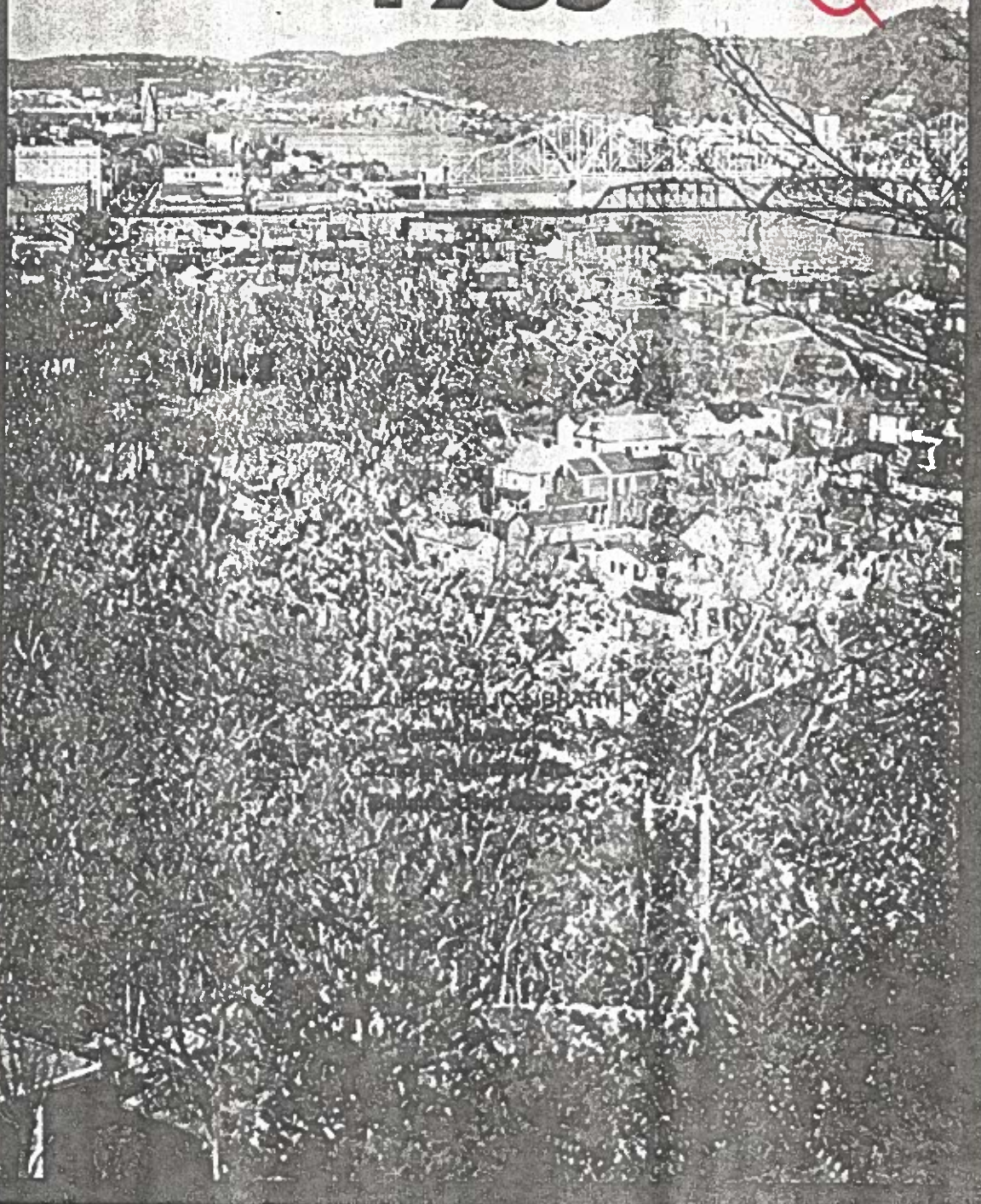


OUR TOWN . . .
BELLAIRE
1985

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BELLAIRE'S FIRST permanent settlement is dated from 1803, when Jacob Davis, a native of Bel Air, Md., built a cabin on what is now West 23rd Street, near McMahon's Creek, after having purchased a plot of land from John Duer, who had secured a land grant in Steubenville but never developed the grant.

The town site was laid out by Davis and his sons in 1834, centering in the area north and south of McMahon's Creek, and in 1860 the village was incorporated according to the laws of Ohio, with the formal formation of a municipal government and allied services.

Coal mines, glass plants and foundries brought residents in growing numbers, and the arrival of the Central Ohio Railroad from Columbus in 1854 added another dimension to travel by river and by horse.

The completion of the Stone Bridge in 1872 which linked continuously the Central Ohio serving the west with the Baltimore and Ohio serving the east spurred the growth of both industry and population, and in 1873 Bellaire became a city. Prior to the opening of the bridge, it was necessary to transport rail freight and passengers across the river by steamboat.

GLASS CITY

The many glass plants, at one time numbering 17, gave Bellaire the name of "Glass City", but the discovery of cheaper natural gas in the Toledo area and across the western state line in Ohio lured away most of those plants. In the mid-1930s, with many Bellaire High graduates playing college football, the late Francis Wallace, a native son who achieved national prominence as an author and sports writer, described Bellaire as "The All-American Town", a slogan which is still in common usage.

The area surrounding Bellaire is one of industrial activity in coal mining, basic steel and steel fabrication. The area also is comparatively near the major markets of the eastern half of the nation, laying midway between New York and Chicago and between Cleveland and Washington, D.

C., a section of the nation in which is concentrated the major industrial and business life of the eastern half of the United States.

GREATEST ASSET

The greatest of the city's resources are its people, warm, friendly, cooperative, confident in their ability to live a good life and equipped fully with the knowledge and the skills to offer a vast reservoir of potential to incoming industry and business.

In the past several decades, Bellaire proper has been losing population steadily, mainly due to the development of housing facilities in the rural areas and in Shadyside. A majority of those who have moved out of the city can be found relocated within a 10-mile radius, representing in reality not a loss but a shift in population.

The Stone Bridge remains as the city's major landmark and has served as a major east-west connection for the Baltimore and Ohio Railroad and its successor, the Chessie System.

JACK'S HOUSE

The city is noted as the site of the House That Jack Built, a mansion constructed by Jacob Heatherington on South Belmont Street in 1837. Heatherington was one of the area's early coal barons who came to Bellaire from Wales and founded a successful coal business, then used his wealth not only to build his mansion, costing \$35,000 and at that time considered a large amount of money, but to help start several other businesses, including iron foundries, and to build the city's first horse-drawn trolley line connecting the north and south ends of the town.

After the Heatherington family sold the mansion, the structure passed through the hands of a number of uncaring landlords until, in a sadly deteriorated state, it was razed a number of years ago to make way for the Shady Bell Motel. A five-foot model of the mansion created by Nancy Duggan, Shadyside, remains in the Bellaire Glass Museum at 49th and Jefferson Streets as the only visual memorial to the original structure.