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HISTORY  
OF  
BELMONT AND JEFFERSON COUNTIES,  
OHIO,  
AND  
INCIDENTALLY HISTORICAL COLLECTIONS  
PERTAINING TO  
BORDER WARFARE AND THE EARLY SETTLEMENT  
OF THE  
ADJACENT PORTION OF THE OHIO VALLEY.

By J. A. CALDWELL.

WITH ILLUSTRATIONS.

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ly. For this interest the Pittsburgh, Columbus & Cincinnati R. R. Co. redeemed the third ninety year bonds of the Central Ohio R. R. Co., amounting to \$800,000.

Without referring to the treasurer's books and depending upon memory, we may say that the road cost \$7,000,000, for which the company had but \$1,600,000 of capital stock subscribed. The stock and debt after \$800,000 was extinguished by the sale to the P. C. & St. Louis R. R. Co. were scaled down to about \$5,500,000, which represents the capital upon which dividends are now declared.

#### THE BRIDGE OVER THE OHIO.

One of the most notable features of Bellaire is the extensive railroad bridge which spans the Ohio. It is a fine piece of architectural work. It was commenced in 1865 and completed in 1870, at a cost of a million and a quarter dollars. Its length, including the arcade and excluding the approaches, measures three-quarters of a mile. The grade of the approaches and excavations are sixty feet to the mile. The two spans over the navigable portion of the river measures: the western 300 feet and the eastern 400. The masonry is of the best description and contains 30,000 cubic yards. It was constructed at the joint expense of the Central Ohio and the Baltimore roads, as mentioned on the preceding page. The chief engineer was J. L. Randolph.

#### BALTIMORE AND OHIO RAILROAD STOCK YARDS.

These yards are located at Bellaire now. They were built in the early history of stock shipping by railroad, above Boggs' run in about 1854, but removed to this place in 1869, and rented from the company by John Christal and run by him. The yards are conveniently situated for loading, unloading, resting, feeding and watering stock. Twenty-four hours from Baltimore and thirty-two from Chicago, thus affording facilities unsurpassed by any yards between the sea-board cities and the great west. Also offers great advantages for local trade. They are in charge of J. R. Pumell. Capacity of yards, about *seventy-five car loads*.

#### BELLAIRE AND SOUTHWESTERN RAILROAD.

It is reasonable to expect that the construction of a railroad through as fine and wealthy a district as the one in which the Bellaire and Southwestern road will occupy when completed, would be a success. Already it has over-reached the sanguine expectation. The road is designed to go through Belmont, Monroe, Washington and Athens counties. The places of termini of this road are to be Bellaire and Athens. The company which is known as the "Bellaire and Southwestern Railway Company," was organized in 1875. The first division is from Bellaire to Woodsfield, in Monroe county, a distance of forty-two miles. The capital stock subscribed in 1876 was \$240,000. The road, after being surveyed by the chief engineer to Woodsfield, was estimated to cost, for construction, \$12,000 per mile; but on account of the shrinkage in the cost of labor, iron and supplies, in connection with the rigid and economical management of the work, when entirely completed and equipped for business, will not exceed \$10,000 per mile. There are twenty-nine miles of track laid. The road-bed is nearly completed on the first division. The bridging and trestling is also approaching completion. Twenty-nine miles of track with the necessary sidings is being operated with an equipment of one sixteen-ton and one twenty-ton locomotive, two passenger coaches, one box car and twenty-four flat cars. Two months, it is thought, will complete the road to Woodsfield.

#### OFFICERS FOR 1879-80.

At the annual meeting of the stockholders of this company, held at the office of the same, in Bellaire, Ohio, on the 8th of October, 1879, the organization of the company was made as follows:

President—S. L. Mooney.  
 Vice President—Wm. M. Armstrong.  
 Treasurer—A. P. Tallman.  
 Secretary—A. W. Anderson.  
 Executive Committee—S. L. Mooney, A. W. Anderson, Wm. M. Armstrong, W. T. Morris, A. H. Caldwell, A. P. Tallman and George Henry.  
 Directors—S. L. Mooney, W. T. Morris, Michael Hoessler, Christian Weber, Dr. A. B. Covert, Henry Miller, John Keyser, A. H. Caldwell, William M. Armstrong, Alexander Armstrong,

Jacob Heatherington, A. W. Anderson, A. P. Tallman, William G. Barnard, George Henry.

#### STATIONS ON THE ROAD.

The following is a list of the stations from Bellaire to Woodsfield: Bellaire, Shady Side, Ambler's, Mapleton, Irwin's, Bethel, Jacobsburg, Kelsey's, Becket's, Captina, Armstrong's Mills, Caldwell, Crabapple, Beallsville, Hutchinson, Jerusalem, Adair, Ozark, Shoemaker, Slimchance, Woodsfield.

#### A DESCRIPTION OF THE LINE.

The following article from the *Wheeling Intelligencer*, giving an account of an excursion over the line from Bellaire to Armstrong's Mills, in the summer of 1879, contains such a graphic description of this road that we copy it in this connection. The editor, A. W. Campbell, Esq., was one of the party of excursionists:

"A number of invited guests from this city, Bridgeport and Bellaire made an excursion over the Bellaire and Southwestern Narrow-Gauge as far as Armstrong's Mills, half way to Woodsfield, twenty-one miles from Bellaire. \* \* \* \* \* In all there were about fifty persons on the two cars constituting the train, the expedition being in personal charge of President Mooney.

One of the cars, a gondola, fitted up with an awning over it (the sides being left open) and plentifully supplied with chairs, was the favorite car on the part of those who desired plenty of air and a good view of the country. At 10:30 A. M. the train left the famous State Tobacco Warehouse depot, having in the lead the pioneer locomotive of the line—the Woodsfield—which has not missed a day in its nearly two years service. And this reference to its long service reminds us that the Bellaire and Southwestern road has not had a mushroom growth by any means, but has progressed slowly and somewhat painfully as far as it has been built. Its experience, however, in this particular, is one of many instances of the same kind. The great New York Central road was built slowly and by piecemeal, under half a dozen different names. It is now nearly two years since the B. & S. W. road was built to Wegee, and about four years since it was organized as a company. According to all appearances, however, it has acquired an accelerated motion that will carry it through to Woodsfield to which place it is graded, during this present year.

"There are eleven stations on the road from Bellaire to Armstrong's Mills, including those two points. \* \* \* \* \* These stations are, of course, close together, two miles being the longest distance between any two of them, and some of them being only half a mile apart. In addition, the cars stop anywhere, wherever the train is halted. The B. & S. W. is a model local road in this respect. It makes its money this way, and just now it is making a great deal of it, we are glad to say. Its receipts are averaging \$50 per day, while its running expenses are but \$7. On the 4th of July its receipts were \$500. At every step of its progress its earnings have increased, and by the time it reaches Woodsfield they are expected to net \$110 per day, or counting 312 working days, \$34,320 per year, which amount will pay the interest on \$240,000 of the six per cent. bonds and leave \$19,920 of a surplus.

"The excursionists were impressed with the excellence of the territory which the road traverses. They all got out of the cars at the top of the ridge at Grand View, near Jacobsburg, to take a look at the vast extent of rich and highly cultivated country that met their eyes in every direction. They had the testimony of Deacon Stone that no such country was to be seen in Palestine (and he has recently been there), and hence we have no doubt that the prospect far exceeded that of Moses from the top of Pisgah when he looked upon the land that flowed with milk and honey beyond the Jordan. In fact, we judged from the Deacon's remarks that if he owned Belmont county he would not swap it for two Palestines. Certainly it was a sight worth seeing to look upon such an immense area of beautiful and highly cultivated country as was visible from that summit. And to a railroad man's eye, the fact that it was all divided off into small farms, and was thickly studded with fields of golden grain, waving corn, and green pastures, and that sheep and cattle could be seen upon "a thousand hills," lent a peculiar charm to the scene.

"Here, said he, is the country from which this narrow-gauge is to draw trade and travel. Mr. Mooney claims that the line from the Ohio river to the Muskingum is the best unoccupied territory for a railroad in the state of Ohio, and we think it quite likely that he is correct. By reference to the statistical report of



the Secretary of State of Ohio for 1877, we find that the gross movable tonnage, almost entirely agricultural, of the territory tributary to the first division of the B. & S. W. road, comprising one-fourth of Belmont, four-fifths of Monroe, and one-fourth of Noble county, aggregate annually two hundred million pounds, or one thousand tons. If we take of this amount only one-fifth, or say 20,000 tons, and add to this the lumber, timber, building and limestone, (which last item, by the way, promises to become important one over this road), and to this again add the coal and miscellaneous merchandise that the people require in exchange for their products, and to this again add the passenger travel, together with mails and express, we will have some idea of the traffic that seems in store for this road when it is completed.

"Speaking of limestone, the attention of the excursionists was several times called to the amount of it immediately on the line of the road. Limestone is in active demand at the furnaces on both sides of the river at Bellaire and Wheeling at eighty cents per ton, and the railroad company expect to load their coal cars with it on their return trips, the same as the C. & P. road loads its coal cars from the lake with return cargoes of ore.

"The ride to Armstrong's Mills occupied about two hours. There was no hurry and the company journeyed along at a very moderate rate of speed. There was plenty of time to inspect the track, the trestle work, the cuts, fills, grades and curvatures, and comment on their character. From Jacobsburgh down to Captina creek the four-mile grade descends at the rate of 132 feet to the mile. There is a corresponding three mile grade east of Jacobsburgh. And yet eight car loads of passengers (densely packed) were hauled up this grade on the 4th of July without difficulty by the "Beallsville," the new Mogul engine recently purchased. She daily hauls the heavily loaded gravel train up the same grade. This shows how steep an ascent is possible on a narrow gauge, and therefore how economical they can be managed as compared with the standard gauge. The seventeen mile grade on the Baltimore and Ohio road, up the mountains, is only 110 feet to the mile, and it takes two engines to move a train of seventeen cars up that grade.

"The excursion arrived at Armstrong's Mills at half past twelve, and found it quite an animated looking place. And what is more, they found that a bountiful picnic collation had been spread for them in the spacious hall over Armstrong's new brick store. The hall is used by the Odd Fellows, and is, for a country place, large and well fitted up.

"The table stretched from one end of the hall to the other, and the host of the Globe House, at Bellaire, who was the caterer in charge of the feast, served up the collation, including berries and cream for dessert, in very creditable style. The milk and butter could not be surpassed, and reminded us of the milk and butter that hung in the well before the days of oleomargarine.

"The company were introduced to the Tycoon of the settlement, Mr. Alexander Armstrong, who has merchandised at this point since 1833, and whose father was a miller, merchant and farmer here before him. The Armstrongs are the reigning dynasty in that part of Belmont, and one of them, Dr. Armstrong, lately represented the county in the Legislature. Here they have lived and waxed fat; accumulated much good land, many shekels, especially Mr. Alexander Armstrong, who in his old days has built himself a very handsome and spacious brick residence near the banks of the classic Captina, which here flows with a majestic sweep towards the Ohio, ten miles distant. His country store is a busy sort of a place, and in the way of variety is equal to a well-stocked museum, having everything for sale from "pins, pills and plow points" up to "coffee, curly-ques and coffins."

"The "Mills" have long been an important point on Captina. Tobacco and grain have been shipped from here in large quantities to Powhatan, and thence by river to the various markets up and down the river. As an illustration of the change the railroad will bring to the farmers here, we note the fact that in 1875 Mr. William Armstrong sold forty tons of hay for delivery at Bellaire, at \$25 per ton. It cost him \$7 per ton to haul it to Powhatan and ship it by boat to Bellaire, leaving him only \$18 net. The railroad would have carried it for him at \$1 50 to \$2 per ton. It formerly cost about \$3 per hog-head to ship tobacco to Bellaire or Wheeling. Now it is carried to Bellaire for one dollar, escaping, in addition, a great deal of rough handling.

"Every excursion has to have its episode, as a matter of course, and the episode of this excursion was a visit to Raven's Rock, about two miles this side of the Mills. The creek being

up considerably, on account of the recent rains, a conveyance had been provided to take the excursionists across to see the wonderful rock. They were taken over, half a dozen at a load, to the extent of about two-thirds of the whole number. We observed that those who had been there before did not go this time. Next time we will be among those who have been there before, and will imitate their example. We like to visit rocks that are at least as accessible as the crags among which the wild chamois of the Alps pick their way, but when it comes to exploring glens down which the mountain torrent rushes "tumultuously to the sea," and then leaving the rocky and slippery and very romantic and somewhat damp exploration for a perpendicular ascent up a primeval formation of the tertiary period, there will have to be something more than a rock at the end of the trip to compensate us.

"At a little after six o'clock in the evening the train returned safe and sound to Bellaire, and everybody, as they alighted from the cars, united in saying that they had a very delightful excursion, and in wishing the Bellaire and Southwestern Narrow Gauge all sorts of good luck in the future."

#### SCHOOLS.

The educational facilities of Bellaire are excellent. In fact, from a very early day in its history the educational interest as well as the religious training attracted the deepest attention. The enterprising citizens of the place recognized this fact, that, where moral and religious training was inculcated, there abounded law and order. In the fall of 1839, a small school building of frame was erected for school purposes on Pultney street, next door to the first M. E. church. The building is still standing and occupied by A. Rinker as a residence, who refitted and enlarged it. Among the first teachers were a Jacob Davis, — Lions, Blackford, Vincent Milligan, Thomas Munnell, (who occasionally preached to the Disciples) and Richard Merrill. The first move of the school house was to the corner of Belmont and Fifth, now Thirty-fifth streets. In 1860 the school board purchased the building which had been built by the firm of Russell, Marvin & Richardson, in 1856, for a shoe factory. School was conducted in that building until 1871, when the elegant and commanding union school building was completed. This one stands immediately west of the site of the old one, on the same square. W. J. Yost was the architect. The dimensions of this structure are 85x90, is three stories high, with mansard roof, tower and town clock. The cost, independent of furniture, was \$21,000. The school levy made for 1870 was \$9,317.94. The first faculty in 1871, was: Principal—R. S. Page; Misses J. Greenlee, M. B. Gorby, A. Birdsong, M. Cratty, Mrs. M. F. Harton, Misses A. Cunningham, E. Evans, E. S. Martin. The school board at that time was composed of the following gentlemen: E. G. Morgan, President; J. G. Jennings, Secretary; Josephus Gorby, Charles Henry, John Archer, John S. Cratty.

The branches taught in this building are as follows: Grammar, arithmetic, algebra, book-keeping, botany, physiology, philosophy, chemistry, geometry, trigonometry, rhetoric and latin.

In 1862, there were but three teachers employed and the enrollment did not exceed one hundred and fifty.

The present board of directors are: President, James B. Darrah; Secretary, Mitchell Magall; E. G. Morgan, J. B. Smith, Dr. McCulloch and Frederick Rodewig.

This board has employed the following teachers for 1879-80:

First Ward—Room No. 1, Miss Ella Gorby; No. 2, Miss Jennie McGee; No. 3, Miss Maggie Eagan; No. 4, Geo. Wilson.

Second Ward—Room No. 1, Miss Alice Rankin; No. 2, Miss Emma Martin.

Fourth Ward—Room No. 1, Miss Alie Fitton; No. 2, Miss Mary B. Giffin; No. 3, Miss Anna Kirkpatrick; No. 4, Miss Lucy Anderson; No. 5, Miss Violet G. Imee; No. 6, Miss Bell S. Beazle; No. 7, Miss Alice Cunningham; No. 8, Miss Mary B. Gorby.

Fifth Ward—Room No. 1, not elected at this writing; No. 2, Miss Ada Jones; No. 3, Miss Sally Kirkpatrick; No. 4, Miss Mary Cratty.

Colored School—John F. Hamilton.

The following shows the numeration of the city for school age: In 1870, there were 1,141; in 1872, 1,906; in 1873, 1,977; in 1874, 2,339; in 1875, 2,650; in 1876, 2,871; in 1877, 2,930; in 1878, 2,870.