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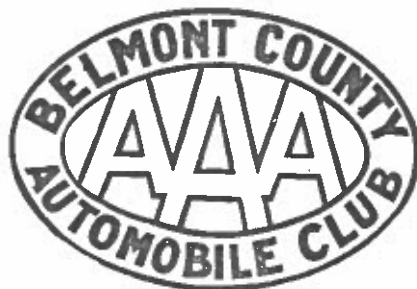
HON. GEORGE WHITE  
GOVERNOR OF OHIO

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# OFFICIAL OPENING

Highway Route No. 7

OCTOBER 17, 1931



*"If It's To Build With---We Have It"*

# THE NEFF LUMBER CO.

YARDS AT

NEFFS, OHIO and POWHATAN, OHIO

## KNOW BELLAIRE BETTER

The west side of the Ohio was once covered by dense forests and was inhabited by ferocious Indians who made it hard for settlers to gain a foot-hold. John Duer settled where Bellaire now stands in 1795 having a grant from the land office in Steubenville but on July 3 of that year, he sold his rights to John Buchannan, who willed it to his three sons. In 1802, two sons sold their interests to Jacob Davis an emigrant from Hartford County, Maryland where his old home was called Bell Air. The third son later sold his land, which was south of Indian Run, to John Rodefer. Six log cabins had been built by 1832 when Mr. Davis conceived the idea that he owned an advantageous site for a town and laid out six acres in lots. This original town extended from twenty-third street to McMahan's Creek and from the river to just west of Belmont Street. The principal thoroughfare and line of communication with the outside world was the "Indian Trail," the Zane highway. Over it mail was brought weekly by a rider going to Woodsfield; later boats brought it every other day. Pultney, now Shadyside and which was Belmont County's first county seat (until 1804), was the east of the postal business until 1841. A warehouse, the first building of any importance, was built by Archer and Long in 1837 and the first Church

was held in a cooper shop. The first Church (Methodist) and the first school were built near 27th and Union streets in 1839.

Bellaire became a shipping center. Flour from as far out the valley as Glencoe and distillery products from round about were shipped down the river. The latter went to foreign markets and was the chief cash product. The first mine was opened south of Bellaire by John Fink in 1830 and he created a genuine sensation by shipping a load to Maysville, Ky. and then to New Orleans which made him the pioneer in long distance coal shipping. He was soon joined by the Heatheringtons.

The B. & O. Railway was completed to Wheeling in 1852 and the Central Ohio (now B. & O.) to Bellaire from Columbus in 1854. Goods crossed the river by ferry until the stone bridge was built between 1865 and 1870. This bridge is three-fourths of a mile long and cost \$1,250,000. Stone for it was cut where the City Park now stands. John Sullivan, who deserves credit for bringing the C. & O. to Bellaire, promoted the B. Z. and C (later the O. R. & W.) on which in 1879 one could hail trains as we do busses today. The Cleveland and Pittsburgh railway (now Pennsylvania) was extended to Bellaire in 1856.