

# BELMONT COUNTY

## HISTORY

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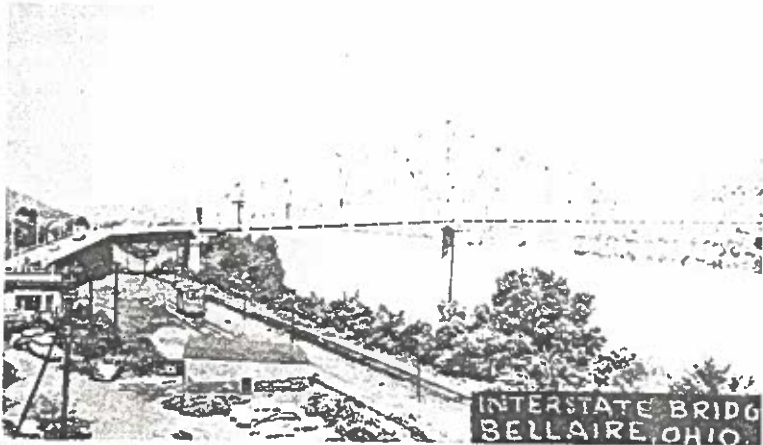
of Police.

Leisure and recreational needs are supplied by the Barnesville Memorial Park where a fine pool, youth center, playing fields, nature trail, and lake offer opportunities for everyone. *Lois H. Phillips*

## HISTORY OF BELLAIRE

The year of 1792, a man named John Duer purchased land at the Steubenville Land Office in Jefferson County. The purchase entitled him to settle on the banks of the Ohio, which he did in 1795 in what is now Bellaire. The Indians gave Duer a bad time so he decided to sell out to John Buchanan who willed it to his three sons.

Jacob Davis bought the land from two of the Buchanan sons and came to the area alone from his home in Bell Air, Maryland, leaving his wife there until he had built a two-roomed log cabin on what is now known as Seneca Street.



Interstate Bridge  
Bellaire, Ohio

On befriending an Indian boy who had broken his leg, Davis was given all the land that he could walk around from sunset to sunrise by the Indians. Davis later laid out several acres of land to sell and sold them for fifty cents each.

In 1802, his son Jacob Davis, Jr., was the first white child born in the new settlement. A Belmont County Common Pleas Court Case (Jacob Davis heirs vs Thomas Brooks) in July 1821, listed Jacob Davis, Sr., heirs as follows: John, Samuel, Maurice, William, Jacob, James, Mary (wife of David Albright), Abigail, Nancy, Hannah (wife of William Long), Susannah (wife of Daniel Long), and Jane.

Jacob Davis, Sr., Justice of the Peace, performed the first marriage in Bellaire in 1803. The couple was Samuel and Feeley Mack Fugate.

The death of one of Jacob Davis' family in 1810 marked the beginning of Bellaire's first cemetery, Davis Cemetery, which was removed in 1854. (Jacob Davis, Sr., is buried in the Lower Old Wegee Cemetery south of Shadyside in an unmarked grave.) In 1858, Bellaire was hit by a tornado, and the dead were interred in a cemetery built to replace the old Davis Cemetery. It still exists and is called Greenwood Cemetery.

In October 1811, the first steamboat "New Orleans" to make regular calls at Bellaire, made its initial run. Before that the loads were carried by keel and flatboats.

In 1830, Capt. John Fink made the beginning step in what became Bellaire's foremost industry; he was Bellaire's first coal miner. His stockpile grew for two years until the first shipment left Bellaire in 1832.

Jacob Davis, Jr., became the first school teacher in Bellaire in 1839. The first schoolhouse was erected in 1839 also.

In 1840, Bellaire boasted not only a school, shops, two churches, a coal mine, and streets; but also a factory. John Archer's cooper shop, for the making of barrels. (Archer swept out at nights and Sundays and allowed church members to have meetings there.)

Later in 1841, John Archer, Sr., became the first postmaster of Bellaire. In those days mail was carried from Wheeling to Woodfield on horseback making deliveries once a week. In a few years, however, the mail was sent and delivered every other day. The first sign made for the Bellaire Post Office was painted by the Rev. Frank DeHass, a celebrated minister and traveler, who was an uncle to the late Mrs. H. P. Keyser, Jr., of Shadyside.

Bellaire as a village was first permanently incorporated May 22, 1806. It lasted until the 1873 charter was adopted. John Kelley was the first mayor.

In 1854, Bellaire received railroad service as the Central Railroad extended its lines into the town to give service to its industries as well as passenger accommodations. The first railroad entering Bellaire and into Belmont County was the western section of the Baltimore and Ohio Railroad called the Central Ohio Railroad, chartered 1848. It was completed from Cambridge to Bellaire in 1854.

The stone bridge that spans the river was built jointly by the B&O and Central Ohio Railroads. The bridge was of the highest architectural design and cost a million and a quarter dollars. The Cleveland and Pittsburgh Railroad extended to Bellaire was completed in 1849. As the result of the Panic of 1856-1857, it changed to the Pennsylvania. The present day trains passing through Bellaire are known as Conrail and "Chessie."

The Bellaire, Zanesville, and Cincinnati Railroad (nicknamed Brent, Zigzag and Crooked) was organized in 1875. Its purpose was to build a railroad through the roughest country in Ohio. The work of raising the necessary funds was entrusted to Col. J. H. Sullivan, the builder of the B&O Railroad. It was built in 1882 to Woodsfield and later called the Ohio River and Western. It was a narrow gauge railroad. The line was extended in 1882 to Caldwell (Noble Co.) and Zanesville (Guernsey Co.)

Bellaire at one time had about eighteen glassmaking houses. By 1988, they were all gone, but the Imperial which is currently being renovated in ways to attract tourists. The Rodefser Glass House closed in recent years.

Through the years Bellaire had at least 18 other industries, but the largest was the Bellaire Nail Works built in 1866 north of Tallman Avenue. At one time it had 650 employees. It was taken over by the Carnegie Steel Company which was absorbed by the National Steel Company and operated as the Bellaire Steel Works. Its tin plant alone employed 1100 men at one time.

Today Bellaire has a wide variety of churches; good schools, both public and parochial; and four fine banking systems, including commercial banks and savings and loans, which support the business community. Excellent health services are furnished by the City Hospital and Bellaire Medical Foundation. Civic and fraternal clubs are represented in the city. Radio Station WOMP is located on State Route 214. Other attractions include the Mellott Library and the Glass Museum. A new modern city building designed by native Sonny Herzberg was built in 1974. The Industrial Park in northern Bellaire, lying between State Route 7 and the Ohio River, offers fine transportation facilities and manpower. Some of the industries located in Bellaire are: Pioneer Glass, Swift Stone and Brick Co., Belot Concrete Industries, Triple A in the USA (makes clothing), Ohio Fireworks Display, Mine Cable Services, and 3 coal-loading docks. An active recreational department, swimming pool, and City Park are available to youth and adults.

The plight of Bellaire stands silently as of 1988. New State Route 7 with its four lane highway is forcing its way northward and southward through the city, and many houses and businesses are being torn down. The opening of the Ohio Valley Mall in St. Clairsville in October 1978, had a detrimental effect on Bellaire merchants; and consequently, several stores on Belmont Street closed and now stand empty. Because the city is economically depressed from the closing of several area coal mines and nearby steel plants, other ways of providing jobs for its residents are presently being investigated. As with the rest of Ohio and the nation, Bellaire is beginning to shift from an emphasis on manufacturing to service-type jobs in order to provide employment for its workers. *by: Mary Elizabeth Kirkland; Bellaire City Retired Teacher*

## BELMONT

Belmont, Ohio, originally called Wrightstown, was settled in 1802 and recorded in 1808. The dream of a native of old Ireland, a town laid out on the plan of famous Dublin, in the Emerald Isle, came true in the village of Belmont. The town, rich in historical lore stands today, almost exactly as it was laid out by its emigrant Irish founder.

It was Joseph Wright who came from Ireland to the Belmont County and settled the present site of the Village of Belmont around April, 1802, and who in 1808, laid out the Village of Belmont on the plan of Dublin, his native city. The first school house was a log cabin built of unfinished logs and Joseph Wright served as the first school teacher. The second school was built of hewn log construction and believed built around 1829.

Among the first families to settle in Belmont were the Wrights, Dillons, Greggs, Hollingsworths, Bralls, Hogues, Groves, Callouns, McCaffreys and Hickissons.

The original name of the Village was Wrightstown, named after Joseph Wright. It was later changed to Belmont, around 1818, when the Village opened its Post Office. Belmont or Wrightstown, was the first land recorded in Goshen Township. The first store, in a hewn log house one and a half stories high, was opened by Nathan Pusey around 1815. The Friends Church was organized in 1809.



Main Street

On March 30, 1852, the village's first paper, the Belmont Standard, was published. Palmer and Schooley were listed. Palmer and Schooley opened the paper. From the diary of a pioneer, an orchard of 50 trees he had cleared.

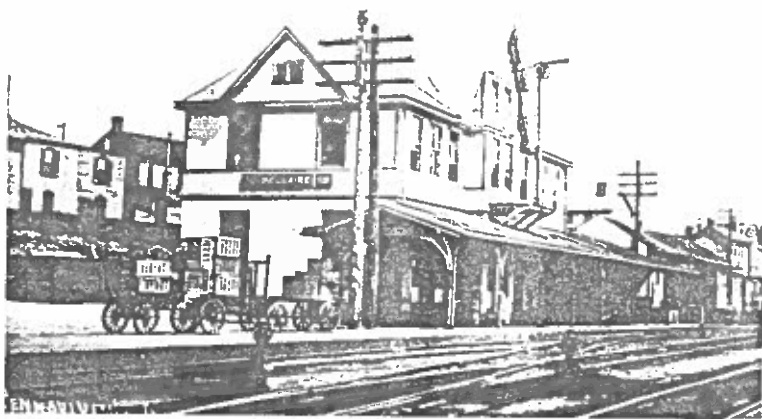
The Baltimore and Ohio Railroad was built in 1852, an event hailed as the beginning of the railroad for loading. Belmont's location of its many industries. One factory, hand rolled cigars, several cigar factories, a meat market, Belmont Roller-Mill, dealers in horse and a dentist.

Today, 1988, Belmont has sidewalks, and slate sidewalks, the North. The population

## BETH

Bethesda is located in the Baltimore and Ohio Railroad. It was founded a sawmill and in 1855, Mr. Burr laid out its high and beautiful post office two miles from William Patterson, the post office to the village.

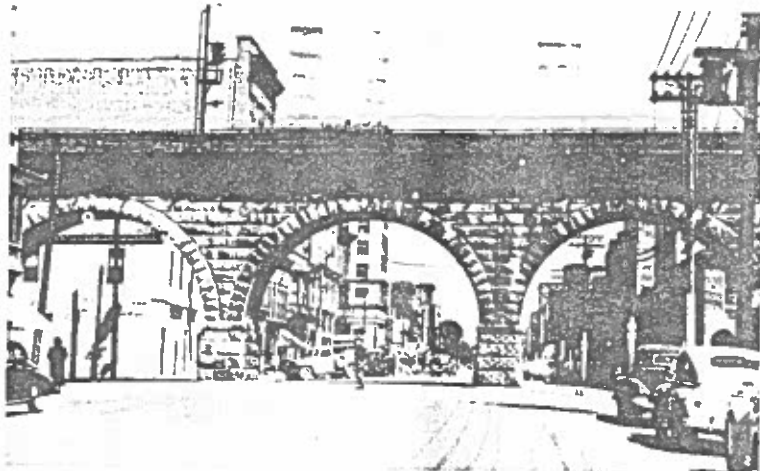




*Belleaire Depot*



*Main Street Maynard*



*Stone Bridge Belleaire, OH*



*Street View of Neffs*



*View of Scott Lumber Co. & R. R. Trestle*



*Clarendon Hotel*



*Old Nat'l Rd. Tavern Welcome Inn - Lloydsville*



*Main Street Uniontown*