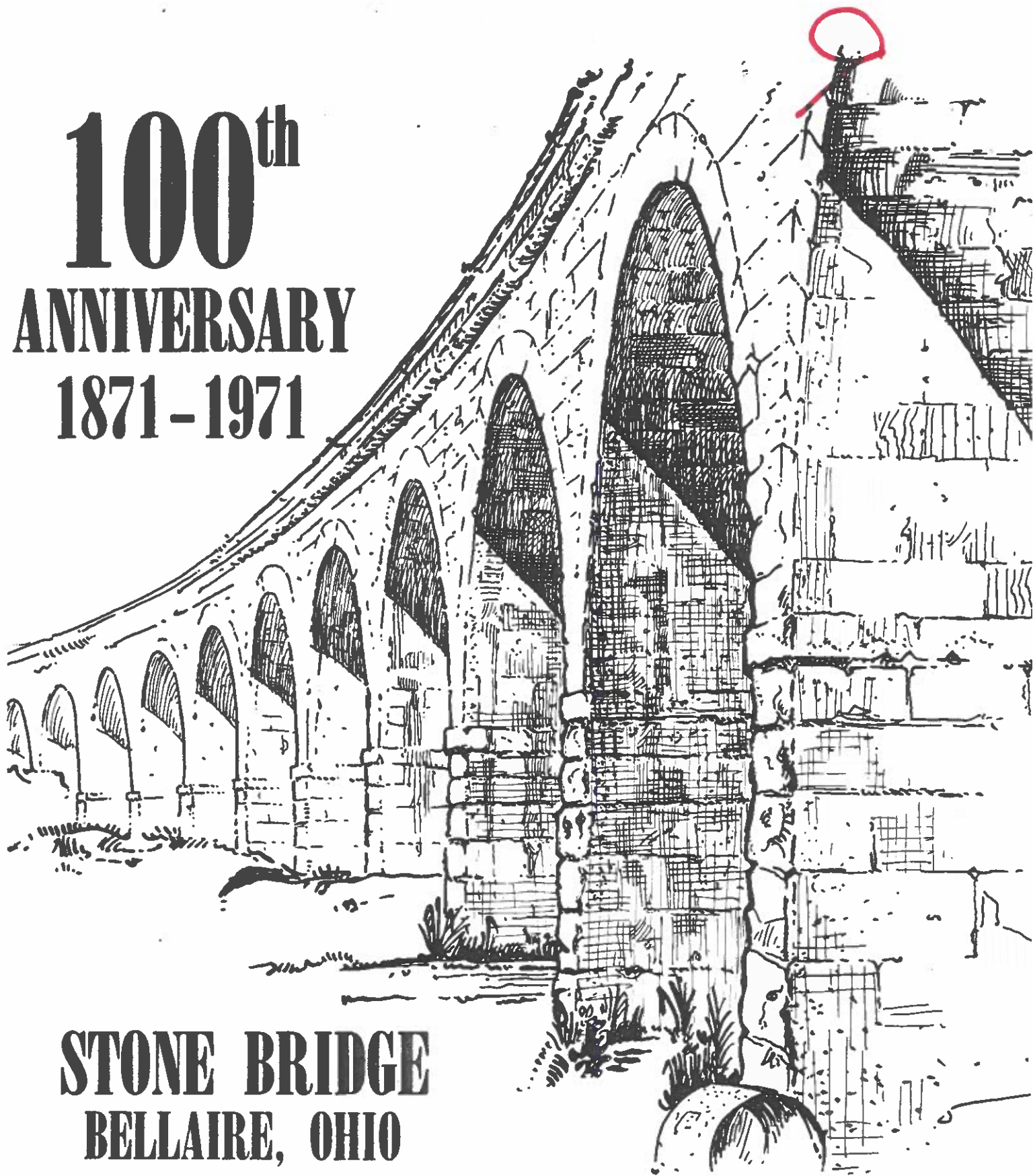


**100<sup>th</sup>  
ANNIVERSARY  
1871-1971**



**STONE BRIDGE  
BELLAIRE, OHIO**

THE ALL-AMERICAN FESTIVAL — JULY 26th - 31st, 1971

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**One Hundred Years —  
The Stone Bridge — A History Of Bellaire**

Bellaire was once called Bell Air for a town in Maryland. It was so named first by Jacob Davis who laid out six acres in lots, in what is now the second ward; just north of the McMahon's Creek. Six log cabins made up the community in 1832. It was the railroads however that brought about a change in name, suggested by Moses Sarchett a director of the Baltimore and Ohio, to eliminate confusion in the distribution of freight. 1854 had seen the completion of the Central Ohio Railroad from Columbus and the Stone Bridge connecting the Central Ohio Railroad and the B. & O. was completed in 1871.

Bellaire was incorporated as a Village in May 1860 but it showed growth in population and industry with the completion of the Bridge and became a City in 1873.

The Stone Bridge, over a mile and a half long at the time of its construction, in the period between 1867 and 1871, was the longest stone arch bridge in the United States. Three sandstone piers seated in bedrock under the river's surface carry the three main spans along 31st Street. A long series of stone arches, looking like aqueducts built by the Romans, support the bridge level until it equals the hillside and the bridge ends.

Forty-three perfect arches, 35 feet above the ground, extending three quarters of a mile in a curve on a grade of 60 feet to a mile and constituting an approach for a steel bridge were cut to fit neatly into 30,000 cubic yards of masonry by men of unexcelled skill and industry. The Arcade was completed and dedicated in 1870.

The cost of the Bridge was one and a half million, an insignificant sum considering the constant and tremendous use it had, and has had since it was opened to traffic June 21, 1871.

Ohio sandstone for the bridge was quarried in the district near Bellaire and was cut in the area of the City Park, then ferried down river to the bridge area. Farmers from nearby areas were needed to learn the stone cutting trade or to assist stone cutters in their work. Some stories are told of Italian stone cutters being brought to this area to aid in the work but this cannot be authenticated. Irish stone masons did come to Bellaire at this time.

From a copy of the Intelligencer of June 22, 1871 the first engine to run over the iron railroad bridge from Bellaire to Benwood was taken for trial June 21st. Engine No. 519 with Matthew Fogarty at the throttle and Capt. W. H. Harrison, master mechanic of the shops, as the pilot made

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the first trip. During the day repeated trials were made and both freight and passenger trains passed over the rails. But after that first trip it was Engineer James Sherry who took another engine with five cars attached for the first real trip over the bridge. For a century now the bridge has carried trains each day, hauling commerce between the east and the west. Fear at times was expressed when the river was gorged with ice, or floods brought all kinds of heavy obstacles against the heavy stone piers but they turned them aside and remained intact.

The stone arches of the bridge look north toward Bellaire's business section today. Where horses and buggies once stood, now cars vie for places up and down the streets.

The early Christian and Presbyterian Churches between 32nd and 34th Streets have been moved north and business buildings took their places. Names of old buildings with new facades spell out some of the commercial history of Bellaire. The Bridge has truly looked down upon many changes. Glass making, steel manufacturing, stoves, enamel ware — all had their place; some are gone now but most of the industry was dependent on coal mined in and about Bellaire — one half of it, it was estimated in 1918. Glass making however is still a primary function of the city's industrial life. The first glass plant was established in 1869. In the early 1870's plants for the making of window glass, tableware and other glass products were

established in Bellaire. Nails were made in Bellaire in 1866. Change has been constant but the bridge remains.

From the Bridge also one can look north and south on Union Street once the hub of much activity — Union Street was named for a feeling that prevailed during the Civil War because Bellaire had the only Ohio Soldiers Camp in this area. The Windsor Hotel and later the Globe Hotel were found on Union Street. Sons of Italy own and operate the latter today.

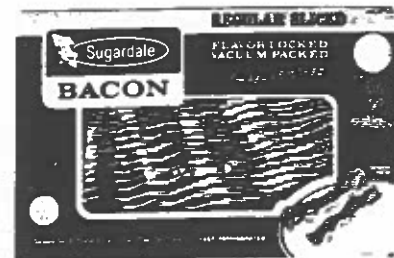
The first building of any importance in Bellaire was south of the Bridge, a warehouse constructed by Archer & Long. It was in Mr. Archer's copper shop that the first Christian Church met and had services but it was on 27th and Union Street that the First Methodist Church was built as well as the First School.

Much has been written about the "House That Jack Built" — a Mansion on South Belmont Street built by Jacob Heatherington giving honor to his mule "Jack" who helped him mine coal. Today a large stone featuring "Jack's" head can be viewed in the Mellott Public Library.

The story of schools, churches, banks, industry, all constitute stories of Bellaire that are full of the vision and far-sightedness of many early settlers. Hard work and courage played a big part in the development of this town along the Ohio River. Stories of early travelers tell how those who got off boats along the densely wooded shores could



Sugardale



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get lost in the thickets that came down to the shore line. It was not easy nor safe to clear land for a home and crops. Animals and the Redmen in the Ohio Valley, the Mingos and Shawnees, were a threat to any settler or settlement. Yet in spite of difficulties, Belmont County was the tenth County to be formed in the northwest territory — first legal settlement was made in 1789 and many others followed.

We owe many things to the sturdy generation which hewed down the dense forests and laid the foundations of so many peaceful and elegant homes along the river. Names of the early settlers who had vision, courage, and industry are found in many homes of those who still reside in Bellaire or those whose descendants have graduated from our schools and are making the same contributions elsewhere in our country.

The name "Glass City" — "All-American Town" are just two of the City's claim to fame.

In our retelling of the Bellaire story, there are many names that head the list — names of the early divisions, names of early industries, and stores, names of interesting people and in some instances homes that were built and remain, institutions that have added to our prestige and prosperity, but 1971 is the time for retelling the

story of the Bridge. Those who pass beneath its spans may look up and observe again its solidity; those away may remember again the best events of the past. All can hope Bellaire's future will be built on solid rock and the farsighted plans of its citizens.

Hilda Burrows  
Chamber of Commerce  
Council Member

Material obtained from  
History of Belmont and Jefferson Counties 1880

History of Bellaire  
compiled by Hewetson Ault

Times Leader Anniversary Edition

Folder submitted by Francis Wallace

The old stone bridge that  
Has stood for one hundred years  
Was made carefully.

— Loretta Holtz (5)

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## Early History Of Ethnic Groups

The small community to which Jacob Davis gave the name of his native town of Bel Air, Maryland, advanced slowly if at all until the 1830's. Four houses near McMahon's Creek and one at a site which later became a landing for Benson's Ferry, were the only ones existing in 1832.

Among those early arrivals was John Fink, who grew up on a farm of a riverboat captain, Mike Fink, four miles up river from Wheeling. In 1830, he bought on time land south of and along McMahon's Creek. On it he opened a coal mine and there started the industry which has given life-blood to Bellaire in all years thereafter.

Operating Captain Fink's coal mine were the Heatheringtons, a family of English miners, consisting of John and his four sons.

More than the coal industry in the Bellaire area originated in Fink's settlement. Father and sons of the immigrant Heatheringtons were musically inclined. Each sang and played an instrument. In addition to themselves, they entertained their neighbors with the music they learned in England and passed along to their numerous descendants a liberal measure of a like talent. For several succeeding generations, Heatherington talent was an outstanding feature of any musical event not only in Eastern Ohio but also in the Northern

Panhandle of West Va. Heatherington's Band led or marched in numerous processions and outdoor assemblies, often in competition with other Bellaire musicians, assembled by Archibald, Stephens and other bandmasters.

Moses Sarchett, a director of the B. & O. Company, suggested that the official name of the terminus of the Central Ohio be changed from Bel Air to Bellaire.

In less than a year after Bellaire was incorporated preparations for the war of 1861-65 included its railroad facilities.

Records do not disclose that President Abraham Lincoln ever was in Bellaire. Soon after he was inaugurated, however, his antagonist, Stephen A. Douglas, spoke in Bellaire, enroute from Washington to his home, from the veranda of the Belmont House then located on Union Street at the northwest corner of 33rd Street. In it he sustained Lincoln's call for 75,000 Troops and urged both parties "Stand United In the defense of their country's peril in the dark hour of threatening dissolution."

Being the terminus of the Central Ohio railroad, a temporary military camp was established in Bellaire for the recruitment of volunteers from the area and for the rendezvous of troops from other areas of Ohio.

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Camp Bellaire had a short and insignificant life, but the importance of the community's railroad facilities continued throughout the war.

Stone and numerous Irish stone-masons reached Bellaire. John H. Sullivan had conducted negotiations which resulted in the dedication to the city of a public square in a central location. That area, later and now the City Park, became the working place for as expert stone-dusses as ever were known. Ohio sandstone for 43 perfect arches, 35 feet above ground, extending three quarters of a mile in a curve on a grade of 60 feet to a mile and constituting an approach for a steel bridge were there cut to fit neatly into 30,000 cubic yards of masonry by men of unexcelled skills and industry. The arcade was completed and dedicated in 1870. It and the bridge, completed the following year, cost one and one-half million dollars, an insignificant sum, constant and tremendous use considered.

Influx of a third group of "foreigners" attended the development in the Indian Run area. Numerous Slavs accepted employment in transferring heavy iron ore in pushbuggies from railroad unloading bins to cupole-loading elevators and continued to substitute for mechanical conveyors as long as needed. Being called ud devils, because their clothes and their skins became the color of the ore they moved, did not deter their activities during or after working hours.

As more and more of the Irish population accepted employment in local industries, the need for workmen on the roalroads became more pressing. About the turn of the century there was an influx of labor from all parts of Italy. The early arrivals, many of whom could neither read nor write even their native language, were able and anxious to accept employment first on the railroads and later in the coal mines. The Columbos, Caras, Baldos, De Simones, Gianangelis, Gentiles, Gottos, Zumponos, De Marcas, De Blasis, De Vendras, Lanciones, Malpiedis, Massas and Presuttis were among the early families.

Next after coal and steel, the industrial development of Bellaire was centered in glass products. It became known as the Glass City and still maintains an enviable record in the industry. At one time or another between 1865-1875 more than fifteen industry-related plants were established.

Throughout its history Bellaire has been free of troublesome racial conflicts. Segregation has never existed in either public or parochial schools. The Moores, Biggins, Capitos, Busbys, Stones, Greens, Wilsons, Jones, Simmons, Pinchems, Allens, Johnsons, and Kimbros acquired substantial homes in various parts of the city's residential districts.

Bellaire's ethnic groups have generally become part of the community, but many have maintained

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and developed their ethnic cultures, not so much as a melting pot, more like a rainbow. The melting pot, with all colors mixed together becomes a murky brown, and the beautiful colors are lost. On the other hand, the rainbow is beautiful because the colors do blend in with each other, yet each, in keeping its own identity contributes to the beauty of the whole. We appreciate our national origins and customs. We, dance our Polish dances, we celebrate our St. Patrick's Day, we enjoy our national foods and we help our children appreciate the contributions our particular ethnic group have made to our country.

I know of a bridge  
That was built one hundred years  
Ago in Bellaire.

— Robert Blazek (5)

One hundred years old!  
Can you tell us all you saw  
Standing there alone?

— Julie Greenwood (5)

## Early Controversy Over Ownership Of City Park

As romantic and as intriguing as any of the immortal Zane Grey's novels are the history and legend of Bellaire's City Park. Thanks to the untiring efforts of James & Jones, Belmont County attorney's, the city of Bellaire has been revealed as the "sole and rightful owner" of said park with no strings attached.

Months of search through tons of dusty and aged dockets and documents at the county court house, finally has paid dividends. The authority for the decision on ownership is no less than the state supreme court whose decision upholding common pleas and district (now appeals) court findings was made on January 20, 1880, climaxing an eight year legal battle in which the then village of Bellaire was the defendant and the heirs of the Rodefer and Harris farms were the plaintiffs.

Legend had it that the grant of the park was on condition that it would be used for park purposes only, or that it would revert to the heirs. The search by James & Jones has revealed that such was not a condition because there never had been such a grant. The history of the park which first was called "Union Square," is intertwined with the early history of Bellaire and its pioneer settlers.

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The park is a part of the Harris and Rodefer farms and the boundary between the two farms bisected the park. The Harris farms, from which the southern half of the park was set aside, consisted of approximately 131 acres and was conveyed by Reuben Harris to Col. John H. Sullivan, John Welsh and George B. Rright by deed dated August 31, 1852.

An advertisement in the St. Clairsville Gazette & Citizen on Nov. 2, 1854 offered Bellaire city lots for sale. "On the ground will be offered at public sale any number of lots, now laid out and in sort comprising the prospective City of Bellaire. The advantages of this location make it certain as anything depending upon future developments can be, that the city now in prospect will soon be so in reality. The site of the city is an extensive river bottom, very level and lying high above the greatest river floods. The highlands rising by an easy ascent expose at about 20 feet above the surface of the plain, an inexhaustible vein of the best quality of mineral coal very easily worked, and so sloping so as to drain itself.

Interesting is the initial petition to incorporate the Village of Bellaire City, filed with county commissioners on May 12, 1857. It follows:

That, whereas, owing to the completion and terminis of the Central Ohio and Cleveland and Pittsburgh railroads, and also the construction of a large freight and shipping depot of the Baltimore and Ohio railroad on this side of the

river at this point; there has been a great influx of foreigners who, being of that class that follow railroads, and, fresh from Europe, are, as might well be supposed entirely ignorant of our statute laws and almost without restraint. Added to their actual ignorance (of laws) which leads them to mistake licentiousness for liberty in defiance of all law (work missing) Republicanism, they being with them among us habits of drunkenness, rioting and gambling, which neither the example of the sober citizen, the arguments of the reformer, nor the penalties of our present statutes have been sufficient to correct: and whereas we have in our midst upwards of 30 grog shops and drinking saloons, many of them kept by native low citizens, at which is dealt out every kind of intoxicating liquor and in such a manner as to entirely evade the penalties of our present liquor laws:

The petition must have impressed the commissioners who on the following day May 13, 1857, ordered the village of Bellaire City organized.

The petitions in each case claimed that the land upon which the park was situated had never been dedicated to public use and that the village had not used the same for a long enough period of time to have title by adverse possession. Petitions also set forth that the attempted use of the land as a park had thrown a cloud upon its title which the court was asked to remove.

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## Croatians Become Americans

By Kathleen A. Lancione

The village answered the petitions by saying that when the subdivisions were laid out by the Rodefer and Harris farms, the plats showed the block of land, where the park now is located, as "Union Square," that the owners held out to prospective purchasers of lots that this was a public park and that by reason thereof, purchasers of the surrounding lots paid more money for them than they otherwise would have paid. It was pointed out that the owners had benefited by this representation and therefore were not entitled to reclaim the park as their own.

The cases were tried during the fall term of 1873 and the court found in favor of the defendant (Bellaire) and rendered judgment against the plaintiffs for costs. Plaintiffs filed notice of appeal to the district court and appeal bond was filed January 5, 1874. The district court at its April, 1875 session upheld the lower court and appeals were taken to the state supreme court. The first decision by the supreme court was handed down January 20, 1880. Thus indicating that Bellaire was sole owner of the city park.

The bridge that still stands —  
A huge landmark of Bellaire —  
Was built of sandstone.

— Jill Bronchil (5)

In the year 1911, yet another boatload of immigrants arrived in America. Among the newcomers were some few from Sisak, Croatia, who were destined to become residents of the area surrounding Bellaire, Ohio.

When Caterina Prebeg first stepped onto the soil of the brave new world that was to be her home for the rest of her life, it was with a bare foot. This initial contact of skin on land was enough to weld her to America, with a love as fervent as that of any founding father. With her forgotten shoes slung over her shoulder, she set out on an adventure that led her, in time, to Benwood, West Virginia.

In Benwood, Caterina found work in a boarding house, and, as luck would have it, she also found a husband among the lodgers. He was John Ruskovic, a fellow Croatian, who wooed her with promises of a fine house with carpets on the floors, a setting worthy of her high-cheekboned Slavic beauty.

His prospects were not so luxurious as his dreams, however, and the house to which he took her as his bride in 1913, was a company house owned by the Webb mine, where he had found employment as a carpenter. Faced with this bleak picture so far below her expectations, she cried,

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but then wiped away the tears along with the grime and soot of the coal town, and set to work.

John and Caterina's son and four daughters were born in Webb, and he continued to work for the company until the mine closed in 1926. He then took a job in the Yorkville mill, which made him prosperous enough to buy a house on a hillside in Shadyside, with a lot sufficiently large to permit a handsome garden. Land was of the highest importance to people such as these, with their agricultural heritage, and they tended the small plot as if it were the richest plantation. Their values stressed the simple things in life, a family, a job, a piece of land, and with these

important possessions within their grasp, they felt America had made them wealthy, indeed.

Historically, Croatia has sometimes been under the domination of Hungary and some of the other Balkan countries, and because of their closeness geographically and culturally, many of the native foods are similar to those of other nationalities. The popular cabbage rolls, or Pigs in Blankets, are claimed by both countries. The national drink, Slivovica, a plum brandy, is unique in taste and potency. Another delicacy, called Orionica by the Croats, is made in variation by several ethnic groups. The following recipe is greatly streamlined and modernized, using as it does, a mix in place of the authentic, homemade dough.

#### **ORIONICA (Nut Roll)**

##### **Dough:**

Prepare one package of hot roll mix according to package directions, and adding 1/4 cup sugar to the mixture. After allowing the dough to rise, and when ready to shape, roll out into two rectangles 12 inches by 15 inches. Spread half of the nut filling on each rectangle and roll up jelly-roll fashion, starting with the long side. Allow to rise again, then bake according to package directions.

##### **Filling:**

1 pound shelled walnuts, ground	1/2 to 3/4 cup sugar
1 egg	1/2 cup milk, approximately

Combine the ground walnuts with the other ingredients, sweetening to taste, and using enough milk to form a mixture of easy spreading consistency.

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## The Narrow Gauge . . . Served Belmont And Monroe Counties For Nearly 53 Years

The history of the O. R. & W. is similar to that of many other narrow gauge railroads in the United States . . . they cropped up as numerous short-lines across the country in the years following the Civil War . . . but, like the other lines, folded with the advent of highway travel.

Organized in 1875 as the Bellaire & Southwestern, the railroad's stock was sold in the area it served. Construction actually started in 1878 with the first train making a through run on November 26th, 1879.

The line did a brisk business in farm and mine products but was handicapped by the fact it reached no large population centers. Woodsfield at the time had a population of only 800. The owners were anxious to extend the rails to bigger cities like Cincinnati, but due to finances, this never came about.

When it opened, the B. & S. W. owned only two engines . . . a third was added in 1882. But at its peak the railroad owned ten locomotives, 16 passenger cars and nearly 300 freight cars of various types. The line was well built with heavy tressels . . . there were 59 of them in the 42 miles between Bellaire and Woodsfield. Most famous was the "S" tressel at Key.

Colonel Samuel Mooney, a Woodsfield banker, was the chief officer of the B. & S. W., and under his guidance a 68-mile extension of the line was built to near Zanesville. The company also had plans of running the line to Athens and Cincinnati. In 1882, just four years after it began operation, the name was changed to "Bellaire, Zanesville & Cincinnati." The letters "B.Z. & C." were promptly dubbed, "The Bent Zigzagged and Crooked."

By 1883 the railroad went to Mill Run, one mile east of Zanesville, where the B. Z. & C. used a third rail laid on B. & O. tracks for the trip to the Zanesville depot.

In 1895, the B. Z. & C. defaulted on its bonds due to the heavy construction debt and went into receivership which lasted eight years. Finally on January 2, 1903, the narrow gauge was reorganized again . . . this time emerging as the "Ohio River & Western" railroad. The big Pennsylvania railroad finally took over the "O. R. & W." in 1907.

For awhile the O. R. & W. fed some freight traffic to the "Pennsy" but by 1920 business was so bad that an application to abandon was filed. The last run was made to Zanesville on April 20,

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1928. At that time the trains ran only to Mill Run the third rail had been torn up from downtown.

By now the letters O. R. & W. identified the line as the "Old-Rotten & Wobbly" or better the "Old Rusty & Weedy."

Toward the end, the chief item hauled was slag used to build highways along the route. The automobile proved to be so much faster that passengers no longer cared to endure the two-hour trip between Woodsfield and Bellaire. During the last full year of operation (1930) the O. R. & W. runs averaged only one rider per trip.

The end came on Memorial Day, May 30, 1931, when the eastern portion of the railroad from Bellaire to Woodsfield was abandoned.

Bearing perhaps the largest human cargo ever hauled, the last westbound train pulled out of Bellaire at 9:10 in the morning. At 2:20 that afternoon the final return trip was made back from Woodsfield. When the train arrived in Bellaire, the fires were dumped after the tiny engines were spotted where the junkers would have no difficulty in putting them to the torch. The "narrow gauge" was dead.

Had the old line been saved, it would have been worth millions today as a tourist attraction.

By Frank Curtis

## Lebanese History

In the Bellaire area, we have a number of residents who are of Lebanese heritage. Presently residing in this area are doctors, dentists, lawyers, political leaders, teachers, merchants and factory markers.

The ancestry of these area residents date back to the Phoenicians who developed around 1700 BC. the first truly phonetic alphabet. From it, all modern alphabets derive. From their harbors in Tyre and Sidon their ships ranged across the Mediterranean and out into the Atlantic.

Lebanon was early converted to Christianity. Jesus had visited Tyre and Sidon when the Arabs swept through the Middle East and converted most of it to Islam, Lebanon remained largely Christian.

Under the rule of the Ottoman Empire, Lebanon, 120 miles long, 35 miles wide with a population of 1.5 million people, remained autonomous, encouraging commerce and Christian missionary activity, but with the fall of the Ottoman Empire, the Turkish army forced greater restrictions on the people of Lebanon.

The migration of the freedom loving Lebanese people began in the mid 19th century to South, Central and North America. Because of the size of the homeland, Lebanon did not give many in numbers to the "Melting Pot of the World", but hopefully she has given high quality.

By Ed John

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## Italian History

By Alex DeGenova

100 years ago, upon completion of the Stone Bridge, the first Italian immigrants came to Bellaire to work on the Railroad. For the next several years more trickled in and at the turn of the century they came in larger numbers and accepted employment in the various industries in and near Bellaire. Some continued in the original work and others after saving, by hard work and sacrifices, entered into various businesses. Some of the earlier immigrants were, David Agustini, Homemade Ice Cream & Taffy; — Pete Luchessi, Ice Cream Parlor & Confy.; — Megna & Buttitta, Grocery; — Gentile, Bakery; — Felix De Genova, Saloon; — Pacifico, Barber; — L. Witt, Bank. Julio Lagnemma, Funeral Parlor; — The next generation found it hard and almost impossible to further their education beyond High School and many did not even go to High School in order to suppliment the income fot the large families and by perseverance and application of their talents became successful and self supporting. The following generations have taken advantage of the opportunity to gain a higher education and many of them have attained success in their chosen fields.

The following is a partial list of descendants of early undertaking: Allietta, Wholesale Supplies; — Battistelli, Grocery, Plumbing & Heating, Politics;

— Baudo, Insurance Agency; — Belardo, Insurance & Real Estate, Grocery, Accounting; — Boccabella, Politics, Grocery; — Busack, Food Market; — Cifalde, Tavern; — Cinque, Attorney; — Circosta, Bowling Alley; — DeBlasis, General Construction, Florist, Restaurant, Grocery; — DeFelice, Tavern; — DeGenova, Dentist, Insurance Agency, Teacher; — DeMarco, Politics, Dentist, Teacher; — DePaolo, Truck Service Garage, Accounting, Grocery, Card Shop; — DeVendra, Auto Sales & Service, Teacher; — Cicogna, Grocery, Tire Recapping; — Castricone, Politics, Grocery; — Frunari, Coal Mining, Insurance; — Gatto, Wholesale Grocery; — Giannangeli, Florist; — Gulla, Tavern, Restaurant, Barber; — Iannarelli, Motel, Grocery, Building Supplies; — Lancione, Politics, Attorneys, Physician, Accounting; — Maffe, Service Garage; — Malpiedi, Wholesale Distributor; — Massa, Law Enforcement; — Gianetta, Law Enforcement; — Millet, Accounting, Politics; — Paolino, Wholesale Distributor; — Passa, Tavern; — Peregliose, Tavern, Contract Hauling; — Pica, Hairdressing, Teacher, Accounting; — Presutti, Fireworks Displays, Teacher; — Pulito, Grocery, Tavern, Politics; — Ragni, Wholesale Distributor; — Severine, Jewelry Store; — Strussione, Florist, Hair Dressing; — Vanella, Politics, Dentist, Pharmacies;

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## BELLAIRE FRUIT AND PRODUCE CO.

WHOLESALE FRUIT and PRODUCE  
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— Witt, Insurance Agency; — Zackey, Tavern, Grocery; — Zumpano, Italian Specialty Store; — DeNardo, Italian Specialty Store; — Pinzone, Optometrist, Tire Recapping; — Lucci, Plumbing & Heating, Bonfini, Attorney, Mobile Homes Sales; — DeLelles, Bakery; — Barsi, Laundromats; —

In addition many are employed in the various industries in the Ohio Valley such as: Coal Mines,

Steel Works, Aluminum Plants, Glass Factories, Cement Plants, Stores, Offices, Banks and Clubs. Also some are employed in State, County and City Positions.

All of the above, including those gone by, have done and are doing their part in making Bellaire, Belmont County, The State of Ohio and the United States of America, a better place in which to live.

### LASAGNE

Prepare sauce first:

Brown the following in a large heavy pan:

1 1/2 lb. ground round or chuck

1/2 lb. ground lean pork

1 medium onion chopped

Stir often while browning

Add:

2 large cans tomato puree or sauce

2 large cans tomato paste

1 to 2 lbs. fresh mushrooms

3 teaspoon salt

1 teaspoon pepper

2 tablespoons dried parsley flakes

1/2 teaspoon dried basil

1/8 teaspoon garlic powder

2 or 3 bayleaves

Fill the two large tomato puree cans with water and add to the mixture. Cook at least 2 1/2 to 3 hours stirring occasionally.

Cook 2 lb. lasagne in a large amount of boiling salted water just until soft enough to handle without breaking. Drain and rinse in cold water.

Use 2 large baking dishes about 8" x 14". Start filling by first putting some of the sauce in the bottom of the pans, then a layer of lasagne, more sauce, sliced Mozzarella cheese, ricotta and grated romano cheese. Then another layer of lasagne and sauce and cheese, using the same procedures until the pans are filled and ending with sauce and cheese on top.

Cover with foil and bake in preheated 350 degrees oven approximately 45 minutes.

You will need two round Mozzarella cheeses, 1 1/2 lb. Ricotta and 1/2 cup grated Romano cheese for the 2 pans.

Mrs. Veto J. Presutti

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on their

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## Irish Alley

By Maurice Mountain

Irish Alley, they called it, the place to which the Irish immigrants were drawn like a magnet by relatives, common causes, common heritage, common traditions and interests.

Very few people know the section today by that name, but the Irish who lived there in the early-developing stages of Bellaire left their mark on the city of their choice, and as the years rolled by, they contributed their part in all facets of the community life.

The Irish had begun to come to Bellaire at the end of the 18th Century, after the great uprising in the island nation in 1798, and the migrant wave swelled during the Irish potato famine in 1845-47, when the exodus was spurred not only for economic reasons, but for the strong and fervid Irish desire to freedom and the right to own property, neither of which rights they were granted by their English conquerors.

They were in the beginning laboring people, and among the monuments to their labors are the railroads, but succeeding generations, moving away from their "greenhorn" beginnings, branched out into farming, business, the trades, politics and all walks of community life, contributing their bit to the development of the community in which they chose to live.

One of the first to come was Mrs. Annie O'Reilly, who bought property in what is now the 3200 block on Belmont Street, and in turn she was "godmother" to those coming after her, helping them to secure housing and employment, advising them on the sometimes strange customs of their new land, and counseling with them on their problems.

They worked hard, they built homes, they raised children, and they finally overcame the stigma of "furriners," moving after the struggle into the mainstream of community life, and their children and their children's children down to today's generations have made their mark on the history of Bellaire and did their bit in the achievements of its people.

You can trace the threads of community life back to the city's beginning and to the early Irish immigrants if you check the names — Joyce, McMahon, Manley, Mulvehill, Lynskey, McClain, McKelvey, Mitchell, O'Brien, O'Reilly, Geary, Hennessey, Ryan, Curran, Keane, Gallagher, Bovenizer, Burns, Mountain, Tucker, Durant, Connors, McConnell, O'Toole, Murray, Conroy,

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Moran, Flanagan, Lyden, McCormick, McGuire,  
Keys, McVay, Lavelle, McNamara, Foley, Ney,  
O'Neal — the list goes on and on.

They joined with the peoples from the other  
lands in putting their shoulders to the wheels  
which moved the city forward, and the city is  
the better off for it.

#### **BOXTY-ON-THE-GRIDDLE PANCAKES**

Boxty is a well-known old Irish food, a great favorite on Fridays.

- 1 cup grated raw potatoes
- 1 cup cooked, mashed potatoes
- 1 cup sifted flour
- 1 tsp. baking powder
- 1 tsp. salt
- 2 eggs, slightly beaten
- 1/4 cup milk

Combine all the ingredients and mix thoroughly (add more milk if necessary to make a good dropping batter.) Drop by spoonfuls on a greased, hot griddle or skillet. Cook about 4 minutes on each side or until well cooked and brown. Serve hot with butter, honey, applesauce or syrup; makes about 12 pancakes.

---

There stands the old bridge,  
An example of hard work,  
Built with local stone.

— Nancy Wood (5)

The deck-arch bridge with  
Roman aqueduct arches  
Is very useful.

— Maureen Krajnyak (5)

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**DAVID B. COOPER**





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## Memories Of My Family

By Alice Malik

As a little girl and even when I became older, I never tired of hearing about my mother's family and their lives in the "old country". My father was born in West Virginia in 1884 so I never heard too much of his family's life in Europe. However, having lived with my parents and grandparents through the years, I have many memories of the stories they told me.

My grandparents, Joseph and Anna Novy had four children, three sons, two of which are deceased, and my mother Anna, who is also deceased. The surviving son, Louis Novy, still resides in St. Clairsville, Ohio.

My grandfather came to this country in 1904 and my grandmother and the children followed in 1905. With them they brought Grandma's feather ticks, urns, figurines, pots and lids, and even a grandfather's clock which was Grandfather's wedding gift to my Grandmother.

In Europe they lived in Dux which at that time was in Austria under German rule. It was located in the famous Sudeten land which was and still is the industrial part of Czechoslovakia. One of the great battles of World War II was fought over this area.

My grandfather worked in the coal mines and my grandmother painted the beautiful china plates, figurines and urns etc. at the Eickler China

and Glass Co. My uncle Louis, my brother Joseph and I still have some of these priceless pieces, even more valuable to us because Grandmother made them. I also treasure the grandfather's clock which she gave to my mother and Mother gave to me.

The Novys settled in Bridgeport at Stop 19 which was a little Czech community. My father, Joseph Hora, also lived there and this is where my mother met my father. I have many relatives on my father's side who still reside in Bridgeport, also some on my mother's side who live in Kirkwood, Bridgeport and Bellaire.

Several years later my grandparents bought a farm from the Giffen family at Stop 23-1/2 west of Harts. Interstate 70 goes right through some of the hills my brother Joseph and I roamed as children.

My people always kept in touch with their former countrymen but were also good Americans and proud to be a part of this country.

They were musical, and grandfather had an orchestra and about twice a week they would practice in our home. Grandmother always served refreshments consisting of homemade wine or coffee and some of grandma's famous "kuchen" either kolach or nut roll.

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# THE TIMES-LEADER

*Eastern Ohio's Foremost  
Home Delivered Newspaper*

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(GOSS "Urbanite" WEB OFFSET PRESS)**

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My mother and her brothers belonged to a Czech little theatre group and several times a year presented plays for the public.

My father and his partner, Mike Kusic, operated the National Liquor Store which was something like our state liquor stores of today. After prohibition my mother bought and operated a grocery store at 44th and Franklin Street in Bellaire. We have lived in Bellaire ever since. My father worked in the coal mines, first as a miner, then a section boss and later a Safety Director. He also bought and operated the Coal Brook Coal Co. with his partner, Frank Shubat. My brother, Joseph, still works in the mine.

In 1927 I married my husband, John Malik, now deceased. He was an attorney and practiced in Bellaire from 1936 to 1970. We have one son, Jack, who is also a lawyer and also practices in Bellaire. My husband and son both attended Bellaire High School and were members of the football and basketball teams.

We have always been members of the active C.S.A. Lodge headed by Rudolph Schiller and have adhered to a lot of our native customs. My brother, Uncle Louis and I still pick and dry our own mushrooms. We pick the meadow mushrooms which one sees in the stores, and also dry the "vaclavki" or stump mushrooms, which we use in soups and sauces.

My brother and I still speak Czech, my son, Jack, understands it and can speak a little. Often I would meet someone and speak Czech to them. One of my friends said to me "you are an American, why don't you speak English?" My answer was that I was happy to speak my parents' native tongue and would continue to do so because I am proud of my heritage.

There are many Czechs still living in the area who are equally proud of their nationality and yet who evidence their pride in the United States by being law-abiding, contributing citizens.

There are so many things I haven't mentioned, these memories are a part of me and my life. I am happy to have shared a few of them with you.

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The Old Stone Bridge stands,  
Weatherworn but strong and proud,  
A true monument.

— Susan Pavelek (5)

The Stone Bridge was built  
For trains to cross a river —  
A hard task to do!

— Carl Krieger (5)

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Your  
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**RICHARD BOCCABELLA**  
**BELMONT COUNTY ENGINEER**

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## **Jewish Community of Bellaire**

No historical account of the civic and business growth of the All-American City would be complete without mention of the Jewish Community of Bellaire.

Well before the turn of the 20th-Century, Jewish families had settled in our city, enriching the lives of all citizens in this area.

Many of the local retail establishments had their beginnings in the late 1800's, as some oldsters can recall the clothing stores of J. Chas. Lando, on Union St., as well as those of Adolph & Pincus Freedman, M. Hirsch, Abe Klotz, Julius Weill, Harry Herzberg, and others. Jewish citizens contributed to the local business life in the early years of the 1900's, with flourishing scrap businesses of the Lubalskys, Immermans, Weizers Stevens, Harris, and N. Phillips.

In later years came Mendelsons, who began on Union St., later moving to their present location, on Belmont St., and still operated by I. H. Mendelson, and managed by sons Sylvan and Sanford. Al Mayer, Ben Franklin, Hyman Mendelson, Joseph Borcover, and Lou Berman are well-remembered names in Bellaire, with the present Bermans Store now owned and operated by Lou Mendelson.

One of the great industries in existence from the late 1800's into the 1950's, was the Bellaire Enamel Co. founded by S. J. Kapner, and operated successfully by sons Charles, Tom, Ben and Sam.

The Dugas and the Lando Families have firm roots in Bellaire, having been established in business here in the 1890's. Joseph Lando, Mose Duga had their establishments on 26th St., and Mr. Abe Lando and son Charles now operate Zeigenfelder Ice Cream Co., along with Founder Harry Pinsky, another local Jewish progressive businessman. Other prominent retailers were Max, Morris and Louis Lando, as well as Emil Gottdeiner, Morris Goldner and Lee Schwab.

Perhaps the leading notable of the local Jewish Community is Rabbi Abraham Feinberg, now of Toronto, Canada. A noted Intellectual, Rabbi Feinberg left Bellaire in the 1930's to serve in the pulpit of Temple Eman-U-El, New York City, and to star in radio as "Anthony Frome, the Poet Prince". Later, he became a respected lecturer and Author, with several of his books now in Mellott Memorial Library.

As events unfold in the "All-American Days, we salute the Jewish Community, who have helped to make our grand city a better place in which to live!!"

**By Si Favish**

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## **Bellaire Board of Insurance Agents**

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**Witt Insurance Agency**

**Steger Insurance Agency**

**Neuhart Insurance Co.**

**Kern Insurance Agency**

**Kasarda Insurance Agency**

**Belardo Insurance Agency**

**Baudo Insurance Agency**

**Ault Insurance Agency**

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## The Dynamic Awakening Of A Proud And Black Woman

By Gerry Kimbro  
Eleanor Mayfield and Brenda Green

I was asked to write an article on Black History, and the first thought that came to me was "I didn't know anything about Black History." Truer words have never been spoken. We were never taught anything worth while concerning it in school; so on very short notice, I started a little research. What I found was very enlightening.

The black man has had an important role since the beginning of time.

We can go as far back in history as the beginning of the Bible and find that Moses, the great lawgiver and ancient prophet, was married to an Egyptian Negress. (Numbers 12:1). The Queen of Sheba, an Ethiopian monarch was a Negress. One third of the population of ancient Egypt was negroid.

In recent years, scholars have unearthed some interesting information about Negro History.

Negroes were manufacturing pottery in the upper Nile Valley before pottery was made in the earliest known city. Henri Thote, a French explorer, discovered beautiful and realistic rock paintings in the Sahara, which indicates Negroes were painting human portraits before 3000 B. C. According to Franz Boas, author of Race and Democratic Society, Africans had learned the art

of smelting iron and were making tools and implements while the people of Europe were still using crude tools of stone. One sixteenth century writer lauds a Negro Dr. who performed a successful eye cataract operation at the University of Sankore in Timbuktu. As for literature, scholars from all over Africa traveled to Timbuktu to study law and to check the accuracy of their Greek and Latin.

Apart from slavery, Black History, in the New World began with Christopher Columbus in 1492. Black men traveled with the Genoese captain on his voyage to the Island of the Caribbean, and one black man, Pedro Alonso Mino, has been identified by some scholars as the navigator of one of Columbus' ships.

In 1513 at least 30 blacks were with Balboa when he discovered the Pacific Ocean, and six years later 300 black members accompanied to Cortez expedition to Mexico. One black member of that expedition planted the first wheat crop grown and harvested in the New World.

There have been many black men who have contributed greatly to America. In the past, we have only heard and studied about a few, such as George Washington Carver, Ralph Bunch, John

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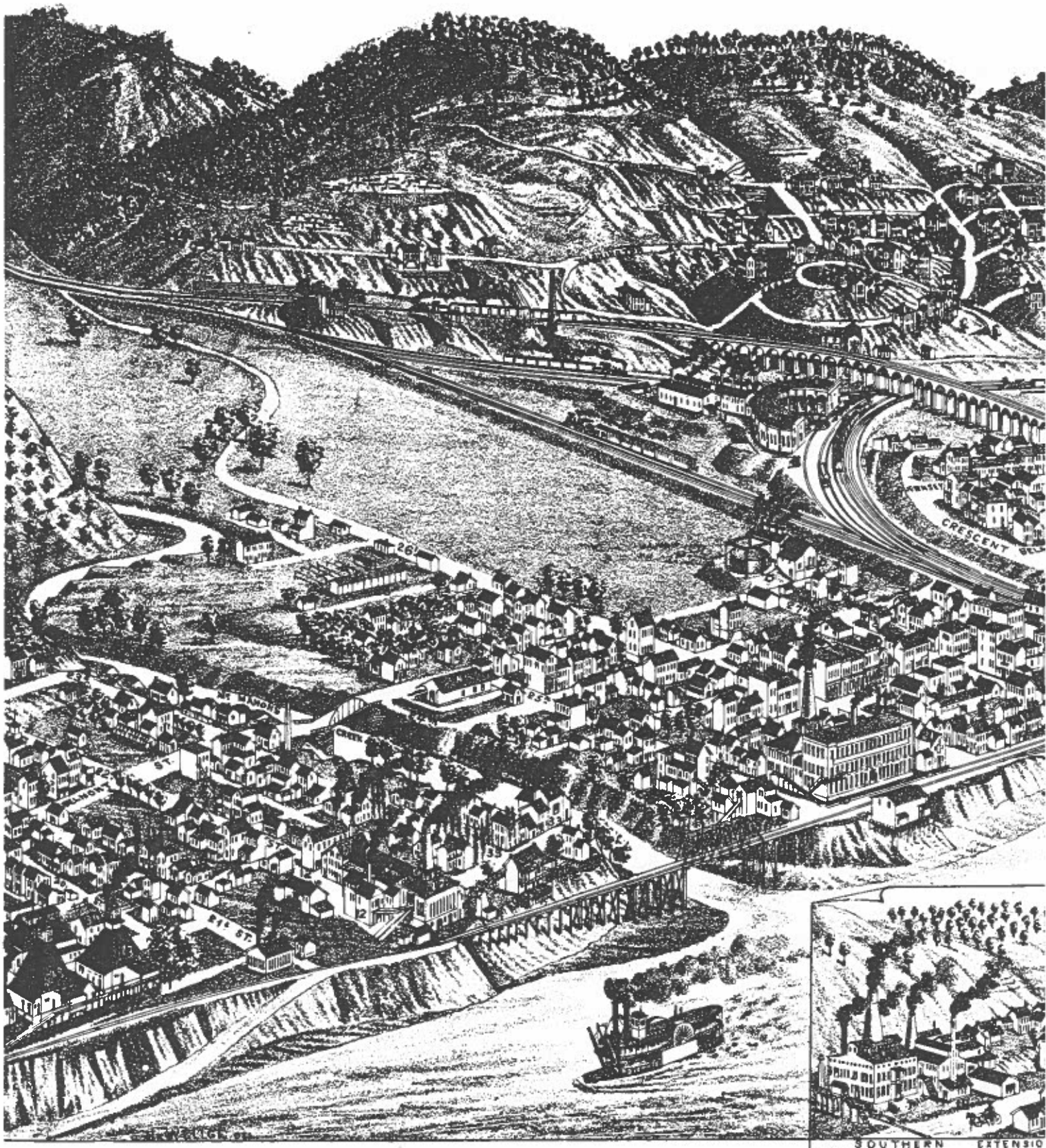


A—Presbyterian Church  
 B—Deciples Church  
 C—United Presbyterian Church  
 D—Methodist Church  
 E—Episcopal Church  
 F—German Evangelical Church  
 G—Catholic Church  
 H—Methodist Church South Bellaire  
 I—High School  
 J—Gravel Hill School  
 K—South Bellaire School  
 L—African School  
 M—City Hall  
 N—Market House  
 O—Gas House  
 P—B. & R. R. Depot  
 Q—C. & P. R.R. Depot  
 R—B. & S.W. R.R. Depot  
 S—Water Works  
 T—Reservoir  
 U—B. & O. Round House and Shops  
 V—C. & P. Round House and Shops  
 W—B. & S. W. Round House and Shop  
 X—Soldiers Monument

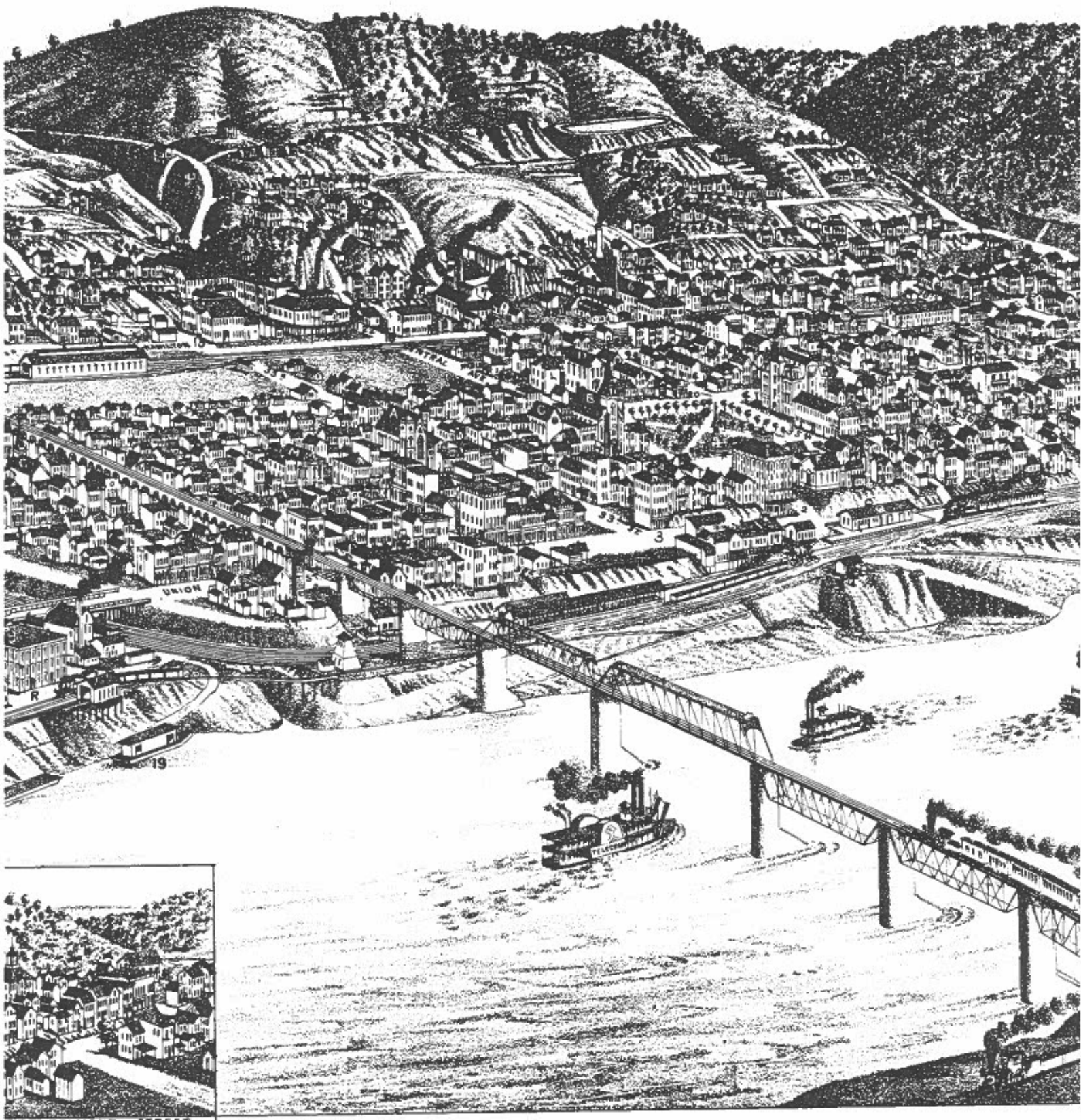
1. First National Bank
2. Globe Hotel
3. Belmont House
4. Bellaire Nail Works
5. Union Window Glass Works
6. Lantern Globe Manufacturing
7. Bottle Works
8. Belmont Glass Works
9. Buckeye Lantern Co., Pack. Room and Store House.
10. Aetna Glass and M'f'g. Co.
12. National Glass Works, Rodefer Bro's.
13. Window Glass Works.
14. Ohio Glass Works.
15. Bellaire 'stamping Co.
16. Plaining Mill and Lumber Yard, DuBois & McCoy.
17. Bellaire Boiler Works, J. B. Barnhill
18. Upper Wharf Boat, C. H. Dankwerth, Agt.
19. Lower Wharf Boat, Wm. Manley, Prop.
20. Carriage Factory, A. H. Marsh.
21. Wagon and Machine Shop, Shipman & Nevil
22. Marble and Granite Works, M. W. Jordan.
23. Brick Yard, David Crozier.
24. Smith & McClain, Contractors and Stone Masons.
25. Cooper Shops, G. W. Grodhaus.
26. J. Sinclair, Drugs and Medicines, Benwood.
27. Benwood Nail Works.
28. Riverside Furnace.
29. Benwood School.
30. Catholic Church, Benwood.
31. Methodist Church, Benwood.
32. Lutheran Church, Benwood.
33. John B. Heils, Slaughter House and Residence.
34. Glass City Flouring Mill, Fred Muhleman.

I. L. Fawcett, Groceries and Provisions, 1100 South Belmont St.  
 M. Huffman, Palace Drug House, 1102 South Belmont St.  
 Glass City Drug Store, 1121 South Belmont St.  
 A. T. Lockwood, Groceries and Prov., 1208 South Belmont St.  
 John Zweig, Hardware, Stoves, &c., 334 Union St.  
 Matt. Auftring, Bakery, Belmont, cor. 22nd Sts.  
 Mrs. H. Miller, Dry Goods, Millinery, Fancy and Gents Furnishing (Goods, 338 Union St.  
 Andrew Truman, Globe House Barber Shop.  
 Schramm Bro's, Groceries and Provisions, 141 Belmont St.  
 D. Koonce, Groceries and Provisions, 128 Noble St.  
 D. Lash, Groceries and Provisions, 300 Noble St.  
 Jacob Reitz, Groceries and Provisions, 401 Noble St.  
 J. G. McCollough, Physician and Surgeon 929 Noble St.  
 J. G. McCollough, Drugs and Medicines, 931 Noble St.

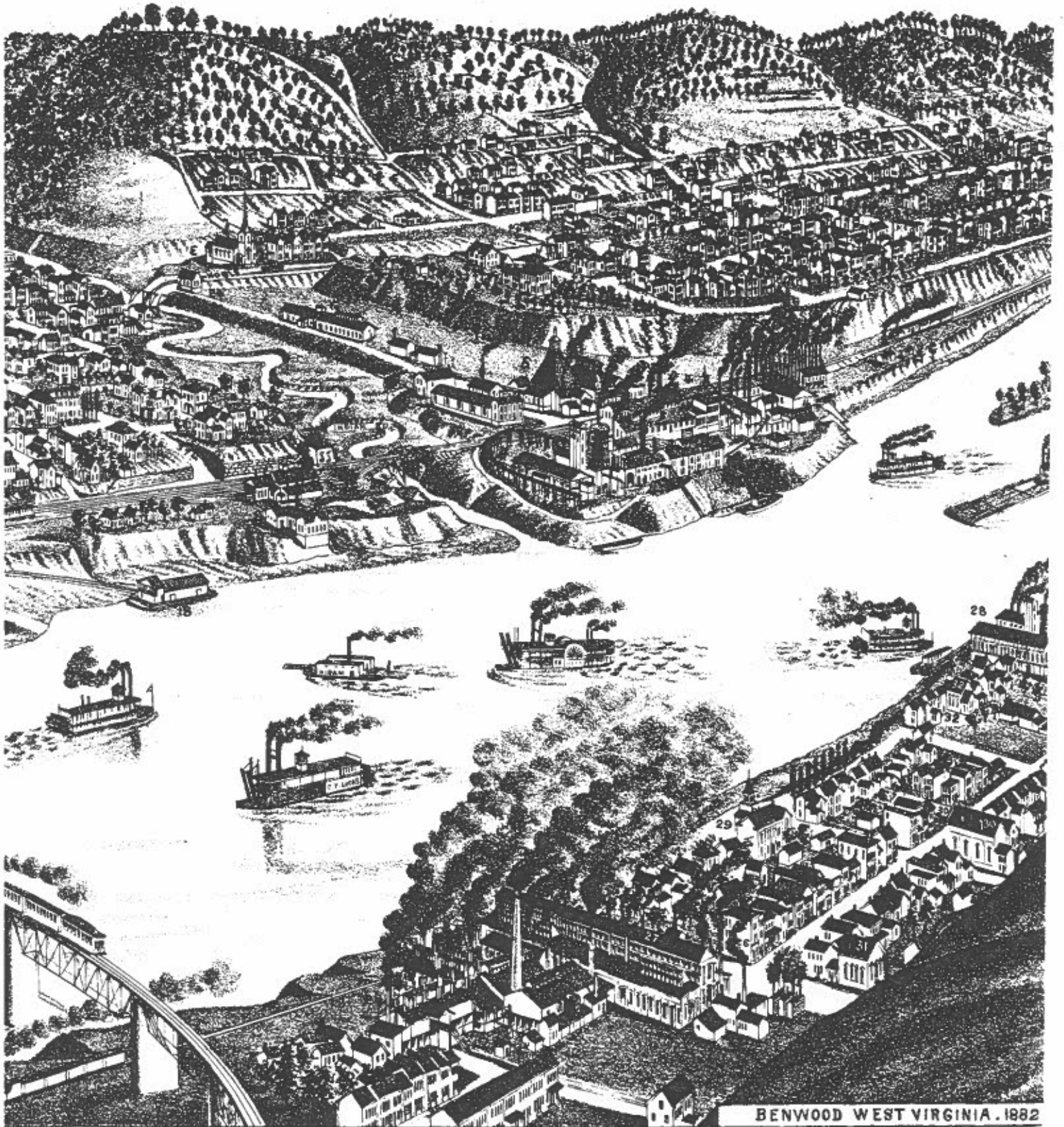
James F. Anderson, Ed's, Independent, 313 Union St.  
 Poorman & Woodbridge, Ed's, Tribune, 339 Union St.  
 C. N. Allen, Ed'r, Democrat, 137 Belmont St.  
 Husbands & Inskip, Drugs and Medicines, 314 Union St.  
 M. Sonneborn, Clothing, Hats & Caps, Boots & Shoes,  
 (Gents Furnishings 324 & 326 Union St.  
 Fred Hoffman, Furniture and Undertakings 324 232 Union St.  
 Mayer & Klotz, Dry Goods, Carpets, &c., 234 Union St.  
 J. B. Smith, Attorney and Notary, 229 Union St.  
 D. M. Corbett, Groceries and Provisions, 206 Belmont St.  
 Joseph Burtoft M'f'r and Dealer in Tobacco & Cigars, 302 Union St.  
 Alex Mayer, Dry Goods Clothing & Carpets, 322 Union St.  
 S. Klotz, Clothing, Hats, Caps and Gents Furnishings, 336 Union St.  
 I. N. Grafton, Undertaker and Practical Embalmer, 317 Union St.  
 John B. Heil, Meat Market, 308 Union St.  
 O. C. Genter 99c. Store, Belmont St.  
 Rees & Gallaher, Attorneys at Law, Bank Building.  
 Fred Eberle, Groceries and Feed, 329 Belmont St.  
 R. W. Muhleman, Physician and Surgeon, 104 Belmont St.  
 Wiley & Wetherald, Dry Goods and Notions, 215 Belmont St.  
 Geo. H. Muth, Boat Store, Groceries and Provisions, 220 Union St.  
 Jas. Fitton, Steam and Gas Fitter, 318, 33rd St.  
 W. S. Carroll, Groceries and Provisions, 33rd St. near Belmont St.  
 A. Stahl, Liquor Store, 552 Union St.  
 F. J. Smith, Boot and Shoes, 118 Belmont St.  
 J. J. McDermott, Saloon and Eating House, 137 Union St.  
 Wm. Shindewolf, Saloon and Restaurant, 224 Union St.  
 Amelia Winkler, Bakery and Ice Cream Saloon, 402 Union St.  
 A. V. Honeywell, Groceries and Provisions, 628 Belmont St.  
 Mrs. S. J. Neal, Groceries and Prov., Guernsey St. West End 25 St.  
 Wm. H. Risler, Meat Market, 221 West 25 St.  
 Fred Rodewig, Bakery, 330 Belmont St.  
 J. A. Pedicord, Grocery and Ice Cream Saloon, 401 Belmont St.  
 Wm. Manley, Groceries and Provisions, 31st bet. Belmont & Union.  
 O. C. Adair, Groceries and Provisions, 405 Union St.  
 Jennie C. Tucker, Confectionery and Cigars, 501 Union St.  
 John Steger, Cigar Manufacturer, 538 Union St.  
 Conrad Gantert, Bakery and Confect., 533 & 535 Union St.  
 Mrs. R. H. Sherry, Saloon and Billiard Parlor, 137 25th St.  
 Mrs. S. Goetze, Groceries and Provisions, 1013 Jefferson St.  
 R. E. Williams, Groceries and Provisions, 1029 Jefferson St.  
 Mrs. L. Cooper, Ice Cream and Confectionery, 335 Belmont St.  
 John E. Vogel, Groceries and Provision, 224 Hamilton St.  
 Conrad Rumbach Globe House Saloon.  
 Mrs. A. Gray, Ice Cream Saloon and Confectionery, 115 Belmont St.  
 C. Lashley, Groceries and Provisions, 515 Union St.



**BIRD'S EYE VIEW OF B**



**LLAIRE, OHIO — 1882**



BENWOOD WEST VIRGINIA. 1882



# The Stone Bridge

The Bridge in Iron, Stone, and Steel  
Compiled by Rik Rodefer

The history of the Stone Bridge reveals interesting facts and comparisons when one realizes the intrinsic values of the primary materials used; sandstone, cast and wrought iron, and steel. The original masonry arches and piers, using Ohio quarried sandstone, today still support the approaches and spans . . . "without evidence of deterioration attributable either to the action of natural agencies or to the great increase in weight of superstructure and moving loads which has characterized its long service-life." In contrast, the original superstructure utilized various elements including span designs approaching the end of their useful life as well as span designs utilizing the latest in engineering thought. The ever increasing size and weight of the railroad's rolling stock did not affect the service of the masonry design but did necessitate complete replacement of the wrought and cast iron elements of the superstructure. Thus, the Bridge today does appear different than the design revealed in the early photographs.

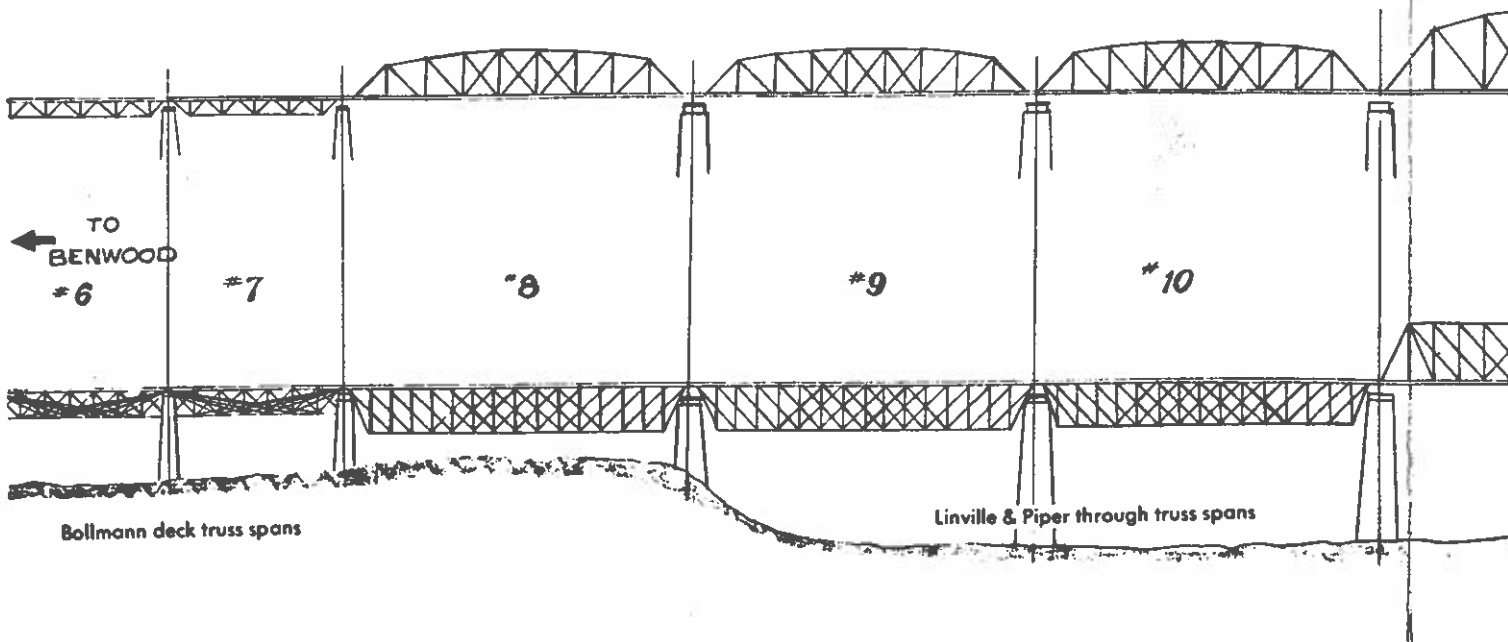
At this point in time as we pause to commemorate the Bridge's Centennial anniversary, many of the technological developments of this era have been spawned by the aerospace endeavors. The technological innovations of the mid-nineteenth century were similarly conceived in the field of civil engineering. "Perhaps the greatest single step in the history of civil engineering was the introduction of iron as a primary structural material in the 19th century; it quickly released the bridge and the building from the confines of a technology based upon the limited strengths of masonry and wood."

"Wendel Bollman, self taught Baltimore civil engineer, was the first to evolve a system of bridging in iron to be consistently used on an American railroad, becoming one of the pioneers who ushered in the modern period of structural engineering. The recognition of Bollman's abilities was in the well-established tradition of the B&O, long known as America's first 'school of engineering,' having sponsored many early experiments in motive power, trackwork, and other fundamental elements of

railroad engineering." "The era of long span truss bridges in America may be considered as dating from the building of the first bridge over the Ohio River at Steubenville, between 1863-64, by Jacob Hayes Linville."

From a historical standpoint it is interesting to note that the Stone Bridge's superstructure represented the collaboration of these two men outstanding in the creation of the modern railroad bridge, namely Wendel Bollman (1814-1884) and Jacob Hayes Linville (1825-1906). The original cast and wrought iron superstructure consisted of nine deck truss spans of the Bollman type, four deck truss spans of the Linville and Piper designs and two through truss spans of the Linville and Piper type, about 242 and 348 feet in length respectively, the longer span crossing the channel. The total length of the bridge is approximately 3850 feet which includes 2317 feet in the iron work spans and 1433 in the 43 stone arches of the western approach. Design and construction of the bridge was coordinated with a similar B&O Bridge crossing the Ohio River between Parkersburg and Belpre.

"In the mid 1870's Bollman saw his truss pass into obsolescence. This was due primarily to the generally increasing distrust of cast iron for major structural members due to its brittleness, but advances in structural theory, availability of a greater variety of rolled structural shapes, and the increasing loading patterns of the period all contributed." Thus the nine Bollman trusses, spans 14 and 15 on the west and spans 1 through 7 on the east, were replaced first. "The rebuilding of this (Stone) bridge was not a continuous operation, but was done in sections extending over a number of years, the policy being to replace those spans which were the most expensive to maintain, or which developed weakness under the existing traffic, in the order in which this weakness was made evident. Each section was designed in accordance with the specifications in use on the Baltimore and Ohio Railroad at the time the design was made, the result being that the completed new structure is not of uniform strength."



As with any reconstruction, consideration of improving the bridge by increasing the channel's width was undertaken by the three involved parties; the railroad, the river men, and the War Department. With the latter two factions clamoring for a much wider channel, the railroad resisted the estimated \$250,000.00 cost increase by claiming their charter provided the right to maintain the bridge on the existing masonry. Finally in 1904, after all other spans had been rebuilt and with only the lack of strength in spans 11 and 12 prohibiting the use of the heavier locomotives operating on both sides of the bridge, the B&O proceeded to reconstruct the channel spans on the existing masonry. River men yet today profane their speech when discussing the navigational difficulties posed by the Ohio River's narrowest channel, the Stone Bridge with its 320 foot horizontal clearance.

The reconstruction of span 11 posed the greatest problem by being the longest and the channel span. The crucial requirement of maintaining both rail and river traffic was met by designing and constructing spans 11 and 12 so that the trusses and upper braces cleared the old spans. A device called the 'erection traveler' was utilized to ride atop the old span to handle the structural elements necessary to build a new span around the old span. All this was accomplished with no restriction to river traffic and only a slight restriction to the flow of rail traffic. The sketches below, prepared by Mr. J. E. Greiner for his engineering paper presented in 1905, reveal the original design as completed in 1871 and the reconstructed design as completed in 1904. Other minor design improvements were made on some of the approach later in the mid-1920's.

The Stone Bridge of iron, stone, and steel has now seen one hundred years of rugged service. Within that noble span of time, transportation has undergone a fantastic evolution from the horse and carriage to the rocket and lunar module. Neither the floods, ice floes, or runaway barges of the Ohio, the mammoth simple articulated locomotives (2-8-8-4) of the '50's, nor the unit trains of the '70's, found the bridge to be wanting. It has stood these many years as a landmark to engineering, to rail and river, and most importantly, a landmark for the people of Bellaire, wherever they may be.

#### Sources

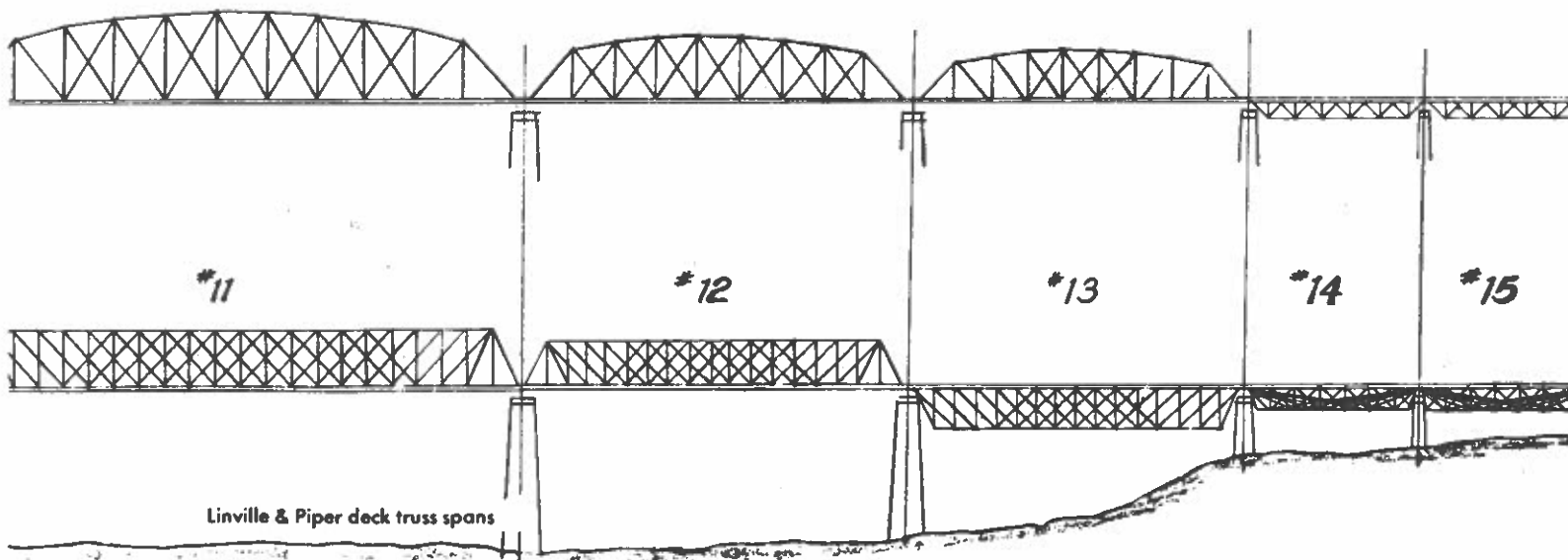
Baltimore & Ohio Railroad - P. C. Lang Jr., Engineer of Bridges, 1936.

"American Railroad Bridges" - Theodore Cooper, paper: American Society of Civil Engineers, 1889.

"The Reconstruction of the B&O RR Bridge over the Ohio River, at Benwood, W. Va." - J. E. Greiner, paper: American Society of Civil Engineers, 1905.

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Brown, Paul Lawrence Dunbar, and a few others. Now, though, we are becoming more acquainted with other great black men.

In 1775 a black minister named Lemuel Haynes rode with the minute men summoned into action by Paul Revere's cry on April 19.

In 1779 Jean Baptiste Pointe Du Sable a negro from Santa Domingo, erected the first house in Chicago. In memory of him, there is a tiny plaque at the corner of Pine and Kinzie Streets.

In reading Black History, I even learned about black cowboys. Two of them were Nat Love, alias Deadwood Dick, and Bronco Jim. They led cattle drives across Southern Texas, the Plains of Kansas, and Mo.

A black man whose name was Isiah Dorman fought with General Custer in the 7th Cavalry in the Battle of the Big Horn in 1876. There were also Negroes in the Spanish American War.

Richard Allen founded the Free African Society in 1787. He became a Methodist minister and also converted his master. He was permitted to buy his freedom. He once said "We were stolen from our Mother country and brought here. We have tilled the ground and made fortunes for thousands. This land which we have watered with our tears and our blood, is now our mother country.

Nat Turner's revolt in 1831 helped convince the people that some slaves hated slavery more than they shunned death.

Harriet Tubman, one of the brave conductors of the famous underground railroad, aided more than 300 slaves to escape.

Frederick Douglas was an American Abolitionist, and the son of a slave mother. He escaped in 1838 and took the surname from Scott's "The Lady of the Lake". He established and edited North Star for 17 years in abolitionist causes in Rochester, New York.

Jupiter Hammon, Phillis Wheatley, and George Horton were black poets.

Negroes were studying at Oberlin and Harvard Universities since before the Civil War.

In 1883 Jan Matzeliger patented the first appliance capable of holding a shoe on its last by gripping and pulling the leather down and dividing nails.

Between the years of 1935-41 a man named Dr. Drew was responsible for the discovery of the blood bank thus, making transfusions possible. He was declared ineligible to donate his own blood to the program and later saw it earmarked for separate storage as Negro Blood in the American Blood Banks.

I could go on and on listing many more great black men who contributed greatly to the making of our great America, but I'm sure it would take up more books.

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I don't want to end this article, though, without mentioning a great man that lived in our era. He is the late great Dr. Martin Luther King Jr. He not only did a lot for the Negro race, but he also won the Nobel Peace Prize of the world.

A person without a history has no meaning or identity, and therefore little value, but more and more black people are becoming aware of their pasts, and value their heritage.

### SOUL DRESSING

Crumble a pan of cornbread, and chopped onions, bell pepper, salt and black pepper, a pinch of sage and a little bit of beef broth and hold it together and stuff it.

#### Cornbread:

- 1 1/2 cups Aunt Jemima Corn Meal
- 3 tablespoons all-purpose flour
- 1/2 teaspoons baking powder
- 1 teaspoon salt
- 2 tablespoons shortening
- 1 1/2 cups milk
- 1 egg, beaten

Sift together corn meal, flour, baking powder and salt into bowl. Melt shortening in 10-inch oven proof skillet or 9-inch square baking pan in preheated very hot oven (450° F).

Add milk and egg to dry ingredients, stirring to combine. Add melted shortening from skillet to batter; mix. Pour in preheated oven (450° F) 20 to 25 minutes.

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**Armistead McPherson (great grandfather) (1821-1907)**

Born of slave parents (1821) in Loudon County, Virginia and carried to Missouri.

Register No. 13911 (Free Papers) presented to Court and ordered to be certified August 13, 1844.

Free papers filed November 5, 1850 at Sieling, Virginia.

**Mary Morgan (great grandmother) (1826-1908)**

Born of slave parents (1826) at Baltimore, Maryland and carried as a bond girl in the family of Theodore G. Price to St. Louis, Missouri.

Emancipation Date . . . February 24, 1850.

Deed of Emancipation filed . . . June 13, 1850 County of Monroe, Missouri.

**Armistead and Mary McPherson (great grandparents)**

Armistead and Mary became acquainted in attending church with their masters. Regarding Armistead as a suitable companion for May, her master invited him to a Sunday dinner, subject to the consent of Armistead's master. Thus began a friendship which ripened into love.

At the time that Armistead and Mary considered marriage, Armistead was not a free man. At her emancipation Mary remained with her former master, Mr. Price, worked and with the aid her former master contributed \$120.00 to free Armistead. They were married by the minister of Mary's former master in 1850.

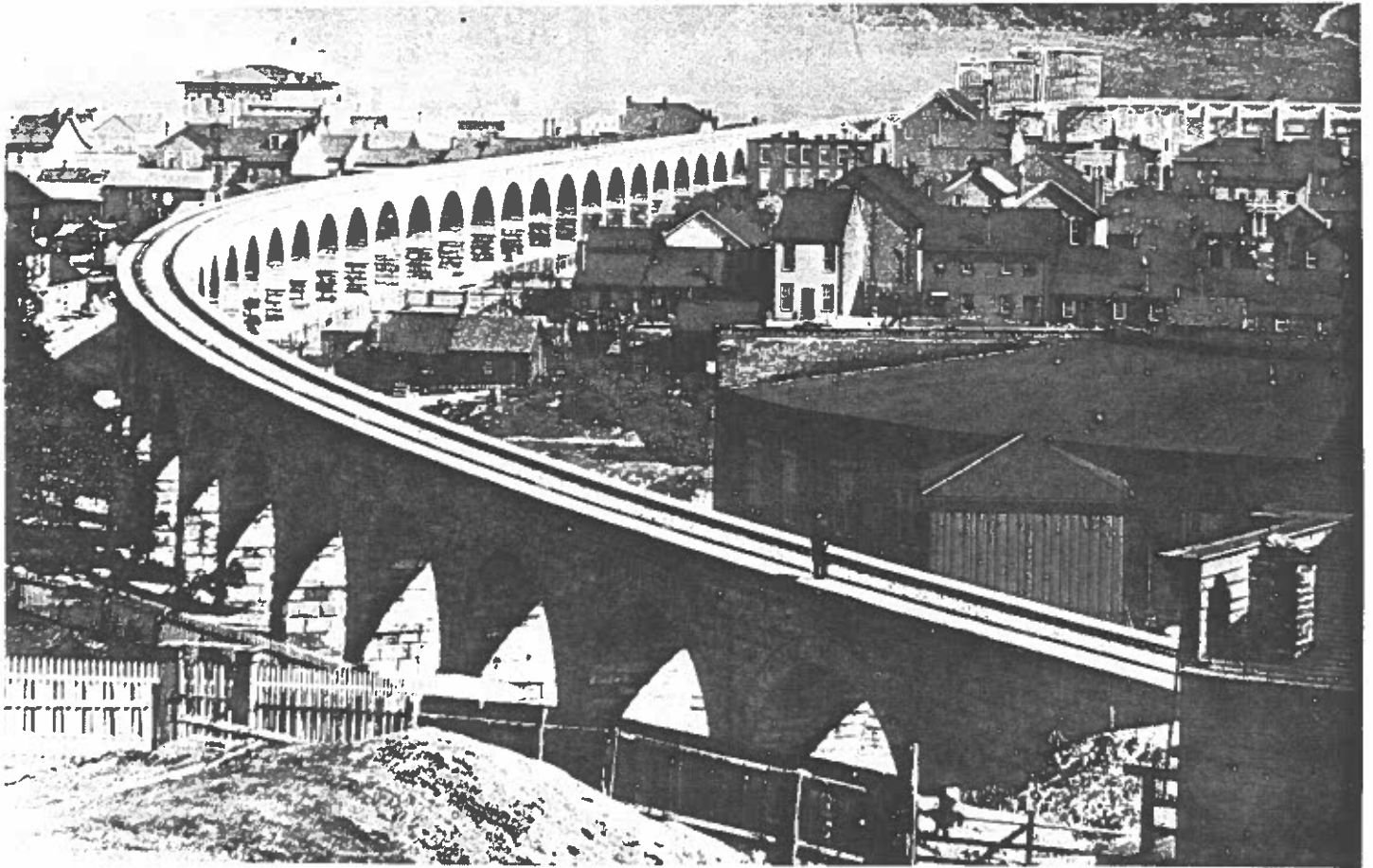
During their early marriage, the former masters suggested that they remain and work until they could get a start. They remained and worked, receiving pay during which time three children were born — Mary Louise, George Washington, and Lucy Emmerine.

From 1850-56 slaves began to learn of the freedom in the north and in Canada, so began the movement of run-away slaves. The former masters thought it wise for Armistead and Mary to leave the State of Missouri. The masters carried the parents with their three children to Hannibal, Missouri where they booked passage on a boat to Ohio, settling in Barnesville, Ohio in 1852.

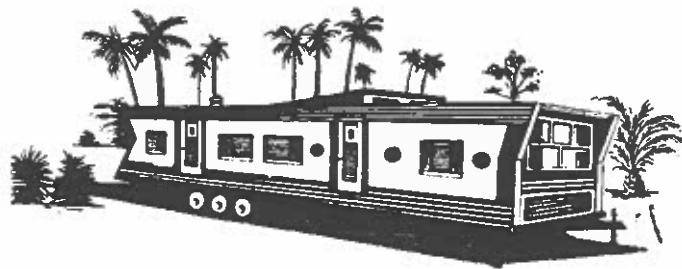
In 1865 Armistead, a teamster by now, was invited to go to Bellaire, Ohio to work on the bridge across the Ohio River. The family moved to Bellaire in 1866. The family consisted of nine children (Mary Louise, George Washington, Lucy Emmerine, Sadie, Winnie, Alice, Maggie, Ellen, and Samuel J.) All the children (with the exception of Ellen who became blind and an invalid at an early age) were married. All remained in Bellaire with the exception of Alice (to Chicago) and Samuel J. (to Pittsburgh) where families were reared — many descendants still residing in these places.



The Face or obverse of the medal will feature the original design of the superstructure of the bridge which was constructed, beginning with the stone substructure on May 2, 1868 and culminating with the first bridge traffic on June 21, 1871. The detail of the obverse is taken from an 1882 lithograph of Bellaire prepared by Beck & Paull, Lithographers of Milwaukee, Wisconsin; copyrighted and published by J. J. Stoner of Madison, Wisconsin. This Lithograph will be repinted in the All-American Festival booklet. The back or reverse of the medal will feature a design by Hugh Claspy, Bellaire resident and artist depicting the three industries of Coal, Glass and Steel which have been a major element in the development of the Bellaire area.



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