



CENTENNIAL HISTORY
OF
BELMONT COUNTY, OHIO,
AND
REPRESENTATIVE CITIZENS.

EDITED AND COMPILED BY
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"History Is Philosophy Teaching by Examples."

1801-1901.

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and U. G. Fletcher, secretary. A charter has been taken out under the laws of West Virginia with \$100,000 capital, \$50,000 of which has been paid in. The board of directors is constituted as follows: Alex. Neff, U. G. Fletcher, John T. Troll, Albert Troll, Samuel Campbell, John Jamison and J. Reynolds.

THE RAILROADS ENTERING THE CITY.

The first railroad entering into Bellaire and indeed into Belmont County was the Central Ohio Railroad. This great thoroughfare now known as the Western Division of the Baltimore & Ohio Railroad was chartered by the General Assembly of Ohio in 1848.

The original charter provided primarily for the construction of a railroad from Columbus to the Ohio River by Newark and Zanesville and eventually to be extended westward to the Indiana line. The capital stock was fixed at \$1,500,000, with the privilege of increasing it to \$2,500,000.

At the organization of the company, the following gentlemen were elected directors, viz: Solomon Sturgiss, John Hamm, William Dennison, Jr., George James, Albert Cherwood, Charles B. Goddard, Daniel Marble, Levi Claypool, Daniel Brush and Stephen R. Hosmar.

The road had a very feeble beginning. The first board of directors effected an organization but little more. At the second election of directors in 1848, Col. J. H. Sullivan was chosen as president and from that time forward the road was pushed with great vigor and energy, though many embarrassments and discouragements were encountered.

Columbus, Newark and Zanesville were asked for subscriptions to the stock and, as heretofore stated, through the tireless efforts of Colonel Sullivan the prejudice against the road was overcome and the necessary stock subscribed by city and county.

The road was completed from Zanesville to Newark in 1849; from Newark to Columbus in 1850; from Zanesville to Cambridge in 1853; and from Cambridge to Bellaire in 1854.

Upon the completion of the road, Colonel

Sullivan retired from the presidency and Mr. Fassett succeeded him. After two years of service, Mr. Fassett resigned, and Judge Hugh J. Jewett of Zanesville was appointed receiver, and subsequently chosen as president.

In 1865, the road became a lessee of the Baltimore & Ohio Railroad Company, and has been operated by the latter with great success ever since.

The great stone railroad bridge that spans the Ohio at this point was built by the Baltimore & Ohio and Central Ohio roads conjointly at the ratio cost of two-thirds by the Baltimore & Ohio and one-third by the Central Ohio. The span of this great stone structure, not including the approaches, is three-fourths of a mile, and the approaches are doubtless of equal length. The two spans over the channel of the river alone measure 700 feet. The bridge is of the highest architectural design, and cost a million and a quarter of dollars.

In order to accommodate the rapidly increasing intercourse between the two cities, a company has been organized to construct a foot and wagon bridge between Bellaire and Benwood. But owing to some differences as to the point of location, the Council has not yet granted the charter and the work is in abeyance.

The Cleveland & Pittsburg Railroad, extending from Cleveland to Bellaire on the south and Cleveland to Beaver on the north, was chartered in 1836. It progressed slowly for want of money and active work did not begin for 11 years thereafter. In 1849 the work on the main line was begun and completed to the river under the supervision of Joseph and Silas Chamberlain.

In 1853 the Bellaire and Beaver divisions of the road following the course of the river were put under contracts and were completed and opened for business in 1856. After the panic of 1857 the value of the stock ran down, when the road passed under the control of the Pennsylvania Company, by whom it is still operated on the basis of 6 per cent interest on the par value of the stock, viz: 147.