

# SOUVENIR

★ PROGRAM AND HISTORY ★



WHEELING  
CENTENNIAL

1836 ★ 1936

# PROGRESSING WITH WHEELING

*Better Meats  
Better Service*



## JOHN WENZEL CO.

100% W. Va. Owned and Operated

WHEELING,

WEST VIRGINIA

# CONGRATULATIONS To The City of Wheeling . . . .

. . . . . on the completion of one hundred years of growth and progress—one hundred years which span an era from the creaking covered wagon to the stream-lined aerial express of today. It is indeed an anniversary worthy of commemoration.

1936 is also an anniversary year for Fidelity—a year in which we celebrate a quarter century of growth and progress from our own covered wagon days.

The history of Fidelity has indeed been a pageant of progress. From modest beginnings back in 1911, it has grown and flourished until now it has resources in excess of \$28,000,000—the largest financial institution in the State of West Virginia. It has district offices in 35 principal cities of the nation, and provides a livelihood for nearly a thousand employees. Fidelity has helped thousands to attain financial success, and has paid more than \$36,000,000 to its contract-owners scattered all over the world.

Rugged and sturdy as old Fort Henry, Fidelity during the entire period of its existence has met without a single exception every contractual obligation at maturity.

Fidelity, because of its outstanding record, is entitled to the careful consideration of every individual who wishes to enjoy financial security.

## F I D E L I T Y I N V E S T M E N T A S S O C I A T I O N

Home Office: Wheeling, West Virginia  
Offices in Principal Cities



# WHEELING & BELMONT BRIDGE COMPANY

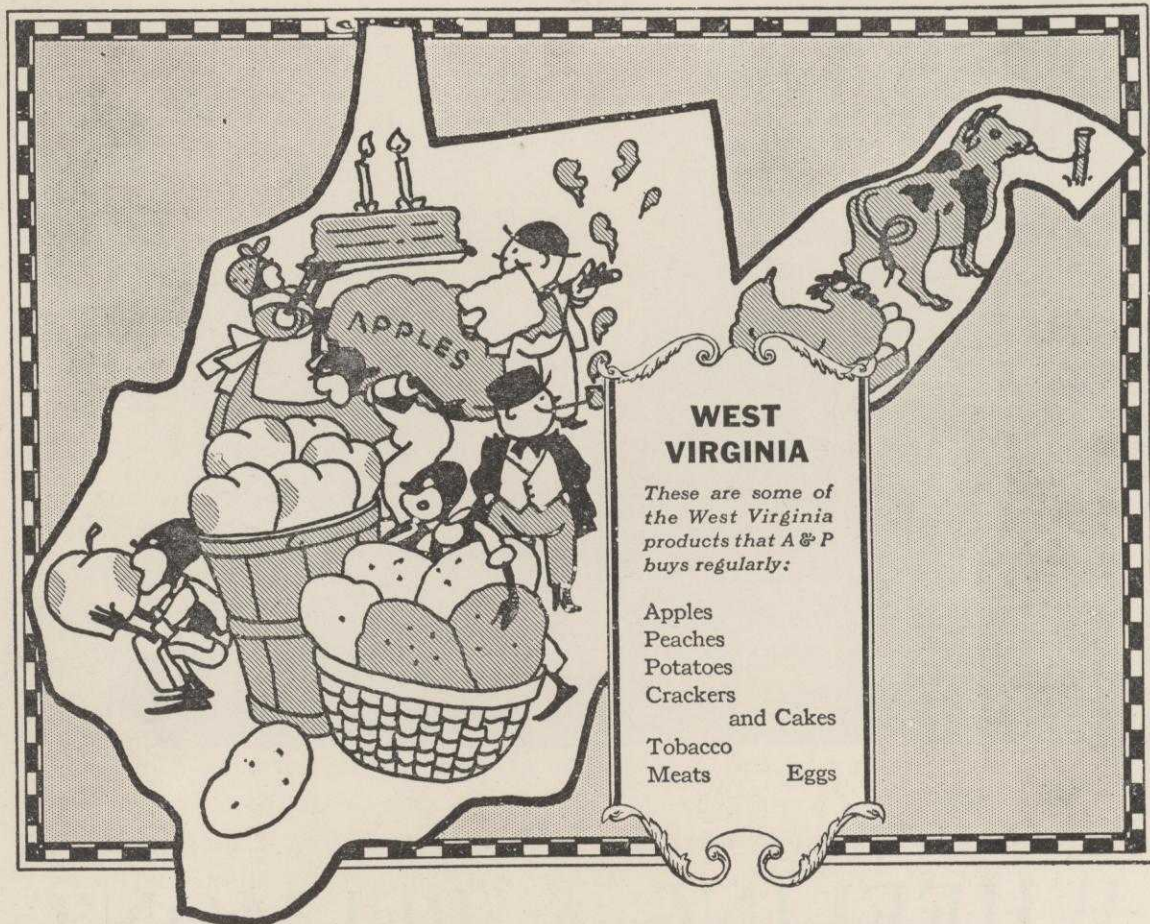


We Operate the Suspension Bridge to the Island

..... and .....

The Bridgeport Bridge Between the Island and  
Bridgeport





### WEST VIRGINIA

*These are some of the West Virginia products that A & P buys regularly:*

Apples  
 Peaches  
 Potatoes  
 Crackers  
 and Cakes  
 Tobacco  
 Meats      Eggs

## We Spent Over \$2,700,000 for West Virginia Products Last Year

When you buy food in A & P stores, what becomes of your money after it passes over our counters?

The money you pay us for food is used by us, as your agent, to buy the best food we can find anywhere.

Last year we bought over two million, seven hundred thousand

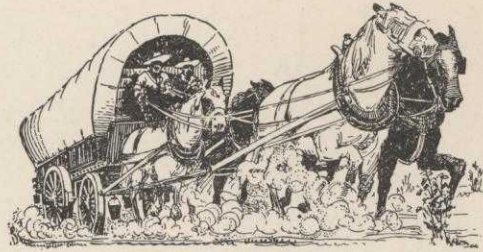
dollars worth of West Virginia products. And we sold these products, not only in our West Virginia stores—but in thousands of A & P stores throughout the country.

A & P is one of the best customers the West Virginia farmers and food producers have.

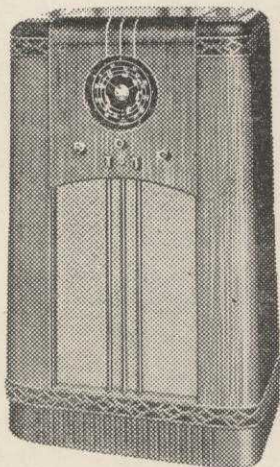
# A & P FOOD STORES



From . . . . . 1836  
 The Day of the  
 CONESTOGA WAGON



To . . . . . 1936



**CROSLEY RADIO**

You've never heard radio until you've heard this marvelous Crosley Radio Model 167 Console. Revolutionary features. Other Crosley Radios for every purse and purpose at

**\$19<sup>99</sup>**  
 and up

**YOU'RE THERE WITH A CROSLEY**

Crosley pioneered many of the important developments and improvements in radio—and today Crosley Radios offer the last word in performance and value . . . Crosley now sets the pace in Electric Refrigeration and Washing Machines . . . These three outstanding Crosley products reflect the tradition and the high ideals of Ott-Heiskell's policy to sell only the best and offering most value for the money.

SEE YOUR  
 CROSLEY DEALER

Buy CROSLEY—Ahead by Every Comparison!

**OTT-HEISKELL CO.**

A Century of Service

Established 1836

THE DAY OF RADIO . . . . . and the many other modern Necessities that increase the joy of living . . . . . the OTT-HEISKELL CO. has served the needs of this district with merchandise of highest merit and greatest value . . . . keeping step with progress . . . . offering the latest in Hardware, Home Needs and Industrial Supplies . . . . through every period . . . . bad years, good years, droughts, floods, war, panic and other calamities.

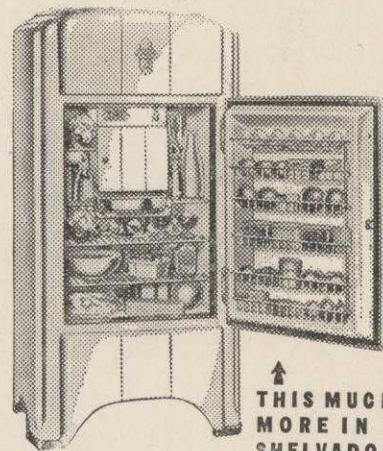
**OTT-HEISKELL CO. has always carried on.**



**CROSLEY SAVAMAID WASHER**

**With Sensational Velvetouch Wringer**  
 An outstanding electric washer with amazing Velvetouch Wringer that removes far more dirt and water . . . leaves no saturated spots . . . no broken buttons . . . Other Savamaid washers are priced at

**\$49<sup>95</sup>**  
 and up

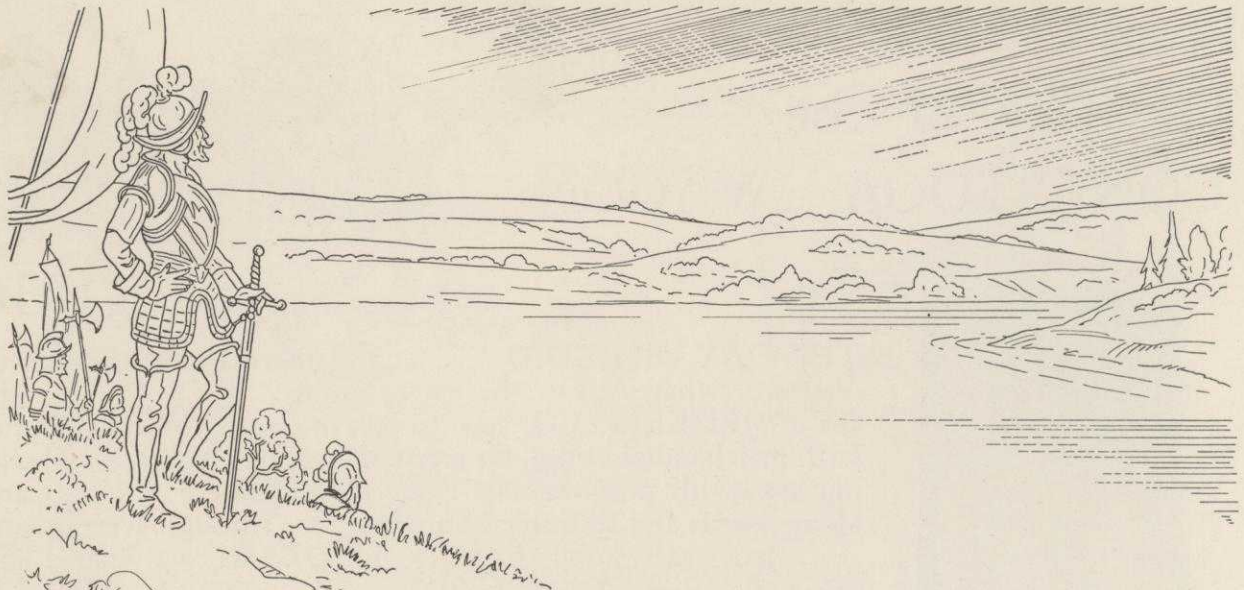


↑  
**THIS MUCH  
 MORE IN A  
 SHELVAIOR**

**CROSLEY SHELVAIOR**

One glance and you'll quickly see how much more usable space Shelvador offers. And only Crosley offers the space-saving, time-saving advantages and conveniences made possible by Shelvador. Crosley Shelvador refrigerators are startlingly priced, including five-year protection . . .

**\$99<sup>50</sup>**  
 and up



THE first accurate account of a white man descending the Ohio river came as the result of an expedition headed by Bienville de Celeron. Celeron came down the Ohio in 1749 with an armed force to claim the land adjacent to the river in the name of Sovereign France. At points along the way this expedition planted leaden plates. One of these was placed in the earth at the point of confluence of Wheeling Creek with the Ohio River. This plate has never been found but the story of its placement may be found in the archives of the government of France. In December 1900 . . . one hundred and fifty-one years after de Celeron's visit . . . John J. Jarvis came to Wheeling and established the first engraving plant in the state of West Virginia. For nearly thirty-six years Jarvis "plates" of copper, zinc and steel have helped to identify the products of the Ohio Valley's industries to the world.

Excellence of workmanship and the pioneering spirit have made the Jarvis mark a respected symbol among advertisers and printers . . . a fact exemplified by our constant growth and the ever increasing list of satisfied friends and customers.

*Handwritten notes and signatures in the right margin.*

**J A R V I S**  
*engraving company*  
 REGISTER BLDG. WHEELING, W.VA.



ENGRAVING    :-    ADVERTISING    :-    ART    :-    OFFSET PRINTING

# PROGRAM

Wheeling Centennial, August 17-22, 1936

## MONDAY

- 9:00 A. M.—Opening Tennis Tournament  
Qualifying Courts—  
Wheeling Park  
Oglebay Park  
Tennis Club
- 9:00 A. M.—Opening Historical Display—Merchants Windows—Entire Week
- 6:00 P. M.—Historical Parade
- 7:00 P. M.—World's Fair Shows—Fair Grounds
- 8:00 P. M.—Coronation of Queen by Governor H. G. Kump—Stadium
- 8:00 P. M.—Pageant—ON WINGS OF TIME—Stadium

\* \* \*

## TUESDAY

- 9:00 A. M.—HULLIHEN DAY
- 9:00 A. M.—Tennis Tournament
- 10:00 A. M.—Opening Transportation Display—B. & O. Historical and Modern Display—South Street—By Queen and Princesses
- 11:00 A. M.—Penna R. R. Display—Penna Station—Queen and Princesses
- 12:00 Noon—Opening Wheeling Dist. Industrial Exhibit—Market Auditorium by Gov. H. G. Kump, Queen and Princesses
- 1:00 P. M.—Antique and Modern Transportation Display—Fair Grounds
- 12:00 A. M.—Wreath on Hullihen Monument
- 12:15 P. M.—Rotary Luncheon
- 1:00 P. M.—Hullihen Luncheon
- 2:00 P. M.—World's Fair Shows—Fair Grounds
- 7:00 P. M.—Centennial Band Concert—Stadium
- 8:00 P. M.—Pageant—ON WINGS OF TIME—Choral Societies—Stadium
- 9:30 P. M.—Tennis Tournament Dance—Oglebay Park

\* \* \*

## WEDNESDAY

- 9:00 A. M.—Tennis Tournament
- 9:00 A. M.—Historical Displays
- 10:00 A. M.—Industrial Displays
- 10:00 A. M.—Transportation Displays
- 12:15 P. M.—Lions Club—Civitan Club

- 2:00 P. M.—World's Fair Shows—Fair Grounds
- 4:00 P. M.—Unveiling of Schwinn Memorial at Ohio Valley General Hospital
- 7:00 P. M.—Centennial Band Concert—Stadium
- 8:00 P. M.—Pageant—ON WINGS OF TIME—Stadium—Nationality Night
- 10:00 P. M.—Queen's Ball, Frank Dailey and his Meadowbrook Orchestra—Wheeling Park

\* \* \*

## THURSDAY

- 9:00 A. M.—Tennis Tournament
- 9:00 A. M.—Historical Displays
- 10:00 A. M.—Industrial Displays
- 10:00 A. M.—Transportation Displays
- 12:15 P. M.—Kiwanis Club Luncheon
- 12:00 to 6:00 P. M.—Display of Government Boats Wheeling Wharf—Open to public
- 2:00 P. M.—World's Fair Shows—Fair Grounds
- 8:00 P. M.—Wheeling Centennial Band—River-side Park
- 8:00 P. M.—River Parade—Ohio River

\* \* \*

## FRIDAY

- 9:00 A. M.—Opening Golf Tournament—Wheeling Country Club
- 9:00 A. M.—Historical Displays
- 10:00 A. M.—Industrial Displays
- 10:00 A. M.—Transportation Displays
- 10:00 A. M.—Tennis Tournament
- 10:00 to 2:00 P. M.—Children's Day—Stadium
- 1:00 P. M.—Children's Day—World's Fair Shows
- 1:00 P. M.—Speed Boat Races—Ohio River
- 2:00 P. M.—World's Fair Shows
- 8:00 P. M.—Concert—Wheeling Civic Symphony Orchestra—Stadium

\* \* \*

## SATURDAY

- 9:00 A. M.—Golf Tournament
- 9:00 A. M.—Tennis Tournament—Finals
- 9:00 A. M.—Historical Displays
- 10:00 A. M.—Industrial Displays
- 10:00 A. M.—Transportation Displays
- 1:00 P. M.—Speed Boat Races
- 2:00 P. M.—World's Fair Shows
- 9:00 P. M.—WWVA Centennial Jamboree—Stadium



# NAIL CITY SMELTING WORKS

Established 1877

When Wheeling was known as the Nail City, producing more nails than any other city in the world.

Twenty-seventh to Twenty-eighth on Wood Street

WHEELING, W. VA.

## BRONZE, BRASS and ALUMINUM CASTINGS

Since 1906

OWNED and OPERATED BY

Harry Waterhouse, Sr.  
Harry C. Waterhouse, Jr.  
Earl H. Waterhouse

..... Manufacturers of .....

## TITANIUM BRONZE

a high tensile, acid resisting alloy in

CASTINGS, FORGINGS and ROLLED FORMS, NAILS, BOLTS, NUTS, LAG SCREWS, CHAIN

## HILEDALLOY

The bronze bearing metal, with long life, that will not score the shaft.

From Base Metals to the finished product through an efficient organization and well equipped

### PATTERN SHOP

### FOUNDRY

### MACHINE SHOP

Upon this occasion, we wish to thank those whose patronage has made possible to our continued growth and success during the past 30 years.



## THE SIGN OF GREATER VALUES

### AMERICAN OIL COMPANY

**"BELMONTE"** NOODLES, MACARONI and SPAGHETTI

is made from the highest grade cream of wheat. When You buy "BELMONTE" you know you are getting the best. Made in Wheeling by Master Macaroni Makers

**WHEELING MACARONI CO.**  
HOME OWNED

The Taste Tells More Yield Better Flavor

## United Grocery Store

1700 Wood Street

Phone Whg. 151

Compliments of

## HERMAN STRAUSS JUNK

Thirty-fifth and McColloch Streets

COX PHARMACY, 1200 Chapline Street  
..... and .....

COX DAIRY BAR, 17 Eleventh Street

## PAGEANT COMMITTEES

## Talent Committee

Mrs. J. B. Brennan Jr. Chairman; Miss Mary Elizabeth Fassig, Co-Chairman; Miss Mary Elizabeth Johnson, Moundsville; Mrs. Delford Davis, Martins Ferry; Mrs. Margaret Keyser, Bridgeport; Mrs. Harry Paull, Wellsburg; Miss Maude Curtis, West Liberty; Mrs. A. R. Bennett, Benwood; Dr. J. E. McCutcheon, Elm Grove; Mrs. Carl Serig, Warwood; Mrs. Henry Bell, Woodsdale; Mrs. H. T. Davis, Mrs. Frank Neer, Mrs. Samuel Dobbins, Mrs. Homer T. McGregor, Miss Jane Howard, Mr. James Paisley, Mrs. Virginia Hall Donnelly, Miss Nell Humphrey, Miss Eleanor Sweeney, Mrs. John Noll, Mr. Donald McKee, Mr. M. W. Bodey, Mr. Allen Burt, Mrs. Flora Williams, Prof. Edward Blumenberg, Mr. Howard Gratz, Mr. C. B. Montgomery, Mr. Lee Spillers.

## Wooden Money Committee

Frank Speidel, Chairman; Mr. H. M. Pugh, Mr. Howard Nay, Mr. Bernard Alexander, Mr. Jos. Morrison, Mr. Walter Gilbert.

## Property Committee

Mr. Walter Dorer, Chairman; Mr. Thomas Schofield, Mr. Mike Eskin, Mr. Henry Hares, Mr. Leo Fisher, Mr. Ross Bitzer.

## Queen's Election Committee

Mr. Thomas B. Sweeney, Chairman; Mr. Fred Rogers, Co-Chairman; Steve Russek, John Howard, Jr.

## Grounds Committee

Mr. Tom Williams, Chairman.

## Ticket Committee

Ford Shepherd, James Paisley, Co-Chairmen; W. P. Gwathmey, Don Hart, George Dawson, Bill Price, Jack Bushfield, James Hawley.

## Sponsoring Organizations

Daughters of the American Revolution, Parent-Teachers Association, Service League, Daughters of the Grand Army of the Republic, Business and Professional Woman's Club, Child Study Club, Boy Scouts of America, American Legion Post No. 1, Linsly Institute, Lions Club, Civitan Club, Rotary Club, Kiwanis Club, Mothers Club, Martins Ferry Civic Chorus, Bethoven Singing Society.

## Reception Committee

Mayor Chas. F. Schultze; City Manager, H. J. Humphrey; Chief of Police, Albert C. Megale; Councilman W. J. Cotton; Councilman, J. J. Mathison.

## Tennis Committee

Albert F. Schenk, Jr., Chairman; Wright Hugus, Vice Chairman; Harry "Bunny" Corcoran, Tournament Director; H. W. Friedrich, B. F. Arkle, Jim Holloway, W. P. Wilson, Jr., J. P. Fahey, W. W. Shaffer, A. Paul Hubbard, H. V. Corcoran, H. A. Byhanna, Tom Hopkins, James C. Stewart.

## BEETHOVEN SINGING SOCIETY

Under the direction of Professor Edward Blumenberg.

## First Tenors

William A. Hanning  
Frank Harnig  
Paul Hoyras  
S. C. Kesder  
James Michel  
William Niebur  
August Nolte  
Theodore Stocker  
Frank Beuth  
William Becker

## Second Tenors

August Borck  
A. Bott  
R. Knoblich  
Charles Link  
C. F. Seidler, Jr.  
Louis Reidel  
Oscar Seel  
A. Stummeyer  
H. Warnecke  
Frank Keyser

## First Bass

C. A. Bode  
Andrew Butinski  
Robert Coyse  
William Grob  
Max Knoblich  
Val. Reuther  
Frank Riedel  
William Zaleski

## Second Bass

A. P. Brinkmeyer  
F. F. Guegold  
Edward C. Hohman  
Carl Mengue  
L. Michel  
Philip Reuther  
Joseph Wolf  
George Wolf

## Make-Up Committee

Clint Carrico, Floyd Kemp, Martha Jo Nesbitt, Virginia Hupp, Mildred Gogley, Mary K. Hassett, Ann Joyce, Jane Kossuth.

MODERN

"On the National Highway"

FIREPROOF



# Hotel Windsor

WHEELING, WEST VIRGINIA

Rates: \$1.50 Up  
 With Bath, \$2.00 Up  
 (Tub and Shower)

## CAFE—COFFEE SHOP

Jos. A. Evans, Manager

*The* LEADING HOTEL *of* WHEELING

# HAZLETT and BURT

WHEELING, W. VA.

Telephone Whg. 4600



MEMBERS

New York Stock Exchange

New York Curb (Associate)

Wheeling Stock Exchange

# WELCOME TO WHEELING

## RECEPTION COMMITTEE



Left to Right, Seated: H. J. Humphrey, City Manager; Mayor Chas. F. Schultze,  
Chief Albert C. Megale.  
Standing: W. J. Cotton, J. J. Mathison.

## -:- Greetings -:-

It is with great pleasure that I take this opportunity to welcome each and every visitor to Wheeling during Centennial Week.

Wheeling has grown steadily during the 100 years that it has been incorporated as a city. It has never experienced boom periods of growth which might have left it with useless improvements on its hands. It has enjoyed a steady and logical growth—industrially, economically and sociologically. We are proud of our city and welcome you. We invite you to visit our large stores, to play in our spacious parks,

to see the working of the wheels of industry in our mills and factories.

Nothing has been spared to make Wheeling's one hundredth birthday celebration one crammed with historical interest and pleasant diversions.

Speaking for the citizenry, we hope you have a good time. Speaking personally I feel certain you will like Wheeling and I hope you will come back soon and often.

(Signed)

CHAS. F. SCHULTZE.  
Mayor of Wheeling

# Gulf Oil Corporation

●  
THAT GOOD GULF GASOLINE

●  
No-Nox Aviation Gasoline

●  
GULFPRIDE OIL      GULFLUBE OIL

---

GREETINGS FROM  
**CLUB DIAMOND**

Just Remodeled and Redecorated

The Finest Night Club In the Tri-State District

TOP FLOOR PYTHIAN BUILDING

Sixteenth and Market Streets

Dancing and Two Floor Shows Nightly

Broadway Talent

Wheeling 9728

PHONES

Wheeling 9744

# How to Find the Features



Geographically, Wheeling lies stretched out to the north and south between high hills and the Ohio River. It may best be described as a long thin city, with suburban sections to the north and east. There is also an island in the middle of the Ohio River. On this island will be held the pageant, the carnival and a display showing the development of transportation.

Streets in Wheeling are designated in two ways. Those running perpendicular to the river are numbered from one to forty-eight. First street is at the north end of town and forty-eighth is at the south end. The streets running parallel to the river are named and the one nearest the river is Water street. Moving to the east these streets are Water, Main, Market, Chapline, Eoff, Jacob, Byron, Wood, and McColloch. Street numbers on these long streets run according to the numbers of the cross streets by hundreds.

The center of the city is the corner of Twelfth and Market. Market is one-way north and Main is one-way south. Cross streets are open to traffic in both directions.

The Market Auditorium which will house the huge industrial exposition is at Eleventh and Market streets, one block north of the main business corner.

To go to the Island where the pageant, "On Wings of Time" will be enacted on the 17, 18 and 19 of August, one proceeds north on Market street to Tenth. Thence left on Tenth across the suspension bridge on Route 40. At the end of the bridge, instead of following Route 40 to the right, one goes straight down Virginia street, which has flower parks in the center of it, for one block to Penn. Turning left and going four blocks will bring you to the Island Stadium, the Fair Grounds where the carnival will be held and where also will be held an exhibit showing the progress of transportation.

Other features of the Centennial will be held at points scattered out in the outlying districts of Wheeling. Tennis and historical exhibits will be constant features at Oglebay Park, a huge municipal park not far from the center of town. To go to Oglebay Park

one takes Route 40 to the junction of W. Va. 88, following 88 to the park itself. Every visitor should see Oglebay Park as it is one of the finest of its kind in the United States.

The Queen's Ball and tennis matches will also be held at Wheeling Park which the visitor reaches by proceeding four miles east on Route 40. The modern fireproof, open-air dance pavilion will form a marvelous setting for the Queen's Ball. Throughout the days the tennis court will be thronged with players and spectators.

The big Golf tournament which is a feature of Friday and Saturday of Centennial week, will be held at the Wheeling Country Club. The Wheeling Country Club is just a short distance from Oglebay Park and can be reached by going out 40 to the junction of 88 then proceeding on 88 to the top of the hill, then swinging in a sharp left turn into the Country Club grounds.

Store windows throughout the city will contain historical displays of all kinds and it will be well worth the visitor's time to browse around town looking at the antiques which will be displayed to show how the pioneers lived.

On Friday and Saturday of the week, there will also be held a huge regatta. This will be held on the Ohio River and a grandstand will be erected on the Wheeling wharf where everyone will be able to see all the exciting features of the speedy outboard racing.

Wheeling is not a difficult town to find one's way around in. Visitors will find our policemen courteous and most willing to give information. The new one-way traffic will prove a little difficult for some, and Chief of Police Megale is making every effort to provide a wide margin of safety for motorists and pedestrians during the Centennial. An unusual safety feature is the proceeding of keeping the amber traffic lights on for twenty seconds. Motorists are asked not try to beat the amber because the length of time it stays on will fool the driver. Pedestrians are asked to cross only at crossings and only there while the amber is showing. There is plenty of time for pedestrians to cross on the amber.

## Elm Grove Milling Co.

E. G. 81

National Road

Elm Grove

Compliments

## West Virginia Match Co.

Thirty-sixth and McColloch Streets

Wheeling, W. Va

We're not quite as old as Wheeling—but we are known for our quality line of Dairy Products

“ASK THE LADY NEXT DOOR”

## Garvin's Jersey Farms

Wheeling 5076

Five Miles out Fairmont Pike

## ELWIN TEA ROOM

1118 Chapline Street

Phone Whg. 1469-R

Wheeling, W. Va.

DINNERS

LUNCHEONS — PARTIES

### Telephone Progress In Wheeling

West Virginia's first telephone exchange was established in Wheeling on May 15, 1880. It served 51 telephones. The 1,000th telephone was installed in 1899.

Today, Wheeling has more than 14,000 telephones which can be connected with more than 17,000,000 other telephones in the U. S. and with an additional 14,000,000 throughout the world.

### The Telephone Links Wheeling With the World

The tempo of business is quickened and family ties are kept more closely bound by the long arm of the telephone.

It doesn't matter if it's the other side of town or the other side of the world—if you want to reach someone quickly from your Wheeling home, you have only to reach for your telephone.

Let the telephone help you to make the Centennial a gala occasion for you. Treat yourself to a chat with childhood chums now living in other cities.

## The Chesapeake & Potomac Telephone Co. of West Virginia

1503 Chapline Street

Wheeling 12000



Left to Right, Seated: J. A. Morrison, Wooden Money; J. V. Dawson, Tickets; Mrs. Homer T. McGregor, Talent; Hayward Pugh, Wooden Money; Thos. B. Sweeney, Chairman Queen's Committee.  
 Standing: James Paisley, Tickets; Tom Williams, Pageant Field; Ford T. Shepherd, Pageant Ticket Chairman; Fred Rogers, Queen's Committee; Frank B. Speidel, Chairman, Wooden Money.



Front: Mentor Hetzer, A. I. Garrett, J. R. Fitton  
 Standing: Don Hart, George H. Rasel.

## TENNIS COMMITTEE



Standing: H. Paul Hubbard, Howard W. Friedrich, W. P. Wilson, Jr., Joseph P. Fahey.  
 Seated: Wright Hugus, Harry Corcoran, Jr., W. W. Shaffer.  
 Not Present: Albert Schenk, Jr., Jim Holloway.



# WHEELING • SEARS

## Salutes Your 100 Years

*Courage, like a golden thread, runs through the fabric of your story.*

Undaunted by obstacles on every side, the pioneer whose plowshare guided for the first time through the rich soil, cleared the timber and reared his cabin, must have had some vision of the city-yet-to-be. For here, hedged in with wilderness, he fearlessly laid a strong foundation in home, church and school.

Today in Wheeling celebrating its Centennial, the courage of its founders find a modern counterpart in civic enterprise. This enterprise is constantly making Wheeling a better place in which to live, a city of ever increasing opportunity.

As a national institution celebrating its own Golden Jubilee, Sears, Roebuck and Co. congratulate you on a hundred years of growth and progress. Sears are proud to be a part of Wheeling and share in its activities.

### SEARS, ROEBUCK AND CO.

## COMMITTEES



Left to Right, Seated: J. S. Denard, Band; Edwin Spears, Recreational; Mrs. Edward Kurgler, Recreational; Mrs. W. P. Lear, Recreational; Mrs. W. L. Harris, Recreational; Mrs. Tom B. Foulk, Recreational; Mr. R. B. Naylor, Recreational; Harry T. Clouse, Transportation.

Standing: Howard H. Cochrane, Band; Dr. Lewis Broverman, Dental Society; Chas. H. Seabright, Recreational; Andrew C. M. Hess, Barge Committee; John J. Crock, Barge Committee; Elwood M. Kloss, Barge Committee; Thomas Cavanaugh, Barge Committee; D. F. Board, Chairman, Barge; D. C. Dietrich, Wholesalers.

## TALENT COMMITTEE



Left to Right, Seated: Mrs. J. B. Brennan, Chairman; Miss Eleanor Sweeney, Mrs. Margaret Keyser; Mrs. Virginia Hall Donnelly, Mrs. F. W. Neer, Mrs. Flora Williams, Mrs. Samuel Dobbs, Mrs. John Noll.

Standing Left to Right: C. B. Montgomery, M. W. Bodey, Mrs. H. T. Davis, Mrs. O. T. Rine, Mrs. C. L. Fletcher, Mrs. Henry Bell, Miss Nell Humphrey, James Paisley, Edward Blumenberg, Virginia Dotson, Moundsville; Jane Howard

On the National Highway

# THE McLURE HOTEL

McLure Operating Co.



H. W. McLURE, President

H. E. WELT, Manager

300 Modernized Rooms

Popular Priced Coffee Shop

Banquet Facilities—Ball Room

Wheeling,

West Virginia

1871

1936

# POLLACK CROWN STOGIES

Made From Selected Natural Tobaccos

*Absolutely Sanitary and Free From  
Chemical Treatment*

MADE BY UNION LABOR

# THE BOARD OF DIRECTORS



KOSSUTH  
Albert Snedeker  
Vice Chairman



KOSSUTH  
THOMAS M. BLOCH  
General Chariman Wheeling Centennial, Inc.



KOSSUTH  
George W. Smith  
Vice Chairman



KOSSUTH  
Henry Voight  
Vice Chairman



KOSSUTH  
Gordon P. Fought  
Vice Chairman



CRESCO  
Rawley W. Holcombe  
Secretary



ROSEBY'S ROCKS, December 24, 1852  
The last spike is driven, completing the B. & O. to Wheeling. This picture is from a painting which will be part of the B. & O. display during Centennial Week.



KOSSUTH  
Robert N. McGraw  
Vice Chairman

# GENUINE PARTS CO.



Servicing

Your Favorite Garage or Repairmen

907 Market Street

Phone 4747

Phone 4747

# WINTHROP, MITCHELL & CO.

NEW YORK  
26 Broadway

CHICAGO  
Board of Trade Bldg.

Members

New York Stock, and other Leading Exchanges.

STOCKS — BONDS — GRAIN  
BROKERS

WHEELING, W. VA.

City Bank Bldg.

W. E. WARDMAN, Mgr.

Whg. 4830

# WHEELING

Like Hundreds of Other Progressive Cities Uses

Worthington-Gamon Water Meters

## Worthington-Gamon Meter Company

Harrison, New Jersey

Pittsburgh Office, 436 Seventh Avenue

Other Offices in all Large Cities



### WHO WILL BE THE CENTENNIAL QUEEN?

Standing, Left to Right: Martha Berry, Ruth Ley, Betty Lou Fordyce, Helen Leonard, Gertrude Witzberger, Mary Martha Mason, Thelma Littlehales, Beatrice Miller.

Seated, Left to Right: Janina Obecna, Sophia Starosciak, Ann Wenzel, Leonore McKean, Nancy Jane Hill, Peggy Klingensmith.

### Hullihen Day



Seated: Dr. Edw. Armbrecht.  
Standing: Dr. W. N. Crowl, Dr. A. E. Hennen.

### Band Committee



Stephano Ceo, J. S. Denard, Howard Cochrane

## A Real Drug Store

PRESCRIPTIONS and PURE DRUGS

SERVICE FOR THE SICK



Crutches,	Rolling Chairs,	Hospital Beds,
Trusses,	Supporters	Elastic Hosiery



## J. L. McLAIN

38 Fourteenth Street      Central Union Building

Compliments of

## WARWOOD TOOL CO.

WARWOOD  
Wheeling, W. Va.

## Kelvinator

Electric Refrigeration

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ROOM COOLERS

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WATER COOLERS

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AIR CONDITIONING

## EARLE ROGERS CO.

Twelfth and Main Streets

In Wheeling Since 1891

## WHEELING TENT & AWNING CO.

302 Main Street

Manufacturers of

## CANVAS GOODS

Of Every Description

Dealers in

Venetian Blinds,  
Flags, Banners, Etc.

# Wheeling Centennial, Inc.

Presents

# PAGEANT



**AUGUST 17 • 18 • 19**

A JOHN B. ROGERS COMPANY PRODUCTION  
A Pageant Depicting the History and Progress of Wheeling, W. Va.

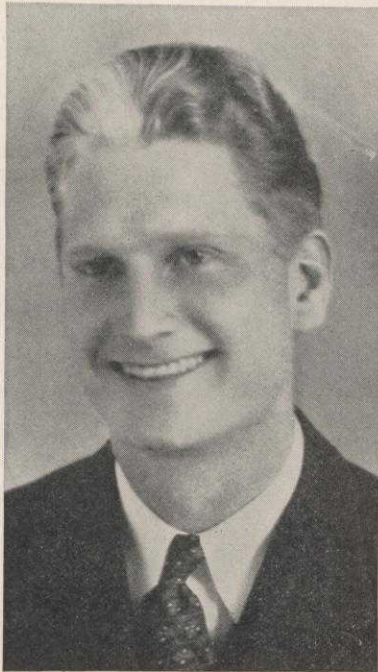


PHOTO-CRAFTERS  
WM. RATERMAN  
Assistant Pageant Director



PHOTO-CRAFTERS  
FRENCH SENSABAUGH  
Pageant Master



PHOTO-CRAFTERS  
M. CECILIA FREELAND  
Business Manager



Why Not Make It a  
**“JOINT CELEBRATION?”**

Sure it's a century for Wheeling and only forty-four years for us, but forty-four years of steady and continued progress is after all something to celebrate.

Our first store began business in the summer of 1892. Its policy then was to sell only the purest and best of drugs and chemicals yet meet any and all competition. We purchased only the highest grade of merchandise and the customer had the maker's guarantee of quality and ours.

We not only met all competition but our delivery service plus credit accommodations to customers made our service outstanding; naturally the business grew.

Then too, you are always so welcome in a Hoge-Davis Store, and your small child can shop as cheaply and safely as its parents. It pays to deal at

## HOGE-DAVIS DRUG STORES

Wheeling—Elm Grove

Eight Home-Owned Stores

Martins Ferry—Bellaire

## COMMUNITY SAVINGS and

## LOAN CO.

Corner  
 Market at  
 Sixteenth Street

WHEELING, W. VA.

Wheeling's Only Air-Conditioned Restaurant

## HENDERSON'S

Twelfth and Chapline Streets

(Opposite Post Office)

Breakfast :-: Lunch :-: Dinner

TASTY SANDWICHES :-: DELICIOUS HOME MADE PIES

Ice Cream, Sodas and Sundaes

You'll Enjoy Our Coffee

Open 6:45 A. M. 'til Midnight

Campbell H. Henderson, Mgr.

Music by Wheeling Centennial Band—Stephano Ceo, Director.

Narrator.....Howard Matthews

### Prologue

Miss Wheeling, Queen of the Centennial and Pageant, enters, preceded by Boy Scouts, Honor Guard, Color Bearers, Trumpeters and attended by her Ladies in Waiting and Pages.

Address of Welcome.....Miss Wheeling

Miss Columbia enters attended by her States, Pages and Color Bearers and is greeted by Miss Wheeling.

Miss Wheeling and Miss Columbia, together with their Attendants, are escorted by the Honor Guard and Color Bearers to the Court of Honor. There, they review the Pageant in state.

(Due to the fact that this program went to press before the close of the Queen's election, it is impossible to publish herein the names of Miss Wheeling, Miss Columbia, and the Ladies in Waiting.)

HIS EXCELLENCY, GOVERNOR H. GUY KUMP, WILL OFFICIATE IN THE CORONATION CEREMONY OF MISS WHEELING.

**The Pages**—Martha Alexander, Joan McCaffrey, Willadean Skillearn, Jean Adams, Helen Marie Pedicord, Marna Dale Boyd, Mary Jane Smith, Madelyn Marshall, Nancy Wallace, Betty Jane Cevolo, Jean Heiner, Jackie Lou Robbins and Shirley Almond.

(Sponsor—Miss Mary Elizabeth Fassig)

**The Queen's Guards**—Agnes Neal, Laura Bartlebaugh, Georganna Edmundson, Margaret Boston, Lucille Wolfe Uthman, Given Roberta Wolfe, Violet Weir, Dorris Beans, Wilma Bishop, Hilda Woodcock, Mary Thompson Beazle, Mildred Wigner, Helen Ikirt, Virginia Snodgrass, Mary Uthman, Mazie Davis, Katherine Cohegan, Katherine Bartlebaugh Hyder, Helen Murphy and Grace LaMont.

(Sponsor—Mrs. Margaret Keyser)

**The States**—Helen Lewandoski, Pearl Hullis, Irene McSwords, Alice Lapinski, Mary Heil, Dorothea Kilver, Elizabeth Bulva, Dorothy Stillion, Helen Vargo, Alice Taylor, Stella Morosco, Geraldine Conway, Ruth Maisch, Mathilda Rehall, Betty Carle, Frieda Partyka, Regina Lewis, Virginia Sabinski, Adelaide Kielsing, Nellie Gatrell, Ruth Hart, Jane Owoc, Ellen Ruckenbach, Rose Schule, Esther Barnett, Catherine Bartek, Martha Peters, Elaine Davis, Alice Wincher, Dorothy Cutler, Stella Letusich, Justine Fraberty, Minnie Cole, Mary Janus, Stella Curtis, Anne Bornick, Ann Janctski, Irene Zagorsky, Bernadine Singer, Charlotte Weir, Cecilia Yendral,

Agnes Valembos, Margaret Vechnich, Bertha Turner, Rose Razanski, Martha Gebauer, Mary Johnson.  
(Sponsor Bloch Brothers)

**The Trumpeters**—Julia Muhleman, Atheta Muhleman, Florence Edmundson, June Edmundson, Mary Alice Paul, Catherine Weir, Betty McGee, Phyllis Waldo, Mary Hinton, Winona Cowser, Helen Nevada, Mary Kirkpatrick, Kathryn Ferrell, Harriett Drake, Marjorie Keaton, Betty Bishop.

(Sponsor of Boy Scouts—Huroquois Council—Philip Bandi)

### EPISODE I

#### The Dawn of Creation

A symbolic scene, set forth in Ballet, shows the dawning of Creation. First the Land, Sky, Flowers, Rivers, immobile; then as the glorious sun bursts forth we see them slowly taking on life. Without rhythm, then slowly moving in unison, dancing faster and faster, life awakens and we see Creation, the Birth of Man. The episode is climaxed with the appearance of Adam and Eve.

**The Land, Sky, Flowers and River Girls**—Betty Bridgeman, Blanche Zipperich, Ruth Lippett, Margaret Ann Hungerman, Norma Dober, Nancy Phemester, Evelyn Phemester, Virginia Suckle, Catherine Warner, Marguerite Carney, Virginia Bruner, Madelyn Korngiver, Thelma Jochum, Virginia Dudek, Frances Stab, Waneta Kettler, Ruth Heldeffer, Charlotte Briggs, Martha Frantz, Helen Brinkman, Aileen Fletcher, Gwendolyn Zimmer, Emily Gilligan, La Verne Fousse, Lucile Johns, Ruth Manning, Goldie Fodor, Marjorie Lee Mobley, Dorothy A. House, Lucille Bell, Twila Bell, Nancy Lee Browning, Mary Kay Modar, Bertha Brinkman, Ginger Raper, Marion Buzzard, Evelyn Ernest, Virginia Miller, Ruth Klinkler, Aileen Prettyman, Mary Theresa Carney, Emily Lois Long, Helen Price, Rhea Levin, Gloria Rogerson, Kendyl Dobbins, Mary Louise Bennington, Elizabeth McKeets, Betty Berry, Dolores Marsh, Betty Hawkins, Lois Mae Nolte, Ellen Nolte, Eleanor Jottes, Betty Raper, Gene Wilkinson.

(Sponsor—Miss Mary Elizabeth Fassig)

### EPISODE II

#### The Red Men

The Indian villages in the early days of Wheeling's history formed the nucleus of a civilization that was to follow. As such as they were an integral part of the historical background of this Community. We depict the return of a tribe of Shawnees to their

Vacation-time for you is Work-time for your car—Our complete service will take car worries off your mind

AMOCO PRODUCTS  
EXPERT LUBRICATION

AUTOMOBILE  
ACCESSORIES

PENNSYLVANIA TIRES  
WILLARD BATTERIES

## BARKLEY SERVICE COMPANY,

Eleventh and Chapline Sts.

Fourteenth and Main Sts.

WHEELING, W. VA.

Compliments . . . . .

Congressman

ROBERT L.  
RAMSAY

Howard H. Wilson

Director of Funerals  
FURNITURE

Bridgeport, Ohio

Bridgeport 40

The oldest Ford dealer in Ohio County is the ELM GROVE MOTOR CO. The firm was founded in 1920, the original partners being C. S. Grier and F. W. Teeman. The firm is now operated by C. S. Grier alone and has sold, in its lifetime, in excess of 10,000 Ford cars. They are still located in their original site in Elm Grove.

The Most Complete

Clothing, Hats and Men's Wear

Selection in the City

B. J. Neuhardt's

1305-07 Market Street

HELFENBINE'S

The MERCHANT  
That SATISFIES

Warwood, W. Va.

native Ohio Valley. Led by their Chiefs or horses, and followed by the braves, squaws and children, camp is set. Their primitive mode of living is portrayed and the scene is alive with the brilliant campfires, colorful teepees, the grave councils, the smoking of the peace pipe and their wierd war dances.

**The Chiefs**—Paul F. Foust, Wm. J. Rempe, R. E. Dempster, G. M. Owen.

**The Braves**—Jack Krueger, Bud Gaus., Robert Roberts, Thomas Daughter, Bill Schafer, Walter Yates, Gustave Busch, Harold Heflinger, Dave Henderson, John Matthews, Arthur Harrison, Don McVeigh, Lawrence O'Leary, Bob Dailer, Eddie Runco, Arnold Cunningham, Kenneth Halpany, Joseph Davis, Edward Rehm, N. B. Spillers, N. S. Palmer, Earl McGraw, Carl Pose, M. C. McKee, P. E. Hast, Ancil Taylor, Ray Thorstenson, Charles Baylea, Joe Bicker, Tim Haztet, James Dawson, Lee McKee.

**The Squaws**—Mesdames R. L. Baumgardner, Edwin Fankhauser, Arthur E. Dunn, E. G. Bates, G. H. Winters, Kenneth Karsoe, Don McKee, N. J. Hartlieb, Irene Owens and Misses Marion Llewellyn, Betty Brokow, Edith Sattler, Nell Humphrey, Helena Seamon, Genelda Bayha, Helen Front, Alice Porterfield, Mary Dunn, Dolores Kirchgessner, Helen Song, John Dunn, Rosemary Hartlieb, Chas. Bayha, Joseph Baumgardner, Frank Baumgardner.

(Sponsors—Jim Paisley, Lee Spillers, Miss Nell Humphrey, Mrs. John Noll)

### EPISODE III

#### Cerelon's Expedition

Twenty years before the actual settlement, the recorded history of Wheeling began with the landing of Captain Bienville de Cerelon and his party at the mouth of Wheeling Creek on August 13th, 1749. Sent by Marquis de la Galissoniere, Commander of New France, the party left Montreal as a military expedition to re-assert the original claim of the French in the Ohio Valley.

#### SCENE 1

##### Cerelon's Departure From Montreal

We show the garden adjoining the palace of the French Governor at Montreal and the guests arriving for the farewell banquet to Cerelon and his men. The mission of possession is impressed upon the men in elaborate ceremony, the minuet is danced, farewells are said—as the little band make way to leave on their hazardous voyage.

#### SCENE 2

##### Cerelon Claims the Land for France

We portray in tableaux the landing of the party at Wheeling Creek, with the beautiful "Pris de Possession" ceremony re-enacted. The blessings by the

priest, Father Bonnechamps, the placing of the leaden plate by the armorers, and the bivouac that followed the ceremony.

Captain Cerelon..... Roger H. Ewing  
 Marquis de la Galissoniere..... Gary Griggs  
 Father Bonnechamps..... John H. Howard, Jr.  
 The Soldiers..... Arch Metzner, Sam Rutherford,  
 Louis Corson, Malcolm Russell

**Ladies**—Margaret Boyd, Kathdyn Freese, Natilie Williams, Margaret Caldwell, Josephine Haning, Agnes Lee Boyd, Helen Wingerter, Amelia Norton, Jane Howard, Kitty McNulty, Jean Handlan, Agra McKinley, Jean MacGregor, Estelle O'Brien, Rosalie Beattie, Camilla O'Brien, Mary V. Nager, Judy Grimes, Sally Neff, Mame Doepken.

**Men**—Frank O'Brien, Rogers Ewing, John Howard, Malcolm Russell, Mac Haning, William Raterman, Dick Weinland, Garrett Griggs, Sam Rutherford, Louis Corson, John Thornton, Morris Hervey, Warfield Ridgely, Arch Metzner, Charles Nickison, J. William Friesmuth, Lee Mason, Alfred Mann, Robert Boyd, John Thornton, Dan Cochran.

(Sponsor—Miss Jane Howard)

### EPISODE IV

#### The Coming of the Pioneers

In 1769 the first settlement was established at the mouth of Wheeling Creek by the Zane brothers, Ebenezer, Silas and Jonathan. Coming from the Potomac, the brothers pushed on until they came to the site of Wheeling and unanimously decided that here was the ideal homestead. Establishing their claims by the old "tomahawk" claim, the brothers built a cabin, and then leaving Silas to care for the land, the other two returned to their former abode to bring back their families.

We portray the arrival of the covered wagon train of the Zanes, Tomlinsons, Coxes and Martins and their greeting by Silas Zane. Those pioneers unload their wagons and make preparations to make this territory their permanent home. The camp is alive with activity as they go about their many daily chores. The cows are milked, chickens fed, clothes washed and dinner is prepared. A God-fearing man offers a prayer and they partake of food. Following a bit of relaxation in swapping stories and singing and dancing some of the pioneers move on to settle Bridgeport, Wellsburg, Moundsville and now, what is Greater Wheeling.

Betty Zane..... Miss Martha Reed Potter  
 Ebenezer Zane..... Charles Eugene Bates, Jr.  
 Silas Zane..... Julian Ulrich  
 Jonathan Zane..... S. R. Morrow  
 Capt. John Boggs..... Edmund Lee Jones



Compliments of

## Wheeling Produce Trade Association

C. A. Robrecht Co.  
Jebbia & Metz Co.  
W. H. Metzner  
Salena Bros., Inc.  
R. C. Kroggel

## H. L. SEABRIGHT CO.

Builders' Supplies  
Roofing

### Trans-Mix Concrete

Manufacturers of

"Eclipse" Wall Plaster

Concrete Block

Phone Whg. 1294-5

For 19 out of Wheeling's 100 years the Schenk Plant has been producing and servicing the Wheeling area with dependable quality meat products.

Today America's finest Ham is produced in Wheeling and adding materially to the prestige of the state.

MILD	READY
SWEET	TO
TENDER	SERVE

### Original West Virginia Hams

Conceived and Produced in West Virginia

Hygrade  
Food Products Corp.

**The Zanes, Tomlinsons, Coxes and Martins—Men**—Judge Chas. H. Bonnesen, A. Bates Butler, Jr., Albert Albinger, Jr., Lane Exley, William Hardy, Draper Smith, Bud Ulrich, Cuyler Ewing, George Vieweg, Robert Cox, Edwin Berger, Van M. Altman, Eugene Prager, Robert Lee Boyd, Jr., Ralph Plummer, Herbert Hoehl, Alan Hoehl.

**Women**—Mesdames R. A. Blackford, Jr., Grace Stone Hetzel, Edward S. Kuglen, Van M. Altman, Eugene Prager, S. R. Morrow, Joseph Wallace, H. T. Davis, Roy C. Darby, Ben Exley and Misses Eleanor Schaefer, Agnes McVeigh, Mary Caroline Throp, Cora Ann Holden, Margie Dawn Davis, Sidney Horstmann, Peggy Spears, Mrs. Ben Exley, Mrs. C. H. Brues.

**Boys**—Rodney Harrington, Wayman Wallace, Sam Kuglen, Joe Matthews, John Woods, Lee Jones,

**Girls**—Nancy Allen Blackford, Emily Elizabeth Kuglen, Marcelline Kuglen.

(Sponsor—Miss Eleanor Sweeney)

#### EPISODE V

##### The Battle of Fort Henry

Probably the last recorded battle of the war was fought here in Wheeling, for while the success of the Continental Army at Yorktown, was the climax of the war, the struggling western frontier was still giving battle to the combined forces of the English and Indians. Even as negotiations for peace with the mother country and the colonies were under way, the western country was still beset by the surgings of war. On September 11, 1782, a party of Indians and British Regulars was sighted at Fort Henry. Ebenezer Zane's log dwelling was the outpost of the fort, due to a resolve on the part of Zane, that he would never again leave his house after it was burned down in an earlier attack in 1777. Here the powder and other military supplies were stored, and when John Linn, the celebrated Indian spy and scout, reported the oncoming party, the settlers made preparations to defend the Fort.

With the attack in full progress, a steady fire from the fort soon dwindled the powder supply, and it was found imperative that in some way powder would have to be transported from the cabin to the fort. Elizabeth Zane, a sister of Silas, volunteered to make the hazardous run. And here occurs one of the most courageous feats in the annals of history anywhere. Despite the fact that the fort and cabin were surrounded, Betty Zane rushed from the fort to the cabin and back again in a withering hail of bullets. The success of the battle, the success of the continuance of the Wheeling Settlement belongs to Betty Zane for her sterling courage.

We re-enact the last battle of the Revolution in all its grim reality.

**The British**—R. L. Melrose, W. K. Britt, Dr. R. A. Walters, W. L. Fresch, Dr. W. Gieseler, Ben McCulley, C. D. Hamilton, Bob Matthews, Walter E. Gieseler, C. C. Kraus, K. R. Conley, Lawrence Hunt, Glen McCoy, Don McKee, Captain; C. E. Cunningham, Sergeant; Bob Mathews, Tom Hayes, Edward Lockyer.

(Sponsor—Donald McKee)

#### EPISODE VI

##### The National Pike

From the time it was thrown open to the public in 1818 until the coming of the railroad west of the Allegheny Mountains, the National Road was the one great highway over which passed the bulk of trade and travel between the East and West. When Wheeling was picked as one of the cities in the route, it was a glorious innovation for that was the start of Wheeling as a great city.

We portray an old Tavern on the road, which was the center of life for the wagoners and drivers. A gay time is held with dances, singing, games and frequent trips to the bar. The prowess of a driver is pitted against another and arguments are settled by fisti-cuffs. A card game is the cause of a shooting but the general hilariousness that prevailed does not cease.

**Bartenders**—Joseph Winiesdorffer, J. W. Stocking.

**Waiters**—A. B. Powell and Russell A. Snodgrass.

**Men**—L. R. Cook, Dr. Frank W. Remick, R. P. Herold, C. L. VanCamp, W. L. Rawlings, A. E. Farer, Wm. Neistadt, Robert Cox, George Vieweg, Edward Stuntz, George Miller, J. William Friesmuth, Chas B. Nickison, Chas. L. Long, Ted Snyder, C. B. Lawrence, H. W. Seybold, W. E. Hayes, Ernest J. Dieckmann, M. W. Bodey, Charles Kaiser, Williard Bremer, Charles Ahrens.

**Women**—Helen Weimer, Gladys Shilling, Elsie Cook, Helen Cook, Agatha Herold, Mrs. George Stocking, Margaret Remick, Mrs. Edward Stuntz, Mrs. M. W. Bodey, Esther Kaltenbach.

**Pianist**.....Eva Bennett  
**Musicians**.....Robert Cox, George Vieweg

(Sponsor—M. W. Bodey)

#### EPISODE VII

##### Wheeling As a City

On the 4th day of May, 1836, Wheeling became a city by an act of the General Assembly. Then a town of 6,000, the act was passed to incorporate the different incorporated towns into one city.

MILLIONS OF AMERICAN WOMEN ENTHUSIASTICALLY RECOMMEND THAT YOU

**Apex**

REFRIGERATOR

**Apex**

WASHER

**Apex**

IRONER

**Buy All Three!**

AND PAY AS LITTLE AS \$2 WEEKLY

Why you actually save that much the moment you place all three in your home! This amazing offer is possible because of Stifel's Friendly Credit Terms plus Stifel's 3% Plan! . . . MODERNIZE your home with APEX ELECTRIC APPLIANCES—because in APEX you get KNOWN QUALITY PROVEN ECONOMY—GUARANTEED SERVICE!

**GEO. E. STIFEL CO.**

Wheeling's Friendly Store

Third Floor

EAT WHERE IT'S COOL

**Griest Tea Room**

IS AIR COOLED

TASTY FOOD—HOME COOKED

Luncheons, 35c

Steak Dinners 40c and 55c

**GRIEST CUT RATE DRUG STORE**

1125 Market Street

ATLANTIC WHITE FLASH . . . . .

ATLANTIC INDEPENDENT DEALERS

(Keeps Upkeep Down)

ATLANTIC LUBRICATING SERVICE . . .

**ATLANTIC REFINING CO.**

WHEELING,

WEST VIRGINIA

We re-enact a meeting of the original Commissioners and the making of the resolution.

#### Commissioners

Zachariah Jacobs	A. F. Ulrich
Moses Chapline	Ben Exley, Jr.
Richard Sims	John B. Clarke
James S. Wheate	Dr. A. L. Osterman
Thomas Sweeney	H. S. Hutzell
William Selby	E. E. Wagner
John Eoff	J. L. McLain
Chas. D. Knox	C. P. Callahan
Daniel Zane	Frank Thurm
Dana Hubbard	George O'Connor
John Ritchie	Burl Price

(Sponsor—Allen Burt)

#### EPISODE VIII

##### The Coming of the Railroad

On New Year's Day of 1853, the first cars of the Baltimore and Ohio Railroad from the east, entered Wheeling and what a New Year's Day that was—gayety ran rife in the streets, the celebration kept up for hours and despite the fact that a broken axle delayed the incoming officials, the people of the town kept the merriment up—for at last the railroad, that has been called the key to population had reached Wheeling,—and after a struggle of twenty-five years.

We depict the celebration in the streets of Wheeling, the arrival of the first train and the parade to the banquet hall where the big welcome dinner is held.

**Women**—Kathryn Nary, Lillian Craft, Margaret Jones, Dorothy Gibson, Helen Bratton, Margaret Gompers, Gussie Smith, Ruth McDaniels, Doris Matheny, Mary Lou Stout, Cornelia McFadden, Elizabeth Carpenter, Mildred Ayers, Alma Barber, Mary Parker, Virginia Ketzler, Sara Goldsmith, Helen Gibbons, Helen Schafer, Aileen Sharpe, Lenore Ingram, Georgie Ingram, Byford Hueg, Betty Hannon, Virginia Wheeler.

**Men**—Charles Schuck, Harry Gompers, Bernie Kaiser, George Armstrong, C. M. Roberts, Jim Ayers, Harold Lipp, Robert Hodge, Francis Hamm, Clyde Mueller, Richard Fitzsimmons.

(Sponsors—Miss Florence Cunningham and Frank Rowley)

#### EPISODE IX

##### School Days

Wheeling led the southern states in the inaugural of a public schools system. The first public school was established in 1848 at the corner of Eleventh and Eoff streets. It opened on the first Monday of October, 1848, with A. J. Haile as principal and assisted by his wife. And those were real school days

—the poor school teachers of the early Wheeling schools were the victims of many a prank, and the rod was applied frequently and variously in the old Third Ward school house.

We show the first public school of Wheeling, with Mr. Haile in the classroom as the teacher, while all the old tricks that have lived even today, are enacted. Schoolmaster; Impersonating A. J. Haile.

**Boys**—George Carnahan, Donald McWalters, Donald McCutcheon, James Buffington, Floyd Buffington, William Thompson, Thomas Olson, Donald Holmes, Harry Mendrick, Charles Peyton.

**Girls**—Mary Jean Shearer, Marjorie Jean Keller, Jean Anne Grimes, Marilyn Burris, Ruth Yarling, Eleanor Winters, Emily June Barth, Gloria Hughes, Jo Clara Stonacker, Martha Rose Marble.

(Sponsor—Dr. J. E. McCutcheon)

#### EPISODE X

##### Wheeling: the Birthplace of West Virginia

The formation of the State of West Virginia was one of the most remarkable events in the history of the federal union. Occurring in the midst of the Civil War, it was accepted as one of the events of the war but it actually was not a sudden agitation. Practically from the beginning of the settlement, the western and mountain districts of Virginia were without any intimate intergradation with the old colonial portion of the state, and with the secession of Virginia, the feeling of the inhabitants of West Virginia came forth. The settlement of the western counties was now quickly resolved into determined resistance against the secession movement and after a series of meetings held in different towns, delegates to a convention to be held at Wheeling were elected. On May 13, 1861, the first of the famous Wheeling conventions was held, and despite radical movements by some of the younger delegates, separation from Virginia was delayed for a further meeting. After holding a second convention, the resolution led by John S. Carlisle, for a separate state was passed and was placed in a general election, and was overwhelmingly approved by the people of western Virginia. After presentation to Congress by Senator William T. Willey, and discussion of whether slavery should be permitted in the new state, the bill for admission of West Virginia was passed by both houses.

We depict the ceremony of June 26, 1863 of the inauguration of the State of West Virginia.

A parade is introduced and Carlisle and the dignitaries speak to the populace. Following the ceremony the townspeople dance the Virginia Reel to celebrate the advent of a new state.

John S. Carlisle..... N. R. Moore



ONE HUNDRED YEARS OF PROGRESS AND SERVICE  
1835 1935

Everything You Need in

DYED, PRINTED AND WOVEN GOODS

... for ...

MEN, BOYS, CHILDREN and WOMEN'S WEAR

Manufactured by

**J. L. STIFEL & SONS, Inc.**

Wheeling, W. Va., U. S. A.

Compliments  
of

**A FRIEND**



Vote for  
**Jos. C. Burkhart**  
Democratic  
Candidate  
for . . . . .

**SHERIFF**  
Of  
Ohio County

Best Wishes

From a Wheeling Booster

WHEELING BARREL EXCHANGE

**Virginia Reelers—Ladies**—Helen Front, Alice Mae Hendri, Agnes Babb, Anna Ruhland, Zellah Hoeffler, Thelma Dougherty, Anna Sauagot, Elizabeth Daugherty, Margaret Hawarth, Sadie McAdam, Editha Myers, Elsie Moore, Eleanore McCracken, Esther Costas, Betty McCormick, Catherine Bowen, Della Briggs, Lydia Keedy, Belva Dodds, Helen Dodds, Martha Dunlap, Alberta Broemson, Ruth Broemson, Janet Besco, Margueret Allford, Odessia Jones, Fern McCord, Mabel Coffield, Helen Hadorn, Marion Clouis, Mary Jane Nichols, Henrietta Folmar, Naomi Guy, Mildred Winter.

**Virginia Reelers—Men**—Harry Tennyson, George Ruhland, Russell Callow, Edward Ruhland, Charles Myers, Charles McGraw, Elwood Farrell, John Brigg, Frank Rowley, Harold Bergner, Henry Broemson, Paul Boemson, George Little, George Flourer, Charles Conrad, Clarence Stricklin, Donald Powell, Harry Lydick, Robert Orr, Emmett Mitchell, Brice Supler, Hobart Caldwell, Willis Rhoades, Paul Hamilton.

(Sponsor—Mrs. Virginia Hall Donnelly)

#### EPISODE XI

##### Wheeling In Progress

The Wings of Time fly on—Wilderness passes on—From the woods and uncultivated territory has come a great city, a thriving metropolis, a center of industry.

In this scene is portrayed, allegorically, by the Ballet of Progress, the evolution of Wheeling from the wilds that greeted the Zanes to the busy city that greets the present visitor.

**Ballet Girls**—Ethel Kedward, Betty Wise, Jean Litman, Opal Van Dyne, Maxine Sherrard, Martha Hopkins, Josephine Kerns, Etta Hull, Helen Wiseman, Naomi Wilson, Wanda Bassett, Angelina Gonzales, Juanita West, Helen Drake, Margaret Nuzum, Betty Degarmo, Ruth Calvert, Mary Mae Drake, Hazel Cox, Betty White, Lillian Wright, Maxine McPeck, Marjorie Frater, Helen Clark, Carol Ward, Mary Staley, Eileen Montgomery, Elizabeth Richmond, Elizabeth Sears, Louise Haddox, Nancy Clyker, Marion Carrington, Izetta Garbesi, June Clark, Muriel Sanner, Betty Mae Fout, Bonnie Bell Siburt, Jean Fogle, Jane Wharry, Helen Ward, Caroline Zink, Evelyn Williamson.

(Sponsor—Miss Mary Elizabeth Johnson, Moundsville)

#### EPISODE XII

##### Wars in Review

Scene 1 — Tableau 1 — "The Revolutionary War."

As exemplified by the tableau, Spirit of '76, the colonists fight to win their freedom from Mother England.

Men..... Harry Inman, C. E. Darby  
Boy..... Steve Dawson, Jr.

##### Tableau 2—"The Civil War"

We show a still, depicting the end of the war between the States with the North and South reunited pledging themselves to the Union.

Abraham Lincoln..... J. R. Turner  
General Lee..... Tod Lukens  
General Grant..... W. E. Conner

##### Tableau 3—"The Spanish-American War"

Teddy Roosevelt and his Rough Riders who championed the cause of Cuba.

Teddy Roosevelt..... A. J. Rust  
Soldiers—James B. Moore, George W. Rowley, C. L. Prentice, A. B. Erb, Frank Thurlow, Harry W. Hathaway, R. F. McElhaney, J. R. Turner.

##### Tableau 4—"The War of the World"

Following a scene of the boys going "Over the Top" a tableau is shown of a wounded doughboy, his buddy, and Red Cross nurses administering aid with the Spirit of Peace hovering over all.

Doughboys—J. Roy Gauss, Cyril Glasgow, L. W. Casey, Geo. B. Gonter.

Nurses—Alma Thornberry, Gertrude Nau, Catherine Bracken, Ruth Cunningham, Gertrude Walters, Lorraine Boll.

(Scene 2)—"Peace"

Despite warfare and destruction—Civilization marches on.

Spirit of Peace.....  
The American Legion Drum and Bugle Corps—  
"First in Peace"

(Sponsor—C. B. Montgomery)

The Linsly Institute—"Over 120 Years Old"

We show the Linsly cadets in a drill displaying the poised and disciplined bearing which results from Military training. The co-ordination of movement in rhythm encourages co-operation in the thinking and idealism of the cadet. Learning to keep step, to take commands properly and to give them intelligently is a valuable part of Military training.

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**English**—Bertha Lee Anderson, Marjorie Kuckuck, Geraldine Kraft, Lee Ann Bowman, Alice Coleman, Betty Lally, Patsy Paynter, Blanch Young, Leona Mowder.

**French**—Martha Louise Hamlin, Marion Lozarus, Virginia Lee Taylor, Helen Hughes, Martha June Oneacre, Peggy Ann Singer, Norma June Lewis, Sarah Gaus, Eleanor Lally, Jacqueline Shively, Patty Kerr, Jacqueline Helfer.

**Norwegian**—Suzanne Shirley, Helen Sample, Norma Hanke, Betty Jane Moore, Sara Killeen, Betty Roduzine, Joyce Rainbow, Catherine Warner, Marguerite Carney, Georgette Lucas, Delores Driscoll, Dotty Ann Laue.

**Belgium**—Mary Alice Burkhardt, Dorcas Irene Thomas, Barbara Guess, Mary Etta Taylor, Helen Hersey, Millicent McConnell, Betty Jane Carney, Sydney Noyes Grounds, Eileen Lewis, Aileen Sprowls, Mary Jane Killeen, Margaret Osterman.

**Russian**—Betty Lou Wilkeson, Cathelene Warsinsky, Doris Crawford, Mary Pappert, Margaret Lally, Betty Krowl, Lois Roberts, Martha Rainbow, Theresa Lally, Hazel Arbour, Betty Lee Drumn, Betty Mae Roberts.

**Swedish**—Mary Heineman, Mary Lou Schott, Bessy Veahos, Goldie Stamiltolus, Maxine Paynter, Delores Greenwood, Esther Och, Justine Bonar, Marcella Richardson, Mary Kay Greenhalgh.

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Pianist.....Mrs. Henrietta A. Romine

## SOPRANO

Miss Anne Voight, St. Joseph's Cathedral  
Miss Zella Erlewine, Oglebay Chorus  
Miss Ethel Brinkman, St. John's Choir  
Mrs. W. E. Bouman, Wheeling  
Dorothy Bell Hood, Vance Memorial Pres.  
Mrs. Elwood M. Kloss, Third Pres. Choir  
Virginia M. Garrison, Thomson Choir  
Edna DeProspero, Thomson Choir  
Margaret G. Fitzgerald, Thomson Choir  
Mrs. Malnu Souchow, Wheeling, W. Va.  
Martha W. Pryor, Warwood Christian Choir  
Betty Johnson, Warwood Christian Choir  
Miss Gladys Thomas, Third Pres.  
Mrs. Mary Hartfield, Wesley M. E.  
Mrs. Clare Gibson, Bellaire, Ohio  
Miss Helen Nesbitt, Wheeling, W. Va.  
Miss Sara Elizabeth Blake, Thomson M. E. Choir  
Mrs. Minetta Springer, Thomson M. E.  
Mrs. Harvey D. Wilson, St. Paul's Epis. Choir, M. F.  
Mrs. W. O. Farmer, M. E. Church, M. F., Ohio  
Mrs. Emily Vickers, M. E. Church, M. F., Ohio  
Mrs. Albert Kehrer, Jr., M. E. Church, M. F., Ohio  
Helen Jane Stewart, M. E. Church, Shadyside, Ohio  
Evelyn Gail Ross, Pres. Choir, Shadyside, Ohio  
Mary Nesbitt, Lincoln Ave., M. E., Shadyside, Ohio  
Estella Timberlake, 1st Pres. Choir, Shadyside, Ohio  
Mary Elizabeth Piper, 1st Pres. Choir, Shadyside, O.  
Beulah Treese, Fulton M. E., Wheeling, W. Va.  
Mary Margaret Freese, Fulton M. E., Wheeling.  
Mrs. Geo. Carroll, Jr., Wesley, M. E.  
Eleanor Seitter, Kirkwood Pres. Choir  
Mrs. Walter Schane, Thomson Church  
Ruth Grabe, Edgewood Luth. Choir  
Virginia Lucas, Warwood Pres. Choir  
Muriel Keylor, St. Luke's Episcopal  
Mrs. Helen McConner, Warwood Pres. Church  
Esther E. Caron, Immaculate Conception Church  
Mrs. Wm. J. Braddock, Immaculate Conception Ch.  
Martha Arnold, Thomson Choir  
Stella Ruth, Dallas Pres.  
Cordelia McGranahan, North Street M. E.  
Mrs. Mary Blake Cole, Thomson M. E.  
Mrs. Don Byrum  
Mrs. Arnold  
Mrs. Carter  
Mrs. Teresa Kossuth  
Mrs. A. Laas

## ALTO

Mrs. Tom H. Owen, 3rd Pres. Choir, Wheeling  
Mrs. Don Pringle, Lincoln Ave., M. E. Shadyside, O.  
Miss Thora Saul, Lincoln Ave. M. E., Shadyside, O.  
Mrs. C. Lowry, Wesley Church  
Mrs. Wm. Hehr, Warwood Lutheran Church  
Mrs. Ray Smith, 2744 Jacob St., 3rd Pres.  
Norma Murray, Warwood M. E.  
Marie McCutcheon, Warwood M. E.  
Miss Mary Gorsuch, St. Joseph's Cathedral  
Miss Madelyn Butler, North Street M. E.  
Mrs. Wayne Farley, 1st English Lutheran  
Virginia Brand, 39 Walnut Ave., Wheeling, W. Va.  
Mrs. Geo. Hill  
Miss Vanita Whaley, 1st Christian Church  
Mrs. H. A. Moss, Sand Hill M. E. Church  
Mrs. Tom B. Foulk  
Mrs. George Shetler  
Miss Matthews

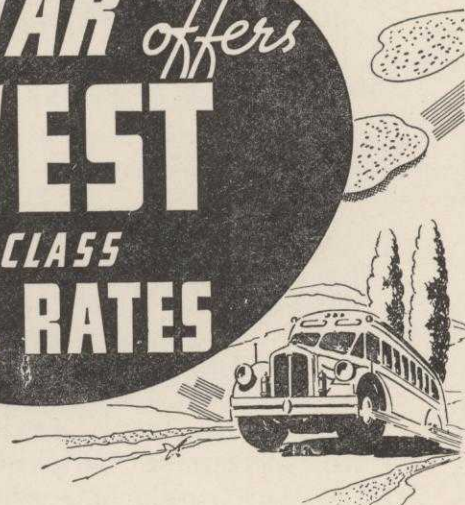
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F. W. Blake, 927 Nat'l Road, Wds., Thomson, M. E.  
Thos. M. Kelty, 827 Market St., Wheeling, W. Va.  
Francis Kirk, Cathedral Choir, 105½ 12th St.  
John M. Boyle, Cathedral Choir, 2244 Chapline St.  
L. E. Werner, Cathedral Choir, 1512 Jacob St.  
L. J. Strong, M. E. Choir, Martins Ferry, Ohio  
Alfred Greenwood, M. E. Choir, Shadyside, Ohio  
Thomas E. Costine, St. Matthew's P. E., Wheeling  
Jack Fillmer, Cathedral Choir, 3521 Eoff St.  
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George Carroll, Wesley M. E., Wheeling, W. Va.  
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Carl W. Bock, St. John's Evan., Wheeling, W. Va.  
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Bernard R. Byrum, Elm Grove, W. Va.  
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## The Martins Ferry Civic Chorus

Mrs. Marie Berwinkle Davis ..... Director  
Miss Helen B. Gordon ..... Accompanist (Guest)

Sopranos	Contraltos	Tenor	Basso
Mrs. Albert Kehrer	Mrs. Ralph Smylie	Rev. N. G. Crawford	William Phillips
Mrs. Harvey Wilson	Mrs. John H. Archer	Dilford N. Davis	Harry Duff
Mrs. Ruth Barber	Mrs. N. G. Crawford	John H. Archer	Harry Moore
Mrs. Frank Hartline	Mrs. J. H. Beans	Alfred Greenwood	Ringlard Grayson
Mrs. W. O. Farmer	Mrs. Donald Pringle	William Harris	Donald Pringle
Miss Ruth McAninch	Miss Jean Jacobs	Harold Burkhart	Milord Donley
	Miss Irene Smith	Roy Hart	Virgil Smith
	Miss Thora Saul	Fred White	
		Homer Findley	

## Nationality Night

Wednesday, August 19th

### Ukrainian Group

"Honiviter" Soloist ..... Mary Kohut  
"Kolomayka" "Kozachok Podilsky" Danced by group.

Mary Kohut, Olga Kohut, Anna Witenko Anna Duthewich, Eva Puvillo.

Directed by ..... Mrs. Katherine Lavdziak

Ukrainian Committee—William Rewakosky Mrs. Katherine Lavdziak.

**Polish Dancers**—Anna Wojcicka, Frances Wojcicka, Dorothy Przelenska, Mary Winkiewicz, Geneva Kupska, Eveline Czapinska, Irene Filip, Stella Skrzypek, John Safran, John Urbanek, Chester Mesykosky, Carl Wojcika, Floyd Haligonski, Edward Marchlinski, Anthony Glinka.

Directress—Mrs. F. Florianzyk.

**Committee**—A. Szczypinski, P. Jurczak, J. Kazinurczak, A. Owoc, S. Owoc, Mrs. F. Florianzyk.

### Italian Group

"Tarantella" ..... Danced by Group

#### Group One

Wanita Britton  
Dorothy Hotman  
Eileen Kerr  
Lillian Morel  
Alice Cook  
Margaret Cook  
Gloria Panico  
Virginia Perelli

#### Group Two

June Werner  
Dorothy Lee Werner  
Jacqueline Potter  
Janice Leigh Barnhart  
Alba Panico  
Catherine Bosil  
Margaret Simone

Directed by ..... Rosi's School for Stage Dancing

#### Group Three

Anna Delbert  
Evelyn Kline  
Yolanda Santow  
Elizabeth Pompeo  
Angela Carcione  
Vera Sacco  
Mary Ciriponpo  
Pauline Ciriponpo

#### Group Four

Lillian De Clemente  
Irene Simone  
Thelma Robeny  
Eleanor Perelli  
Lucille Jefferson  
Helen De Cresce  
Anna Lee Vecchione  
Betty Bott

### Committees of Italian Organizations

#### Lodge Italo Balbo

Paul D. Camilletti  
Isidoro Perelli  
Felice Campiti  
Louis Costanzo

#### Society San Anthony

Antonio Trovato  
Nick Gleson  
Alfonso Toppeto

#### Marconi Society

Marcel De Maria  
Rocco De Maria  
Mike DeClemente  
Angelo Zavanelli  
John Cortellesi

#### Italo-American Independent Club

Joseph Mosca  
Domenico Panico

It is regretted that the names of some participants do not appear in this program. The names were taken from the records available when the program went to press. To all of the Pageant cast sincere thanks are extended.

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## GOLF

### THE WHEELING CENTENNIAL OPEN TOURNAMENT

JOHN L. GRIMES, *Chairman*

The golf attraction during the Centennial will be in the form of an invitational open tournament to be held at the Wheeling Country Club. Invitations sent to about 150 leading professional players in the United States assure the fact that many leading money players whose names appear in the bright lights of golfdom will come to Wheeling to compete for the \$1,000 purse.

Limited by invitation to professionals and a few leading amateurs, the tournament will, in the main be a professional event and addicts will have an opportunity to see their favorites in action.

Thirty-six holes will be played over the sporty Country Club layout on Friday, August 21, while the final 18 holes will be played the morning of Saturday, August 22. This arrangement is due to the fact that the P. G. A. require a playoff for first place in case of tie. Saturday afternoon, therefore, is left open for this eventuality.

In addition to many of the big names in golf, leading pros of the tri-state district will compete for the prize money which will be awarded in divisions as approved by the Professional Golfers' Association.

## TENNIS

HARRY "BUNNY" CORCORAN, *Chairman*

The Third Annual Park Tournament will be of particular interest to visitors to the Centennial, with the Wheeling Park Commission Challenge Cup heading a long list of beautiful trophies. This tournament has always rated as one of the most important in the district, actually being considered on a plane above the Northwestern Pennsylvania event.

Matches will be played at Wheeling Park, Oglebay Park and Wheeling Tennis Club, where good courts and adequate spectator facilities are available.

Trophies in addition to the Wheeling Park Commission Challenge Cup, include the Fidelity Cup,

the Max Crone Trophy, the D. Earle Rogers Award, the Edwin Spears award, the H. G. Friedrich Trophy, the Lukens Trophy, and many others to be announced later. This year for the first time a three-year challenge cup is being offered for the women's division of the tournament and this will do much to make this division even more popular than it has been in the past.

The tournament is a strictly invitational affair. Play will begin on Monday morning the seventeenth of August and will continue throughout Centennial week, with the finals in all divisions being played off on Saturday and Sunday the 22nd and 23rd.

## THE QUEEN'S BALL

MRS. ARCH HAZLETT, *Chairman*

On Wednesday night at 10 o'clock will be held the Queen's Ball in the large dancing pavilion at Wheeling Park. The Queen and her princesses will be honor guests at this dance which will last far into the night.

Frank Dailey and his Meadowbrook Orchestra will provide the music for the gala affair and the national fame of this orchestra assures a ball which will equal any ever held in the city of Wheeling.

The Queen's Ball is only one of the many courtesies which will be extended the winner of the "Queen's Election Contest." She and her princesses will reign supreme during Centennial Week and particularly will they reign at the Queen's Ball, where they will be ensconced on a lavishly decorated dais throughout the evening as hosts to their subject revelers of the Centennial.

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# The Centennial Regatta

Norman Greig, Chairman  
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## Thursday

12:00 Noon to 6:00 P. M.—Display of government boats at Wheeling Wharf. This display is open to the public and should prove interesting to visitors who have never had the opportunity to view the U. S. fleet in this part of the Ohio River.

8:00 P. M.—River Parade which forms at the Warwood Dam and proceeds down the river with the Centennial Band playing on one of the barges. This parade will comprise hundreds of water craft led by the flagship of the United States fleet of river boats.

9:30 P. M.—As a climax to the great river parade a marvelous display of fireworks will be set off from a barge anchored in the Ohio River opposite the Wheeling wharf. This display will include set pieces of a Covered Wagon, a battle, "The Bird Bath," "The Whirling Fish," and many other sets leading up to the finale which will be a riot of noise and color.

## Friday

1:00 P. M.—Swimming and Diving competition among leading amateurs of the Ohio Valley. Rowing races between rival crews of the Kiwanis Life-boats. Canoe Tilting—Canoe Racing.

2:00 P. M.—Outboard Motorboat Racing under auspices of the National Outboard Association with Mr. James W. Mulroy, Executive Secretary of the N. O. A. refereeing.

## Two Heats in the Following Classes

	Cu. In. Piston Displacement	Weight of Hull
Class M	Under 7½	50 pounds
Class A	7½ to 14	100 pounds
Class B	14 to 20	100 pounds
Class C	20 to 30	150 pounds
Class F	50 to 60	190 pounds

## Prizes

Prizes will be awarded to winners in each of the two heats. Races are of five miles each on an oval course. Any amateur winning places in open events will be awarded trophy or merchandise. All professional prizes in cash ranging from \$70.00 to \$65.00 per heat for winners; \$45.00 to \$40.00 for seconds; \$20.00 each for thirds; and \$10.00 each for fourths.

All drivers scored for high point trophy contest as this is a sanctioned National Outboard Regatta. Points are scored on the following basis: First, 400; second, 300; third, 225; fourth, 169; fifth, 127; sixth, 95; seventh, 71; eighth, 53; ninth, 40; tenth, 30; eleventh, 22; twelfth, 17; thirteenth, 13; fourteenth, 9; fifteenth, 7; sixteenth, 5; seventeenth, 4; eighteenth, 3; nineteenth, 2; twentieth, 1.

## Saturday

1:00 P. M.—Swimming, Diving and Canoe Racing at Wheeling Wharf.

2:00 P. M.—Repetition of outboard motorboat racing with races in each of the several classes.

TOTAL REGATTA PRIZES, \$1,250.00



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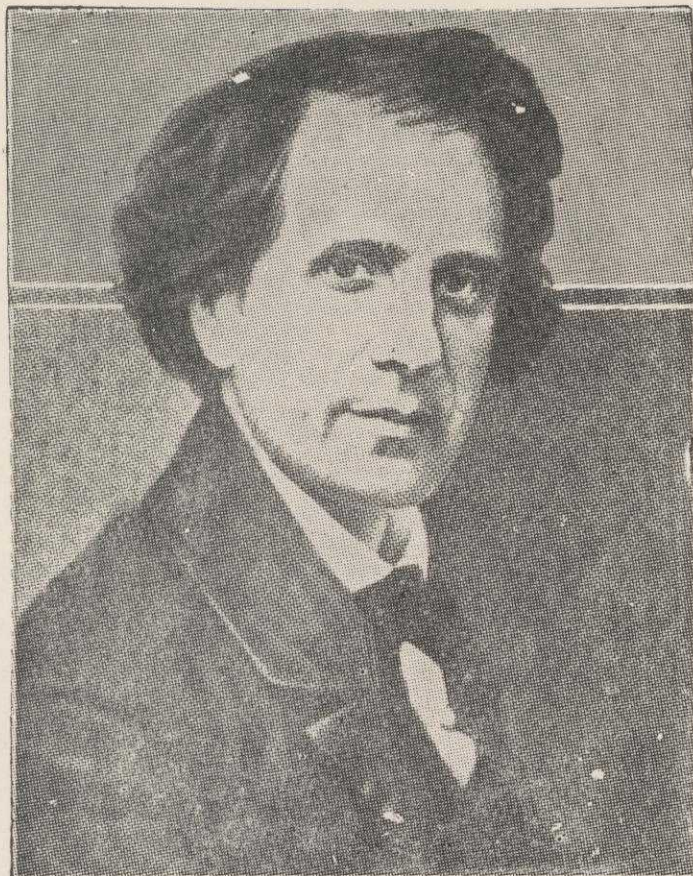
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 1835—1857

## HULLIHEN DAY

AUGUST 17-18

DR. EDW. ARMBRECHT  
 Chairman

### THE PURPOSE

The purpose of this meeting is two-fold; first to offer a scientific program that will prove of interest to dentists of Wheeling and adjacent territory; and second to present the pertinent facts regarding a fellow citizen of 100 years ago, who has recently been accorded the distinction of being the "Father of Oral Surgery."

While a move is on foot to erect a lasting memorial to Dr. S. P. Hullihen, such a memorial has not yet been completed. Therefore the dentists in attendance at the District Dental Society at this Centennial meeting will honor Dr. Hullihen by placing a wreath on his tomb.

The committee has worked to make this meeting the best ever held in this city, and sincerely hopes the visiting dentists enjoy and profit from its efforts.

### Dental Post-Graduate Course

#### AUGUST 17

- 10:00 A. M.—Demonstration and lecture on Webb Technique  
 8:00 P. M.—Radiographic Technique

#### AUGUST 18

- 9:00 A. M.—Meeting called to order  
 9:30 A. M.—Sound Film on Exodontia  
 11:30 A. M.—Laying wreath on Hullihen Grave  
 1:00 P. M.—Luncheon, Windsor Hotel  
 2:00 P. M.—Lecture, "Routine Exodontia," Dr. George Winter, St. Louis, Mo.

#### AUGUST 19

- 4:00 P. M.—Unveiling of Bronze Bust of Dr. J. Schwinn

4:00-5:00 P. M.—Wednesday—Unveiling Bronze Bust of Dr. J. Schwinn by the J. Schwinn Medical Study Club at Ohio Valley General Hospital; president, Dr. George Viewig; speaker, Mr. George Kossuth. Acceptance by president of board of directors of the hospital.

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## *Editor's Foreword to Historical Notes*

In the following pages the history of Wheeling has been outlined as completely as is possible within the limits of this book. Every effort has been made to provide historical data as accurate as possible. There will no doubt be many points in the different stories with which our readers will disagree. We wish to apologize for these differences and to state that many different histories were consulted (hardly any two tell the same story) and from these we have chosen what seem to be the most accurate in the light of present belief. If we have failed to tell the story as one historian sees it, we have at least told it as several others have handed it down. Therefore this is more an explanation than an apology.

The early settlers of Wheeling were hardy pioneers who had little time for writing. Hence there are little or no official eye-witness reports of the early days to which credence may be given. We have taken from the wealth of conflicting stories, anecdotes and records of the city's early history, such things as we believe to be nearly the truth. We cannot vouch for the accuracy any more than can anyone; so, we leave it to you.

### **Early History of Wheeling**

As early as 1749, only a few scattered white traders and trappers had ever seen the site of the present City of Wheeling. In this year, however, the first recorded visit of a white man to the upper Ohio Valley was made.

Bienville De Celeron with a group of French soldiers descended from the French settlements of Canada and set out to explore the Ohio River. At points along the way this group in the shining armor of the Continent, raised the Tri-Color of France and planted leaden plates while formally claiming the land in the name of Sovereign France. The report of the burying of one of these plates at the mouth of "Wheeling" Creek is the first official report of the new country.

This was twenty years before the first settlement was made in

Wheeling and during these twenty years white outrages against the Indians incensed the redskins to the point where they were finally ready to do battle for the possession of their hunting grounds.

We are told that the Indians were at first very friendly to the whites. But, as the years rolled by, they became more and more friendly until the time, when Washington descended the Ohio, in 1770, they were really very dangerous.

The British had tried to win the west by conquest from the French. The French had won it from the Indians only to a limited extent and at the time of the British attempt at conquest the Indians were more or less allied with the French. Thus, Braddock's defeat was in reality a victory for the French.

Later the Indians allied themselves with the British and at the time of the Battle of Fort Henry, the Indians were allies of the British in an attempt to save the west for the British Crown after the surrender at Yorktown.

There are many anecdotes of border warfare which should have been told. We wish there were space to tell of Foreman's Massacre, of the settlement of Short Creek by the Van Metres, of the other forts around through the country which were contemporaneous with Fort Fincastle and later with Fort Henry. We have tried to choose the high-lights of the history of Wheeling and have been forced by circumstance to limit our telling to what we consider the most important points.

We appreciate the help of advertisers, the staff of the John B. Rogers Company, the staff of the Chamber of Commerce, the staff of the Wheeling Public Library made this program possible.

We also appreciate the co-operation of the Board of Directors of Wheeling Centennial, Incorporated, who have worked untiringly in behalf of the Centennial.

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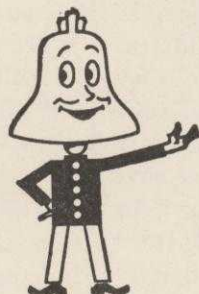


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# The Bloody Year of the Three Sevens

• •  
THE FIRST SIEGE OF FORT HENRY

• •  
McCULLOCH'S LEAP FOR HIS LIFE



Monument to Maj. Sam McCulloch

In 1777 Fort Henry was one of the principal outposts of Fort Pitt. The whole year had been marked by Indian raids through the country surrounding Fort Henry and hardly a day passed but that straggling survivors from a raided cabin came into the fort for safety.

The Indians were being inflamed against the settlers by Hamilton as part of the Revolutionary War strategy of the English. The results of this gained for the year 1777 the appellation, "The Bloody Year Of the Three Sevens."

Fort Henry was the stronghold of this part of the Ohio Valley and throughout the first part of the year, practically all of the settlers in outlying districts moved into Fort Henry. The commandant of the garrison left nothing undone to protect the fort and its people. Scouts were constantly out, spotting the Indians and reporting their strength and position to Colonel Shepherd in the fort.

When the Indians finally decided to attack the fort, however, the wily savages managed to elude the careful scouts, and on the last day of August a large body of Indians sneaked up near the fort and prepared a well planned ambush.

Captain Ogle, who with a party of twelve men had been scouting to the east and south of the fort, reported seeing smoke in the direction of Grave Creek. Colonel Shepherd immediately dispatched two men in a canoe to ascertain the cause of the smoke. The Indians in ambush permitted these men to go through the lines then caught and murdered them out of sight of the fort.

The morning of September first, Colonel Shepherd suspected the presence of Indians in the vicinity, although he did not have any idea that nearly four hundred of them were in the immediate vicinity of the fort. Wishing to play safe, he sent a white man and a colored man out to round up the livestock near the fort. When these men had gone but

a little ways, six Indians jumped out of hiding and killed the white man, permitting the colored man to escape to the fort to report the murder.

Captain Meason took a party of fourteen men out of the fort immediately to avenge the death of the settler. Some little distance from the fort, this party encountered the six Indians and immediately charged them. At a signal, a large body of Indians appeared, as if by magic, and literally cut the party to pieces. Without going into the details of the tomahawking, Captain Meason was the only survivor and he survived only because he was able to make his way, wounded though he was, to the shelter of a pile of rocks.

Captain Ogle called together twelve scouts and immediately started out to rescue his fellow officer. This party was also caught in the ambush and practically wiped out. So far in the battle, the cunning of the Indian had cost the lives of twenty-three whites as only three of the twenty-six men were able to get back to the fort.

By this time it was known in the fort that a real attack had begun and this intelligence was passed on to Fort Shepherd immediately. Fort Shepherd immediately dispatched runners to Fort Van Metre and to Holliday's Fort.

The commander of the Indians next demanded that those in the fort surrender in the name of His Britannic Majesty. The garrison elected to fight after a vote was taken among the men and women within the stockade. This decision was reached despite the fact that there were only thirty-eight men left in the fort and it was definitely known that the number of Indians was about four hundred.

The attack was started shortly after dawn and the Indians, taking advantage of the cover offered by the cabins to the east and south of the fort, traded a brisk fire for almost six hours without stopping. During this brisk fire, Major McCulloch and forty-

(Continued on Page 51)

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(Continued from Page 49)

five men from Fort Van Metre arrived to help those within the fort. They rode up to the gate and with a covering fire from the fort, succeeded in getting into the stockade. That is, all of them got in except Major McColloch who waited too long in trying to protect his men, and was forced to flee before a group of Indians who gave chase.

Major McColloch was managing to keep ahead of his pursuers, up the hill behind the fort, when he was confronted with another large body of Indians directly in his path. So, on the bluff at the top of Wheeling Hill, above the place where the National Road now crosses the hill, he was completely surrounded by savages. To fight was futile—he couldn't run—So, he took the dangerous alternative of spurring his horse over the steep hillside to Wheeling Creek over five hundred feet below. We can only imagine by what miracle he was able to keep his mount on all fours throughout the precarious descent. We know that even the bravest of the Indians refused to follow him, which is proof that the leap was an act of great daring, and we know that he did do all these things and remain uninjured for shortly afterward he told of his slide for life. Of such stuff were the early settlers made that they scorned danger and laughed about their experiences around the camp-fire at night.

The arrival of McColloch's men from Fort Van Metre, turned the tide of battle and, while the attack lasted for several hours, and while all the cabins around the fort were burned and the live-stock was butchered, the fort itself was never in danger after the reinforcements arrived.

The next morning, Colonel Andrew Van Swearingen brought fourteen men from Holliday's fort. They were much afraid that the Indians were still hovering around near the fort so they proceeded with great caution while reconnoitering the woods and fields near the fort. Carefully, for their lives depended on caution, they worked nearer and nearer the fort until they were able to get into the stockade.

Shortly afterward, two brave scouts were sent out of the fort to be certain that the Indians had left. When they reported back that all had gone, the fort settled back into its usual way of life and the settlers immediately began to rebuild the cabins which had been razed by the redskins.

The depredations of the Indians were not ended by their defeat at Fort Henry, but for a time they confined their raiding activities to isolated cabins and smaller forts. They had had enough of Fort Henry for a while.

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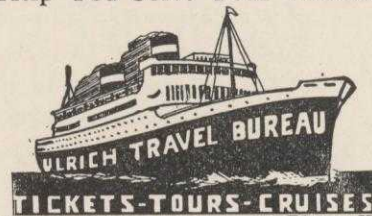
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# The Last Battle of the Revolution

## THE BATTLE OF FORT HENRY BETTY ZANE:—HEROINE

After the first battle of Fort Henry, the Indians made no major offensive attack on the settlers at Wheeling until sometime in September of 1781. Little is known about this attack. There is no record of it in the archives and apparently there were no letters written to report it. It has been said that during this attack Colonel Ebenezer Zane's cabin was burned for the second time, but stories differ as to this and it is entirely possible that there was not even an attack during 1781.

There is absolutely no doubt, however, about the attack on Fort Henry which occurred on the eleventh day of September of 1782. This battle takes its place in history as the longest siege in the history of the Wheeling fort; and, as the last battle of the Revolutionary War.

The British had received word of the surrender of Cornwallis at Yorktown, and hoping to make one last strategic move to save the northwest for the crown, they persuaded the Indians to hold a council of war. At this council it was decided to split their forces, sending one expedition of about six hundred Indians to wipe out the new settlements in Kentucky and another force of three hundred and fifty English soldiers against the settlements of the upper Ohio Valley.

The celebrated Indian scout, John Lynn was, luckily, out in the Ohio district and encountered the army of savages heading toward Fort Henry. He immediately started for the Fort and by swimming the river managed to reach the settlement a few hours before the Indians, giving a warning to the settlers.

Colonel Shepherd, the county commandant and commanding officer of the Fort, was away on military business and the command of the fort rested on the shoulders of the next in command, Colonel Ebenezer Zane.



Monument to the Mingo

Colonel Ebenezer Zane, who lived a short distance east of the fort elected to stay in his cabin rather than seek safety within the fort. He had abandoned his cabin when the Indians attacked the settlement in 1777 and the Indians had destroyed it. So, having rebuilt his cabin to withstand a siege, and being determined not to lose his cabin again, he decided to stay in it. With him were his family and three other men. He turned the command of the fort over to his brother Captain Silas Zane.

The house of Colonel Ebenezer Zane played an important part in the drama of the siege as it was an admirable outpost and in it were stored the military supplies sent by the Governor of Virginia.

The Indians approached the settlement and demanded its surrender in the name of the King of England. The answer was a shot from the fort. The savages immediately launched a furious attack, yelling wildly, shooting bullets, arrows and spears at the fort and trying by sheer virtue of force of numbers to tear down the stockade and remove the main defense of the settlers. They were met by the accurate fire of the twenty men in the fort. This coupled with the withering cross-fire coming from the cabin of Colonel Zane, caused the attackers much surprise and put them to complete rout.

Attack after attack was launched during the first day of the siege but each one was repulsed by the fire of the settlers. After dark the Indians decided to destroy the cabin of Colonel Zane. One of the braves crawled up to the cabin under cover of darkness and attempted to set fire to the log walls. When he ignited his torch, he waved it in the air to kindle the flame. This proved his undoing and the failure of the plan, for as he knelt to apply the torch a shot rang out and the Indian fell dead.

(Continued on Page 55)

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(Continued from Page 53)

The following morning the attacking party was seen huddled together and seemed planning some new strategy. The settlers watched them closely. Then the cause of the excitement became apparent. The Indians had obtained some cannon balls and had fashioned a cannon out of a hollow log and some chains. They pushed it as close to the fort as they dared; then touched it off. The improvised cannon exploded and killed about a dozen of the savages.

This infuriated the savages so that they started a series of attacks which at times threatened to doom the fort. All the attacks being successfully repulsed, however, the savages withdrew to take council.

The cessation of activities was fortunate for those within the fort as they were nearly out of ammunition. Captain Zane asked for volunteers to cross the open space to the home of Colonel Zane for more powder. Despite the fact that it was practically certain death for the man who attempted it, there were several volunteers for the dangerous dash to the magazine and back. While the Captain was debating which of the volunteers to take, his sister, Elizabeth Zane stepped forward and offered to go. When it was pointed out that there was less danger for a man because of greater fleetness, she replied, "the loss of a man under the circumstances will be more severely felt than my own—you have not one man to spare, a woman will not be missed in the defense of the fort."

The men, of course, tried to dissuade her but she was determined to go and after some argument won out over the objections. Removing as many of her clothes as possible she started out of the gate of the fort. The Indians, not suspecting a trick, cried, "squaw, a squaw" and apparently thought it quite humorous to see her dashing madly toward the security of her brother's cabin.

On her arrival at the cabin she rested a few minutes, then her brother, Col. Ebenezer Zane, tied a table cloth around her waist and while she held the two loose ends, he filled the cloth with powder.

Opening the door of the cabin she began her second dash across "No Man's Land." This time there was nothing humorous about it for the Indians saw the purpose of her dash and opened up with guns, bows and arrows, and stones. Under the protective fire of the fort, however, she was able to reach her goal with enough powder in the tablecloth to save the day. She had saved the lives of the men, women and children within the fort and had saved Fort Henry for the Colonies.

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# The Early Growth of Wheeling

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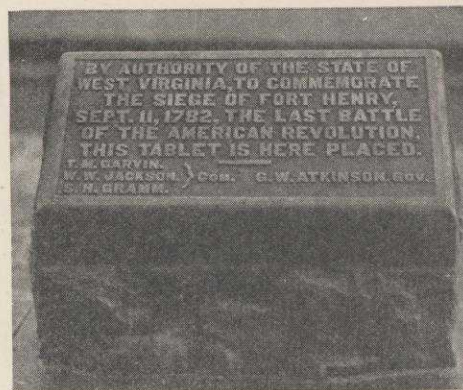
After the siege of Fort Henry in which the Indians were permanently chased out of the territory adjacent to the east side of the Ohio River, immigration into this territory began with leaps and bounds. And as the population increased of course, the government became more rigid and Wheeling and adjacent towns became more than frontier posts and took on the beginning of metropolitanism.

Three years after the battle, we find that Rev. Wilson Lee held the first Methodist services in Wheeling. This was a sign that the frontiersmen were more at leisure and could give some thought to the finer things of life, without forever wondering how long it would be before some Indian sneaked up behind and tomahawked them. We find also that immigration was going beyond the Ohio, as the Indians went farther and farther west, and in 1785 Fort Harmer was established at the present site of Marietta.

The next year saw a regular mail route established between Alexandria (where the Philadelphia line ended) and Pittsburgh. This was the first attempt at regular mail delivery in the new west. Shortly after this Wheeling was included in the route with a man from Wheeling meeting the through carrier at Washington, Pa.

Progress was being made in the conquest of the West and in 1789, we find that the Indians had moved back far enough from the Ohio, to sufficiently embolden Captain Kirkwood to start the settlement which was known variously throughout the years as Canton, Bridgeport and Kirkwood. The first cabin was raided by the Indians but Captain Kirkwood rebuilt and continued to live on the Ohio side.

Wheeling, meanwhile, had grown considerably and the Federal Census of 1790 of that year, which incidentally was the first census to be taken in this section, showed that Ohio County had a population of 5,312. It must be understood that Ohio County at this time included all the present Panhandle and



Monument Marking the Site of Fort Henry

the territory now contained in Hancock, Brooke, Ohio and Marshall Counties.

In 1791 and 1792 there was another Indian scare during which a pitched battle occurred at Fort Kirkwood and Colonel Shepherd, in Wheeling, alarmed the settlement preparing them for any eventuality. The redskins did not appear on the Virginia side of the river.

In 1793 Wheeling was first laid out in town lots. The first lots were in the north end of town from the present site of Tenth Street and Main to Jonathan's Ravine, so named for Jonathan Zane, who held title to this section of the land.

The following year the first Post Boats began to run from Wheeling to Cincinnati. These boats were rowed by six men and required several days to make the trip. No postal route was yet available to the people from Pittsburgh to Cincinnati, but such mail was brought overland from Pittsburgh to Wheeling then sent by Post Boat to the Ohio city. This marked a distinct advance in Wheeling's economic importance. (We have been using Wheeling to describe the location rather than the name to this point. In 1795 it was established as a town under the name, Zanesburg.) Shortly after naming the town Zanesburg, John Finley was named first Postmaster of the new town. In the same year John Duer settled Bell Air which has changed through the years to Bellaire, Ohio.

As the town became more and more important as a way-point in western commerce, West Liberty, which had been the county seat of Ohio County, was growing scarcely at all. Consequently the county seat was moved to Zanesburg and the first county court was held here in 1798.

At the turn of the century, the regular federal census was taken and showed that Ohio County (which still comprised the four counties of today)

(Continued on Page 59)

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(Continued from Page 57)

had doubled its population and now contained 10,000 people. About half of these resided in the present Wheeling. Tradition has it that Wheeling was really on the map as is shown by the report that the first circus visited our city. It is said to have exhibited on Main Street and it is further reputed to have had in its menagerie an elephant and a camel. We will leave this rumor to our reader's discretion.

As county seat, and as the crossing place for western bound immigrants, Wheeling achieved more and more importance and in 1806 the town of Wheeling received its charter from the Legislature of Virginia. Wheeling was now its name and it was an incorporated town in the State of Virginia. George Miller was first mayor of the town and it is not difficult to read between the lines to see that the Zanes had lost much of their control of the policies of the town when one other than a Zane was named Mayor. The Zanes had been everything in Wheeling, now they were confronted by thousands of others who had not been frontiersmen, but who had come to take advantage of the work the others had done. Such is history that the one who does the pioneering seldom keeps the reigns of government.

Wheeling was now to the point where it needed a newspaper and the Wheeling Repository was established in 1807. In the same year Moses Chapline was named as second mayor of Wheeling.

During all this time agitation and preliminary work was being carried forward with a view to building a trans-montane highway from the east to the west. By 1808 the route of the road had been decided upon as far as Brownsville, Pa., but there was much political log-rolling yet to be done before the road reached Wheeling.

Now we find that history tells us of the first steamboat on the Ohio, The New Orleans, a proud steamer that ran from Pittsburgh to New Orleans. We are not told how long it took for this prototype of Robert Fulton's invention to negotiate the Mississippi and the Ohio on the upstream voyage, but we may well believe that the time was very long.

Not long after this the business of building steamboats became one of Wheeling's principal industries and in 1816 we find that the first steamboat was built here. This was the sixth steamboat built for navigation of inland waterways. The launching of the Washington was quite an event ushering in as it did a new industry. Between 1816 and 1835 there were twenty-five steam boats built in the boatyards at Wheeling. The yards were located on the bank of Wheeling Creek a short distance from the river.

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# THE NATIONAL ROAD IS BUILT



## ITS INCEPTION—ITS COMPLETION—LIFE ON THE ROAD

Probably the greatest single reason for Wheeling's position as a commercial center today, was the building of the National Pike. The history of the old road is most intriguing. It was the beginning of the National Good Roads Program. Built in 1818, it stands today as a monument to the wisdom, courage and foresight of the men who conceived it and made it a reality.

Albert Gallatin, Secretary of the Treasury under the Jefferson administration, is credited with being the father of the thought of building a great transmontane highway to unify the new west and the older and established east. The suggestion was made in 1803, when Ohio was seeking admittance as a state. It met with immediate opposition. Gallatin insisted on the necessity for the great road, however, and through his importunities there was a proviso inserted in the Ohio application that five per cent of all money received by the Government from sale of land in the territory should be devoted to building a road from Cumberland to the Ohio River.

By 1805 the sum of \$12,652.00 had been accumulated. This sum was so small to start building a road through vast mountain reaches over a route a hundred and thirty miles in length, that many members of Congress wanted to postpone beginning of the work. Men like Henry Clay, Andrew Stewart, Lewis Steenrod, T. M. T. McKennan, General Beeson and Daniel Sturgeon spared no effort to keep the project alive and even through the trying times of the War of 1812, they toiled in the halls of Congress in behalf of the road and after much discussion and many speeches, the road was finally completed to Wheeling in 1818.

After a preliminary survey it was obvious that the road would take the Nemaocolin Trail, which had been blazed by the wild beasts and the Indians, as far west as Washington, Pa. It was also obvious that the road would strike the Ohio at a point between the settlement known as Steubenville and the mouth of Grave Creek (the present site of Moundsville).

When the time came that the site of the road west of Washington, Pa., must be decided upon, more dissension arose. Steubenville wanted it to meet the Ohio where that town was located. Moundsville lobbied, wheedled and exhorted that Grave Creek was the place for it to meet the river. Wheelingites, of course, did all in their power to bring it to their settlement. Stories are many why it came to Wheeling. One historian has intimated that a woman's smile has turned more than the course of roads in this old world of ours, and he may have been right. Certain it is that Henry Clay was often a visitor in Wheeling and he was very popular with many of the young girls of the city.

Be that as it may, the road was finally completed to Wheeling in 1818 and almost immediately the traffic on it not only justified the vision of those who made it possible, but as well caused towns and taverns to spring up at intervals of only a few miles all along its one hundred and thirty miles.

So it was that Wheeling became the most important commercial center in the new west. Wagons of merchandise, stage coaches full of passengers, dispatch riders with mail, all came across the new road to Wheeling where their cargoes were unloaded and reshipped by river to the outposts of civilization in Ohio and Kentucky. Naturally Wheeling became the rendezvous of commission merchants and distributors. Some of our leading firms of today owe their existence to the coming of the road to Wheeling.

Life on the road is difficult to picture in these days of automobiles and tourist camps. The taverns were divided into two classes; the wagon stands and the stage houses. At the former the waggoner would drive his Conestogas into the wagon yard in the evening and partake of the hospitality of the tavern, meanwhile spinning tall yarns while drinking whiskey at three cents a drink. In the morning he would, before departing, pay a dollar and seventy-

(Continued on Page 63)

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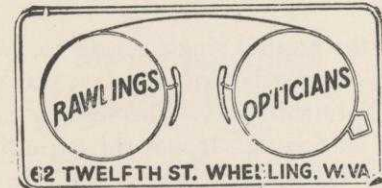
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(Continued from Page 61)

five cents for everything. This bill included hay and grain for his horses, dinner and breakfast for the waggoner, and "all the drinks he saw proper to take."

In the stage houses, we are told by historians, "through an assumption of aristocracy" whiskey was five cents a drink. The stage houses were bustling with activity at all hours. The dashing stage would come down the road at a brisk pace; slide to a stop in front of the tavern; the passengers would alight and stretch while the horses were being changed and the mail dispatched; then off the stage would go with the driver, high on his box, superciliously speaking to the waggoners he passed. The road had very definite social distinctions. The keeper of the stage house was the social superior of the keeper of the wagon stand; the stage driver was the social superior of the waggoner; then there was the nice distinction between the "Pike Boys" and the "Town Boys" these being severally those who worked on the pike and those who lived in towns the pike passed through.

Some idea of the traffic on the road may be gained by quoting the historian Searight's description; "As many as twenty, four-horse carriages have been counted in line at one time on the road, and large broad wheeled wagons, covered with white canvas stretched over bows, laden with merchandise and drawn by six Conestoga horses, were visible all the day long at every point, and many times till late in the evening, besides innumerable caravans of horses, mules, cattle, hogs and sheep. It looked more like the leading avenue of a great city than a road through the rural district."

The National Road was the main artery of transportation between Cumberland and the west until the Baltimore and Ohio came to Wheeling in 1852. It made cities along its route important commercial centers. Some of them were marooned when the "pike" fell into disuse. Fortunately Wheeling was not one of these because it became the western terminus of the railroad some years later and held its position as the trans-shipping point for freight destined for the west.

The importance of the National Road to Wheeling's growth cannot be overstated. The road made Wheeling the commercial and trading center that it remains today. And now that the road has once more come into its own for auto traffic and huge trucks, Wheeling has benefited again by its strategic location on this great trans-montane highway which was the first and greatest of the federal government's program of building good roads.

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# LAFAYETTE'S VISIT TO WHEELING

## THE HUGE RECEPTION—THE BANQUET

One of the outstanding events of the early part of the nineteenth century, was the triumphal visit of Lafayette to America. The French General who had done so much to achieve American independence, returned to the scene of his heroic activity in 1825 and was wined, dined and feted all over the country.

The Wheeling Gazette of May 21, 1825 carried the following article relative to the General's coming to Wheeling:

"General Lafayette, being expected to arrive here on Tuesday or Wednesday next, the committee of arrangements have determined upon the following order for his reception. On leaving the steamboat, the General will be received at Beymer's landing where a procession will be formed in the following order:

Wheeling Independent Blues  
Committee of Arrangements  
General Lafayette and a member of the Committee  
of Arrangements  
Mr. G. W. Lafayette and Mr. Le Vasseur.  
Citizens

The procession will move up to Main street, and down the street to Mr. Simms' hotel, where the General will be received by the Committee of Arrangements. On the evening of the General's arrival a ball will be given at Mr. E. Graham's Tavern.

(Signed) A. Woods, S. Sprigg, G. Dulty, M. W. Chapline, E. B. Swearingen, and Z. Jacob,  
—Committee of Arrangements."

On Tuesday, May 24, 1825, an express messenger arrived from Grave Creek at about half past eleven in the morning. He told the committee that the steamboat "Herald" with General Lafayette aboard, might be expected within a half an hour.

We can imagine the bustle and furor that began as soon as this information came. Bells began ringing as a pre-arranged signal of the arrival of the boat; the citizenry began to assemble on the bank of the river near Beymer's landing; the Committee donned their top-hats and grabbed their canes and

the Independent Blues, a colorful military organization of the day, hastened to their posts on the wharf.

Soon the report of a gun was heard from down the river and it was certain that the nation's guest was near.

The Independent Blues were drawn up in formation under the direction of Captain William McConnell, and to the right and left, lines of spectators made a lane all the way up the wharf. Members of the Committee of Arrangements stationed themselves about half way up the bank in the space between the two files of citizens and soldiers.

The boat drew up to the landing and lowered the gang-plank, then amid the cheers of the huge crowd, General Lafayette marched sedately down the gang-plank, followed by his son, George Washington Lafayette, M. Le Vasseur, the General's secretary, and the Governor of Ohio who had accompanied the distinguished guest from Cincinnati.

Having walked up the bank to the point where the Committee of Arrangements was located, the General stopped and was formally welcomed to the town by Judge Alexander Caldwell in an address which is reported to have been a masterpiece of oratory. The General replied to the welcome. After the formalities were over, the General was escorted to a handsome barouche, loaned for the occasion by John McLure, Sr., where he took his place beside Noah Zane. The General's son, M. Le Vasseur, the Governor of Ohio and other dignitaries followed in other carriages.

The procession proceeded from Beymer's landing, up Main street to Mr. Simms' Hotel where accommodations had been provided for the guests. Here at the hotel, the General received hundreds of citizens, often, it is said, grasping the hands of veterans who had served under his command in the Revolution. After a few hours of this, the General retired to his room, "to write some letters" and the reception was continued at two o'clock in the afternoon.

(Continued on Page 67)

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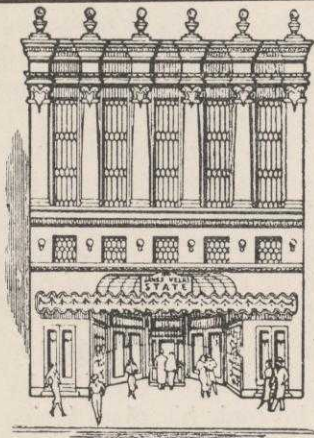
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Wheeling Dealers for

## GENERAL ELECTRIC

Home Appliances

(Continued from Page 65)

At four o'clock, a company of thirty distinguished citizens of Wheeling and nearby towns, sat down to dinner with the General. Colonel Moses Shepherd presided at this informal gathering, and while it was said that no toasts had been prepared, the record has it that Colonel Shepherd toasted the health of the General and the General replied by raising his glass to "Wheeling—the center of communication of the east and west—may it be more frequent and beneficial." In those days the old boys had a flair for the proprieties which helped carry off any occasion.

At seven o'clock in the evening the General visited Ohio Lodge No. 1 of the Masonic Order and was graciously received by his confreres. The same evening a huge ball was given in the General's honor at the Virginia Hotel.

Tickets for the ball were \$10.00 each, and ten dollars was a lot of money in those days. The ball attracted every one in Wheeling who aspired to social prominence, however, and it was said that at least a hundred couples attended the dance.

Because of the "wound in his leg, and the gout which troubled him," the General did not participate in the dancing, but sat on a raised dais during the evening, speaking graciously to everyone. In keeping with the chivalrous formality of the times, the General is said to have remarked on the extreme beauty of the ladies of the city. Whether this was a little white lie, or whether the ladies of Wheeling were particularly beautiful in 1825, must be left to the imagination of the reader.

At eight o'clock the next morning, (eight was probably considered late in the day) the General prepared to resume his journey eastward. Emissaries from Washington, Uniontown and other towns along the road had come to Wheeling to invite him to their respective towns, and he was assured of a truly triumphal procession almost all the way to Cumberland. Wheeling, in order to see him off properly, had prepared a procession to the end of the city and then, accompanied by the Governor of Ohio and the other gentlemen, he went his way to Washington, Pa., his next stop.

One can imagine what a big day this was for Wheeling. Hardly more than a frontier settlement at the time, the whole population turned out to pay homage to the hero of the Revolution. He was a true hero and he was received nobly by our forefathers.

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# ONE HUNDRED YEARS AGO IN WHEELING

## The Story of the Incorporation of the City of Wheeling

We are celebrating the incorporation of the City of Wheeling, and many persons seem to be interested in knowing why Wheeling is only 100 years old when it was founded in 1769. The answer is in the fact that it was incorporated as a city in 1836, and while the original charter has gone through many changes, Wheeling's identity as a city dates from this period.

Shortly after the first town lots were laid out, application was made to incorporate what is now known as Wheeling. In 1795 the General Assembly of Virginia chartered "Zanesburg" as a town. The name remained Zanesburg only for a short time, however, and we find that under the act of Assembly of January, 1806, "the free-holders and housekeepers of the town are empowered to select by ballot, twelve fit and suitable men, being free-holders and inhabitants of the town, to serve as Mayor, Recorder, Alderman and common council of the same, and the persons so elected, were to choose out of their own body one Mayor, one Recorder and four aldermen, and the remaining six were to be common councilmen and were to continue in office until the third Monday in March."

As part of this act the town of Wheeling was chartered and while none knows definitely the origin of the name of Wheeling it has gone by this name ever since.

On March 11, 1836, an act was passed permitting an election of commissioners to incorporate the different incorporated towns of Wheeling into the city of Wheeling. Before the election was held, however, a regular election under the plan of that time was held so that there would be an active council during the time it took to set up the new government. The story of this election seems worthy of repetition.

The Tri-Weekly Gazette of March 21, 1836, printed the following: "Corporation Election—this day—The following ticket for common councilmen has been handed us as one that is believed to embrace the different interests of the city. The gentlemen are selected from the old town proper and from the additions under the city charter. Perhaps a stronger one for intelligence and public zeal could not be formed: Z. Jacob, R. McKee, Thomas Hughes, D. Murray, J. Pemberton, W. T. Selby, Henry Echols, Marcus Wilson, James Cargill, Jacob E. Bier, William B. Tyson, Henry Moore.

The power of the press even at this early day, is definitely proven by the results of the election on the day this "slate" was published when eight out of the twelve were elected and only four who were not mentioned won out. These four were: David Echols, J. W. Clemens, James Baker and John Goshorn.

The Tri-Weekly Gazette, of March 23, 1836, after listing the winners in the councilmanic race goes on to explain the status of the new council:

"Of the Board thus chosen four are new members,—Messrs. Echols, Pemberton, Bier and Baker, and are from the recent additions to the city.

"This council will exist only until a new one can be chosen under the city charter, which will probably be in July or August. The first thing to be done under the new charter—a copy of which, however, has not reached town—is for the citizens to elect commissioners to lay off the city into wards and determine the number of councilmen to which each shall be entitled, the entire council not to consist of more than twenty-five nor less than twelve members. This election will probably be held in May; and after the duties of the commissioners shall have

(Continued on Page 71)



(Continued from Page 69)

been performed, a new council shall be chosen by wards and the city government go into full operation."

On the fourth of May, 1836, an election was held under the thirteenth section of the act of March 11, 1836 for a board of commissioners for the purpose of carrying into effect the said act of assembly of Virginia incorporating the late Town of Wheeling into the City of Wheeling and Richard Simms, James S. Wheate, Thomas Sweeney, William T. Selby, John Eoff, Moses W. Chapline, Charles D. Knox, Daniel Zane, Z. Jacobs, Dana Hubbard and John Richey were elected.

The Board was organized on the 26th of April and Z. Jacobs was named chairman and Moses W. Chapline, secretary. They next divided the city into six sections in order that the census might be taken.

On the second day of May, they divided the city into five wards and declared that the council should consist of fifteen members and ordered that an election should be held on the 16th of May, 1836.

The Mayor was elected by the fifteen councilmen. The first mayor was Moses Chapline, for whom Chapline Street was later named. He was re-elected for a second term and served a total of four years. During the following two years, George Dulty was Mayor and following him we find the names of Moses Good, W. W. Shriver, S. Brady, Alfred Caldwell, Morgan Nelson, S. Brady, James Paull, James Tanner and Andrew Wilson. The last of these, Andrew Wilson was mayor from 1859 to 1861.

We find that the City of Wheeling had a population of about 6,000 at the time of its incorporation. A description of the city at this time tells us: "The buildings are generally composed of brick though some of stone and a few of wood. Many of them are splendid structures. The Market House which is located on Market Street and extends from Union to Madison Streets (10th to 11th) is a handsome, spacious and cleanly building."

Gone is "the handsome, spacious and cleanly" market house and in place of it is a modern building in which Centennial Headquarters are located a hundred years after it was thus described. Time changes all things and what is an object of pride in one century is relegated to oblivion in the next.

We can well appreciate the pride with which the city fathers of 1836 looked upon their work which resulted in Wheeling being incorporated and chartered as a city. This was a step in the progress of the city and their pride in their achievement has been justified through the last one hundred years.

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# THE LONGEST BRIDGE IN THE WORLD

••

## THE SUSPENSION BRIDGE—ITS BUILDING—ITS DESTRUCTION ITS RENOVATION

••

In 1849 the suspension bridge was completed from Wheeling across the Ohio to the Island. At the time it was the longest suspension bridge in the world.

The Wheeling and Belmont Bridge Company had been chartered by the state of Virginia in 1816, for the purpose of building a bridge across the Ohio River. In 1836 the company completed a structure across the back river from the Island to the Ohio shore. While this bridge did not cross the channel and consequently was in no manner an obstruction to navigation, the citizens of Pittsburgh realized that bridges at Wheeling would be a real threat to the commercial supremacy of the up-the-river city. Consequently the Pittsburghers started a hue and cry against bridges at Wheeling. Court battles raged even through the Supreme Court and the halls of Congress as late as 1852. Pittsburgh enjoyed a strategic advantage in being located at the confluence of the Monongahela and Allegheny rivers. Much of the river between Wheeling and Pittsburgh, however, was not navigable and most of the freight from the east was sent to Wheeling for trans-shipment into Ohio. Wheeling had benefited enormously by the National Road and the merchants and distributors in the city had definitely made up their minds to bridge the Ohio as a further advantage.

The rivalry between the two cities was bitter. The B. & O. was in process of being built to Wheeling. All speed was being made in the construction of the Pennsylvania from Harrisburg to Pittsburgh. Consequently the city of Pittsburgh and the Commonwealth of Pennsylvania were determined that Wheeling should get no bridge.

The court fight was over an injunction which was asked because the bridge would hamper navigation,

as it would knock the smoke-stacks off river boats. There was no known method; according to the Pennsylvanians, to hinge or remove these stacks, so the boats could not get under the bridge when the river was high.

It took more than a decision of the United States Supreme Court to down the citizens of Wheeling, however, and when the adverse decision was rendered the Wheeling men went to Congress and had the bridge designated as a Postal Route and the bridge was saved.

Engineering on the bridge was done by Charles Ellet, Jr., an engineer who had many advanced ideas about engineering of all kinds. Taking as his model the swinging bridges of Peru, Mr. Ellet planned the bridge carefully. Having previously built the Niagara River Suspension Bridge, he was an authority on this type of construction;—but the one being built at Wheeling was the longest suspended span in the world and consequently its design was unique. It was built with 12 supporting cables in which there were a total of 6,000 wires of 10 gage. The formal opening of the bridge took place in 1849 and it served well for five years, although there is some indication that the vibration, due to the unusual roller suspension of the cables, was much greater than it should have been.

On May 17, 1854, a sudden wind storm swept up the river and set up an extreme vibration on the bridge. The force of the wind, combined with the faulty construction, caused the cable anchors to pull out of their foundations and the bridge which was the pride of Wheeling was reduced to hopeless wreckage. All the cables broke in succession. Only one

(Continued on Page 75)

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(Continued from Page 73)

of the cables held its anchorage and that one broke in the middle. The bridge turned over and broke in three pieces, the center section fell in the river and the two end sections hung precariously from their land anchors.

We can imagine the disappointment of the citizens of Wheeling and of Mr. Ellet when the longest bridge in the world proved a failure. The citizens were undaunted, however, by the disaster and only a few years later the bridge was rebuilt. The present bridge was the result of subsequent rebuilding in 1860, 1873, 1877 and 1920.

Tradition has it that the last man to pass over the suspension bridge before it blew down, was Mr. Snowden, principal of the Fourth Ward School. The story goes that being caught near the Island end of the bridge, he dashed madly over the waving and plunging bridge to shelter under the stone arch, taking the last step just before the bridge let go.

While the bridge was down a steamboat came up the river. As the fight was barely over, the captain of the boat lowered his smoke-stack and proceeded slowly past the towers with his whistle blowing and all bells ringing. A crowd of infuriated Wheelingites stoned the steamer as long as they could reach it and broke all the glass on the Wheeling side of the cabin. Local pride in those days would not permit derision to go unpunished.

The old suspension bridge is a monument to the progressive foresight of the early citizens of Wheeling. These civic minded men put up a quarter of a million dollars for an experiment. They witnessed the failure of their pride and joy. They built the longest suspension bridge in the world, then just as it was becoming famous it was destroyed by the elements. It further demonstrates the tenacity of purpose of these early dwellers in our city that they went right ahead and rebuilt the bridge two years after it was destroyed.

The bridge of today has only the anchorage and towers of the original bridge. Cables have been replaced, increased and renewed from time to time, the flooring has been changed time and again and the wood supports have all recently been replaced by steel supports under the floor.

The suspension bridge is one of our historic spots. It was built as a civic enterprise and stands today a monument to its builder and its backers.

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# THE B. & O. COMES TO WHEELING

## BUILDING THE ROAD—THE CELEBRATION HERE

In 1827 the city of Baltimore which had just experienced a period of phenomenal growth, due largely to the National Road, found itself facing a period of as rapid decline since trans-Allegheny traffic was sweeping toward the newly opened Erie Canal in New York. The Chesapeake and Ohio Canal had proved a disappointment, and a new departure in transportation was necessary, with the result that in 1827 a group of Baltimore business leaders, of whom George Brown was most important, petitioned for and received the charter under which the railroad still operates. Construction was started on July 4, 1828, Charles Carroll turning the first spade-full, in an elaborate ceremony. The first division was opened for traffic to Ellicott Mills, 14 miles from Baltimore in May, 1830. Only a few very short private railroads had previously operated in the United States; the Baltimore and Ohio was the first to open for public traffic. Horses were at first used for motive power, but the success of the TOM THUMB, built by Peter Cooper, at its trial in August, 1830, caused the managers to change to locomotives. The road, building westward, reached Cumberland in 1842.

West of Cumberland lay the roughest country that engineers of the day had yet met with. Consequently, the road was not projected westward until about 1849. Surmounting the almost impassible barriers of rugged country, the engineers performed more or less miraculous feats in ingenuity in working across the mountains. Between Cumberland and Wheeling, when the road was finally finished, it is said that there were eleven tunnels and more than 113 long bridges.

To facilitate building the road, an engine was brought to Wheeling on a flat-boat from Pittsburgh. If memory serves correctly it was of the type known as a "Mud digger." In 1851 the road had reached Fetterman, now Grafton, and the building toward

the west was continued with all the speed possible. Building from the Wheeling end, the rails met at Rosbys Rock, and the driving of the last spike was marked with much ceremony and was witnessed by high officials of the company and several governors and congressmen. Rosbys Rock was the scene of an impressive ceremony when the noted visitors made good use of their powers of oratory in rightly prophecying that the new railroad would bring a new era of economic importance and business prosperity to the cities along its route.

The builders had promised to complete the road before the end of the year 1852. The last spike was driven on December 24, 1852, and for the effect of the thing, the first passenger train, carrying officials of the road and high governmental dignitaries, was held until New Year's Eve of 1852.

One can imagine the peak of enthusiasm to which the citizens of Wheeling were carried when the first passenger train steamed up to a temporary depot on the south bank of Wheeling Creek. Here the distinguished guests descended from the carriages and crossed the creek on a ferry-boat. The bridge across Wheeling Creek was not yet completed but a short time afterward trains were crossing it into the center of Wheeling.

The citizens of Wheeling had invested about a half million dollars in the new railroad. They had insisted on having a big celebration to mark its completion. The railroad officials were as good as their word, and every important man from Baltimore west to Wheeling came in on either the first or second train. There were so many that it was necessary to run two trains to accommodate them all.

Legend has it that the only woman on the first train was Miss Caroline Seabright, at that time a girl of about twelve years. Miss Seabright afterward married Henry Wheeler, of Wheeling, and her son, Albert Wheeler, is a stogie manufacturer in the city

(Continued on Page 79)



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(Continued from Page 77)

today. Mrs. Wheeler passed away only a few years ago and Albert C. Wheeler has many times heard the story of the arrival of the train from her lips.

The huge celebration in honor of the arrival of the train, was held at Washington Hall, where the Wheeling Bank & Trust Building now stands. The crowd was so large that the whole of the large building had to be utilized and there was a division made in the crowd. Those who had places reserved in the auditorium on the second floor were designated as the "upper house." Those who were less fortunate in having places in the hall on the first floor were said to be in the "lower house."

The upper house was of course the most desirable, for here were the governors and legislators of Virginia and Maryland, and the other distinguished visitors to the city. Nearly 1,000 people participated in the dinner and dance following the arrival of the train, and it was said that Washington Hall was the scene of much activity until far into the night.

The coming of the B. & O. to Wheeling was one of the greatest factors in the industrial and merchandising growth of the city. Coming as it did, just as the National Road was falling from its one time glory, the B. & O. kept the city of Wheeling from falling from its position as the re-shipping point for freight from the east to the west.

The Ohio River was still an impassable barrier for the iron horse. A road was completed from Columbus to Bellaire in 1854, and freight from the east was ferried over the Ohio for many years after the railroads were established as important modes of transportation. It is said that this Ohio railroad was planned to come to the Ohio River via the Wheeling Creek valley, but that citizens of Wheeling had subscribed so much money to the Baltimore and Ohio that it was impossible to raise enough to support the road to Columbus. As a result the road was brought in to the river at Bellaire, and Benwood and Bellaire derived much of the benefit which should rightly have belonged to Wheeling as the western terminus of the B. & O.

A few years later the Baltimore and Ohio railroad line was finished from Grafton to Parkersburg and this became the main line west. The bridge at Parkersburg was built at great expense and gradually Wheeling found itself on a minor branch of the railroad. This did not happen, however, until after Wheeling had received great benefit from its position as the western terminus of the greatest trans-montane railroad of the time.

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# The Birth of A State

• •

## THE CONVENTIONS—GOVERNOR PIERPOINT'S GOVERNMENT WEST VIRGINIA FORMED

• •

West Virginia was the offspring of a conflict which ranged brother against brother and section against section. The part of Virginia that is now West Virginia was the scene of the first land battle of the Civil War, which was fought at Philippi June 3, 1861.

Fighting occurred all over the state, with murders being committed almost daily under the guise of either the Confederacy or the Union. Approximately twenty-five regiments of West Virginia soldiers enrolling some 32,000 men served in the Union Army during the war. On the other hand more than 8,000 men from the state served in the Confederate Army.

Small wonder it was, then, that the section of Virginia which is now West Virginia was one of the most torn spots in the nation. To complicate the matter further, the Confederacy made a determined effort to put the B. & O. railroad out of commission. This road which had only been completed to the Ohio a few years before was the strongest bulwark the North had at its command. It divided the North and South. The South tried their best to put it out of commission but failed in their attempt.

The story of the formation of the state at Wheeling is best told in Bassett's "Short History of the United States." We quote for this history:

"Meantime important developments occurred in the western counties of Virginia. The people of this region were generally non-slaveholders. For a long time they had been at odds with the people east of the mountains, claiming that the latter, led by the slaveholders, ruled the state, built railroads, and filled the offices in the interest of the East. The Westerners opposed secession and began to denounce it in mass meetings as soon as the convention at Richmond declared for the confederacy. Soon after hostilities began, they were in arms for the union, and, joining with a federal army under McClellan, drove out in a series of small battles the forces which the confederates sent to hold this region. Then was carried through a movement for a new state. The federal constitution provides that a state shall not be

divided without its consent, and with this in view, a convention at Wheeling, May 13, representing 26 counties, declared that by secession all the Virginia officials had forfeited their offices; and it called on the people to select a convention to re-establish a lawful government. The result was that July 11, 1861, delegates from 40 counties met in convention, took the oath of loyalty to the union, declared themselves the convention of "restored Virginia," and having purged the state of treason ordered an election of a governor and other officials over all Virginia. Accordingly, F. H. Pierpoint was chosen governor and a newly elected legislature filled the places vacant by the withdrawal of the recent senators. The appointees were given seats in the senate.

"August 6, the convention reassembled to take up the question of a new state. It was ordered that a popular vote be taken on the subject, with the result that the proposition prevailed by a vote of 18,408 to 781. Then a constitution was framed for the proposed 'State of West Virginia,' the 39 western counties. It said nothing about slavery, but in the election the people expressed in an unofficial vote an overwhelming opinion against the institution, and thenceforth they were assured of the support of Congress. The next thing was to get the consent of Virginia. To that end Pierpoint's 'restored' legislature met, and went through the form of sanctioning the division of the 'Old Dominion.' Then the application went to Congress, which duly declared that Virginia having consented to the act of division, the state of West Virginia was admitted to the Union. The act of admission was approved by Lincoln, December 31, 1861. The proceedings were most irregular, but it was a time when the rules of peace were not strictly considered. The people of Virginia have ever considered the rending of their commonwealth an unconstitutional and malevolent action.

"By cutting off from his government the western counties, Pierpoint's restored Virginia was limited to  
(Continued on Page 83)

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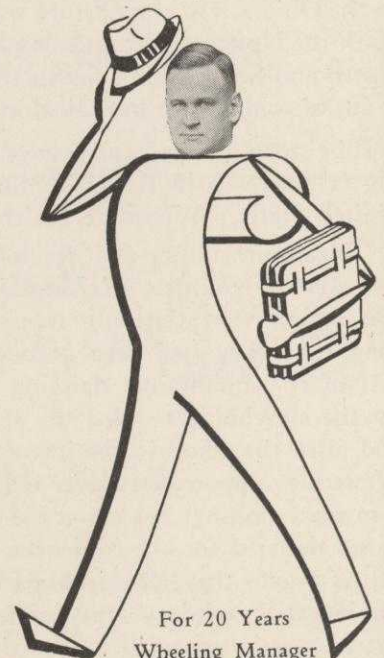
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**EVERYTHING IN PAPER**

(Continued from Page 81)

the counties around Alexandria, Fortress Monroe, and Norfolk—places all held by Union arms. Over these he kept up the formality of an administration until the end of the war, living safely within the Union lines at Alexandria. His 'state' was a farce, but Lincoln wished it kept alive in the hope that it would furnish the nucleus for reconstructing Virginia when her resistance should have been overcome."

So it was that the State of West Virginia had its beginning in Wheeling although its first informal Government was in Alexandria. May 28, 1863, saw definite steps being taken to provide the new state with an adequate government. On that date, Arthur I. Boreman of Wood County was elected governor; Samuel Crane of Randolph County was auditor; Campbell Tarr, Brooke County was named treasurer; A. B. Caldwell of Ohio County, attorney general; and J. E. Boyers of Tyler County, secretary of state.

The first conventions were held in Washington Hall, which once stood on the site of the Wheeling Bank & Trust Company Building at Twelfth and Market street. When it came time to swear in the new Governor and his organization (Pierpont), this was done with much ceremony in the building at the corner of Eoff and Fifteenth streets. This building was occupied by Linsly Institute subsequently and now has been completely remodeled and is the building occupied by the Bertschy Funeral Home.

The Capitol of West Virginia was in Wheeling for the next six years. In 1869 it was moved to Charleston where it remained for five years. In 1875 it was returned to Wheeling with quarters in the old Linsly building. Shortly after this the new Capitol building was completed. This building still stands and serves as the City-County Building in Wheeling.

A general election was held in February of 1877 at which time Charleston was designated the Capitol City by the voters of the state. The seat of government was moved there in 1885 and has remained there ever since.

When the new state was formed feeling ran high and many were the splendid orations which the conventions brought out. The patriots of those days were able men and equal in courage to those of an earlier day. An example of their attitude is revealed in the attitude of Pierpont, who upon being told he was in danger of his life for the part he was playing, replied that success was never convicted of treason.

We Are Proud of the Part we  
Have had in the Growth and  
Progress of Wheeling. . . . .

## Sisters of St. Joseph Wheeling Hospital

## GREEN LANTERN

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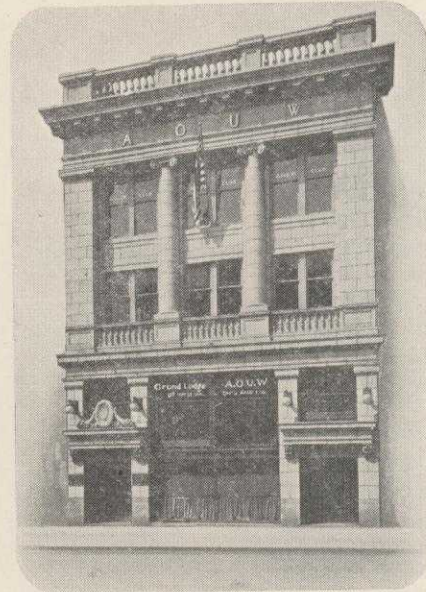
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Life  
Insurance

122.36%  
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A Wheeling, W. Va. Institution

May Wheeling continue to forge ahead, in the future, on the same sound basis and with the same courage she has displayed in the past.

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Woodsdale Gas Station

National Road

Bethany Pike

Wheeling, W. Va.

## Equitable Life Insurance Company

Home Office—Washington, D. C.

The Equitable opened its first office in Wheeling in 1889 at 1142 Crop Line Street, later called Chapline Street. Almost fifty years of conservative and satisfactory progress in Wheeling and vicinity.

OUR SERVICE TO POLICYHOLDERS IS UNEQUALLED  
OUR POLICY CONTRACTS ARE SECOND TO NONE . . .

R. E. CARSON, Manager, National Exchange Bank Building.

J. J. PERUNKO, Manager, 408 First National Bank Building, Bellaire, Ohio



# WHEELING IN 1862

• •  
*Reprinted from the Scientific American of June, 1862*  
 • •

In proceeding from Columbus, Ohio, to Wheeling, Va., part of the train is switched off at Bellaire, to go round by Wheeling, and part of it proceeds direct to Mingo Junction, a few miles below Steubenville, where the two sections of the original train are again united into one, which then goes on with one engine to Pittsburgh. By this arrangement several important towns in the Ohio valley are provided with daily railway communication between the west, via Cincinnati, and the east and north by Pittsburgh. In proceeding up the valley of the Scioto, extensive plains, covered with the promise of a most abundant harvest, are seen as far as the eye can take in the distant landscape. So permanently fertile is this valley, that I was shown large fields in which corn had been yearly planted for half a century, and yet no diminution of yield has ever been experienced. The quantity obtained ranges from 40 to 70 bushels per acre. As the agricultural exports of a State afford a very fair index of its wealth and capacity, the following statistics of Ohio for 1861 will show how it stands:

Flour, 2,446,931 bbls.; Wheat, 7,398,958 bushels; Corn, 5,622,802 bushels; Other grain, 293,425 bushels; Beef, 52,613 barrels; Cattle, 290,187; Hogs, 1,117,161; Wool, 4,397,081 pounds; Cheese and Butter 9,410,420 pounds.

The annual average value of the agricultural products of Ohio for the past six years, has been no less than \$120,000,000.

Most of the interior of Ohio is flat, and appears to be a great limestone basin, but coal is found in all the hilly country toward the north, south and east. The term coal basin is so frequently used, that many persons suppose coal is found in valleys, and at a considerable depth in the earth. Here the coal fields deserve the name of coal hills, as coal crops out of almost all the cuts made for the railroads; and it may be noticed in the face of many of the deep ravines, where it is mined by driving in a slightly inclined horizontal tunnel.

We arrived at Wheeling, Va., a place famous for stirring incidents in Indian warfare, but now better known for several branches of manufacturing industry. It is situated on the left bank of the Ohio river, and extends, in a scattered manner, for several miles along the river. It contains about 23,000 inhabitants, has several respectable buildings, is apparently a thrifty place, and has an enterprising and frank population. Directly behind it the hills rise to an elevation of about 600 feet, and I was charmed with the view from one of them in the early morn. when the Ohio valley, with its winding river, was seen to a great distance, and the city was lying in quietness below. On the other side of the ravine before me, a friend points out the rock, with the deep cleft under it where Louis Wetzel shot the crafty Indian, Red Turkey, who had decoyed and slain quite a number of the old pioneer hunters. About half a mile distant from this I am also shown the precipice over which Capt. McCulloch leaped and escaped, when pursued by Indian foes.

Wheeling has seven large rolling mills, also seven foundries, three nail works, two glass manufactories and several establishments for making wagons, carriages and ambulances. The advantages of Wheeling for manufacturing, chiefly depend on its water communication, and the abundance, cheapness and quality of the bituminous coal found just behind it in the hills. Each mill has its coal mine. At the Crescent rolling mill, for example, where railroad iron is manufactured, a tunnel is driven into the face of the hill, where the coal is mined and thence descends on quite a short incline into the mill. The seam coal is about five feet in thickness; it is mined for 18½ cents for half a load of 12½ bushels; and is retailed at 6 cents per bushel. The lower portion of this seam of coal contains a great deal more sulphur than the upper portion, hence the "top coal" is prized for domestic purposes, and for use in iron furnaces. A mine is ventilated by driving in a counter tunnel

(Continued on Page 87)

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Insurance. When you think of Life  
Insurance—See Me.

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**KRAZY KWILT**  
The Best Hamburgers in Town  
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Strasburg Lime Co.  
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Wheeling Stamp & Stencil Co.  
Mfrs. of Marking Devices  
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Odorless Dry Cleaning Co.  
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Leading Cleaners Since 1925

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Tire Vulcanizing and Retreading  
All Work Guaranteed  
2243 Market Street

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Wholesale Grocery  
16th and Wood Streets  
Owners of Belmont Grocery Stores

**Buffalo Restaurant**  
A GOOD PLACE TO EAT  
14th and Market Sts. Wheeling

Compliments of  
**R. J. KURNER**  
PAINTING CONTRACTOR  
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Produce Market  
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Chas. W. Nolte & Son  
COAL and ICE  
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**New Era Restaurant**  
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**Peake Piano Co.**  
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Compliments  
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Pennzoil Distributors  
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Beer and Lunches  
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JUSTICE OF THE PEACE  
114 Zane Street  
Whg. 738 Wheeling, W. Va.

**The Chic Dress Shop**  
1062 Main Street



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Guaranteed Retreads and Vulcanizing  
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For Fine Meats and Groceries  
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(Continued from Page 85)

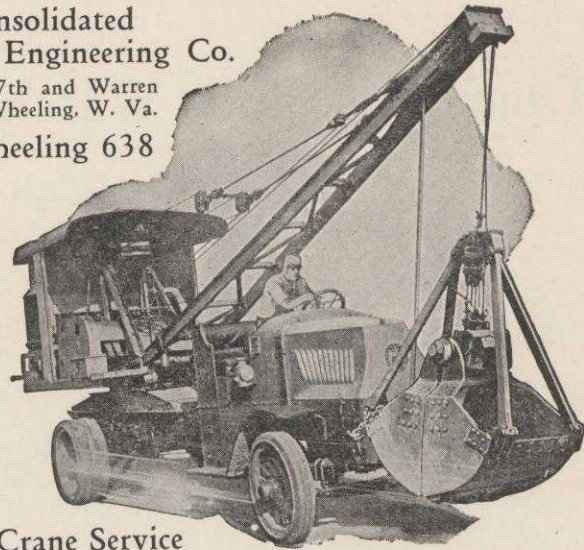
to the main working one, but communicating with it. A fire is kept burning in the counter channel, and the fresh air to supply combustion passes through the rooms in which the miners operate, thence out by the fire tunnel. A proprietor of one of the flint glass manufactories informed us that a fan operated by the steam engine, has been tried for some time, in ventilating their coal mine, but it was given up, for the old fire system of ventilation. The mine is ventilated day and night, and also on Sundays, by simply keeping up the fire, whereas a fan requires an engine to be kept constantly in operation. Wheeling enjoys a high reputation for its railroad iron, nails, flint glass and iron castings. Hamilton & Clark have just finished a government contract for 300 tons of 13-inch mortar shells. Each weighs 216 pounds, and the thickness of metal is  $2\frac{1}{2}$  inches. The government test for these shells is very severe. Each is measured with two ring gages, and also with calipers, and finally passed through a cylinder. The thickness of each must be uniform to the  $\frac{6}{100}$  of an inch, or it is rejected. There is no iron ore in Wheeling. That which is obtained for use comes from the iron mountain in Missouri. Laurence County, Ohio, also supplies some iron.

In the middle of the river is a somewhat extensive island, forming part of the city of Wheeling. It is joined to the Virginia shore by Ellett's famous suspension wire bridge, over 1,000 feet in length. From the island to the Ohio shore the river is crossed by a truss bridge. The steamboat people of Pittsburgh entered a suit some years since in the United States Circuit Court against this bridge as a nuisance. The specified complaint was, that during high water, steamboats having tall funnels could not pass under it. A great many experts were examined on the trial, the object of the pursuers being to show that long funnels were necessary to good natural draft in the furnaces of the steamboats on the river, and that the bridge prevented the use of such funnels. The result of the trial was that the bridge was solemnly declared to be a nuisance by the court—an obstruction to the free navigation of the river—and it was only saved from being taken down by Congress passing a bill making it a Post Office route. After all, not a single steamboat has been prevented from running on the river by it, a jointed funnel can be lowered in a few seconds, and thus a much lower bridge can be easily passed. This noble suspension bridge still stands, a monument to Charles Ellett's engineering skill and daring, and over it we will soon be passing on our way up the valley to Steubenville and Pittsburgh.

### Consolidated Engineering Co.

17th and Warren  
Wheeling, W. Va.

Wheeling 638



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WHEELING

1056 Main Street



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By Nearly a Century  
Of Integrity

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Stationers

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Wishes  
From

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COAL & COKE  
COMPANY

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"Webber's Ale and Beer"

Distributed by

The Central Beverage  
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Wheeling, W. Va.

Phone Wheeling 242

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ELECTRIC  
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Westinghouse Refrigerators  
and Maytag Washers

Phone Whg. 3727

# Municipal Milestones

COURTESY OF THE NATIONAL BANK OF WEST VIRGINIA

- 1769—Ebenezer, Silas and Jonathan Zane came from the South Branch Valley and founded the first settlement at Wheeling, called at first, Zanesburg.
- 1770—Washington journeys from Ft. Pitt down the Ohio examining lands for claims, and in his journal mentions Wheeling Creek, at end of Island.
- 1770—Ebenezer Zane returns to Eastern Pan Handle and brings his family and a few friends to Wheeling.
- 1771—Samuel McColloch, famous border leader, settled at Short Creek, north of Wheeling coming from New Jersey.
- 1773—Indian outbreaks were numerous and settlers prepared for defense.
- 1774—Fort Fincastle, afterward called Fort Henry in honor of Patrick Henry, was established by Lord Dunmore, last royal governor of Virginia, to resist Indian invasions.
- 1775—According to first official record, road building was planned about Wheeling.—Ohio Indians make treaty of peace at Pittsburgh.
- 1776—Virginia divides the district of West Augusta into three counties of which Ohio was one, comprising the Pan Handle, Wetzel, Tyler and parts of Doddridge and Pleasant counties.
- 1777—McColloch made his famous leap down Wheeling Hill, escaping from the Indians during an assault on Fort Henry, which was repulsed.—County seat established at West Liberty.—Ohio county citizens take oath of allegiance to Virginia.
- 1778—George Rogers Clark, famous explorer, visited Wheeling on his way down the Ohio.
- 1779—McColloch represented Ohio county in the Virginia legislature.—Movement started for state of Westsylvania, which would include Ohio county and most of West Virginia.
- 1780—Many citizens of Ohio county went into Revolutionary War.—General Broadhead, colonial commander at Pittsburgh, keeps in touch with Fort Henry.
- 1781—Col. David Shepherd, first county lieutenant for Ohio county, lead a regiment of 150 local militia in Gen. Broadhead's Coshocton expedition against the Indians which proved successful.
- 1782—Historic siege of Ft. Henry in which British and Indians were defeated.—Last battle of the Revolution.
- 1783—Virginia ceded her claim by right of conquest in the territory north of the Ohio to the United government of the colonies.—John McKinley granted lands south of the creek for services in Revolutionary Army.
- 1784—Col. David Shepherd represented Ohio county in the Virginia legislature.
- 1785—Rev. Wilson holds first Methodist services at Wheeling.—Fort Harmer established at Marietta.
- 1786—First mail route over the mountains established between Alexandria and Pittsburgh.
- 1787—West Liberty was established as first town in Ohio county by Virginia legislature.
- 1788—Absalom Martin settled at Martins Ferry and founded that town, hoping to make it the county seat.
- 1789—Lewis Wetzel comes to the front as border scout and implacable foe of the Indians.—The Zanes operated the first ferry on Ohio River.—Monument Place built by Col. Moses Shepherd on site of old Fort Shepherd.
- 1790—First federal census showed Ohio county, which then included the entire Pan Handle, (Hancock, Brooke, Ohio and Marshall), had a population of 5,312.
- 1791—A fierce battle with Indians occurred at Ft. Kirkwood, site of Bridgeport.
- 1792—Col. David Shepherd prepares for Indian attack on Ft. Henry and alarms settlement but the redskins did not appear.
- 1793—Wheeling first laid out in town lots.—First packet line inaugurated between Pittsburgh and Cincinnati.
- 1794—First mail route established on Ohio River and John Finley appointed first postmaster at Wheeling.

(Continued on Page 91)

The . . . . .

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WISHES THE

**Wheeling Centennial**

**SUCCESS**

**G. S. FEENY CO.**

Wholesale Candy

Congratulations . . . . .

**WHEELING**

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ESTABLISHED 1824

By the great-grandfather of the  
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**The CHAS. H. BERRY  
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"We endeavor to deserve your patronage"

We solicit your consideration

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**Stewart Warner Refrigerators**

. . . and . . .

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"Let's keep the wheels of prosperity  
rolling in Wheeling for another cen-  
tury"

**Electric Appliance Co.**

1009 Main Street

Whg. 4417

Compliments

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**G.**

**LIAS**

(Continued from Page 89)

- 1795—John Duer secured grant of government land from Steubenville land office and settled at Bellaire, first called Bell Air.
- 1796—Government employs Col. Ebenezer Zane to open a road between Wheeling and Maysville, Kentucky.—Brooke county formed, including Hancock.
- 1797—County seat moved from West Liberty to Wheeling and court first convened at the inn of John Gooding, now site of Windsor Hotel.
- 1798—First court house erected at Wheeling in the middle of the present Tenth street, between Main and Market streets.
- 1799—Noah Linsly, native of Connecticut and Yale graduate, settled here to practice law and at his death 15 years later left fortune to found Linsly Institute.
- 1800—Federal census showed nearly 10,000 people in Pan Handle, about half in Wheeling.
- 1801—Tradition says that the first circus, with an elephant and camel, visited Wheeling and exhibited on Main street.
- 1802—Dr. Francois Andre Michaux, a celebrated French naturalist, visited Wheeling.
- 1803—Dr. Gideon Forsythe located in Wheeling, and was the town's first physician.
- 1804—Noah Linsly appointed commonwealth attorney by the court.
- 1805—Great immigration to Ohio through Wheeling, 900 wagons, carts and carriages crossing river in three months.
- 1806—Wheeling incorporated as a town with George Miller as first mayor.
- 1807—The first newspaper, "Repository," established.—Moses Chapline, pioneer citizen elected as second mayor.
- 1808—Government commissioners decide route of National road as far as Brownsville, Pa., and afterward Wheeling was chosen as objective point on Ohio River.
- 1809—Philip Doddridge, famous lawyer of his day, admitted to Ohio county bar.—Hugh Nelson, first circuit judge, holds court.
- 1810—Daniel Lamb, prominent leader at bar, born at Connellsville, Pa., and came to Wheeling when a boy.
- 1811—The "New Orleans," first steamboat on the Ohio, runs from Pittsburgh to New Orleans.
- 1812—Wooden bridge erected over creek at Main street at site of present stone bridge.—Rev. Jas. Hervey begins pastorate at Stone Church and held same 47 years.

(Continued on Page 93)

## The American Taste Demands An American Gin

Let those who celebrate any American Centennial remember their history!

In 1776 America declared its independence . . . and before the war was over, Americans had developed the cocktail.

There may be many drinks foreigners can tell us about—but if there's one drink we can tell the world about—**IT'S THE COCKTAIL**, and it's a lesson the world has been glad to learn.

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For over 70 years (interrupted only by Prohibition) Fleischmann has been distilling gin especially for the American taste which demands a smoother gin for cocktails and mixed drinks.

Distilled directly from American grain, Fleischmann's Dry Gin makes a smoother drink—brings out the hidden flavors of the other ingredients. It is always uniform—for Fleischmann controls every step in its manufacture, from the purchase of the grain to the finished bottle.

Trust your native taste and brands. Mix your cocktails with Fleischmann's—the original American Gin, made by American labor and American distillers who have been with Fleischmann for over 45 years. The Fleischmann Distilling Corp., Peekskill, N. Y.

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For Sale at West Virginia State Liquor Stores

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Code No. 395 Fleischmann's Sloe Gin Pints

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Plans precede construction . . . Whether for building, bridge or highway . . . and many a plan was made using Elliott's pencils . . . tee squares . . . scales . . . triangles . . . tracing papers and cloths . . . blue print papers . . . and a host of other reliable Elliott's drawing materials.

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Forward Wheeling . . . . .

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Congratulate

Wheeling on One Hundred Years of  
Progress.

## KROGER STORES

The Home of Country Club Food Products  
and Hot Dated Coffee

## More Municipal Milestones

(Continued from Page 91)

- 1813—Capt. Jesse Duncan Elliott, of Wheeling, commanded the Niagara at the battle of Lake Erie, under Commodore Perry.
- 1814—The Washington, one of the first steamboats on Ohio River, built at Wheeling.—Charter granted to Linsly Institute.
- 1815—It is estimated that there were 300 houses in Wheeling at this time with population of 1,504.—Daniel Zane built first house on Island.
- 1816—Government Commissioners first surveyed National road to Wheeling.—Bishop Chase holds first Episcopal service.
- 1817—Northwestern Bank of Virginia organized, now called National Bank of West Virginia. Terminus of National road on Ohio river fixed at Wheeling.
- 1818—National road finished as far as Wheeling.—First church erected on site donated by Col. Zane, now Fourth Street M. E. Church.—Nail making begun.—Henry Clay visited Wheeling.
- 1819—First theatrical production given in Wheeling, the play "Speed the Plow" produced by Thespian Club.
- 1820—Congress make first appropriation for continuing National road survey from Wheeling to Mississippi.—Henry Clay monument erected at Elm Grove by Moses and Lydia Shepherd.
- 1821—First glass made at Wheeling at factory on North Chapline street.—Wheeling Gazette established.
- 1822—First market house erected in second ward on land given by Noah Zane, and afterward enlarged on further grants from Zane and others.
- 1823—Western Post and Wheeling Advertiser made its appearance and flourished a few years.—Gen. Jesse Lee Reno, West Virginia's most distinguished Union soldier, born at Wheeling.
- 1824—Dr. Joseph Doddridge writes important pioneer history in his "Notes on the Settlement of West Virginia and Pennsylvania."—Berry Supply Co. established.
- 1825—Lafayette visited Wheeling and royally entertained by local society leaders.
- 1826—Work under way on extension of National road from Bridgeport (then Canton) to Zanesville.
- 1827—Virginia legislature authorizes town to erect public landings, wharves, etc.
- 1828—Cotton factory started on banks of Wheeling Creek and flourished few years.
- 1829—Philip Doddridge elected to Congress and died at Washington three years later.
- 1830—First volunteer fire company formed called the Independent Company.
- 1831—Wheeling made a port of entry by Congress.—First Presbyterian Church given land by Noah Zane.
- 1832—Under state law commissioners are named to select a site for new court house in Wheeling.
- 1833—Free schools established 13 years before Virginia law was in effect.—Daniel Webster visited Wheeling.
- 1834—Wheeling's first iron mill built on site of Top mill.
- 1835—John Ritchie and Samuel Sprigg laid out South Wheeling.—City clock installed on First Presbyterian Church and stood many years.—Stifel Calico Works established.—John S. Naylor Co. established.—Ott-Heiskell Co. established.
- 1836—Wheeling granted city charter by Virginia legislature.
- 1837—Old back river bridge completed from Island to Bridgeport.—William Dean Howells born at Martins Ferry.
- 1838—Rev. Nathan Shotwell opened West Liberty Academy, now State Normal School.
- 1839—Cornerstone of old court house laid on present site of Court Theatre.—Estimated value of manufactured products in Wheeling, \$1,150,000.00.
- 1840—Famous Wheeling stogie made its first appearance from Marsh factory and became very popular.
- 1841—First session of Bethany college opened with Alexander Campbell as first president.
- 1842—Prominent hotels of this day were United States, Virginia, McCourtney, and Powhatan.
- 1843—Stage freight rates reduced to \$1.00 per 100 pounds from Philadelphia to Wheeling.
- 1844—Government supervision of National road ceases, total appropriations from 1806 to this year reaching nearly \$7,000,000.
- 1845—The City Blues, under Col. Jas. S. Wheat, was crack military organization.

(Continued on Page 95)

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WHEELING BRIDGE COMPANY  
 WHEELING ELECTRIC, PFD.  
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**DRY  
 CLEANERS**

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**CHARLES M. SLEDD  
 MERCANTILE CO.**

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Wheeling, W. Va.

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**THE ORIGINAL  
 MULTIFORM POLICY**

Issued only by

**The Conservative  
 Life Insurance Company**

Home Office

Sixteenth at Market

Wheeling, W. Va.

CLEM E. PETERS, President

(Continued from Page 93)

- 1846—Virginia free school law passed and district system adopted in Wheeling following year.—Hoffman's tannery established.
- 1847—First telegraph line completed to Wheeling and messages sent and received.
- 1848—Central Ohio railroad chartered and completed from Columbus to Bellaire six years later.—Mt. de Chantal founded.—Hancock county organized.
- 1849—Suspension bridge finished and opened to traffic.—Washington and Clay schools opened.—President-elect Taylor welcomed at Wheeling on his way to his inauguration.
- 1850—St. Joseph's Cathedral completed by local Catholics.—Fifth ward market authorized by council.—North Wheeling Hospital founded.—McLure House built.
- 1851—Artificial gas introduced in Wheeling.—Jenny Lind sang here.—South Wheeling incorporated as a town.
- 1852—LaBelle iron works founded in South Wheeling.—Wheeling Intelligencer established.—Congress decides Suspension bridge a lawful structure.
- 1853—First railroad train, B. & O. entered Wheeling on New Year's Day and the event was celebrated by grand banquet in Washington Hall, just completed.—City of Wheeling subscribed \$500,000 to new enterprise and county voted \$250,000.
- 1854—Suspension bridge blown down, but rebuilt and reopened two years later.—Warwood Tool Company established.
- 1855—First nine miles of road bed of Wheeling's second railroad the Hempfield, completed from the city east and entire line finished to Washington, Pa., two years later, when trains began running.
- 1856—A. W. Campbell and John F. McDermott bought the Intelligencer. Mr. Campbell becoming editor and directing its policy for many years.
- 1857—Parkersburg branch of B. & O. completed to Grafton, extending railroad system in northern section.—Schenk's packing plant established.
- 1858—Cleveland & Pittsburgh railroad reaches Bridgeport and adds important link to transportation facilities.
- 1859—Old postoffice and custom house completed and A. W. Campbell installed as first postmaster in new building.

(Continued on Page 97)

### Wheeling's Leading Jeweler Since 1883

This business founded in 1883 by W. J. Lukens, and is the oldest jewelry store in Wheeling under the same name excepting John Becker Company.

#### CHRONOLOGY

- 1883 BUSINESS STARTED BY W. J. LUKENS
- 1888 TOOK OVER JEWELRY STORE OF B. HEBRANK
- 1890 FORMED PARTNERSHIP OF LUKENS & HIGGINS  
Later Mr. Higgins Retired
- 1911 THE FIRM WAS INCORPORATED  
**W. J. LUKENS CO.**  
W. J. Lukens, Pres., A. B. Powell, V. Pres.,  
H. M. Robb, Sec. and Treas.
- 1929 W. J. LUKENS DIED  
ASSOCIATES TAKE OVER LUKENS INTEREST  
**W. J. LUKENS CO.**  
A. B. Powell, Pres. H. M. Robb, Sec. and Treas.
- 1935 LIQUIDATED THE BUSINESS OF A. F. STAUVER  
CO.

#### TIME TELLS

## W. J. Lukens Company

Jewelers Since 1883

1314 Market Street

Wheeling W. Va.

100  
Years  
Continual  
Growth . . . . .

Wheeling May Well Be Proud  
Of This Record . . . . .

## Wheeling Automobile Dealers Association



Welcome Centennial Visitors

Enjoy Good Food at

# Ferryland

Eastern Ohio's Leading

## RESTAURANT

TEN MINUTES DRIVE FROM HEART  
OF WHEELING

26 South Fourth Street

MARTINS FERRY, OHIO

Telephone C. E. Mays—Martins Ferry 9862

MARSH  
Wheeling  
Stogies



Since 1840

# Nickles Bakery



House-to-House  
DELIVERY SERVICE



Throughout the  
OHIO VALLEY

STERLING  
GASOLINE  
*and*  
MOTOR OILS



Are Made in the Ohio Valley and Sold  
Everywhere



“A Quaker State Product”

## More Municipal Milestones

(Continued from Page 95)

- 1860—Mass meeting of citizens held to protest against secession.—Adeline Patti sings at Washington Hall.—First Y. M. C. A. organized.
- 1861—Historic convention held in Washington Hall and reorganized government of Virginia formed with Francis H. Pierpont as Governor.—Mayor Andrew J. Sweeney, Union Democrat, refuses Jefferson Davis' demand for government property.
- 1862—New State constitution completed in Wheeling and ratified by overwhelming vote.—War spirit runs high.
- 1863—West Virginia admitted as a State and government established at Linsly Institute.—A. B. Caldwell of this city was attorney general.—Wheeling Register established.—Central Glass Works started.
- 1864—Grand patriotic festival and fair held for soldiers' aid societies and other organizations.—Between \$25,000 and \$30,000 raised.
- 1865—Legislature convenes in Linsly Institute.—News of fall of Richmond received with great enthusiasm.—Dr. Richard Blum first health officer under ordinance he framed.—C. D. Hubbard elected to Congress.
- 1866—Bellaire nail works, now Carnegie steel plant of the U. S. Steel Corp., established.
- 1867—General Grant and family visit Wheeling and are given great ovation.—Thayer Melvin elected attorney general.
- 1868—Present Fourth Street M. E. Church and old U. P. Church dedicated.—Panhandle Railroad Company organized.
- 1869—Council reorganized fire department, creating office of chief, etc.
- 1870—State capitol removed to Charleston.—B. & O. bridge from Benwood Junction to Bellaire completed.—West Liberty Normal opened.
- 1871—City acquires gas plant.—Opera house opened.—Richietown annexed.—Pollock stogie factory established.
- 1872—Nail mills make \$1,500,000 worth of product.—Mark Twain and John B. Gough lecture here.
- 1873—Aetna Iron & Steel Company organized at Bridgeport, afterward combining with the Standard formed ten years later.
- 1874—Bellaire water works established.—Joseph Jefferson plays in Opera House.
- 1875—State capitol removed from Charleston to Wheeling.—Whitaker Iron Works founded.—Rt. Rev. John J. Kain becomes bishop of Wheeling.
- 1876—City builds present city hall for State capitol.—Wheeling & Elm Grove secures city franchise for street railway.
- 1877—First street cars run from Wheeling to Wheeling Park.—Washington Hall rebuilt.
- 1878—After many vicissitudes Panhandle railroad is completed to Wheeling, county taking \$200,000 worth of stock.
- 1879—First telephone used in Wheeling between Behrens Grocery stores.—Manufacture of pottery begun.
- 1880—Bloch Bros. Tobacco Company begins business.—Charles Stewart Parnell, Irish agitator visits Wheeling.
- 1881—Thos. O'Brien takes office as State Treasurer.—John M. Birch made superintendent of city schools.
- 1882—Lighting by electricity is introduced by A. J. Sweeney and Son, who had their plant in a shop on Twelfth street.
- 1883—First brick paving on Chapline between Twenty-second and Twenty-fourth streets.
- 1884—Present Y. M. C. A. organized.—Gen. Alfred Caldwell elected Attorney-General of the State.
- 1885—State Capitol removed and permanently established at Charleston.—City government takes over capitol as City Hall.—John M. Birch appointed consul to Nagasaki, Japan.
- 1886—Natural gas introduced by Natural Gas Co. of West Virginia.—Big Tri-State Reunion of old soldiers.—Cornerstone St. Alphonsus Church laid.
- 1887—New Washington school erected.—Citizens Railway Company granted permission to use electric power.
- 1888—First trolley car operated in Wheeling.—Ohio county votes \$300,000 for Terminal bridge and railroad.
- 1889—First Y. M. C. A. building dedicated on New Year's Day.—Town of McMechen laid out.
- 1890—Wheeling Corrugating Company formed.—New Island school opened.—Wheeling News established.—Terminal bridge opened.—Ft. Henry organized.

# BAKERS CLUB OF WHEELING AND VICINITY

Join in the Celebration of  
Wheeling's One Hundredth Birthday

1836

1936



## CONTINENTAL BAKING COMPANY

"Bakers of Wonder Bread"



## GENERAL BAKING COMPANY

"BOND BAKERS"



## NOLTE BAKING COMPANY

"Bakers Golden Krust" and "Honey Krushed"



## P. J. GAST & SONS

Bakers Splendid Bread and Cakes



## ROYAL BAKING COMPANY

Eat Royal Rye and Pastries



## CADIZ BAKING COMPANY

Bakers of Fine Bread



## WARD BAKING COMPANY

"Bakers Soft Bun Bread"

# Chas. H. Berry Supply Company Serves for 112 Years



Heading Wheeling supply houses, as far as we have been able to find as this program goes to press, the Charles H. Berry Supply Company, 1230 Water street, is the oldest commercial business in the city of Wheeling, with its record of 112 years.

In 1824, John W. Berry and his bride left Boston and traveled westward and southward by stage coach and flatboat. When the flatboat on which they were riding stopped at Wheeling, the young couple were struck by the appearance of this little settlement on the Ohio and decided to join several families who had chosen to live there. In the same year, Mr. Berry founded the John W. Berry Supply Company.

The business was first located in a little wooden shack at the foot of Twelfth street and catered to the wants of the Wheeling settlers, and the stage coach and river boat companies, dealing for the most part in ropes, twines and kindred products.

In the latter part of 1824, a son born to the Berry's brought Wheeling's population up to 4001. This child, Charles H. Berry by name, was destined to assume control of his father's business.

About 1860, John W. Berry retired and the firm became known as the Charles H. Berry Supply Company, the name it still bears. In 1877, the company moved to its present quarters at 1230 Water street. In 1899, Mr. Berry was succeeded in active control of the business by his son whose name was also Charles H. Berry and who was the father of Curtis S. Berry, the present head of the business. And so, today, the Charles H. Berry Supply Company is headed by the great grandson of the man who founded it 112 years ago.

It was during the ownership of the second Charles H. Berry, that the greater change from a boat supply to a mill and mine supply house occurred and the business has been operated with ever increasing success as it has changed through the years to make the best of changing conditions.

Reproduced on this page, is a page from the charge book of the original company dated August 17, 1836. This old charge book contains the names of many of the old pioneer settlers of Wheeling and Ebenezer Zane's name appears on its pages a great many times.

Presided over by the son, the son's son and finally by the grandson's son, the Charles H. Berry Supply Company is to be congratulated on 112 years of successful business.

56.) Wheeling Aug 17<sup>th</sup> 1836

	Moore & Clarke	Dr	
178	To 1 Box Sea Grass Bedbuds		4 00
	" 1 " " " " " " " "		2 60
	" Note at four months 18 <sup>th</sup>		200 00
			206 00
A	Capt Murray	Dr	
A	To Bill of Obum 19 <sup>th</sup>		67 95
A	Mr. Mc Henry	Dr	
A	To 8 to Millilla rope 20 <sup>th</sup>		1 60
A	J. T. Ledwith	Dr	
A	To Bill of boardage 22 <sup>nd</sup>		9 25
175	Forsyth & Atterbury	Dr	
A	To 312 to Twine 23 <sup>rd</sup>		15 75
A	J. Agnew	Dr	
A	To 5 Gals Turpentine 24 <sup>th</sup>	125	6 25
	" Can		1 25
			7 50
A	Steamer Harmer	Dr	
A	To Obum & Drayage 25 <sup>th</sup>		6 05
A	Henry Nelson	Dr	
A	To Cash rendered 26 <sup>th</sup>		8 75
A	Steamer Normouth	Dr	
A	To Bill of board 27 <sup>th</sup>		43 36
A	Wagon Moore & Co	Dr	
A	To Bill of Packing yarn 28 <sup>th</sup>		14 25
A	Steamer Harmer	Dr	
A	To Bill		20 25

# Spears Bros. PENNZOIL

**PENNZOIL** SERVICE STATIONS **Firestone**

Every Spears Station Is Independently Owned and Operated by the Station Manager

PENNZOIL • PENNZIP • FIRESTONE TIRES and BATTERIES

It's Comfortably  
COOL

.. at ..

## KRESGE'S

Wheeling's First Air  
Conditioned STORES

## ELM GROVE MOTOR CO.

Ford Sales and Service

The Oldest Ford Dealers  
in the County

130 National Road

ELM GROVE

The Palace Furniture Co.  
1302-04-06-08 Main Street, Wheeling  
E. W. Exley, General Manager

## CONGRATULATIONS

### To Greater Wheeling

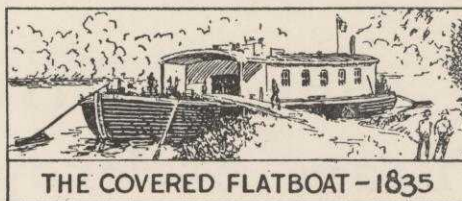
In this—the Centennial Celebration—it's the proper time and place to think and know about our CITY. In knowing other cities, their advantages, their disadvantages, you will come to but one conclusion:

TO THOSE WHO KNOW BY THE EXPERIENCE OF LIVING IN WHEELING—IT IS THE BEST CITY IN THE MIDDLE WEST.

Incidentally the Palace has furnished in part or complete, more than ONE HUNDRED THOUSAND HOMES IN THIS GREAT COMMUNITY.

# Hundred and One Years of John Naylor Company

READS LIKE BIT OF OLD-TIME FICTION



THE COVERED FLATBOAT—1835

The "cradle" of The John S. Naylor Company, Wheeling, W. Va., was a covered flatboat on the Ohio River. Stocked with a variety of small wares, it left the Wheeling wharf one day in 1835 and floated from town to town down the river. When the merchandise was exhausted the boat was sold. Then another boat was loaded and another trip begun—and stock and boat sold as before. This procedure was repeated again and again. Saw mills were scarce down the river and flatboats brought good prices, being used in the construction of pioneer cabins and other buildings.

In 1841 a steamboat was purchased and named Merchant. It was made into a steamer-store and made trips as far as Maysville, Ky. In 1844 a store was opened in Wheeling, but for some time the Merchant was kept in use for the river trade. In those days, rags, feathers, beeswax, ginseng, snake root, yarn socks, country linen, flax and other "Backwoods" items were taken in exchange for goods.

Here is part of a letter written by an old "flatboat merchant" to his wife, and published in Hulbert's interesting book, "Ohio River." The Jonas referred to was probably the merchant's new deckhand. The letter was written on a flatboat about 250 miles below Wheeling. This extract certainly gives a vivid idea of how heroic flatboat merchandising must have been.

"I think Jonas will have a second time to go down this river before he learns every maneuver of boating—that is before he learns not to scratch the shore 15 or 20 miles before he can get the boat stopped and then to run night and day in the most eminent danger and the weather most excessive cold—when the boats will run 100 miles in 24 hours and the nights so dark that the shores cannot be known from the water any other way than by throwing stone or coal out from the sides and hearing where they light—when his rest cannot exceed four hours out of 24, and all the rest be watching and fatigue—when running on an island how to carry his boat in the river again—when thrown on land by the ice his oars run in the earth almost to the handle, how to get her afloat again and how to run into a harbor for safety and live in the boat when it is cold enough

to freeze a dog to death—such with but few exceptions has been our case since we embarked."

The first known advertisement of the business on land appeared in the Wheeling Times and Advertiser, a daily newspaper, on September 24, 1844. The advertisement was the largest in the paper and listed over 300 articles of merchandise. Notions items predominated, but there were a fair number of things in hardware and drug lines. During most of its 100 years' existence, the concern has been largely a notions and furnishings house. In the late 90's dry goods were first stocked in considerable quantities and it was not until after the firm's incorporation in 1908 that its most important enlargement began. Now a wide range of dry goods, furnishings, notions and floor coverings is carried.

Jacob Hornbrook started the business with that 1835 flatboat and was its leader until 1850, when the concern was sold to George K. Wheat and A. C. Chapline. Mr. Wheat was its most important man during the 50's and 60's. John S. Naylor went with the company in 1865. In 1869 he became a partner, with his name in the firm. Beginning in the 70's, John S. Naylor was the outstanding personality in the business for many years. He contributed tremendously to the building of the company, which has borne his name longer than that of any other.

In 1908 the business was incorporated and in that year Mr. Naylor, while remaining the head of the concern, turned over most of the responsibilities to A. G. Naylor, Joseph R. Naylor and H. L. Henderson. This group of three men should have most of the credit for the substantial advancement made in the next decade.

Joseph R. Naylor has been president for the past 18 years, and in this period a large but healthy expansion has taken place. The concern has occupied its present company-owned building for 11 years. It went through the depression without anything even resembling a crisis of its own, and it is now doing a very satisfactory business.

Other officers, men who have been with the concern for many years, are: George J. Eberts, vice president; D. L. Henderson, treasurer; and Wilson Naylor, secretary.

## One Hundred Years of Progress

As Wheeling celebrates its hundredth anniversary we extend our congratulations and best wishes for the continued growth and progress of our community

WIRE FACILITIES TO WHEELING FROM OUR MAIN OFFICE WERE INAUGURATED IN 1900. THE LOCAL WHEELING OFFICE WAS ESTABLISHED IN 1908 . . . . .

We hope to continue expansion of our services and facilities in step with Wheeling's future prosperity.

■ ■ ■

## A. E. Masten & Company

ESTABLISHED 1891

CENTRAL UNION BUILDING

Phone Wheeling 5500

LOUIS F. BRAND, Resident Manager

. . . . MEMBERS . . . .

New York Stock Exchange

Chicago Stock Exchange

New York Curb Exchange

Chicago Board of Trade

Pittsburgh Stock Exchange

Wheeling Stock Exchange

## Complete Line of SOUVENIRS

. . . . at . . . .

## F. W. Woolworth Co.

1211 Market Street

WHEELING, W. VA.

Since 1875



Sold Everywhere

## John F. Miller Co.

WHEELING

## Hundred and One Years Age of J. L. Stifel & Sons, Inc.

John Lewis Stifel walked from Bethlehem, Pa., to Wheeling in the year 1834. Needless to say he had practically no money. Otherwise, even at that early day, he would not have walked all that way to strike out for himself in a strange city. What he did during the first part of 1835 is not known. Being a hardy German, however, it is not hard to guess that he picked up odd jobs around the inns and hostleries, or perhaps the boatyards which flourished in that day.

Whatever he did for the first year he was here makes little or no difference. The main thing is that he did enough to amass the munificent capital of \$10.00 and with this sum he started a little dye works in a log cabin on Main Street between Eighth and Ninth Streets.

The fact that this humble beginning was to result in the huge J. L. Stifel & Sons, Inc., plant in Wheeling must have been furthest from the thoughts of Mr. Stifel. However, he had been in the dyeing business before. He knew that the western terminus of the National Road offered him a business opportunity in this line because cloth brought over from the East in the Conestoga wagons could be purchased for little, dyed, and sold for overalls and calico dress manufacture at a much higher price.

The margin of profit seemed to be there, so he started out in business for himself.

Today J. L. Stifel & Sons, Inc., is a flourishing business employing more than 300 persons in the manufacture of printed cotton cloth which is known the world over as Stifel Fabric and which is better known because of the trademark of the "Boot" printed on every bolt that leaves the plant.

It is said that in Africa the natives will buy no cloth unless it has the print of the boot. Although the ignorant natives do not know a word of English or German, they recognize the mark of the "Boot" as the finest fabric that can be bought.

By way of explanation it may be interesting to our readers to know that the word "Stifel" is the German equivalent of "boot," and thus the founder of this great business put his name on it so that both English and German speaking peoples would recognize it wherever they saw it.

With the passing years, J. L. Stifel, the founder, made a partnership of the industry, taking into the business as partners his two sons, Louis C. Stifel and William F. Stifel. In 1900 the plant was moved to its present location on north Main Street and few there are who do not refer to the huge industry as the Calico Works. In June, 1929, it was deemed sensible to incorporate the business and so it was that J. L. Stifel & Sons, Inc., become the official name of one of Wheeling's oldest businesses.

Little need be said about the Stifel family to any residents of Wheeling. They have been leaders in civic affairs so long that they have been active in the founding and development of nearly every industry in the Ohio Valley, and are known for philanthropy and civic-mindedness throughout the whole district.

As J. L. Stifel turned his business over to his sons, Louis C. and William F., so the business has been handed down to the next generation until now it is under the active management of Edward W. Stifel, Henry Stifel, Arthur C. Stifel and their sons Edward W. Jr., and W. Flaccus Stifel are taking an active part in the progress of the business.

Until 1929 the principal product of the Stifel plant was calico for dresses and overalls. Because of the lessening use of overalls and calico and because of trade barriers set up by other countries, the company has, since this time, devoted more and more of their energies to making fine Sanforized cotton fabrics for "slacks," shirts and all the other thousand and one things made from cotton cloth. Keeping always abreast of the times, they have developed the plant to the point where it now takes the whole output of several cotton mills in the south and furnishes material for cotton clothing to some of the largest manufacturers in the world.

Present officers of the company are Edward W. Stifel, president; Henry G. Stifel, vice president; and Arthur C. Stifel, secretary-treasurer.

So it is that J. L. Stifel & Sons, Inc., has grown from a log cabin to a huge industry in the last 100 years. Seldom indeed, is it possible to point to a company like the Stifel company that has remained in business for 100 years with the same family in charge down to the third and fourth generations.

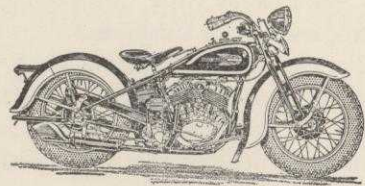


The following Progressive Firms in the Market Auditorium extend greetings to Wheeling Centennial.

<p><b>NELL F. MARTIN</b> BAKERY Stall No. 23</p>	<p><b>Schairer &amp; Stull</b> Meats and Provisions Stalls 1-3-5 Whg. 337 Distributors for Jones Dairy Farm Products</p>	<p>Miss Pennypacker News and Magazine Subscriptions Stall No. 8½</p>
<p><b>A. J. LONG &amp; SON</b> Butter Eggs Groceries Stall No. 6</p>	<p>Compliments <b>F. Adolph &amp; Son, Inc.</b> CHOICE MEATS Stall 7-8 Whg. 252</p>	<p><b>WM. F. FALCK</b> Meats—Milwaukee Sausages Stall 18-20 Whg. 1172-R</p>
<p><b>MIKE DICLEMENTE</b> First Class Fruits Vegetables Stall 21</p>	<p><b>Hellstern, the Florist</b> Market Auditorium Whg. 952-J 1209 National Road Wds. 364</p>	<p><b>DAVID FRANCIS</b> Fresh Roasted Coffee—Peanuts Stall 22 Wholesale and Retail</p>
<p><b>LINK CHEESE CO.</b> Wheeling's Cheese</p>		<p><b>UNION FISH MARKET</b> Fresh Fish Received Daily Stall 30 Whg. 2526</p>
<p><b>ANTHONY WAHLE</b> Fresh-Smoked Meats, Puddings Stall 24 Whg. 2375-R</p>		<p><b>GHERASIM'S MARKET</b> CHEESE—DELICACIES Stall 14-15 Whg. 2375-J</p>

## Compliments of a Friend

### MOTORCYCLES



BICYCLES Sales and Service

### C. L. CHESHIRE

620 National Road, Fulton

Wheeling, W. a.

### Market Furniture Samples

REMEMBER!

Market Samples Mean Just Three Things:

- 1st: Finest Quality
- 2nd: Latest Design
- 3rd: Half the Retail Price

On Sale Only At

### The Sample Furniture Shops

(Wheeling Branch)

16 Sixteenth Street

WHEELING

### Jerome H. Boyer

Rug Cleaner and Dyer

CLEANED THE RIGHT WAY  
ORIENTALS A SPECIALTY

Special Attention Given To All Work

Eighth, Glenwood

Woodsdale 1044

### Jacob Latz & Sons

Painting, Graining, Marbleizing  
and Decorating

ESTIMATES GIVEN

3431 Chapline Street

Wheeling, W. Va

Phone 4334-J

# Ott-Heiskell Company

## 100 Years Old

••

The story of two Wheeling firms which have lived 101 years has been told in these pages. Now another firm has reached the one hundred year mark as the Ott-Heiskell Company celebrates its centennial coincidentally with the centennial year of our city.

In 1836, Wheeling was little more than a settlement—a frontier town, famous as a stop-over point. Immigrants on their way westward in Conestoga wagons would stay a few days to make necessary repairs, rest up and prepare for the hardships ahead.

That year, Mr. Samuel Ott moved over from Woodstock, Va., and, seeing the great need for supplies and equipment for these early settlers, entered into partnership with Mr. Joseph Pollock. The goods they sold had to be brought overland by wagon or by boat down the Ohio River. It was not until 1852 that the B. & O. laid the first railroad to Wheeling. No doubt guns, powder, shot, knives, axes, saddlery and other items of this nature were much in demand and an important part of their stock.

Mr. Pollock remained a partner only a few years and in 1839, Mr. Joseph R. Greer joined Mr. Ott in partnership. In 1854 Mr. Ott admitted his son, Morgan L. Ott and Samuel J. Boyd to the firm; Mr. Greer having retired. The business was then known as Samuel Ott & Company. In 1868 Samuel Ott died, and subsequently his two sons, Morgan and Henry and William P. Heiskell, became partners in the hardware business.

The business grew rapidly and soon it was found necessary to separate the retail end of the business. This was known as Ott & Co., Hardware, and was located on the corner of what is now Twelfth and

Market streets. The jobbing and importing business moved into larger quarters at 1206 Main street, and was known as Ott-Hall & Co., Importers and Jobbers of Hardware. The retail store was disposed of and all efforts were devoted to the importing and jobbing business. Later on the firm was changed to Ott Bros. & Co., and in 1902 was incorporated as Ott-Heiskell Hardware Company, which has since been changed to Ott-Heiskell Company.

The business has time and again outgrown its quarters, necessitating changes in location and enlarging of buildings. The present location at Nineteenth and Jacob streets is ideal for wholesale distribution. Ample loading space is provided for trucks and parking space for customers. A railroad siding permits unloading of cars in the warehouse.

Efficient order, shipping and billing departments handle orders with least delay—the best service at all times. An up-to-date radio department is maintained also a separate refrigeration department, with capable men in charge. Floor coverings is another major line—large stocks on hand at all times. The company represents leading makers whose wares are known and of proven quality.

In spite of bad years, war and panic, droughts and floods, and other calamities, the business has carried on and continued to grow—a tribute to the enduring principles upon which the founders built. Honesty and Service was their creed—a priceless heritage the present company pledges to carry on. In the words of W. F. Kennedy, president, "We express our greatest appreciation to our friends and customers for their loyalty and support and with our background of experience 'A Century of Service,' we hope to always keep step with progress that we may merit the continued favors and the lasting friendship of the trade."

**HERMAN G. SMITH  
FURRIER**

The only Exclusive Fur Shop in Wheeling  
19 Eleventh Street Whg. 3069

**COURT LUNCH**

Sandwiches — Plate Lunches  
On Twelfth Street next to the Virginia  
**BEER**

**FULTON TAVERN**

Lunches and Draught Beer  
REASONABLE PRICES  
414 National Road Wds. 1025

**Zane Hotel and Restaurant**

BEN DIETERS, Prop.  
Corner Zane and No. Huron Sts.  
Whg. 9832—Phones—Whg. 9794

Compliments

**OTTO SHOES**

1105 Market Street

Compliments

**Levin Auto Parts Co.**

2262 Main St. Whg. 3199

**THOMAS J. GARDEN**

Democratic Candidate for  
**County Commissioner**

Compliments

**Perry Stationery Co.**

Office Supplies, School Supplies, Books  
39 Twelfth Street Wheeling, W. Va.

Compliments of

**THE HANOVER SHOE**

1212 Market Street  
WHEELING, W. VA.

**Loudenslager's  
New System Restaurant**

1400 Market Street  
WHEELING, W. VA.

**LEVY'S**

**Kosher Style Restaurant**

44 Eleventh Street  
S. A. POLLACK, Manager

**Mary Lee**

**CANDIES, Inc.**

1200 Market Street

Compliments

**Ohio Valley  
Advertising Corp.**

**McCurdy's  
Monument Works**

2826 Chapline Street

Compliments of

**TOM GAVIN**

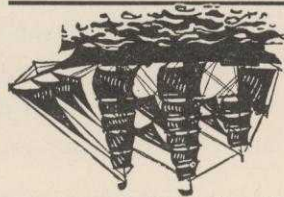
County Commissioner

**LOUIS SCHNEIDER  
FRESH and SMOKED MEATS  
HOME MADE SAUSAGE**

Center Market I. G. A. Store  
Stalls 52-54 2719 Eoff Street

Vote for

**Hugo F. Blumenberg**  
Republican Candidate for  
**PROSECUTING ATTORNEY**



**The Ship**

Sea Food  
Steaks, Beer  
11th St.  
Nr. Pa. Sta.  
Whg. 9986

**BROWN  
FUNERAL HOME**

OHIO VALLEY'S ONLY COLORED  
FUNERAL HOME  
1021 Chapline Street Whg. 3057

Compliments

**KENNEDY  
FISH MARKET**

1026 Market Street

**Wheeling White Trucks**

White and Indiana  
Trucks and Busses  
105 Seventeenth Street

VOTE FOR

**C. LEE SPILLERS**

Democratic Candidate for  
**Prosecuting Attorney**

**W. T. BURKLE**

Harness, Saddlery, Leather Goods  
1111 Main Street  
Wheeling 4461-J

Compliments  
of the

**Southern Theater**

Thirty-third and Eoff Streets

Compliments of the

**MILNER HOTEL**

Chapline Street (near Twelfth)  
Wheeling, W. Va.

Compliments of

**A Friend**

# A Resume of Early Industries

Every effort has been made to locate old companies and old institutions which have been operating in the City of Wheeling before and since 1882. A City Directory of 1882 was listed and every company in it, still doing business, was asked to furnish the date on which they were founded. Briefly, listed, here are the companies which have responded to our request for information. Unfortunately the list is not complete. However, as it is, it provides an interesting resume of the older businesses and industries of our city.

LINSLY INSTITUTE was founded in 1814 due to a bequest made by Noah Linsly. The original site is the present site of the Victoria Theatre.

NATIONAL BANK OF WEST VIRGINIA was founded in 1817 under the name of the Northwestern Bank of Virginia with John List as president.

C. H. BERRY SUPPLY COMPANY was founded in 1824 by John Berry, great grandfather of Curtis Berry, who is the present president.

T. T. HUTCHISSON COMPANY, INCORPORATED was founded in 1832 by John Knot. The early business in saddlery having been substituted by automobile accessories.

JOHN S. NAYLOR COMPANY was founded in 1835 by Thomas Hornbrook. The Naylor family stepped into the management of the company in about 1880.

J. L. STIFEL & SONS COMPANY was founded in 1835 by J. L. Stifel. This large business is still being carried on by the Stifel family.

OTT-HEISKELL COMPANY founded in 1836 by Samuel Ott. Is now managed by W. F. Kennedy, President.

M. MARSH & SONS COMPANY was established in 1840 by Mifflin Marsh. The first stogies received their name as a contraction of "Conestoga."

W. A. WILSON COMPANY was founded in 1840 and has remained in the hands of the Wilson family through the years.

C. HESS & SONS COMPANY was established in 1847 by Christian Hess. 1847 was a year of

great business expansion in Wheeling. In this year, Bayha's Bakery was founded by Gottlieb and Jacob Bayha; C. Hess & Sons by Christian Hess; Stone and Thomas by Jacob Thomas, and the George R. Taylor Company by George R. Taylor.

CHARLES N. HANCHER COMPANY was founded by a Mr. Turner in 1848. In 1850, James L. Anderson and Alex Laing founded Greer & Laing and in the same year the McLure House was built.

The arrival of the Baltimore and Ohio in Wheeling in 1852 seemed to have given some impetus to business in Wheeling as we find that Augustus Pollock started in the stogie business; William Hare laid the foundation for William Hare and Son and the Wheeling Intelligencer was started with J. H. Pendleton editor. The packing industry begins to get a foothold along about this period with George L. Zoekler founding Zoekler's Packing Company in 1855 and in 1857 the birth of F. Schenk and Sons Company. The Central Glass Company was founded in 1853; St. Joseph's Academy was started in 1865 and C. Aul & Sons Company (now Aul & Shively) was founded in 1865.

1868 saw the establishment of two well known companies: the George S. Feeny Company and C. Steinmetz and Company. The Weimer Packing Company was established in 1869. About this time Wheeling must have become more conscious of the fine arts for Nicholls Art Store was founded in 1870 by E. L. Nicholl and Kirk's Art Store in 1877 by J. H. Kirk. In 1878, the George E. Stifel Company and Nolte's Bakery were founded. In 1879, Bloch Brothers was started in a grocery store. In 1880 Trimble and Lutz was formed by John Trimble and John W. Lutz and in 1881 Henry Kalbitzer bought out the business of R. H. Sweeney who had established a firm in 1831. In 1882, Andrew Sweeney and Son opened an electrical plant on Twelfth Street in Wheeling. This plant which was the first to provide electricity for lighting, later became the Wheeling Electric Company and John B. Garden, Manager of the Wheeling Electric Company today is known as one who has been manager of a public utility longer than any other man in the United States.

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## Linsly Was 22 Years Old When Wheeling Was Incorporated

Linsly Institute owes its origin to the farseeing philanthropy of Noah Linsly. His small endowment, aided by gifts from other citizens of Wheeling, has kept the Institute alive for more than a century.

Noah Linsly, son of Josiah Linsly of Brandford, Connecticut, was born January 26, 1774. His mother was Rachel, daughter of Daniel and Rachel (Hubbard) Fowler of Guilford, Connecticut. President Hadley of Yale University writes as follows concerning the generally accepted tradition that Noah Linsly was graduated from the Litchfield Law School: "Strictly speaking, no one was graduated there, because the school never obtained the legislative authority to grant degrees. It does not appear that Noah Linsly attended Litchfield Law School. His time is otherwise accounted for; and, apart from this, I doubt whether the school was established at the time of his graduation from college."

Noah Linsly was graduated B.A. at Yale in 1791, with a high reputation for scholarship, and in 1803 was invited to the office of tutor in Williams College, then recently incorporated. The appointment was undoubtedly due to the recommendation of President Ebenezer Fitch, who left a tutorship at Yale in 1791 for the Academy which grew into Williams College. He continued at Williams for one year, and spent the succeeding year in the same office at Yale, where it was said of him that few instructors had been equally successful in gaining the respect and esteem of their pupils. His success and his scholarship were recognized in 1795, when both Williams College and Yale conferred on him the degree of M.A.

In 1797 Noah Linsly removed to Morgantown, West Virginia, and entered upon the practice of law. In 1799, he settled in Wheeling. Here he became eminent in his profession. He was a member of Council, Prosecuting Attorney and Mayor of the city. It is said that only his ill health prevented his election to Congress. He died in Wheeling, universally respected and loved, March 25, 1814 in his forty-third year. His will gave all his property, with the exception of a gift of \$3,000 to the Yale library, "For use, benefit and advantage of a Lancastrial School" in Wheeling.

The act of incorporation was passed by the Assembly of Virginia, November 29, 1814. By this act

the management of the school was placed in the hands of a Board of Trustees, which was to be a self-perpetuating body, empowered to hold and administer the property of the institution, to make laws for its government and to choose the teachers. The first meeting of the Board was held May 25, 1815.

For many years the school was conducted in a building which stood on the lot on Chapline street now occupied by Wheeling Fire Insurance Company. In 1855 the Board purchased the property on the northwest corner of Eoff and Fifteenth streets, where the Bertschy Funeral Home is now, and in 1859 school was formally opened. In 1863 the Odd Fellows Hall was temporarily converted into a school room while the Institute building was let to the State of West Virginia to be used as the first State Capitol. The building was used for this purpose until the capitol was changed to Charleston in 1870. For a year or two in the late sixties, the third floor of the old Fruit House on Eoff street, where the Formosa Apartments now stand was occupied by Linsly.

Military instruction was introduced in 1876, when John M. Birch, Ph.D. and John L. Dickey, A.M., M.D., were superintendents.

In 1889, by special act of the United States Congress, an officer of the United States Navy was henceforth to be assigned for military duty at Linsly Institute. A reorganization of the corps followed. The one company then existing was changed to a battalion composed of four large companies; the present cadet uniform was adopted, and a new armory was constructed. This course has been one of the greatest attractions and has proved of undoubted value to the mental, moral and physical welfare of the students.

Only a few years ago loyal alumni and friends of Linsly built a fairly modern school at Thedah Place. Co-incidental with moving into the new building, Linsly's scope was enlarged to include a junior college and technical institute.

The Faculty consists of thoroughly trained men who are specialists in their subjects. Attention has been given to procuring a varied, pleasing and profitable school life, and such social and cultural advantages as are possible only in a well-conducted private school.

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# Mount De Chantal Founded In The Year 1848

••

The school, now so widely known as Mount de Chantal, was founded in the year 1848 by the Rt. Rev. R. V. Whalen, Bishop of Wheeling, and a few years later incorporated under the title, "Wheeling Female Academy in charge of the Sisters of the Visitation B. V. M." In consequence of the constant and rapid increase of students it became necessary to provide more spacious buildings and playgrounds. To secure this object, the Academy was, in 1865, removed two miles beyond the city's smoke and din, to its present commanding site, which for beauty and healthfulness can scarcely be surpassed.

At the time of the founding of Mount de Chantal, Bishop Whalen brought a colony of eight Visitation Sisters from Baltimore to Wheeling. This first staff was later augmented by additional teachers from the same Order, who were brought from Washington, D. C. This original band of Sisters and their successors were women of remarkable scholastic attainments, who established by means of their proficiency in the higher branches of literature, art and science a prestige which Mount de Chantal has never lost.

Mount de Chantal is a boarding school but it also has a number of day pupils among its students. Last year over one hundred girls were in attendance at the Academy. While most of these young ladies live in West Virginia, Pennsylvania and Ohio, the Mount also drew students from the District of Columbia, Georgia, New Mexico, New York, Virginia and Missouri last year.

The Academy building contains chapel, study hall and class rooms, a large auditorium, with stage and scenery, a reading room and library, recreation hall, extensive dormitories, a number of private bed rooms, infirmaries, bath rooms, with hot and cold water, etc.

There is a fine library of over eighteen thousand volumes, comprising all the standard works of English literature, encyclopedias, books of reference, etc.

Moreover, there is a choice collection of French works, constituting in itself quite a library.

The current magazines and papers of literary worth are kept in the Seniors' Reading Room which is open at appropriate hours every day.

The Academy is lighted by electricity and heated by steam, supplied from boilers located outside of the building. Every precaution against fire is taken. Each floor is provided with an ample supply of water; and in addition to three staircases within the building, a roomy fire-escape connects every story with the ground.

The Music and Art Building, opened in 1909, contains the department of music which is arranged on the plan of the best conservatories, with a vocal studio, several piano studios and on a separate floor, practice rooms and techni-clavier.

This building also contains the Art Studio with which is connected an attractive display room. The Studio possesses every requirement for the purpose in view, with adjustable skylights and artistically fashioned side windows.

A spacious, well-furnished gymnasium occupies the ground floor of this building, which is connected with the main entrance by closed corridors.

And so we see that Mount de Chantal Academy, founded on a most liberal scale has kept pace with the best educational institutions of the country in providing for the ever growing needs of the times.

The program of studies emphasizes the cultivation of the mind and at the same time the formation of character. Thorough courses in preparatory college work are given, entitling students to credits required for college entrance. An additional post graduate year's work is also offered including advanced work in English, History, Languages, etc.

Mount de Chantal is a landmark of Wheeling's educational achievements. A landmark which has changed with the times, keeping pace with progress in education.



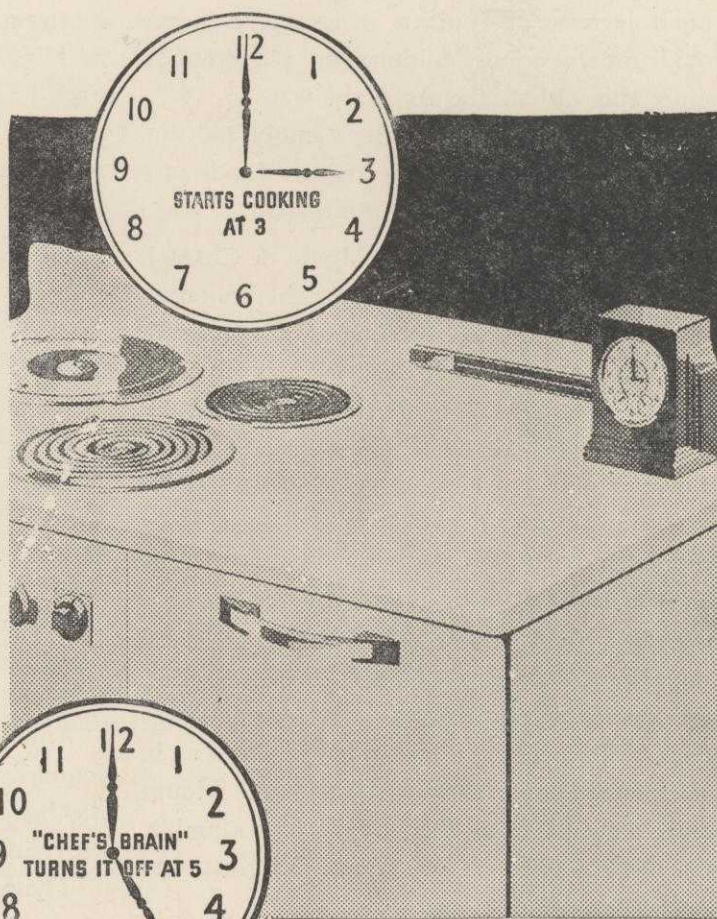
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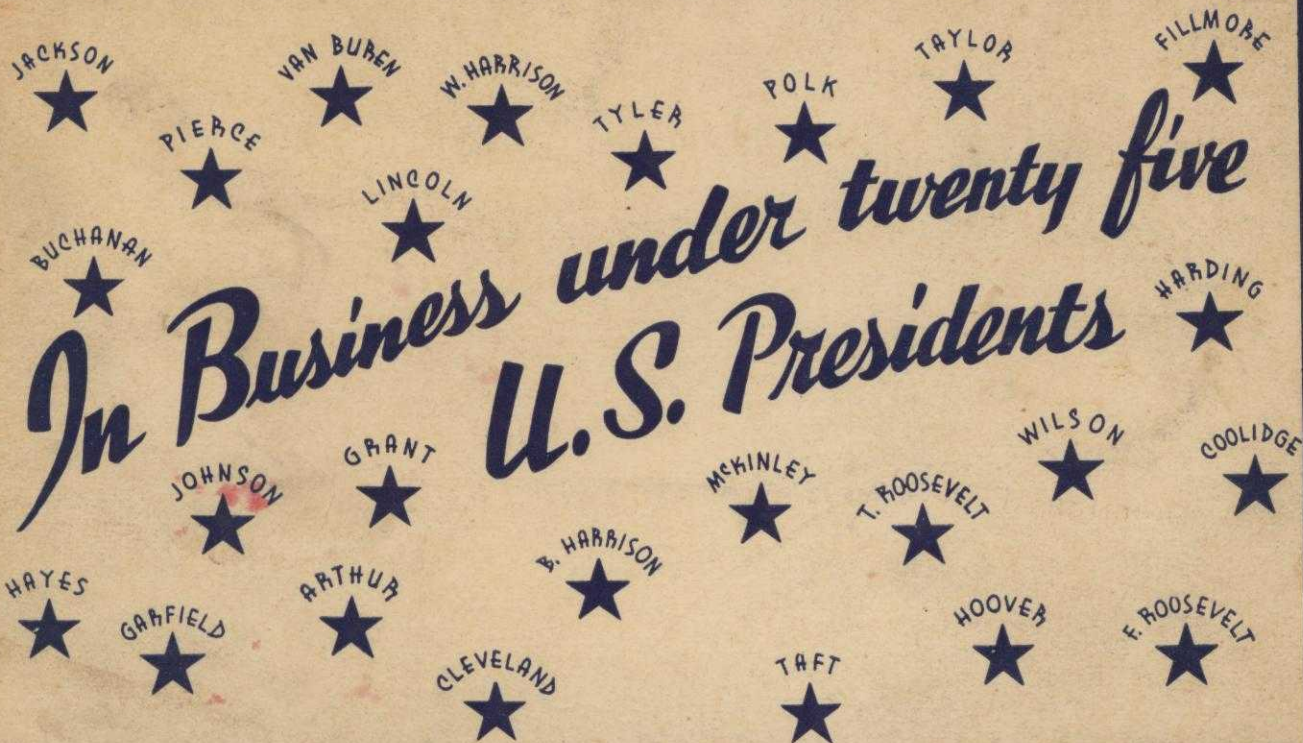
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