quality is known in almost every State in the Union and in the Province of Canada. There has been secured in addition over thirty miles in length of the best fossiliferous iron ore in our State, while tens of thousands of acres of virgin forests are controlled for the benefit of our great car industries, and construction of business places, public buildings, and comfortable and civilized homes for our people. To crown all, one of the largest and best coal properties that are now or have ever been operated in our State, has passed into Anniston's control, securing for her present and future industries an immediate supply of the purest and best steam and coking coal that has yet been opened in the South. To make available all these vast resources, we have the grand trunk lines of the East Tennessee, Virginia and Georgia and Georgia Pacific railroads that open up a portion of our territory. The Anniston and Atlantic Railroad, built by Anniston capital in the interest of her business and manufactures, controls even a still greater proportion, while the Anniston and Cincinnati Railroad, which Anniston is now building and will own, gives her a grand trunk line connection to Cincinnati and Chicago and the great Northwest on the one hand, and with New Orleans, Shreveport and the great Southwest and Pacific coast on the other, and brings to our doors the vast acquisitions of coal and ore that have been acquired along the line of the Alabama and Great Southern Railroad.

All that has been done has been carefully considered, and for a purpose, not to make a speculative town; not to boom real estate, for that will take care of itself; not to unload on the ignorant and unsuspecting, and pocket other people's money, leaving them with exhausted resources to create an industrial community as best they can. With us it means the creation of new industries and the sustaining of the old, and making all prosperous and profitable alike. It means for all time to come, an unlimited supply of fuels and ores for four large iron furnaces in and tributary to Anniston. It means placing in the most favored position the large coke furnaces that are now building. It means cheap iron and fuel for the largest and most complete pipe foundry in America, now in course of construction. It means the command of the finest timber in the world for car works, and cheap iron, cheap coal for our foundries, our rolling mills, our forges, our wheel foundry, steel works, and cotton factory. It means cheap transportation and easy access to all parts of our common country, for the products of our industry, and the return of commodities in exchange. It means a careful and prudent investment of capital that will yield a profitable return, and build and sustain every mercantile and business interest, add to the wealth of our State and community, and open up new markets to our merchants. It means the addition of 4,000 working men to our population within the next fifteen months, and an addition of 20,000 more to our population. It means the creation of a home market for our agriculturists, and with our diversified manufactures rendering diversified farming not only possible but profitable. It means the increase of wealth and purchasing power of all our people—farmers and artisans alike—and their ability to command what every man from youth up dreams and struggles to acquire, the greatest amount of the necessities, the comforts and the luxuries of life. Thus, as far as possible, has the future of Anniston been secured, and it seems that nothing has been unthought of or left undone. Its great industries located; its means of transportation provided; no niggard hand has cramped its new enterprise for space, but every acre that will be needed for generations to come, even under the greatest favorable development, has been given them. All this has been done, not by the expenditure of hundreds of thousands, but by many millions of dollars. It has been done without the issue of a bond or mortgage, a note or a single evidence of debt, relieving all our enterprise of all fixed charges either in times of prosperity or depression. It has been done judiciously and to make profitable the use of nature's capital in the great mineral resources with which she has surrounded us.













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