

1798 - 1973

HISTORICAL BOOKLET

Commemorating

the

175th ANNIVERSARY

of the

SETTLEMENT OF GUERNSEY

COUNTY

Published by
Guernsey County 175th Anniversary Celebration, Inc.
Historical Booklet Committee

General

Atty. Russell H. Booth, Jr., Chairman
G. James Bryen, III
Bernadine Baldwin

Special Thanks

Wendell Litt, as to the location of Zane's Trace through
Guernsey County

Joe Brockwell, as to the drawing of an Indian
"Fishbasket"

Enid Breau Nickerson for permission to reproduce her
mural displayed in the United States Post Office,
Cambridge, Ohio

Judith E. Brockwell for her drawing of the Ferry Crossing
Cover photo credit: Bon Ton Studio

Many others assisted in the preparation of this booklet by
way of furnishing photographs, copies of documents, or just
information in general. To all of these persons, we extend
our appreciation and our thanks.

Preface

The history of Guernsey County has been told many times in the past and in far greater detail than can be set forth in this booklet. Starting with pioneer and traveler's accounts, the Henry Howe visits of 1846 and 1887, and the Household Guide, Sarchet and finally the Wolfe histories, there is little that we can add to what has already been so well said.

However, we believe that a booklet of this size can perhaps contribute something to an understanding of Guernsey County history by way of collating information from many sources and "putting it into focus" if you will. For example, we have all heard of "Zane's Trace", but has anyone actually seen a map of it? Does anyone, now, really know its exact location as it passed through the county? As far as could be determined at this late date, such a map is to be found in this booklet. Another example: many of us can remember Rock Hill School, Hay House and Cross Roads. But years from now their locations and even their names will be forgotten. They are set forth here. So, too, are the turn-of-the-century mines, the forgotten towns and the old town names, and many other miscellaneous bits of county information. We have also set forth a bibliography for the person who may want to delve deeper into a particular facet of our story.

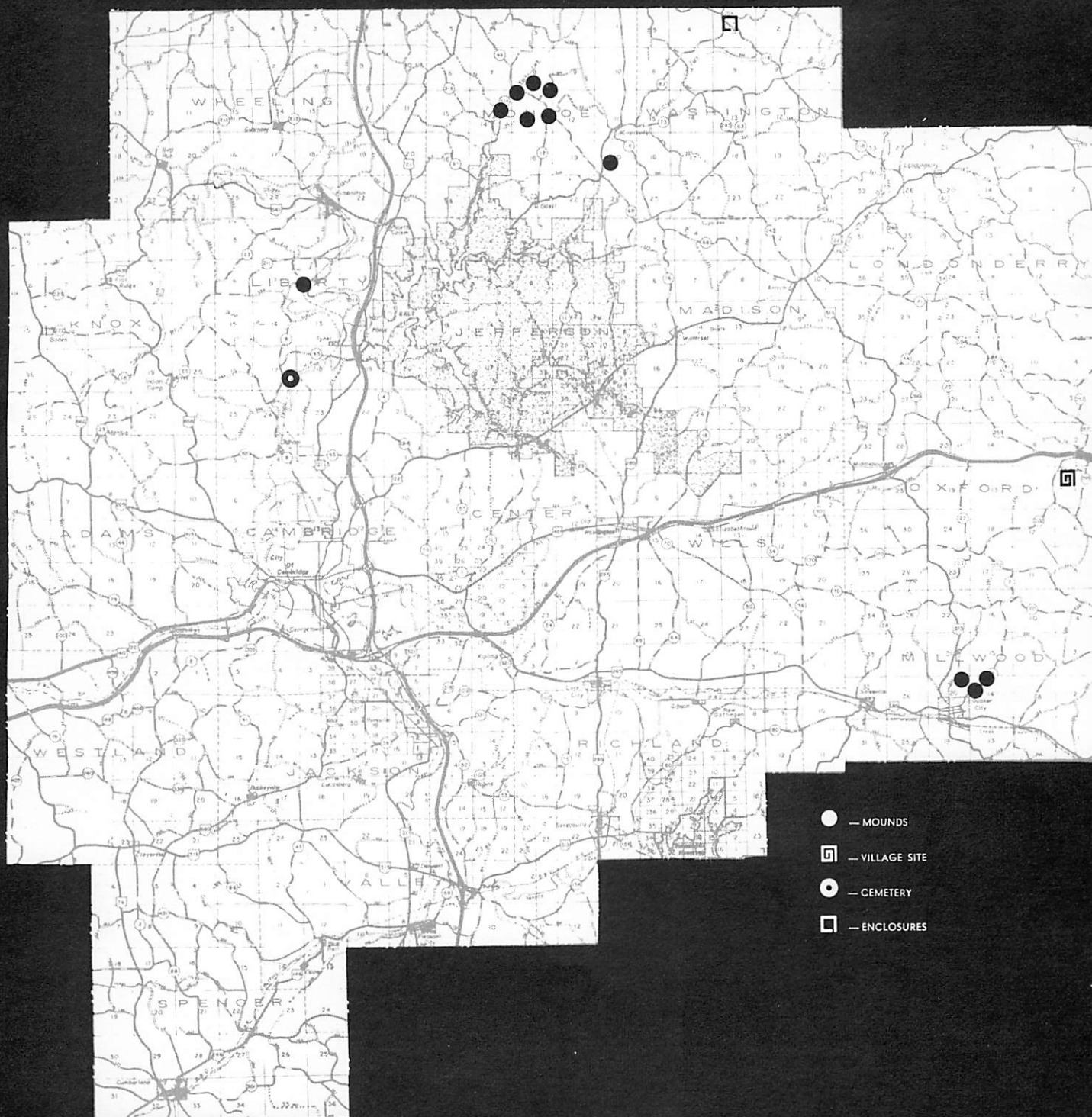
In short, it is hoped that this booklet, in addition to being interesting and informative, will be useful for the years to come.

TABLE OF CONTENTS

The Mound Builders	5
Indian Days	6
The Fishbasket	8
Odd, but True	9
Remember When	10
The Border Wars — McDonald's Expedition	11
Brodhead's Expedition	13
The Wills Creek Incident	14
Zane's Trace	15
Remember When	17
The Rufus Putnam Map of 1797	19
Route of Zane's Trace through Guernsey County	20
Travel Over the Trace	22
The Steubenville Road	25
Early Towns	27
The Lost Town	29
The County Seat Controversy	30
The National Road	31
Tolls on the National Road	33
The Double Bridge	34
The Stone Bridges of the National Road	35
Guernsey County in 1846	37
Remember When	39
175th ANNIVERSARY PAGEANT INSERT	
Remember When	40
Morgan's Raid	41

The Mines of Guernsey County	45
Town Names	46
Two Leaders of the Nineteenth Century	47
The Evolution of Guernsey County's Boundaries	48
Guernsey County's Rural Schools	50
Remember When	51
Guernsey County Industries	52
The Street Car and Interurban	53
Cambridge Street Scenes	54
Stores of 1910	55
Believe it or not	56
Famous Guernsey County Natives	58
Remember When	59
The Guernsey County Museum	60
Famous Visitors to Guernsey County	61
Guernsey County's Major Historians	63
Remember When	64
Guernsey County's Last Covered Bridge	65
Guernsey County Celebrations	66
Recent Events	67
Is This Guernsey County's	
Most Historic Photograph?	68
The Search for Ezra Graham	69
Vital Statistics	70
Bibliography	71
The Carl Rech Compilation of Cambridge Lots	72

Mounds Of Guernsey County



The Mound Builders

The Archaeological Atlas of Ohio, published in 1914, contains the following comments as to the evidence that at one time Guernsey County was inhabited by the mound-building peoples:

“Guernsey county, with its rugged topography, its few streams and narrow valleys did not offer very favorable conditions for aboriginal settlement and therefore is sparse in number of earthworks. Eleven mounds have been recorded in the county, besides an enclosure, a cemetery and a village site. Monroe township leads with six mounds, Millwood has three, and Liberty one. Despite the relative scarcity of earthworks, many fine archaeological specimens of flint, stone and other materials have been found in the county, showing at least a temporary or transient occupation of considerable importance.”

These people would probably have been of the Hopewell culture that flourished in the southern part of Ohio in the period 500 B.C. to 500 A.D. and gradually declined until about 1100 A.D. when their culture seemed to disappear altogether.

The map on the previous page shows the location of the sites mentioned in the Archaeological Atlas. It is highly probable, though, that there are also other sites in Guernsey County that were not listed in the Atlas. Erosion and cultivation have nearly obliterated the mounds, however, and little observable evidence remains of these pre-historic Indians.

Guernsey County

Townships.	Mounds.	Enclosures.	Village Sites.	Cemeteries.	Totals.
Liberty	1			1	
Monroe	7				
Washington		1			
Oxford			1		
Millwood	3				
Totals	11	1	1	1	14

This page courtesy of Central National Bank at Cambridge



Indian cemetery, Liberty Township

Indian grinding holes carved out of solid rock near Indian cemetery



Indian Days

Guernsey County was a little "off of the beaten path" as far as important Indian activities were concerned. The valleys of the Muskingum (and the Upper Muskingum, now called the Tuscarawas), the Scioto and the Miami Rivers abounded with important Indian towns and many exciting events occurred there when white expeditions into the Ohio country were launched. These rivers connected, by means of short portages, with the Great Lakes by way of the Cuyahoga, Sandusky and Maumee Rivers, thus providing an almost continuous water route between the Lakes and the Ohio and Mississippi Rivers. Counties through which these rivers flow are rich in Indian history.

It was not so with Guernsey County, however. Our river (Wills Creek), was just not that important a stream to the Indians. No towns of historical importance were located there.

But Guernsey County did have a few Indian towns of its own, small and transient though they were. Wolfe states that there was a town near the mouth of Trail Run in Jackson Township called "Old Town", another town four miles north of Cambridge, another on Indian Camp run in Knox Township, another near the mouth of Birds Run in Wheeling Township and one on Salt Fork creek in the southeastern part of Jefferson Township.

A branch of the Mingo Trail connecting the Salt Lick near Duncan Falls (then called Wills Town) with the Mingo town called Crow's Town south of present-day Steubenville passed through Guernsey County. Frank Wilcox, in his "Ohio Indian Trails" states that this branch of the Mingo Trail ran "to the forks of the Stillwater at Piedmont (U.S. 22), and so on southwest over the heads of Skull Fork and Salt Fork, and over Leatherwood Creek two miles east of Lore City (Ohio 285). It then followed a ridge westward and southward over Will's Creek, and passing through Hartford Station (now Buffalo), and Pleasant City, led up Buffalo Fork to Cumberland

(Ohio 146). From Cumberland it ascended Miller Creek, over High Hill (Ohio 284), down the north ridge of Kent Run and into Duncan Falls (Ohio 60)."

In the 1760s, an Officer of Engineers in the British Army, Thomas Hutchins (later to become the first Geographer of the United States and the man in charge of the surveying of the Seven Ranges), made several extensive tours of exploration into the Ohio country, and in 1766 the following map was published based on his notes. As to the trail from Will's Town to Crow's Town, he states as follows:

"Will's Town has 35 Houses in it and About 45 Warriors, & 80 Women & Children. The Houses are close together, and their Cornfields in sight of the Town. The Muskingum is not Fordable opposite the Town.

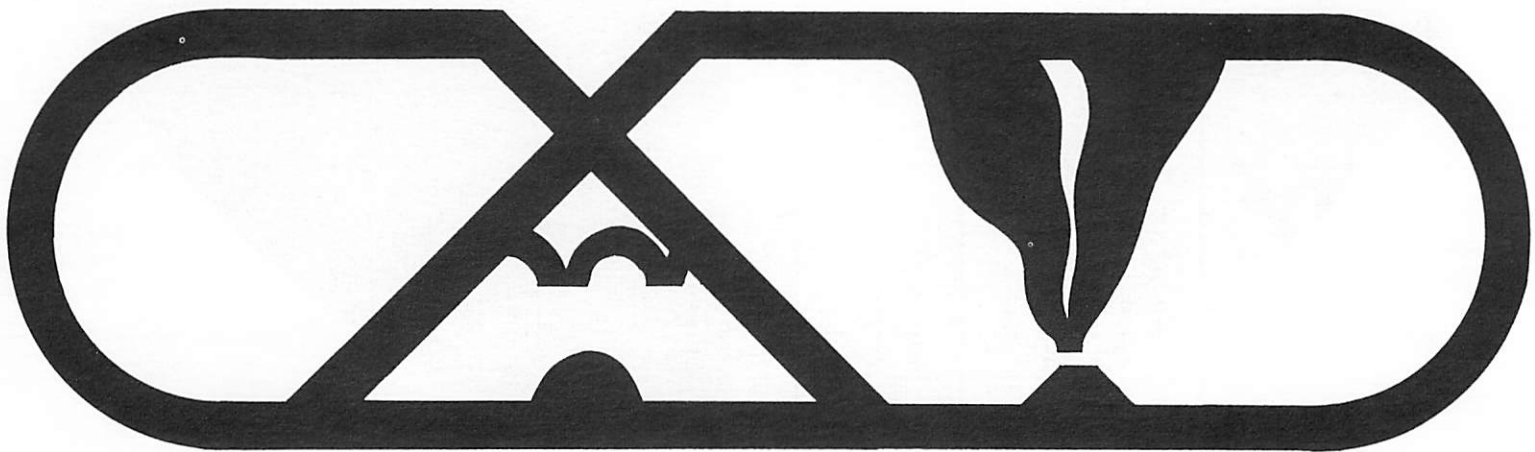
The Path, then Leading to the Crow's Town, takes over several little Ridges for 6 miles to A Creek 8 yards wide.

21 miles further, through a very Shrubby Country, is A small Delaware Town, at a Creek (Wills Creek), 30 yards wide. There is about a Dozen Houses, 20 Warriors, and 30 women & Children.

About 75 Miles further is the Crow's Town on the Ohio River, which is now Evacuated.

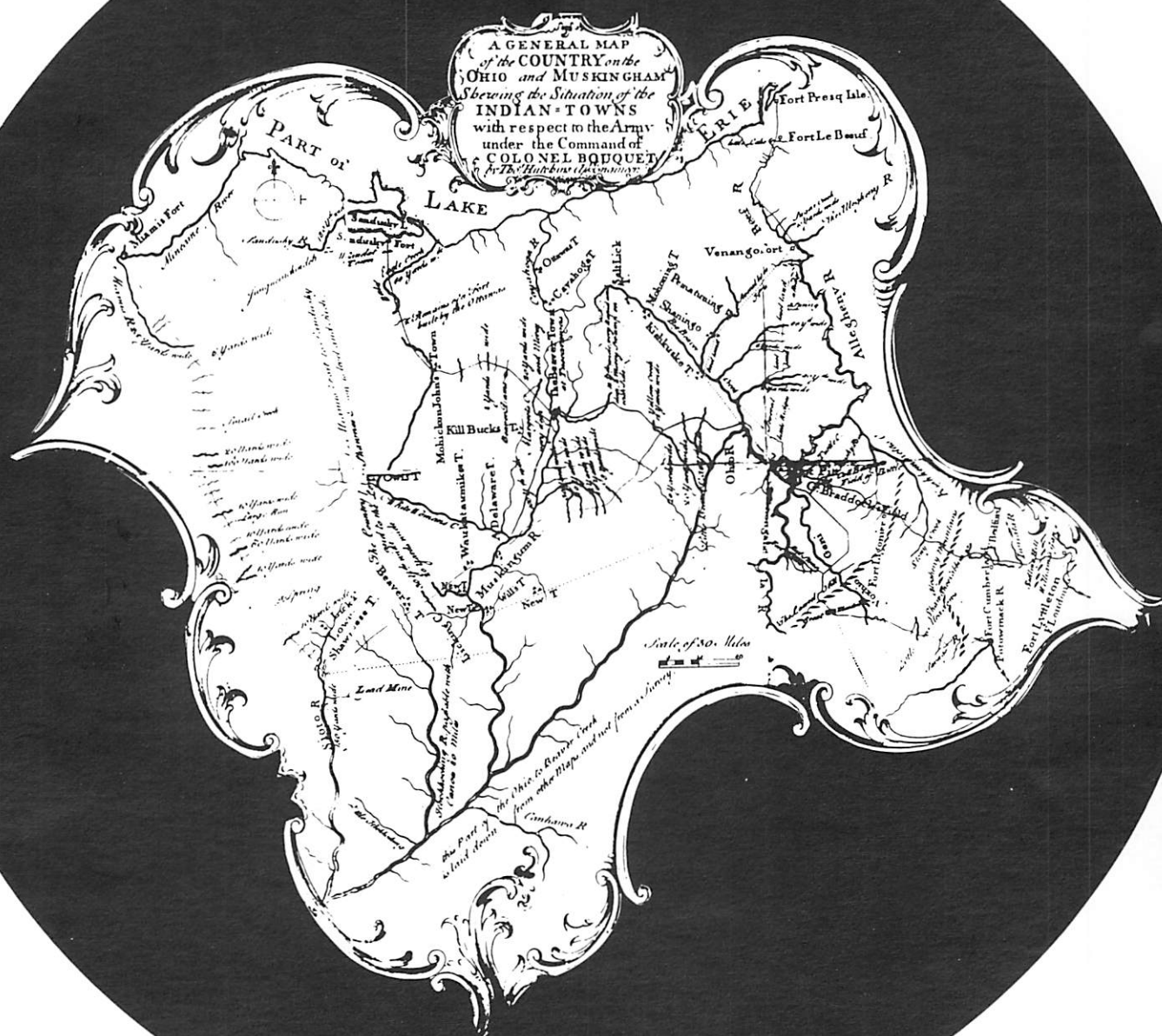
The Indians have not any Forts at the aforementioned Towns."

On the map, the Delaware town along Wills Creek is referred to as New Town. The exact location of this town cannot be definitely ascertained from the map for the map is not that accurately drawn, but if it did lie along the Mingo Trail at its intersection with Wills Creek, it was probably in the vicinity of Pleasant City, or perhaps it was the Trail Run town referred to by Wolfe as being called "Old Town". Whatever its exact location, it is the only Indian town set forth on early maps as being in Guernsey County territory.



This page courtesy of The Nicolozakes Trucking Company

Hutchins Map



Fishbasket

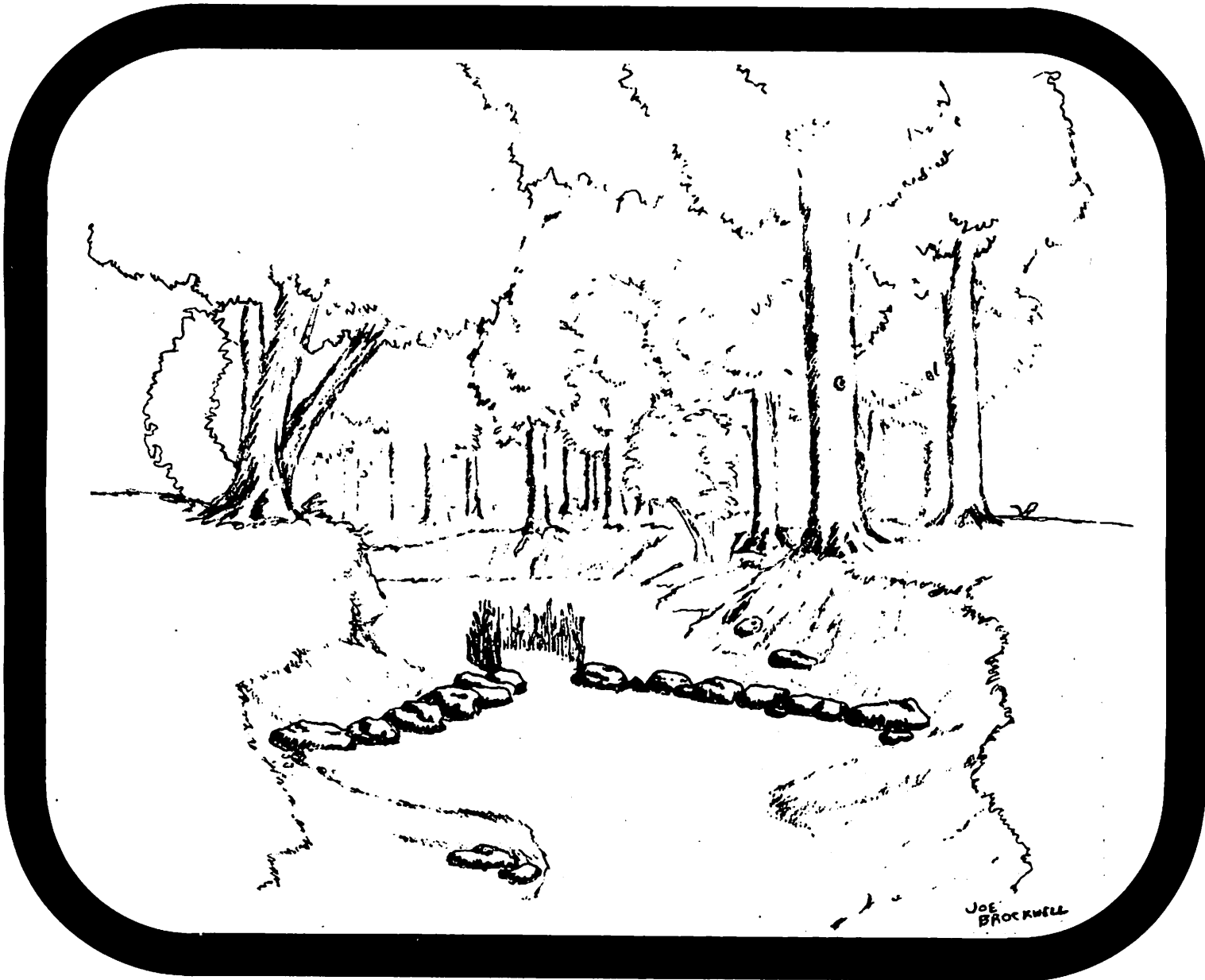
An interesting relic of Indian times survives to this day in the name given to an area just north of Cambridge known as "Fishbasket".

So that name will have more meaning to us in the future, the following drawing depicts how an Indian "fish basket" worked.

At a shallow place in the stream, (in this case at the bend of Wills Creek between the old airport site and U. S. 21), rocks

would be piled in the shape of a V, pointed downstream, but not quite joined in the center. Fish, swimming downstream, would pass through the opening in the rocks, but then could not get past the wooden stakes (the "basket") and could simply be picked out of the water, or speared, by the Indians.

When the first settlers came to this area, there was an Indian Fishbasket at this location and it has been known by that name ever since.



This page courtesy of Randall-Burkart/Randall Division

odd , but true

Guernsey County was once part of the province of Quebec! For that matter, so was the whole state of Ohio, as well as Indiana, Illinois, Michigan, Wisconsin and part of Minnesota.

It came about as the result of the French & Indian War. When the treaty of peace was signed in 1763, France gave up most of her North American possessions. This included their interest in the Ohio valley and the Mississippi. All of the territory north and west of the Ohio River now belonged to the British.

Several of the colonies along the seaboard believed that this territory, or at least some of it, now belonged to them all the way to the Mississippi. Virginia, Pennsylvania, and even Connecticut, as well as a few other states, claimed parts of the Ohio country, and their claims often overlapped. As a result of these conflicting claims, there was considerable dissension among the colonies, and in some cases, it almost came to open warfare.

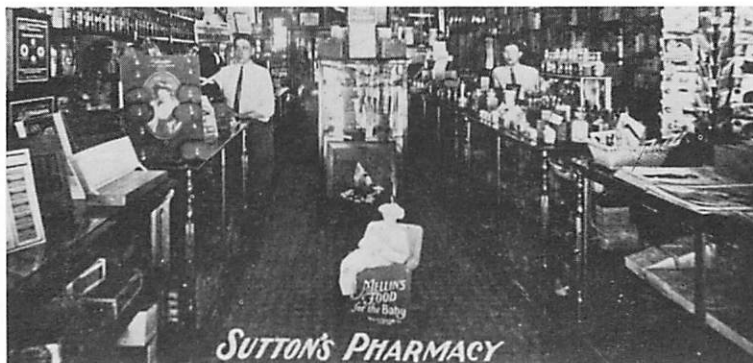
Finally, in 1774, the British parliament passed the Quebec Act, which, among other things, made all of the territory north and west of the Ohio a part of the province of Quebec. By making this territory a part of Quebec, it was felt that the westward expansion of the colonies would be halted, the territory would remain relatively unsettled, and the Indians residing in the territory would be free of white encroachment. There would be peace on the frontier. The dissension between the colonies would also be quieted because none of them could claim the land. It now belonged to Quebec.

The practical effect of the Act, however, was one more gigantic grievance that the colonies felt against the crown, for they believed that the British government had no right to take this land from them and give it to Quebec. It was just one more case of the crown trampling on the rights of the colonies, and was one more step along the path that, two years later, led to our Declaration of Independence.

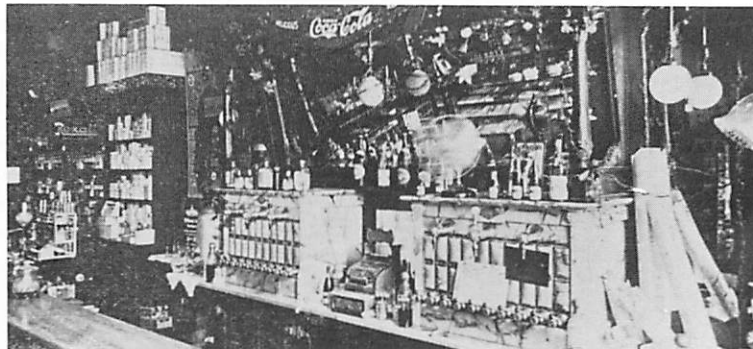
Remember When?



You could buy a whole cow at Carter's Meat Market



Sutton's Pharmacy sold "Mellins Food for the Baby"



The Coca-Cola sign hung in Brennan & Wilson's Drug Store



The Cambridge Band looked like this

Border Wars

McDonald's Expedition, Or The Wapatomica Campaign

Since there were no Indian towns of importance in Guernsey County, no events of major significance took place here during the Border Wars. However, on two occasions, large bodies of whites crossed the county enroute to the Indian towns on the Muskingum and one Indian fight involving a few frontiersmen and a few Indians is recorded as having taken place along Wills Creek near Cambridge. These events are described in the order in which they occurred.

In the spring of 1774, numerous raids by Indians had been made on the white settlements in Pennsylvania and Western Virginia and occasionally the whites would also raid the Indian towns. Finally, however, a large force of militia, 400 in all, crossed the Ohio at the mouth of Captina Creek (about 20 miles below Wheeling) on July 26, 1774, and headed for the Indian towns on the Muskingum, the principal town at that time being Wapatomica, at the site of present-day Dresden. Col. Angus McDonald was the leader of this expedition and among the participants were Jonathan Zane, Simon Kenton and George Rogers Clark. (Definite proof that George Rogers Clark accompanied the expedition has been hard to come by, but his biographers state that there is "good reason to believe" that he went along.)

The route followed by McDonald as he crossed Guernsey County is not designated as such on the early surveys. However,

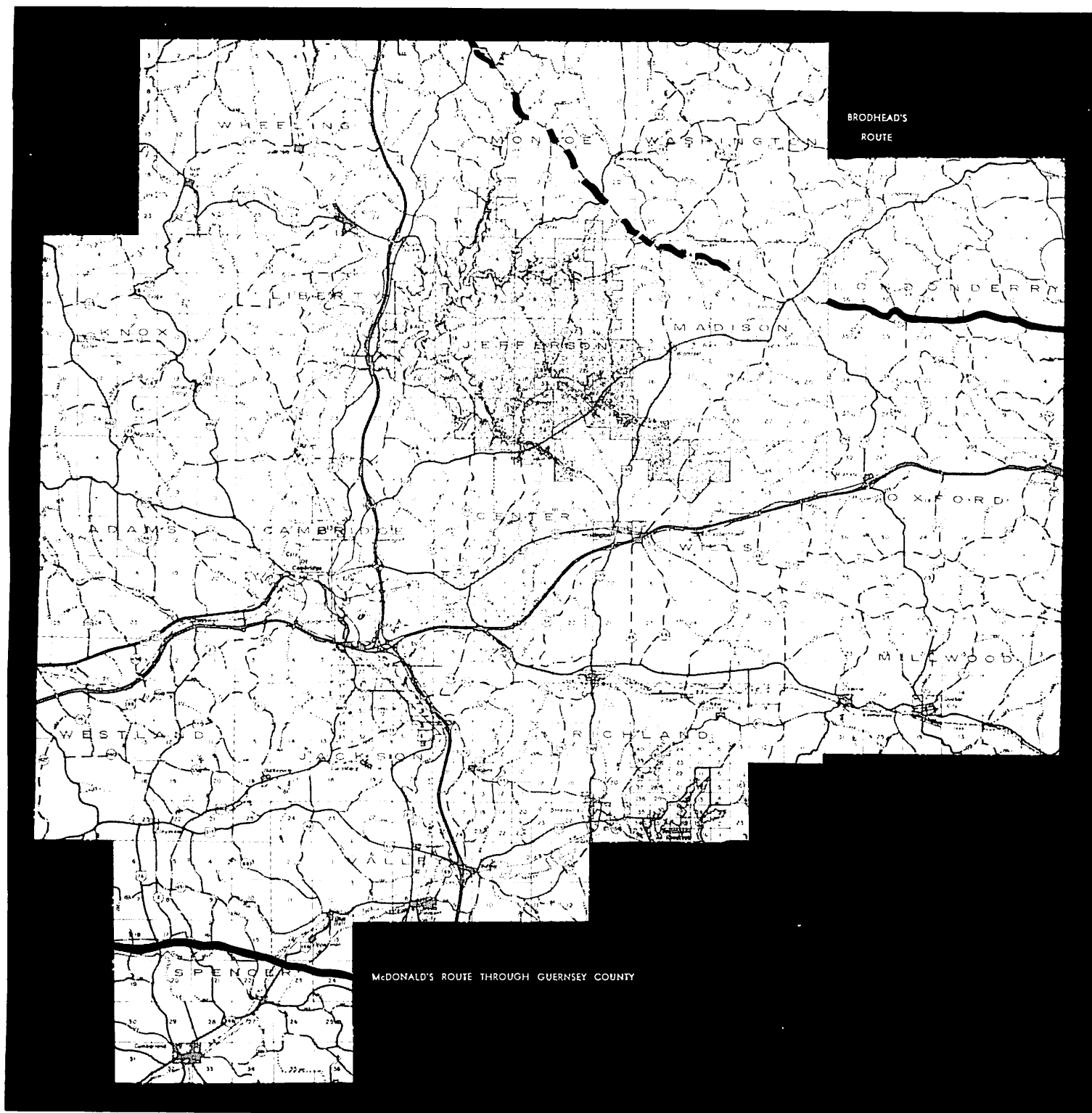
these surveys do show a road from "the Salt Springs to Grave Creek" crossing Spencer Township. This, almost certainly, is McDonald's route, for Grave Creek is now Moundsville, W. Va., nearly opposite to Captina, the starting point of the expedition, and the Salt Springs were at Chandlersville, from which numerous Indian trails branched off to the various towns, including Wapatomica. Therefore, McDonald's force would have started from Captina to take advantage of the existing Indian trail as far as Chandlersville (the Salt Springs), and then headed northwesterly on another Indian trail directly to Wapatomica. That they were using an Indian trail as they approached Wapatomica is shown in an account of the expedition which mentions seeing Indians in "the road" ahead. In 1774, the only "road" in this part of the Ohio country would have been an Indian trail. With only the slightest of reservations, then, the route believed followed by McDonald is shown on the map accompanying this article.

About six miles from Wapatomica, on August 2nd, a small force of Indians ambushed the whites, killed two and wounded 8 or 10, losing a few killed and wounded themselves. The Indians then retreated and the whites proceeded on to the river, arriving on the evening of the same day. The next day the whites crossed the river and destroyed the town and a few other towns nearby. They then returned to Wheeling. This was the first military expedition to cross Guernsey County territory.



This page courtesy of Cambridge Savings & Loan Association

Brodheads Route & McDonalds Route



As shown on original survey plats in the office of the Recorder of Guernsey County.

Brodhead's Expedition, Or The Coshocton Campaign

The second military expedition to enter Guernsey County consisted of about 284 men along with 5 friendly Indians, under the command of Col. Daniel Brodhead. These men were on a retaliatory expedition against the Indian towns on the Muskingum near Coshocton.

The spring of 1781 had been an especially hard one for the settlers east of the Ohio. A large force of Indians had crossed the river with a view to penetrate as far as Washington, Pa., (then called Catfish), killing and destroying everything in their path. Although they did not quite reach Catfish, they did capture and kill a good many settlers who had been unable to flee before their advance. The Indians then re-crossed the Ohio.

Immediately, a retaliatory expedition was formed. Col. Brodhead, commanding the 8th Pa. Regiment of Regulars left Ft. Pitt on April 7th, 1781, and proceeded with 150 of his soldiers to Fort Henry at Wheeling, where they were joined by 134 militia commanded by Col. David Shepherd and 5 friendly Indians. They then crossed the river into the Ohio country and, enroute to the Muskingum, passed through a portion of Guernsey County. Their track through Guernsey County was still visible 20 years later when the county was surveyed and is designated on the original survey plats in the Recorder's Office at Cambridge. The route taken by this expedition is set forth on the preceding page.

Striking the Upper Muskingum just below the Moravian town of Salem, southwest of present-day Port Washington, the army proceeded swiftly to Coshocton and completely surprised the unsuspecting Indians. After capturing all of the Indians in the town on the east side of the river, they proceeded to kill by tomahawk 16 of the men who were identified by the friendly Indians as being "particularly obnoxious for their diabolical deeds". On the morning after the capture of Coshocton, an Indian called over from the opposite side of the river and, in response to Col. Brodhead's assurances that no one would be harmed and his request that some chiefs come over to talk with him, a "fine-looking" Indian did cross the river. While conversing with Col. Brodhead, a militiaman (some say a Wetzel) came up behind the Indian and tomahawked him. The town was then destroyed and the army returned to Fort Pitt by way of Newcomerstown, an important Indian town known by that name even in those days. Salem and Gnadenhutten. On the way, the remaining men among the captives were slain and the only survivors among the captives to reach Fort Pitt were some squaws and children.

The above account is above set forth as accurately as possible from the frontier annals. It is interesting to compare

that account with Col. Brodhead's official report, set forth below. You will notice that it reads as though the Indians were killed in battle, not "executed".

Col. Brodhead's Report

Colonel Brodhead's Report of the Expedition to President Reed of the Executive Council of Pennsylvania.

"Philadelphia, May 22d, 1781.

"Sir: In the last letter I had the honor to address to your Excellency, I mentioned my intention to carry an expedition against the revolted Delaware towns. I have now the pleasure to inform you, that with about three hundred men (nearly half the number volunteers from the country), I surprised the towns of Cooshasking and Indaochaie, killed fifteen warriors and took upwards of twenty old men, women and children. About four miles above the town, I detached a party to cross the river Muskingum and destroy a party of about forty warriors, who had just before (as I learned by an Indian whom the advance guard took prisoner), crossed over with some prisoners and scalps, and were drunk, but excessive hard rains having swelled the river bank high, it was found impracticable. After destroying the towns, with great quantities of poultry and other stores, and killing about forty head of cattle, I marched up the river, about seven miles, with a view to send for some craft from the Moravian towns, and cross the river to pursue the Indians; but when I proposed my plan to the volunteers, I found they conceived they had done enough, and were determined to return, wherefore I marched to Newcomerstown, where a few Indians, who remain in our interest, had withdrawn themselves, not exceeding thirty men. The troops experienced great kindness from the Moravian Indians and those at Newcomerstown, and obtained a sufficient supply of meat and corn to subsist the men and horses to the Ohio river. Captain Killbuck and Captain Luzerne, upon hearing of our troops being on the Muskingum, immediately pursued the warriors, killed one of their greatest villains and brought his scalp to me. The plunder brought in by the troops, sold for about eighty pounds at Fort Henry. I had upon this expedition Captain Mantour and Wilson and three other faithful Indians who contributed greatly to the success.

"The troops behaved with great spirit and although there was considerable firing between them and the Indians I had not a man killed or wounded, and only one horse shot.

"I have the honor to be, with great respect and attachment, your Excellency's most obedient most humble servant.

"Daniel Brodhead"

This page courtesy of Southeastern Printing Company

The Wills Creek Incident

The only actual mention in pioneer annals of an Indian fight in Guernsey County territory concerns a small group of men who were attempting to steal back from the Indians horses that had been originally stolen by the Indians. Their story, as told in the annals follows:

In the year 1791 or '92, the Indians having made frequent incursions into the settlements along the Ohio River, between Wheeling and Mingo bottom, sometimes killing or capturing whole families, at other times stealing all the horses belonging to a station or fort, a company consisting of seven men rendezvoused at a place called the Beech bottom, on the Ohio River, a few miles below where Wellsburg has been erected. This company were John Whetzel, William McCullough, John Hough, Thomas Biggs, Joseph Hedges, Kinzie Dickerson and a Mr. Linn. Their avowed object was to go to the Indian towns to steal horses. This was then considered a legal, honorable business, as we were then at open war with the Indians. It would only be retaliating upon them in their own way.

These seven men were all trained to Indian warfare and a life in the woods from their youth. Perhaps the western frontier at no time could furnish seven men whose souls were better fitted, and whose nerves and sinews were better strung to perform any enterprise which required resolution and firmness.

They crossed the Ohio, and proceeded, with cautious steps and vigilant glances, on their way through the cheerless, dark and almost impervious forest, in the Indian country, till they came to an Indian town, near where the headwaters of the Sandusky and Muskingum rivers interlock. Here they made a fine haul, and set off homeward with fifteen horses. They traveled rapidly, only making short halts to let their horses graze and breathe a short time to recruit their energy and activity. In the evening of the second day of their rapid retreat they arrived at Wills creek, not far from where the town of Cambridge has since been erected.

Here Mr. Linn was taken violently sick, and they must stop their march or leave him alone to perish in the dark and lonely woods. Our frontiersmen, notwithstanding their rough and unpolished manners, had too much of my Uncle Toby's "sympathy for suffering humanity," to forsake a comrade in distress. They halted, and placed sentinels on their back trail, who remained there until late in the night, without seeing any signs of being pursued. The sentinels on the back trail returned to the camp, Mr. Linn still lying in excruciating pain. All the simple remedies in their power were administered to the sick man, without producing any effect.

Being late in the night, they all lay down to rest, except one who was placed on guard. Their camp was on the bank of a small branch. Just before daybreak the guard took a small bucket and dipped some water out of the stream; on carrying it to the fire he discovered the water to be muddy. The muddy water waked his suspicion that the enemy might be approaching them, and were walking down in the stream, as their footsteps would be noiseless in the water. He waked his companions and

communicated his suspicion. They arose, examined the branch a little distance, and listened attentively for some time; but neither saw nor heard anything, and then concluded it must have been raccoons, or some other animals, puddling in the stream.

After this conclusion, the company all lay down to rest, except the sentinel, who was stationed just outside of the light. Happily for them the fire was burned down, and only a few coals afforded a dim light to point out where they lay.

The enemy had come silently down the creek, as the sentinel suspected, to within ten or twelve feet of the place where they lay, and fired several guns over the bank.

Mr. Linn, the sick man, was lying with his side towards the bank, and received nearly all the balls which were at first fired. The Indians then, with tremendous yells, mounted the bank with loaded rifles, war-clubs and tomahawks, rushed upon our men, who fled barefooted and without arms. Mr. Linn, Thomas Biggs and Joseph Hedges were killed in and near the camp. William McCullough had run but a short distance when he was fired at by the enemy. At the instant fire was given, he jumped into a quagmire and fell; the Indians, supposing that they killed him, ran past in pursuit of others. He soon extricated himself out of the mire, and so made his escape. He fell in with John Hough, and came into Wheeling.

John Whetzel and Kinzie Dickerson met in their retreat, and returned together. Those who made their escape were without arms, without clothing or provisions. Their sufferings were great, but this they bore with stoical indifference, as it was the fortune of war.

Whether the Indians who defeated our heroes followed in pursuit from their towns, or were a party of warriors who accidentally happened to fall in with them, has never been ascertained. From the place they had stolen the horses they had traveled two nights and almost two entire days, without halting, except just a few minutes at a time, to let the horses graze. From the circumstances of their rapid retreat with the horses it was supposed that no pursuit could possibly have overtaken them, but fate had decreed that this party of Indians should meet and defeat them.

As soon as the stragglers arrived at Wheeling, Capt. John McCullough collected a party of men, and went to Wills creek and buried the unfortunate men who fell in and near the camp. The Indians had mangled the dead bodies at a most barbarous rate. Thus was closed the horse-stealing tragedy.

The exact place where this occurred is not known. Wolfe states that two Indian trails crossed Wills Creek near Cambridge, one "just above the B. & O. Railroad bridge", and the other "just above the Penn. R. R. bridge." The "small branch" might have been Crooked Creek, however, or Leatherwood or Salt Fork Creeks. If they were returning by the Mingo Trail, it might even have been Buffalo Fork near Pleasant City. About all that is known for sure is that it occurred along Wills Creek at a "small branch" near Cambridge.

Zanes Trace

To properly understand the importance of Zane's Trace to Guernsey County history, it is necessary to look into the situation just prior to the development of the Trace.

Prior to 1796, much of Western Virginia and Kentucky had already been settled. Many towns of importance had come into being and roads had been constructed connecting those towns and settlements. One of the most important towns in Kentucky was Limestone (now Maysville), located on the Ohio River. John Filson, in his famous history of "Kentucke" written in 1784, refers to Limestone as having a "fine harbour for boats coming down the Ohio, and now a common landing. It is sixty-five miles from Lexington, to which there is a large waggon road." Travelers from the northeastern States could proceed by land routes as far as Wheeling, but would then have to go down the Ohio by boat to Limestone before again being able to proceed further by land over the roads in Kentucky.

Ohio had been Indian country until the 1780s, and even by the 1790s there had been comparatively little settlement. What settlement there had been had largely consisted of simply a few persons moving across the Ohio from Western Virginia or Kentucky and a few organized towns springing up such as Marietta and Belle Prie in the east and Columbia and North Bend (near Fort Washington, later Cincinnati) in the west. The mails from the East to Fort Washington had to go by water from Wheeling to Limestone, and were very unreliable due to ice, floods, etc.

Col. Ebenezer Zane, at Wheeling, proposed to open up a land route from Wheeling to Limestone, thus greatly increasing the reliability of the mails, and also facilitating travel to Kentucky, or simply into the Ohio country. And returning travelers from Kentucky who might have gone downstream by boat, could return by Zane's Road much easier than by the far longer Wilderness Road established by Daniel Boone. Col. Zane's letter to Congress asking for permission to establish the road, and also asking, as his sole compensation, that he be allowed to establish ferries at the crossings of the Muskingum, Hockhocking and Scioto is set forth below.

Petition To Congress
(SF:4 Cong., 1 sess.:ADS)
(March 25, 1796)

To the Senate and House of Representatives of the United States. the petition of Ebenezer Zane of Wheeling on the Ohio River.—

Your petitioner confident that the public as well as individuals would derive great advantage from the opening of a road through the Territory North West of the Ohio. from Wheeling to Sinto River, & from thence to Limestone in the State of Kentucky, and also to Fort Washington, Hath given Himself trouble & incurred some expense, in exploring the rout

and ascertaining the practicability of the undertaking. That from an actual view of the Ground He Has no Hesitation in saying that a good waggon Road may with facility be made between these places, & at a moderate expence. That the more fully to demonstrate the practicability of the proposed road, He Hath at his own expence employ'd a number of labourers, and Hath actually made considerable progress in marking and opening the same in such manner as to be passible to travellers on Horseback; and is determined to Have the same compleated in that way in its whole distance previous to the last of April next. But as the proposed road must cross the Muskingum, Hockhocking and Sinto Rivers, streams fordable only in dry seasons; it must be obvious that it cannot be used by travellers with certainty and Safety without the establishment of Fer(ries) upon these rivers. These establishments cannot now be made without the permission and aid of Congress the land being the property of the United States. Your petitioner therefore prays that Congress will permit and authorize Him to locate military Bounty Warrants upon as much land at each of the crossings of the above Rivers as may in their Judgment be sufficient to support the desired establishments which He will engage to Have made in due time, & will also defray all expences which may be incurred in surveying and laying off such lotts of land. Your petitioner Holds land warrants of the above description and only requests the privilege of locating them in situations which may be pointed out by the necessity of the case, He asks no other compensation for his trouble, nor any reimbursement of his expences. In support of His application Your petitioner makes the following statement of some of the advantages to be expected from the proposed road: and in point of distance the saving must appear important. From Philadelphia to Fort Washington the distance by the rout commonly travelled is by computation

	980 miles
By the proposed rout	600.
difference	380.
From Phil ^a to Frankfort in Kentucky	
the usual rout	900. miles
By the proposed rout	600.
difference	300.
In ditail	
From Frankfort to Limestone	70 miles
From Limestone to Wheeling	190.
From Wheeling to Phil ^a	340.
	600.

The saving to the United States in the expence incurred for the transportation of the mail from Wheeling to Kentucky will also

be considerable; at present fifteen men and their boats are employ'd in that Business at an expence not less than 4000 dollars p^r Annum, liable at all times to great irregularity and delay from Floods, Ice, High winds &c. Upon the proposed road the same mail may be carried for 1000 dollars or less making a clear saving to the General post office of 3000 doll^{rs} p^r Annum and at the same time will be attended with greater regularity and dispatch. The advantages which must result to Travellers, particularly emigrants are too numerous to be detailed; and too obvious to require it—Your Petitioner submits His application to the wisdom & discretion of the National Legislature and doubts not but upon a candid examination his request will be deemed reasonable: & the undertaking He is engaged in admitted to be meritorious & deserving of encouragement.

Ebenezer Zane.

Zane's Petition was approved by Congress on May 17, 1796, and he was granted one mile square tracts of land at the crossings of each of the major rivers. The towns that later came into being at these crossings were Zanesville, Lancaster and Chillicothe.

Col. Zane then set about establishing his road, or trace, as it is more properly called. His party consisted of himself, his brother, Jonathan Zane, his son-in-law, John McIntire, John Green, William McCulloch, Ebenezer Ryan, Joseph Whorley, Levi Williams, and an Indian guide, Tomepomehala. The Trace was not a road in the usual sense of the word, but was little more than a horse-path at first. Gradually, traveler's wagons widened the Trace into a more respectable road.

The following letter from the Postmaster General of the United States to the Postmaster at Marietta is set forth as being of interest in describing how the mails would be handled with the establishment of Zane's Road. The Willstown mentioned in the letter is now Duncan Falls, and the Zanes is now Zanesville.

THE POSTMASTER GENERAL TO JOSIAH MUNROE
(PO:P.M. Letter Bk. G)
(Post Office Department) Septem^r 27th 1798

Josiah Munroe Esq^r

Sir I have received proposals for carrying the mail from Pittsburg by Zanes to Maysville in Kentucky on terms that I have concluded to accept & the mail from Wheeling down the Ohio will of course be discontinued after the first of November next, it will therefore be necessary to establish a cross post from some part of Zanes road to Marietta. For this purpose it will be necessary to employ some trusty person either at Willstown or at Zanes on the Muskingum to open the mail and take out such papers & mails as are directed to your Office and also to place in the mail such as may be forwarded from your Office

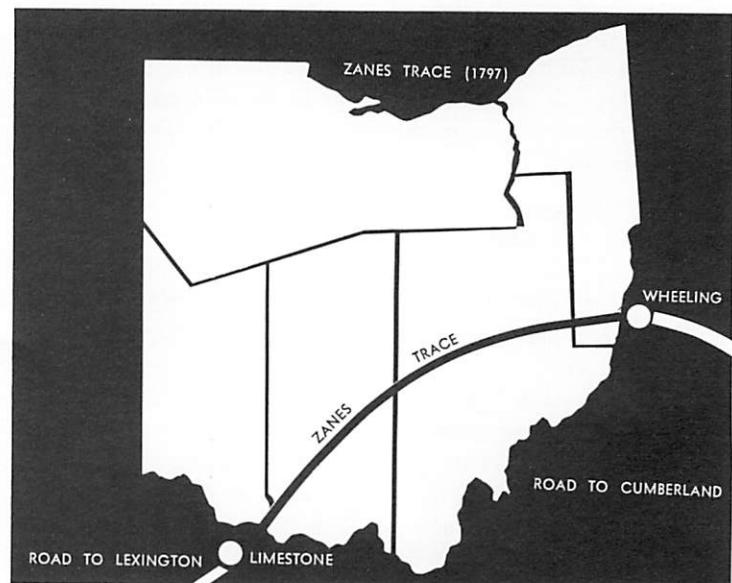
for other Offices. I have therefore to request you to employ a suitable person if one can be found there to do that business for which service I will allow him thirty dollars a year being the same that is now paid for like services at Preston. The person thus employed must take & subscribe the oaths of which I enclose you a form & return them to me. Inclosed is a key which is to be delivered him to enable him to open the mail. The riders from Pittsburg & from Maysville are to meet at Zanes every Monday evening and I should wish a person living there may be employed if one of proper character can be found.

I wish you also to contract with some person to carry the mail between your Office & Willstown or Zanes on the best terms that you can not going higher than at the rate of six dollars a mile by the year counting the distance one way; for that purpose. I have enclosed a blank contract & bond which are to be filled out & executed by the person with whom you contract & returned to this Office.⁶⁹

I am &c

J H

The reason for the importance of Zane's Trace to the history of Guernsey County is that Wills Creek was the first non-fordable stream (at least at some seasons of the year) that the Trace crossed, and it was found necessary to establish a ferry at the crossing. That is why, in about 1798, Ezra Graham established a ferry at Wills Creek, a tavern followed, and soon a town, Cambridge. It is from the date of the establishment of this ferry that the settlement portion of the history of Guernsey County is said to begin.

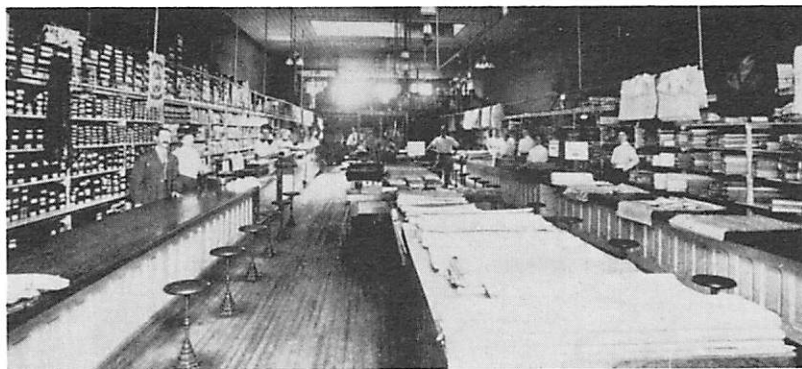


This page courtesy of The Daily Jeffersonian

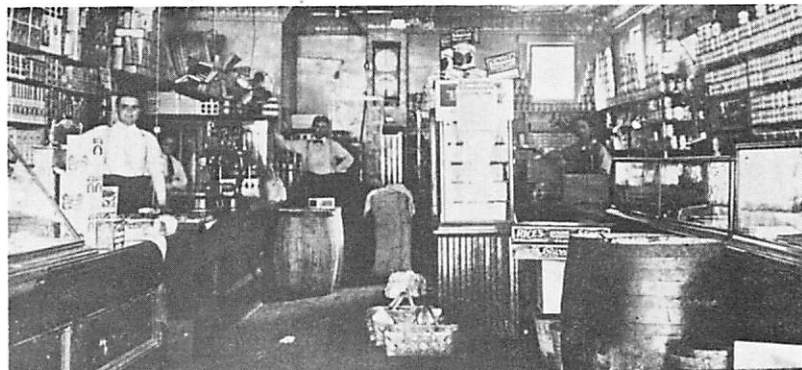
Remember When?



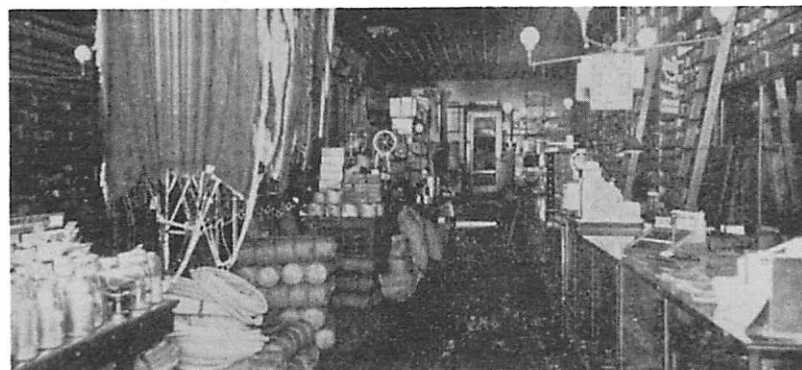
The horses hauled lumber from Hoyle & Scott's



Potter Bros. Dry Goods had a skylight

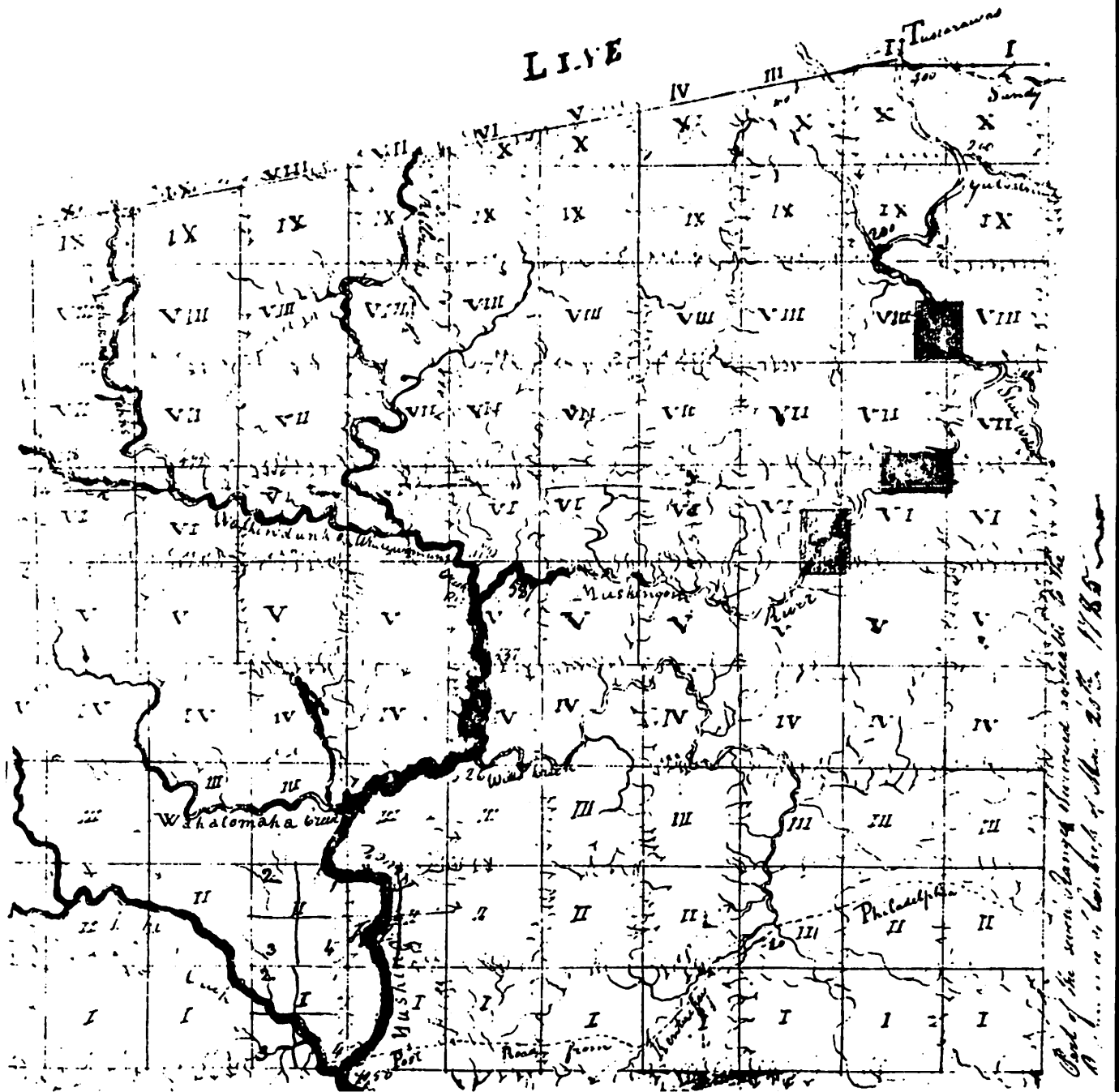


You could buy it by the barrel at Stewart & Turner's



The Orme-McMahon-Thompson Co. had hammocks hanging from the ceiling

Rufus Putnam Map



The Rufus Putnam Map of 1797

In 1797, Rufus Putnam, as Surveyor General for the Northwest Territory, was directed to make a survey of the lands lying west of the Seven Ranges, north of the Congress lands, and south of the Indian Boundary Line as far west as the Scioto River. Zane had just opened his road at that time, and Putnam shows the path traversed by this road through the territory surveyed. Because this is the first known map showing the route of Zane's Trace, that portion of the map that includes the trace is included in this booklet.


The Tuscarawas Crossing at the top of the map is the site of present-day Bolivar, in those days the site of the Indian town known as Tuscarawas, and the place where the Great Trail from Fort Pitt to Sandusky and Detroit crossed the Upper Muskingum. The three black rectangles are, from top to bottom, the Moravian tracts of Schoenbrunn, Gnadenhutten and Salem. Coshocton is at the junction of the Walhonding, or White Woman Creek with the Muskingum, Dresden near Wakatomaka Creek, and Zanesville at the bottom of the map at the junction with the Licking. Zane's Trace is labeled as the "Post Road from Kentucky to Philadelphia" at the bottom of the map.

Beginning at the right-hand side of the map, the road passed through a square with a "II" in it. This is Wills Township and part of Center Township. (Oxford Township to the east was in the Seven Ranges, and was not included on this

map.) The square with the word "Philadelphia" on it is the rest of Center Township. Cambridge Township is next, and the square with the word "Kentucky" in it is Westland Township.

You will notice that as the road left Guernsey County it seemed to split, with one branch heading southwesterly, and the other branch more westerly to Zanesville. The road, as originally marked by the Zane party did pass out of Guernsey County headed in the southwesterly direction for the Salt Springs at Chandlersville and from there to Duncan Falls. Upon arrival at the falls, however, Zane decided that he would rather locate his mile-square tract further north, at the junction with the Licking. He then "back-tracked" from the Licking approximately straight east until he joined his earlier "trace". This junction occurred at just about the County line as shown on the map.

Within two years, however, according to a letter written by Rufus Putnam to the Secretary of the Treasury, and dated February 5th, 1800, "Col. Ebenezer Zane has in the course of the last year, caused the road from Wheeling to Limestone to be straightened, and other wise improved by bridges, etc.—" A part of this straightening consisted of moving the Westland Township portion of the road to the north several miles and heading more directly for Zanesville from Cambridge instead of heading first for Chandlersville.

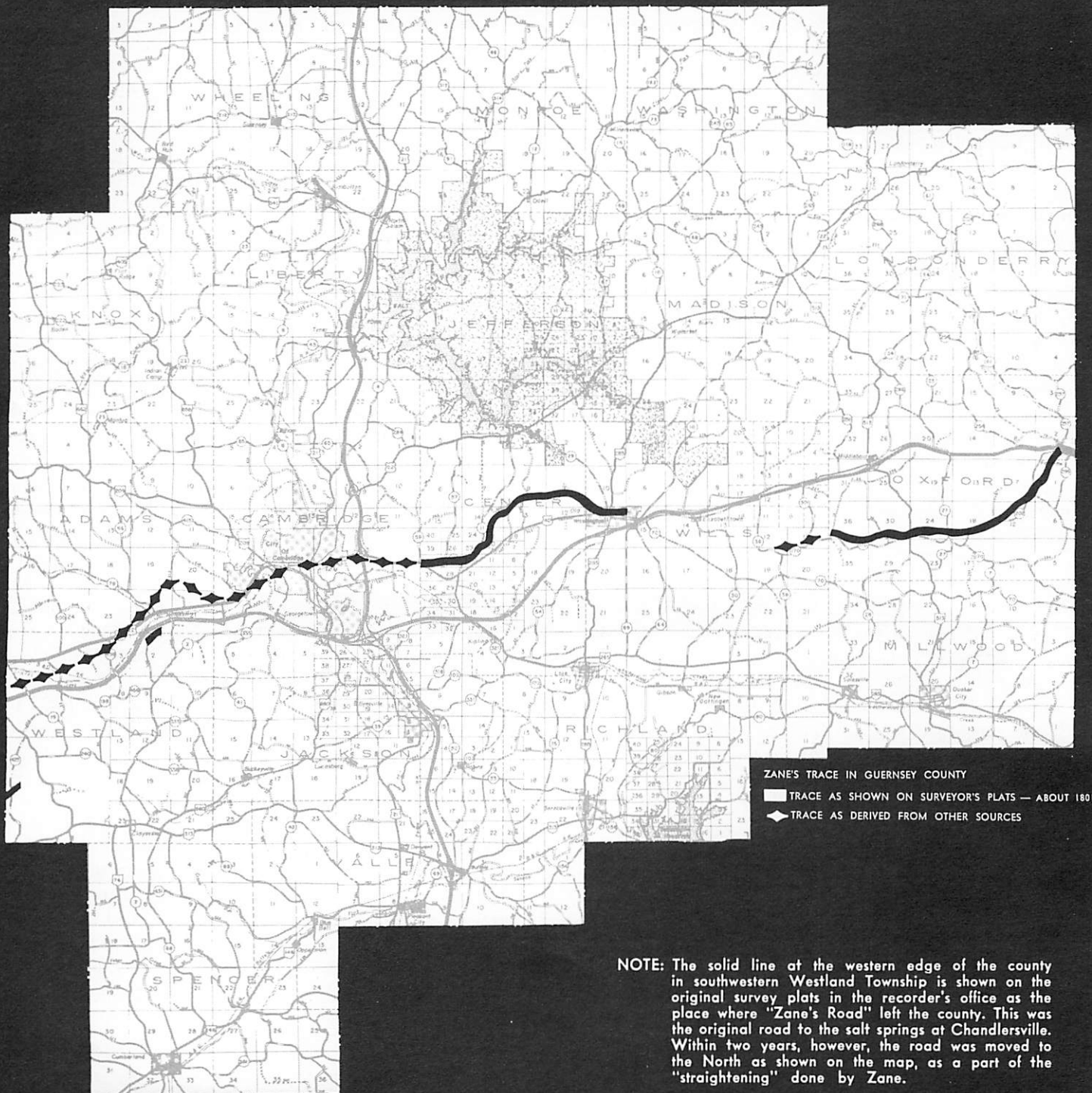


Rufus Putnam

Rufus Putnam
Born April 9, 1738 at Sutton, Mass. Served in French & Indian War and Revolutionary War attaining rank of Brigadier General on June 8, 1783. Leader of the Ohio Company settlement at Marietta. Appointed to the Supreme Court of the Territory in 1789. Served as Surveyor General, of the United States from 1796 to 1803. Died at Marietta, May 1, 1824, and buried in Mound Cemetery.

This page courtesy of The Quaker City National Bank

Map of Zane Trace Route



Route of Zanes Trace Through Guernsey Co.

Zane's Trace came into Guernsey County at Fairview on existing County Road 40A, went down Main Street to the west end of town, made a turn to the left and crossed Interstate 70 to the Fairview cemetery. An impression of the road is visible as the Trace left the cemetery and went southwest across lands owned by Forest Triplett. About 1000 yards southwest from the cemetery in an open field, Forest Triplett, now 89, pointed out the place where Wherry's Tavern stood until the 1890's when, as a boy, he helped clean up and burn the remaining logs of the building.

From Wherry's Tavern the road continued in a southwest direction to the junction of County Roads 962 and 691 where another obvious mark of the Trace is left in the hillside. From this point to the Wills Township line, the trace closely follows County Road 691 and is clearly visible along much of the route.

The trace west from State Route 513 reveals several interesting bits of history. Namely, roadside foundation stones and well stones which served travelers at a tavern stop. The stones are still evident at the boundary between the Bates and Knouff properties. A sandstone-edged grave of a travelling pioneer woman who succumbed to the mercy of the trail lies on the Bullion property north of the Knouff property. The trace then went through the "lost town" of Frankley in the northeast quarter of Section 19, Wills Township, at the intersections of County Roads 49 and 75.

From Frankley to Old Washington there is some uncertainty about the exact route followed by the trace. No surveyor's notes have been found on which the trace was set forth, as in Oxford Township, and so other evidence must be relied upon to arrive at an answer to the question of the location of the trace in this area. Personal inquiry of local residents in this area supports the conclusion that the trace proceeded northwesterly from Frankley directly to Elizabethtown, and the 1870 Atlas of Guernsey County does show a road along that suggested routing. (There is no road directly connecting the site of Frankley with Elizabethtown today, for a portion of the old road has been abandoned.) However, this road would be largely a ridge road, and as such, would not appear to be the road described by Fortescue Cuming in 1807, at which time he described the road as "led over several high, short and steep ridges, which generally run from north to south." The road most nearly meeting this description would be County Road 47 which strikes the National Road at Easton, just east of Old Washington. Wolfe says that the trace struck the National Road at Easton, adding support to this theory. Until further evidence is uncovered, no precise conclusions can be drawn about this portion of the route.

West of Old Washington, the trace very nearly corresponded to Center Township road 652, then headed southwest across the properties of Fairchild, McConnel, and Warne to the Four Mile

Hill. From there, it very nearly coincided with the National Road coming into Cambridge from the east.

The trace passed through Cambridge along the north side of Steubenville Avenue, crossed Wills Creek near the present viaduct, passed over the hill to the left of the route afterwards taken by the National Road, and intersected the National Road again at Frazier's Crossing (near the present Phillips Products Plant). Crossing to the north side of the National Road, the trace ran nearly parallel to the National Road through the MacConkey property in Fairdale. From MacConkey's original farm west line it climbed northwest up the hill and followed ridges across two properties previously owned by Robert Frisbee on which the road beds are still visible. On the southwest corner of the westernmost property it struck the east line of Section 22, Adams Township, and went due south to just north of Pike School where it crossed the road and promptly took to the ridge north of present U. S. 22. It came down the hill again at the entrance to Casselview Addition, crossed U. S. 22 here and hit the ridge again south of Route 22.

Following the ridge south of Route 22 through Casselview, behind the Westland Motel, over Best Hill through the Moore and Gates properties, it descends the ridge to cross a bottom of the Sam Morgan property. As the trace descends the wagon rutted hills into the bottom, the Spear graveyard lies beside the trail. Local history related that it was started when a child fell from a wagon and was killed.

Crossing the bottom and Crooked Creek, the Trace continues across country up the hill of the Wendell Litt properties where more wagon ruts and road beds are visible. This farm was also the site of the Endslo Tavern. The present house was built in 1850 using some materials from the Endslo Tavern.

Leaving Guernsey County, the Trace continues most of the way to Zanesville on the south side of the National Road and on the ridges.

The original plat of Westland Township, made in 1797, shows the trace leaving the township several miles to the south of the Litt property, but by 1799 Zane had improved and straightened his road and the 1803 plat of Union Township in Muskingum County shows the road entering that county from the Litt property.

Residents providing information as to the location of the trace were as follows:

Fairview area: Ralph Smith, Forest Triplett, Mrs. H. E. Frost.

Cambridge East: John Oliver, E. H. Beymer & Son, Roger Scott, Walter Day

Cambridge West: Robert Frisbee, Mrs. Sam F. MacConkey
Western Guernsey: John Little, Mrs. Wilmer Taylor, Earl Gates, Miss Louada Morgan, Ray M. Finley

Travel Over The Trace

In 1807, Fortescue Cummings journeyed to Kentucky down the Ohio by boat, and returned to the East by way of Zane's Road. His account of his travels was published in a book entitled "Sketches of a Tour to the Western Country, 1807-1809". Because of the rarity of the book and the fact that his account is one of the earliest written of travel over the Trace, the Zanesville to Wheeling portion of his book is set forth in full below. The Guernsey County portion begins with Ensloes Tavern and ends at Wherry's Tavern.

CHAPTER XXXIII.

Brown's—Extensive prospect—Anticipation—Ensloe's—Will's creek plains—Will's creek—European and American drivers compared—Cambridge—Beymers—Drove of cattle—Two travelling families—Good effects of system.

ON Monday 17th August, I proceeded from Zanesville before breakfast. The first nine miles were through a hilly country with houses every mile or two, the road tolerably good except in a few steep or miry spots. I then passed Brown's tavern, most romantically situated in a deep and narrow valley, with Salt creek, a rivulet which I crossed, running through it. Two genteel looking travellers were at Brown's door as I passed. It was about breakfast time. My appetite tempted me to stop and join them, but reflecting the stage would then get before me, I repressed it, and trotted on towards the usual place of breakfast of the stage.

From Salt creek, I ascended half a mile of steep road to the highest hill which I had been yet on in this state, and keeping two miles along its ridge, I had there to ascend a still higher pinnacle of it, from whence there is a most extensive view in every direction, of ridges beyond ridges covered with forests, to the most distant horizon; but though grand and extensive, it is dreary and cheerless, excepting to a mind which anticipates the great change which the astonishingly rapid settlement of this country will cause in the face of nature in a few revolving years. Such a mind will direct the eye ideally to the sides of hills covered with the most luxuriant gifts of Ceres; to valleys divested of their trees, and instead of the sombre forests, strengthening the vision with their verdant herbage, while the rivers and brooks, no longer concealed by woods, meander through them in every direction in silvered curves, resplendent with the rays of a glowing sun, darting through an unclouded atmosphere; while the frequent comfortable and tasty farm house—the mills—the villages, and the towns marked by their smoke and distant spires, will cause the traveller to ask himself with astonishment, "So short a time since, could this have been an uninhabited wilderness?"

This lofty ridge continues with various elevations five miles and a half farther to Ensloe's tavern, and is well inhabited all

the way, and well timbered, though the soil is rather light. I here stopped to await the stage and breakfast, after which I rode on through a hilly country, rather thinly inhabited, five miles, and then three more on a flat, of the most wretched road imaginable, from the frequency of sloughs of stiff mud and clay. Travellers have ironically nicknamed this part of the road Will's creek plains. It is really almost impassable for even the strong stage wagons which are used here.

After getting safely through the plains, and a mile further over a ridge, I came to Will's creek, which is a small muddy river with a very slow current. The banks are steep and the bottom muddy, so that it has to be crossed by a wooden bridge, which has become extremely dangerous, from some of the posts having been unplaced by floods, so that it is shelving, one side being a good deal higher than the other, and the balustrade is so much decayed that it would not support a man, much less a carriage, yet bad as it was, I had to pay a toll of an eighth of a dollar for my horse. Though the European drivers far exceed the American in dexterity and speed, on their fine roads, in this country they would be good for nothing, and would pronounce it impossible to get a carriage through roads, that the American driver dashes through without a thought.—So much for habit.

On crossing the bridge, I was astonished to find myself in a town of cabins in the midst of a forest, which I had heard nothing of before. It is called Cambridge, and was laid out last year by Messrs. Gumbard and Beattie the proprietors, the first of whom resides in it. The lots sell at from thirty to thirty-five dollars each. There are now twelve cabins finished and finishing, each of which contains two or three families; about as many more and some good houses, are to be commenced immediately. The settlement being very sudden, there was not as yet house room, for the furniture, utensils, and goods of the settlers, those articles were therefore lying out promiscuously about the cabins. The settlers are chiefly from the island of Guernsey, near the coast of France, from whence eight families arrived only four months ago.

I think Cambridge bids fair to become the capital of a county very soon. The lands in the neighbourhood are equal in richness of soil to any I have seen on this side of Paint creek bottoms near Chillicothe.

Four miles from hence through a hilly country, brought me to Beymer's tavern, passing a drove of one hundred and thirty cows and oxen, which one Johnston was driving from the neighbourhood of Lexington in Kentucky, to Baltimore. The intercourse between the most distant parts of the United States

This page courtesy of Elwin G. Smith, Division Cyclops Corp.

is now so common, that imported merchandize is wagonned all the way to Chillicothe and the intermediate towns, from Philadelphia and Baltimore, nearly six hundred miles, and then retailed as cheaply as at the ports of entry.

The drover with six assistants, two horsemen, two family wagons, and the stage wagon, put up at Beymer's for the night, so that the house which was only a double cabin, was well filled, though not so much crowded as might have been expected, as the cattle drivers made a fire and encamped without doors, convenient to where they had penned the cattle, and one of the traveling families slept in their wagon.—This family consisted of a man and his wife, and a neighbour's daughter, who had removed to this state last year, from near Washington in Pennsylvania, and were now returning two hundred miles for some effects they had left behind. The other family, named Hutchinson, had emigrated from Massachusetts to Franklinville in this state, four years ago. By clearing and cultivating a farm and keeping a store, a distillery, and a saw mill, and then selling their property at its increased value, they had in that short time acquired a sufficiency to think themselves independent, and were now returning, to settle in some place in the neighbourhood of Albany, in the state of New York, where the old man said, "he would be once more in the world." The systematick order which this family observed in travelling, and the comparative ease and comfort they enjoyed in consequence, were circumstances noticed by me with much admiration. The family consisted of Hutchinson and his wife, two daughters from fifteen to seventeen years of age, a grown up son they called doctor, another son about ten, and a young man who had had the charge of the mill, and who still continued with the family. They had a wagon, with four horses, and a saddle horse rode by one of the girls. On their stopping, the daughters began directly to prepare supper, as though they were at home, baked bread enough to serve them that night and next day, and then they sat down to sewing as composedly, as if they had been in their own house, and not on a journey; while the boys took care of the horses, and the old couple, though still active and healthy, sat at their ease, chatting and enjoying themselves. At all events *they* were reaping the benefits of having brought up their family in orderly and industrious habits, and the cheerfulness and hilarity which pervaded each individual, was a proof that they were all equally sensible of the blessings which their own good conduct had put them in the enjoyment of.

I had a good supper and bed, and found Beymer's double cabin a most excellent house of accommodation. He is one of the proprietors of the stage wagons, and owns very considerable property in the state.

This page courtesy of Radio Station WILE, AM-FM

CHAPTER XXXIV.

Proceed on foot—Washington—Frankfort—Morristown—Usual consequences of a militia muster—St. Clairsville—Another traveller—Indian Wheeling—Canton—River Ohio and Zane's island—Wheeling—Part with my fellow traveller.

ON Tuesday the 18th August, the stage being only to go fifteen miles, and the same distance next day, on account of the arrangement of the carriage of the mails, rather than travel such a snail's pace, I proceeded on foot, leaving my baggage to follow in the stage. The first five miles were excellent road, over a long but not very high ridge of hills, without a single house to Washington, or Beymerstown, as it is more generally called, from its being owned by the family of Beymer, two of whom keep taverns in it.—It has twelve cabins, four of which are taverns, and a blacksmith's shop.

Four and a half miles further have no inhabitants; the road is still good, but is led over several high, short and steep ridges, which generally run from north to south. Then passing a cabin and farm, in half a mile more I came to Frankfort or Smithstown, where I breakfasted. This is a small village or rather hamlet of eight or ten houses and cabins, some of which, as well as several in the neighborhood, are inhabited by families from Peeks-hill in New York, many of whom regret their having removed from thence to this place, and with great reason, if one may judge from the appearance of the soil, which is all a red and yellow clay, very stiff, and apparently very unproductive.

The country now became better settled, but still continued very hilly. I walked on, passing Wherry's tavern where the stage was to sleep at five miles, and stopping at Bradshaw's, where I rested about half an hour, and got some refreshment. This family is from the county Monaghan in Ireland. Their house is too small for an inn, but they have a good farm. Ten miles further brought me to Morristown, through a similar hilly country, with a succession of woods and farms, the latter at every mile, and a tavern at every two miles.

On the road I met in straggling parties above fifty horsemen with rifles, who had been in Morristown at a militia muster, for the purpose of volunteering, or of being drafted to serve against Britain, in case of a war with that country, now much talked of. Most of them were above half seas over, and they travelled with much noise—some singing, some swearing, some quarrelling, some laughing, according to their different natural dispositions, which are always most manifest when in that unguarded situation.

I found Morristown, where I arrived just before dark, all in a bustle from the same cause, many of the country people remaining to a late hour, drinking and fighting.

My host Morrison who is a justice of the peace, and a major

of the militia, had shut his house against them, but there was another tavern, where squire Morrison, while commanding the peace, during an affray, came in for his share of the blows, and had his shirt torn.

I got a very good supper—bathed my feet and went to bed in a room where a man and his wife, a young married couple, in another bed, acted over a similar scene to what I had experienced at New Lancaster, keeping me awake chatting to me until a very late hour.

After a short but sound sleep, I awoke at an early hour well refreshed, and pushed on eleven miles to St. Clairsville, through a fine, well improved, and well inhabited country, which was still hilly, but the ridges were neither so steep nor so high, as they are in general at this side of Chilicothe.

I stopped at Thompson's stage inn, where Mrs. Thompson who was very civil, prepared me a good breakfast.

St. Clairsville, or Newelstown, as it is more frequently improperly called, is the capital of Belmont county, and is pleasantly situated on the point and top of the highest hill within sight, from whence twelve or fourteen miles of ridges and woods may be seen in every direction, some of them across the Ohio, which I was now again approaching. The town is only about four years old, and already contains eighty good houses, including several stores and taverns. It has a court-house and gaol, and altogether it has the greatest appearance of wealth and business of any town between Chilicothe and itself. There are several Quakers, settled in the neighbourhood, who are a snug, wealthy and industrious people, and who enhance the value of real property in a wide extent around the focus of their settlements.

Leaving St. Clairsville at eleven o'clock, I joined a footman named Musgrave, who was going to Morgantown in Virginia, to collect money to pay off some incumbrances on his lands

below Limestone. He was a plain man, but an intelligent, expeditious and economical traveller, whose company shortened the road to Wheeling. It is a well settled country and a fine road, the first six miles from St. Clairsville. We then descended a long hill into the river bottom of Indian Wheeling, where we came to a good grist and saw mill. Keeping down that fine little mill river five miles to its confluence with the Ohio, we forded it five times in that distance.

On the banks of the Ohio is a new town called Canton, laid out by Mr. Zane last year, which has now thirteen houses. We here crossed a ferry of a quarter of a mile to Zane's island, which we walked across, upwards of half a mile, through a fertile extensive, and well cultivated farm, the property of Mr Zane, some of whose apples, pulled from the orchard in passing, were very refreshing to us, while we sat on the bank nearly an hour awaiting the ferry boat. At last the boat came, and we crossed the second ferry of another quarter of a mile to Wheeling.

Here my fellow traveller took leave of me, purposing to go five or six miles further ere night, though it was now five o'clock, and we had already walked upwards of thirty miles since morning.



Zane's Trace in Westland Township.

This page courtesy of The J. G. Bair Company, Inc.

The Steubenville Road

Did you ever wonder why Guernsey County had two Federal highways coming into it from the east, but only one leaving the county on the west?

It all began during the French and Indian War, with the British attempts to capture the French post at the Forks of the Ohio (Pittsburg now, then called by the French, Fort DuQuesne.) Two expeditions were launched against the French, the first in 1755 led by Gen. Edward Braddock ending disastrously on the banks of the Monongahela, and the second in 1758 led by Gen. John Forbes, ending in success for the British. The French post was captured and re-named Fort Pitt for the English statesman.

The reason that these expeditions are important to the history of Guernsey County is because of the routes used by these expeditions to reach Fort DuQuesne. Gen. Braddock approached the fort from the southeast, departing from the advanced British post at Wills Creek (now Cumberland, Md.) and passing close by present-day Uniontown, Pa., whereas Gen. Forbes approached the fort more directly from the east, passing through Harris' Ferry (now Harrisburg), Carlisle and Bedford. In order to transport supplies and artillery, a road had to be literally carved out of the forest, and these roads were later used for many years by settlers emigrating to the west.

Gradually, a westerly diversion was made from Braddock's Road at Uniontown, passing through present-day Brownsville and Washington, Pa., and ending at Wheeling. Travelers from the east thus had two principal routes through the mountains to choose from in approaching the Ohio country, both having their origins in military roads of the French and Indian War period, Forbes Road to Pittsburg, and Braddock's Road and its diversion to Wheeling.

From Pittsburg, a road was soon constructed to Charles Town on the Ohio river. This was a "flourishing" town on the Virginia side of the river at the site of present-day Wellsburg. In those days Charles Town was a very important place along the river.

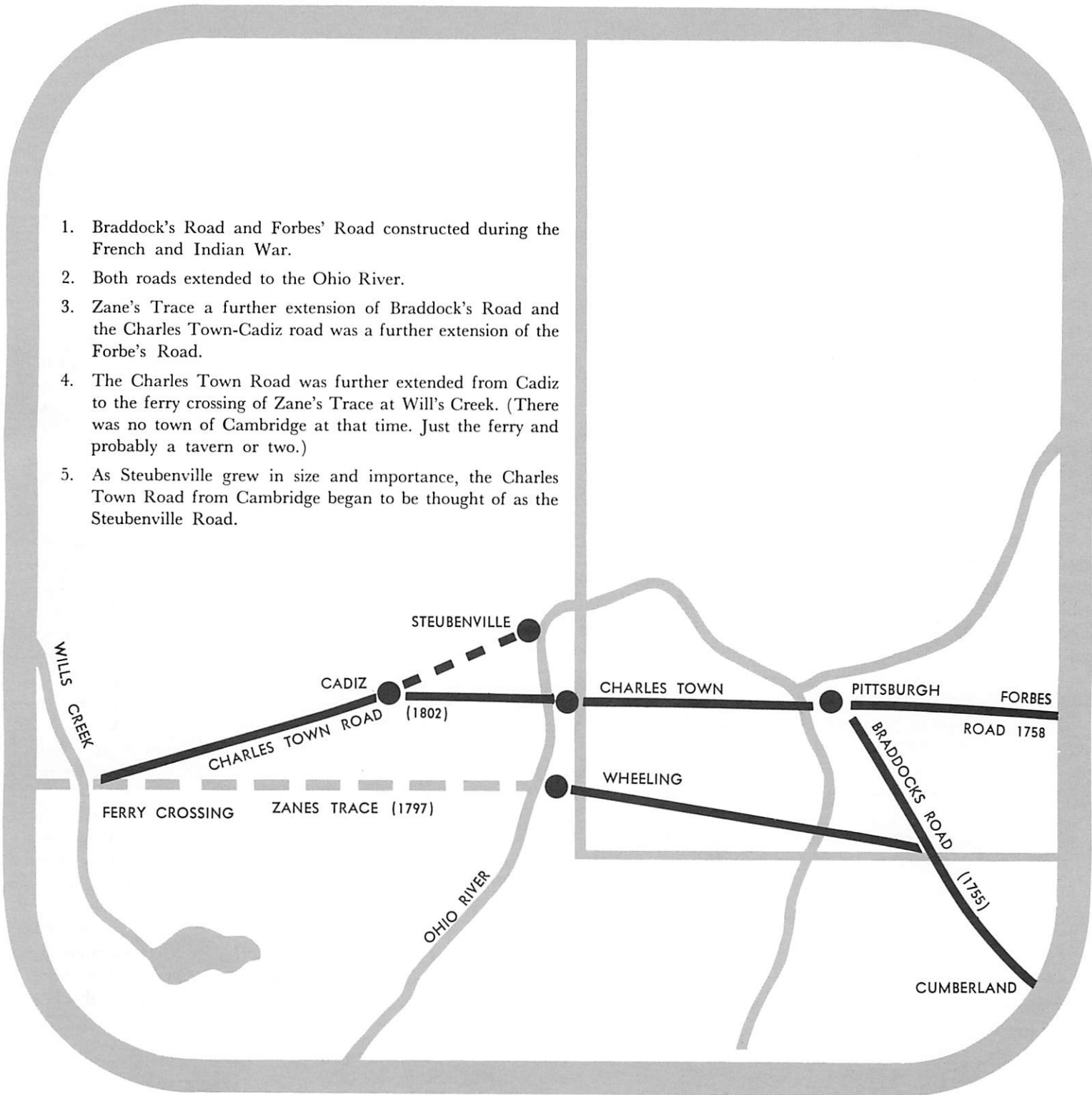
When Ohio was opened up for settlement, lands in the

Seven Ranges (which included Londonderry, Oxford, and Millwood Townships in Guernsey County) were put up for sale in 1787, first in New York, then Philadelphia and Pittsburg, and finally, in 1800, a Land Office was established in Steubenville, then a very small community. (Charles Town was still a much more important town at that time.) Travelers into the Ohio country and wanting to purchase land in the Seven Ranges could travel by road from the east through Pittsburg to Charles Town, purchase the land at Steubenville, and then head into the interior, at first from Charles Town, (an early road was constructed from opposite Charles Town to Cadiz), and later from Steubenville to Cadiz. In 1802, this road was extended from Cadiz to the ferry crossing that had been established where Zane's Trace crossed Wills Creek (Cambridge). This road from Charles Town to Cadiz to Cambridge is designated on the early plats of Guernsey County as the Charles Town Road (not the Steubenville Road). Later, however, as Steubenville grew into a prosperous town, and since there already was a road from Cadiz to Steubenville, the entire road became thought of as the Steubenville Road rather than the Charles Town Road. Henry Howe, the distinguished Ohio historian, says that this road was probably the most heavily-used road into Ohio until the establishment of the National Road, for travelers from the heavily populated Northeast would have used Forbes Road, while travelers from Maryland and Virginia would have used Braddock's Road. After the National Road was established, however, it gradually declined in importance. Because it did decline in importance, however, fewer improvements were made by way of filling, cutting, and straightening, and with all of its curves and hills it more nearly remains the road of old than does the National Road, later U. S. 40, and now Interstate 70.

These two major roads coming into Guernsey County from the east and intersecting at the ferry crossing of Wills Creek can thus legitimately be thought of as extensions of the military roads of Forbes and Braddock. Once having joined, only one road was necessary to proceed further west, and Zane's Trace was that road.

The Historical Development of the Steubenville Road

1. Braddock's Road and Forbes' Road constructed during the French and Indian War.
2. Both roads extended to the Ohio River.
3. Zane's Trace a further extension of Braddock's Road and the Charles Town-Cadiz road was a further extension of the Forbes' Road.
4. The Charles Town Road was further extended from Cadiz to the ferry crossing of Zane's Trace at Will's Creek. (There was no town of Cambridge at that time. Just the ferry and probably a tavern or two.)
5. As Steubenville grew in size and importance, the Charles Town Road from Cambridge began to be thought of as the Steubenville Road.



Early Towns Of Guernsey County

The permanent settlement of Guernsey County, is believed to have begun with the arrival of Ezra Graham, who operated the ferry across Wills Creek in 1798, followed by the Beymer brothers, George and Henry, in 1800. Other white folks had passed through the area, but they were hunters, surveyors or soldiers. The Beymers are the County's oldest family, as they located here three years before the Beatty-Gomber group and six years before the immigrants from the Isle of Guernsey.

OLD WASHINGTON. Henry Beymer bought a tract of land eight miles east of Wills Creek and built a tavern. Then he and George together planned and laid out a town near there which they called New Washington, or Beymerstown (now called Old Washington.) The town, eight months older than Cambridge, is the oldest permanent town in Guernsey County. Frankfort, laid out a few days before Old Washington, would hold that honor had it survived. At one time the town was a contender for the title of county seat. The Guernsey County Fair is held at Old Washington every year, originating in 1855 and still attended today by direct descendants of the county's first settlers. It was at Old Washington also, that the Confederate general, John Morgan had a brief but historic skirmish during the Civil War with pursuing federal cavalry.

CAMBRIDGE. In 1797 "Zane's Trace" was cut through what is now Guernsey County. Ebenezer Zane, his brother Jonathan, John McIntire, Joseph Worley, Levi Williams, Ebenezer Ryan, John Green and an Indian guide, arriving at the Wills Creek crossing, (near the present viaduct) found it too difficult to ford due to the clay bottom and huge amount of driftwood. The Zane brothers named the stream Wills Creek after a river in Maryland, their home country. The government surveyors were busily surveying the United States military lands in this area and had made camp on the creek banks. A man by the name of Ezra Graham was persuaded to build and operate a ferry across the stream. No one seems to know where this man came from, but he operated the ferry service for two years, the first ferryman west of Wheeling, Virginia on the "Trace". He was succeeded by George Beymer from Somerset, Pennsylvania, a brother-in-law of John McIntire, of Zane's party. McIntire was a son-in-law of Ebenezer Zane. Both of these persons kept a house of entertainment and a ferry for travellers on their way to Kentucky and other parts of the West. Mr. Beymer, in April, 1803 gave up his tavern to Mr. John Beatty, who moved in from Loudon county, Virginia. Beatty's family consisted of eleven persons. Among them was Wyatt Hutchison, who later kept a

tavern in the town. The Indians then hunted in this vicinity, and often encamped on the creek. In June, 1806 Cambridge was laid out; and on the day the lots were first offered for sale, several families from the British Isle of Guernsey, near the coast of France, stopped here and purchased lands. These were followed by other families, amounting in all to some fifteen or twenty, from the same island; all of whom, settling in the county, gave origin to the present name. Among the heads of these families were William Ogier, Thomas Naftel, Thomas Lenfesty, James Bishard, Charles and John Marquand, John Robins, Daniel Ferbrache, Peter, Thomas and John Sarchet and Daniel Hubert.

The first frame house in Cambridge was built by Zacchaeus A. Beatty, eldest son of John Beatty. It was located on what is now the corner of Wheeling Avenue and Sixth Street, the present site of the Moose Lodge. The town was platted in 1806 by Beatty and Jacob Gomber, partners in promoting business enterprises and stimulating the town's settlers to action. George Metcalf, a young surveyor laid out the first lots, and he was later appointed as county surveyor to build roads out of the forest trails through the county, connecting Cambridge to the many small new settlements springing up.

QUAKER CITY, then called Millwood, was founded by Joseph Williams, who moved his family there in 1801. A firm Quaker, he was soon joined by John Hall and other families of Quakers wanting to be free to follow their way of life. Like the Pilgrims, their minds were on religion and they were soon holding meetings in their homes, until they built a log meeting-house on a hill which is now called "Friends Cemetery", this was used for both church and school. In the year 1834 the town was platted by Jonah Smith. In the years that followed, it was the scene of many yearly "Homecomings" and today is known far and wide for the location of the "Ohio Hills Folk Festival."

BYESVILLE, the largest of the ten incorporated villages in Guernsey County, was platted in 1856, and named for it's first permanent settler, Jonathan Bye. It was a slow-growing community, helped eventually by the coming of the railroads and opening of coal-mines nearby. At one time there were 10 mines near the village and 19 within working distance. Today, there is not much activity in the once-busy coal mines but Byesville is enjoying a period of prosperity, long over-due, because of it's important location near the large inter-state highway and many new industries in or near the town.

This page courtesy of General Telephone Company of Ohio

SENECAVILLE, in the southern part of the County was platted in 1815 by David Satterthwaite. It was near here that oil was first discovered. As it resembled the oil found in New York by the Seneca Indians, the name "Seneca" was given the stream on which it first appeared, and later, the town. Several large coal mines operated in this area, and the town grew steadily and was incorporated in 1841. It was noted also for the site of the large "Cambell's Mill", where folks for miles around brought their grain, assured of a superior grade of flour and feed. Senecaville is now known for the beautiful Senecaville Lake and Dam, a resort area for fisherman and vacationers.

These are but a few of the towns and villages in the County. Many other areas should be noted as "firsts". For instance; Washington Township claims the first white child born in the County; Westland Township was the scene of the first church

PLEASANT CITY

Point Pleasant (the original name of Pleasant City) was laid out by Joseph Dyson on August 29, 1836. Most of the early settlers came from the Shenandoah Valley in Virginia. An enterprising citizen of early days was Harrison Secrest, who owned and operated a woolen factory, burnt brick and built the first brick house in Point Pleasant, conducted a store, built the first frame schoolhouse in town, and in general, contributed a great amount of his time and resources to the betterment of the town. In 1870, he was even operating a hotel.

FAIRVIEW

The town of Fairview was laid out by Hugh Gilliland on March 24, 1814. It is said that the name was suggested by Ralph Cowgill, one of the first settlers of Oxford Township because of the "fair view" of the town that could be had from even far-away hills. Jesse C. Weir and Martin and James Rosemond opened stores, John Duncan started a carding machine and others opened up businesses of one kind or another, as the town grew and prospered. The coming of the National Road brought even more business to the town, and there were even suggestions that it become the county seat of a new county to be formed from Eastern Guernsey County and Western Belmont County. Nothing came of this, however.

service; Jefferson Township had the first large Country store; Oxford Township the first distillery, and many others.

Since Guernsey County was formed, many towns platted within it's boundaries have passed away. Some of them sprang up under the most favorable auspices, passed through a period of prosperity, then gradually declined and vanished. In some instances not only the locations but even the names of these towns are not generally known. Within 30 years county towns had been started in every part. There seemed to be a mania for town building, and early records showed a total of 30, some platted in the midst of the dense forest around Cambridge. Streets were staked out and named, lots set aside for public buildings, churches and graveyards. Dissatisfaction and numerous disappointments among the settlers eventually wore away their original enthusiasms and their plans and towns vanished.

CUMBERLAND

James Bay platted Cumberland on April 24, 1828. Stephen Charlotte opened the first tavern, afterwards known as the Bradley House. James Annon was the first tailor, and William Cosgrove had a chair factory operated by dog power. He moved it near the stream running through town, which has since been called Dog run. This was the first town in Guernsey County to play host to Morgan's Confederate Raiders, on the evening of July 23, 1863. The Globe House, a popular tavern, was used by many of the Confederates during their stay here.

ANTRIM

Antrim was laid out by Alexander Alexander, on March 1, 1830. Although it never became a large town, at one time it did have a college, Madison College, founded by the Rev. Samuel Findlay. Founded in 1837, the school did well for a number of years, but finally ran into financial difficulties, due to an over-ambitious building project. The coming of the Civil War caused a further loss of interest in the school, and it finally closed.

A Tribute

Our forefathers — men of vision
As they cleared the virgin soil;
We look to a bright Tomorrow
Remembering Yesterday's toil.

—Bernadine Baldwin

The Lost Town

Frankfort, Frankford, Frankley or Smithtown
For years, our county histories have told us of the "Lost Town, Frankfort, and of its founder, Joseph Smith. They have also said that no one knows where he came from, or where he went. The town died when the National Road by-passed it and nothing at all is there now except a few foundation stones.

But it *was* Guernsey County's first platted town, and, according to Wolfe, grew until it had a population of 200, a tavern, two stores, a mill and a distillery.

With a little time spent in the courthouses at Cambridge, Zanesville and Marietta examining deed and will records, and a lot of luck in finding the graves of Joseph Smith and his wife, a goodly amount of information is now known about the founder of our first town.

He was born in about 1770 and his wife, Charity, was born in about 1776. She could not write her name, (not unusual in those days). He platted *Frankley* on September 13, 1805, but when he conveyed lots in Frankley, he used the name Frankford for the town.

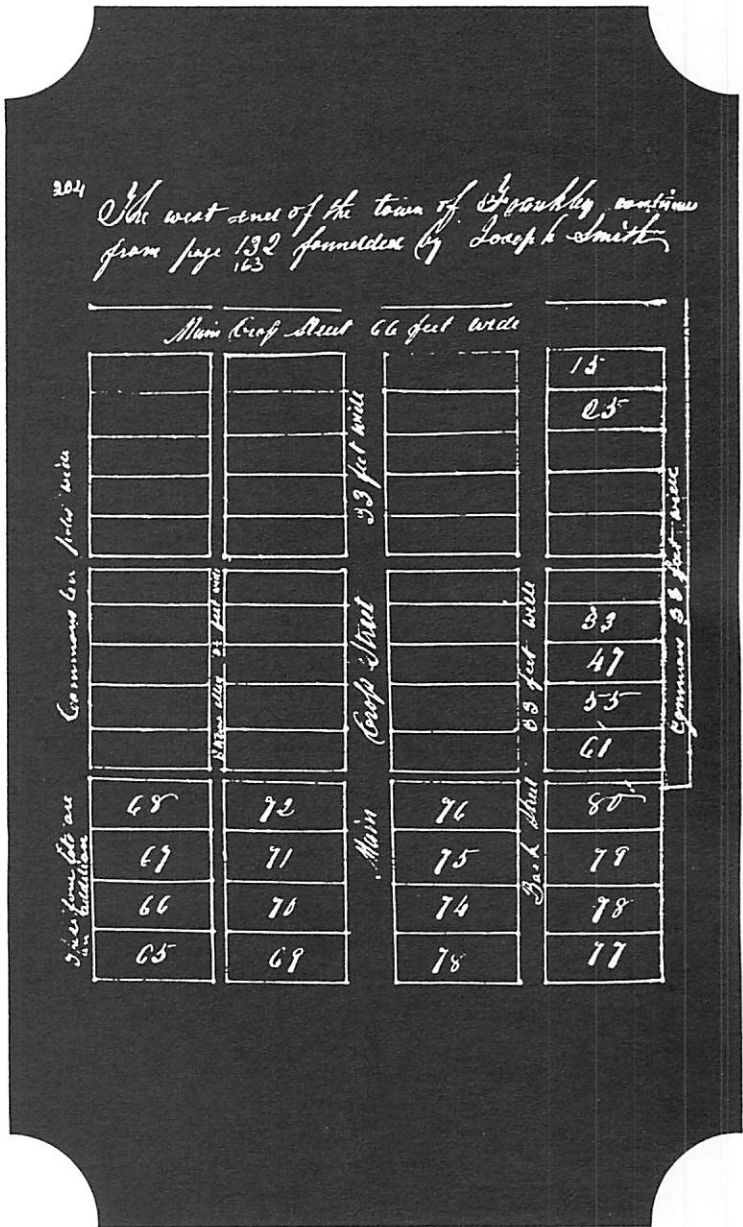
On June 17th, 1814, he sold his remaining lands and lots to Jacob Gomber for \$2,000.00, moved to Muskingum County, and on December 9, 1814 purchased for the sum of \$2,500.00, 500 acres of land east of Zanesville, straddling what later became the National Road just east of the Adamsville exit of Interstate 70.

His wife died on January 30, 1849, aged 73 years, and he died on December 12, 1857, aged 87 years. They are buried in the Pleasant Grove Cemetery, just north of the Interstate at the Adamsville exit.

They were the parents of at least 11 children; Francis, Daniel, Andres, Susan Twaddle, Betsy Little, Mary Church, James B., John, Harrison, Samuel and Washington Smith. It would appear that hundreds of their descendants probably live in the Zanesville area.

He probably came from Peekskill, New York, since Fortescue Cummings, quoted earlier, mentions the great number of people at Smithtown, or Frankfort, who had come from that area.

Joseph Smith is no longer a man of mystery in our history.



The County Seat Controversy

When Guernsey County was first formed in 1810, the question of the selection of a county seat became a matter of considerable interest. Cambridge and Washington were of about equal size, with Washington being the older town. Both towns were on Zane's Trace. Washington was closer to the center of the county than was Cambridge.

How then did Cambridge become the county seat?

The state legislature appointed a committee to select a county seat, which committee was composed of Isaac Cook, James Armstrong and William Robinson. On April 20, 1810, one month and ten days after the county was formed, they published their written decision, which read as follows:

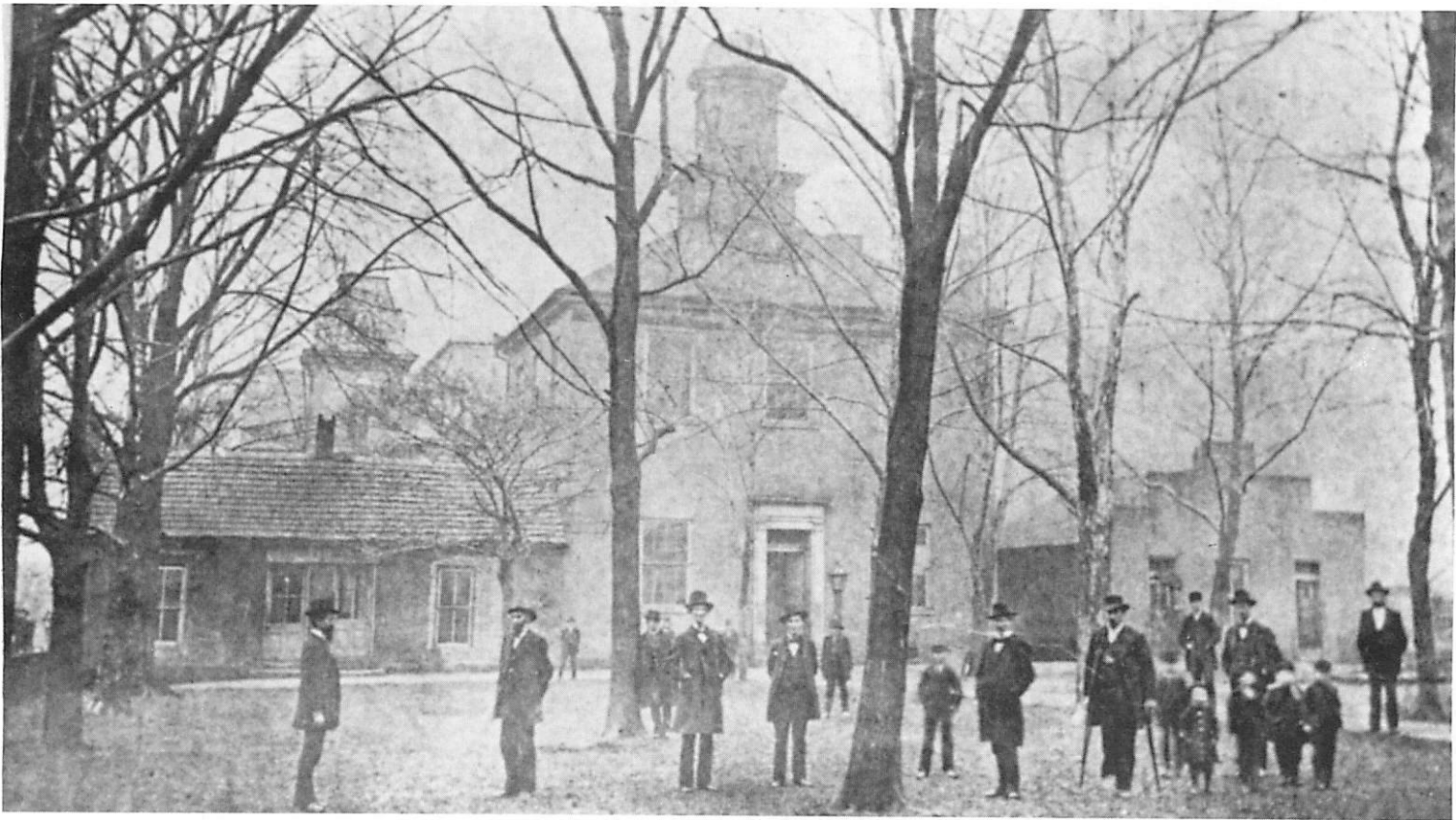
That, having paid due regard to the interest and convenience of the inhabitants of said county, we do hereby declare that the town of Cambridge is the most suitable place for the permanent seat of justice."

Apparently, no reasons were set forth as to why they had selected Cambridge. Wolfe suggests that it may have been,

however, that Zaccheus A. Beatty and Jacob Gomber had stated that they would donate the ground and furnish a suitable set of buildings ready to roof, if the county seat would be located at Cambridge. This certainly sounds like an attractive offer and perhaps it was the deciding factor. Other considerations could have been the fact that Wills Creek passed through Cambridge and would provide water for a town of considerable size that the county seat would no doubt eventually become, and also the fact that two major roads from the east intersected at Cambridge, Zane's Trace and the Charlestown Road, later to be known as the Steubenville Road. A town of considerable importance to the area was certain to develop at such an important road junction, and perhaps the commissioners felt that such a town should be the county seat, even though it was not as close to the center of the county as Washington.

Whatever their reasons, Cambridge became the seat of justice although until the 1880s when the new courthouse was built there was still rivalry between the towns.

Court House of 1810



Offices of Auditor & Treasurer in small building at left, Recorder & Clerk in building at right, picture taken in 1879

This page courtesy of Gress Equipment Company

The National Road

In 1806, Congress decided to proceed with the laying out of a road through the mountains from Cumberland, Md. to the Ohio River. This was to become the National Road, also called the Cumberland Road.

Progress on the road was slow. It was five years before contracts were even let to begin actual construction of the first ten miles west from Cumberland, and the road did not reach the Ohio River until 1818. In 1825 it was decided to continue the road across Ohio and by 1828 the road had finally reached Guernsey County.

It is difficult to over-emphasize the importance of the National Road to this area. It was the super-highway of its day. Travelers would go far out of their way to reach it if, once on it, their journey was then made easier. That this is so is graphically shown by the suggested routing in Jame's Route Book for 1853 for traveling from Cleveland to Wheeling. Rather than going direct by stagecoach over existing roads, they suggested going by lake steamer to Sandusky (!), railroad to Newark, another railroad to Zanesville, and then stagecoach over the National Road to Wheeling, passing, of course, through Guernsey County enroute. Evidently it was better to go that round-about way to Wheeling by comfortable means of travel as far as Zanesville, and then over the National Road, than by stagecoach the entire more direct way over poor quality roads.

Why was the National Road such a good road? Because of the construction methods used when compared with other roads, and because of the standards adopted as to road width, gradient, etc. The following chart compares the National Road with earlier roads.

Earlier roads	National Road
No uniformity as to width of cleared road	66 feet cleared
No uniformity as to grade	1 in 30 was to be maximum except where could not be helped, and 1 in 150 to be minimum, for better drainage.
No uniformity as to curvature of road in cross-section	slight curve, "more convex in center than at sides".
No uniform width of paved portion	20 feet width paved
No uniformity of stone base, stone top or type of stone used	Uniformity as to these matters-stone had to be crushed limestone, flint or granite
Poor drainage	Excellent drainage
Very little cutting or filling	Some cutting and filling, leading to straighter, less hilly roads

In summary, the National Road was, far and away, the best road of its day.

As railroads became more numerous, the importance of the National Road diminished until, by the latter 1800's, it had fallen into great dis-repair, was not used by long-distance travelers, had become little more than a local road, and its care and maintenance had been given to the states, and even to the counties.

The coming of the automobile revived interest in road travel and the Federal government then took it over again and established the Federal highway system. Once again, it became an important highway.



This page courtesy of Retail Systems Division NCR Cambridge, Ohio

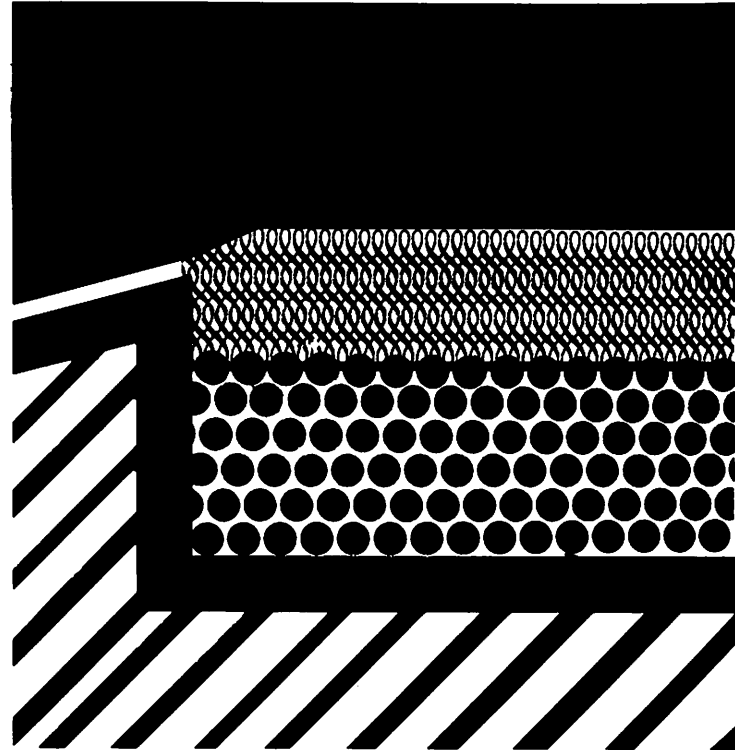
"A nation passed here"

Diagram of the National Roads

FIRST NATIONAL ROAD IN OHIO 1825-1834

Base stones of a size to pass through a 7 inch ring, piled 12 inches deep. Top stones to pass through a 3 inch ring, piled 6 inches deep.

Proved unsatisfactory, for the small stones often were washed away leaving the large stones exposed on the surface. The road became very rocky.



SECOND NATIONAL ROAD IN OHIO 1834 and after

The old road was torn up and the roadbed leveled, with a slight rise in the center of not more than 3 inches. The Macadam process was then used for the surface of the road.

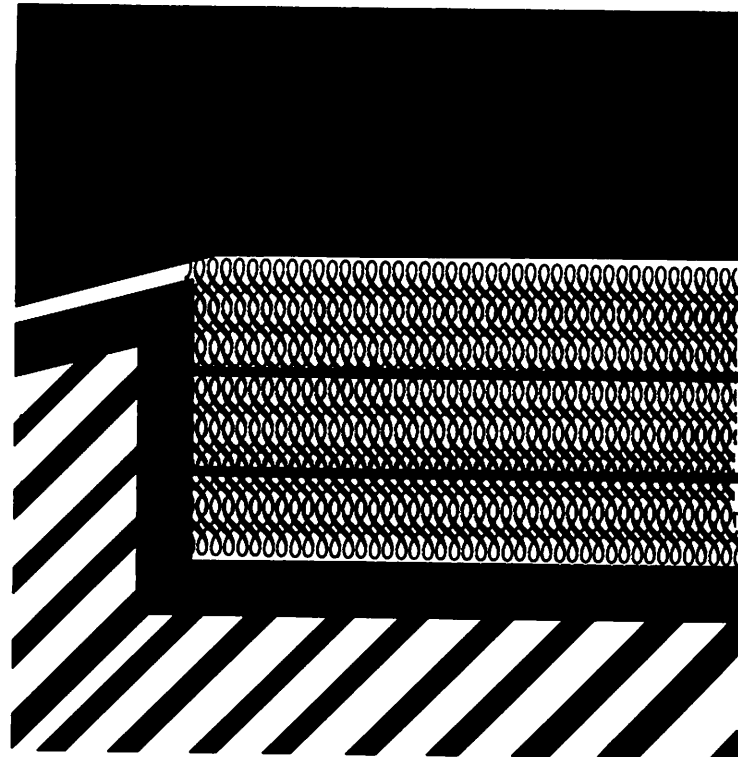
Crushed limestone, flint or granite was laid 3 inches deep. Travel was then permitted to help pack it down.

Another layer 3 inches deep was laid and more travel was permitted.

A third layer 3 inches deep was laid.

No binding material was used between the stones. They were supposed to seek their own level and eventually form a hard, solid, and level surface.

It was an improvement over the earlier road, but required constant maintenance. Hence the need for tolls.



Tolls On The National Road

Tolls on the National Road were necessary to raise money for its upkeep, and the tolls were based upon the degree of damage to the road caused by the particular vehicle or type of user; narrow wagon wheels cost more than wider wheels, cattle cost more than sheep, a man riding a horse cost more than a man walking beside that same horse. The following chart shows the tolls used on the National Road in Ohio between 1831 and 1900.

TOLLS ON THE NATIONAL ROAD IN OHIO (1831-1900.)						
	1831	1832	1836	1837	1845 ⁶⁰	1900
Score sheep or hogs .....	.10	.05	.06¼	.06¼	.05	.12
Score cattle .....	.20	.10	.12½	.12½	.20	.25
Every horse, mule or ass, led or driven .....	.03	.01½	.02	.03	.03	.05
Every horse and rider ....	.06¼	.04	.06¼	.06¼	.05	.06
Every sled or sleigh drawn by one horse or ox .....	.12½	.06¼	.08	.06	.05	.12
Every horse in addition ....	.06¼	.04	.04	.04	.05	.06
Every dearborn, sulky, chair or chaise, 1 horse .....	.12½	.08	.12½	.12½	.10	.12
Every horse in addition ....	.06¼	.04	.06¼	.04	.05	.06
Every chariot, coach, coachee, horses .....	.18¾	.12½	.18¾	.18¾	—	.30
Every horse in addition ....	.06¼	.03	.06¼	.06¼	—	.12
Every vehicle wheels under 2½ in. in breadth .....	.12½	—	.12½	.10	—	—
Every vehicle wheels under 4 in. in breadth .....	.06¼	.06¼	.08	.08	—	—
Every horse drawing same ..	.03	.02	.04	.05	—	—
Every vehicle wheels exceeding four and not exceeding five inches .....	.04	—	—	—	—	—
Every vehicle wheels exceeding four and not exceeding six inches	—	.02	.04	.06¼	—	—
Every horse or ox drawing same .....	.02	.02	.02	.05	—	—
Every vehicle wheels exceeding six inches	—	—	—	.04	—	—
Every person occupying seat in mail stage .....	.04	.03	—	—	—	—

There were certain exemptions from these tolls. These included persons going to church and to funerals, going to places of election, to mill, to market, and to their ordinary place of business. Clergymen were exempt altogether, and so were children going to school. Mail coaches were also exempt.

Many persons tried to evade the payment of tolls by either by-passing the toll gate, if they were familiar with the territory, or by trying to claim one of the above reasons for being exempt from the tolls. It was said that often the churchgoers exceeded in number the persons who actually made it to church, and funerals became epidemic.

Human nature was apparently the same then as now.

This page courtesy of First National Bank of Cambridge



Mile Post along National Road near Middlebourne in its original place



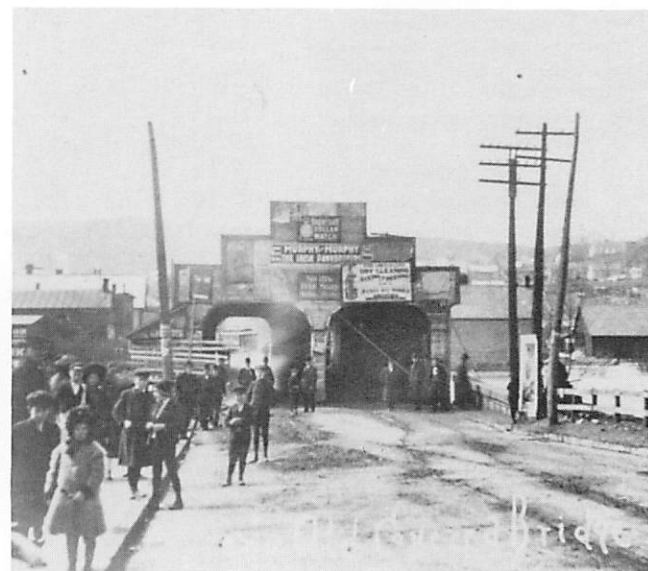
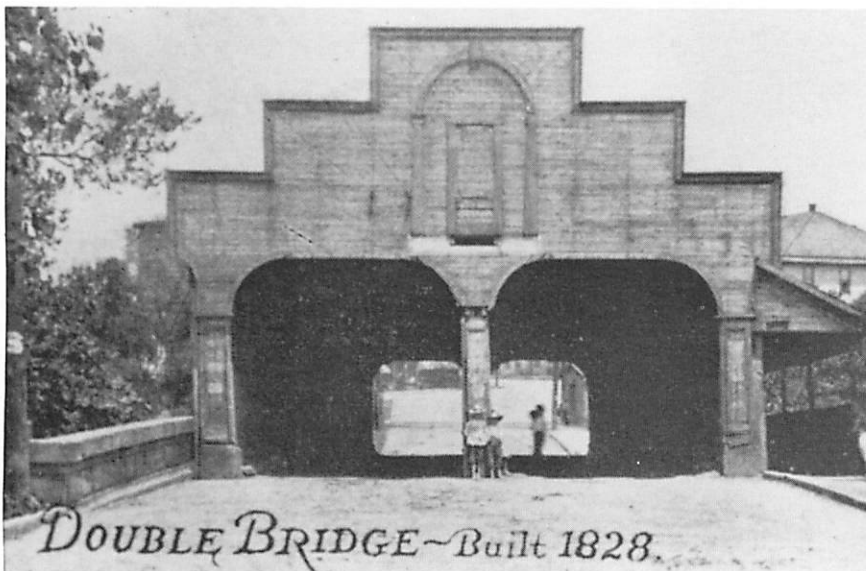
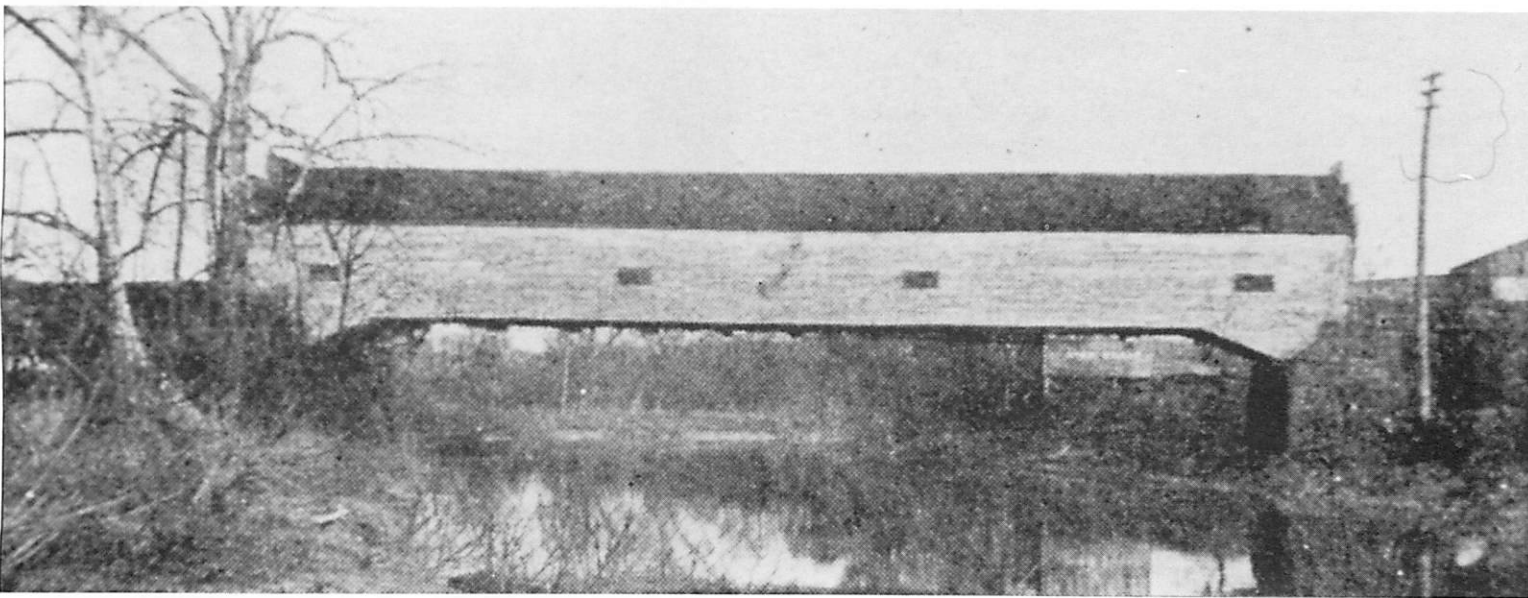
Toll gate on East Wheeling Ave.

The Double Bridge

For nearly a century, all of the traffic over the National Road that passed through Guernsey County also passed through the famous Double Bridge. Built in 1828, it lasted until the 1913 flood, after which it was condemned.

According to Wolfe, the bridge was originally built over dry land in a field just south of the creek, and after it was completed then the creek was re-channeled under the bridge.

Because of its unique place in Guernsey County history, several of the best of the existing pictures of the bridge are set forth below.

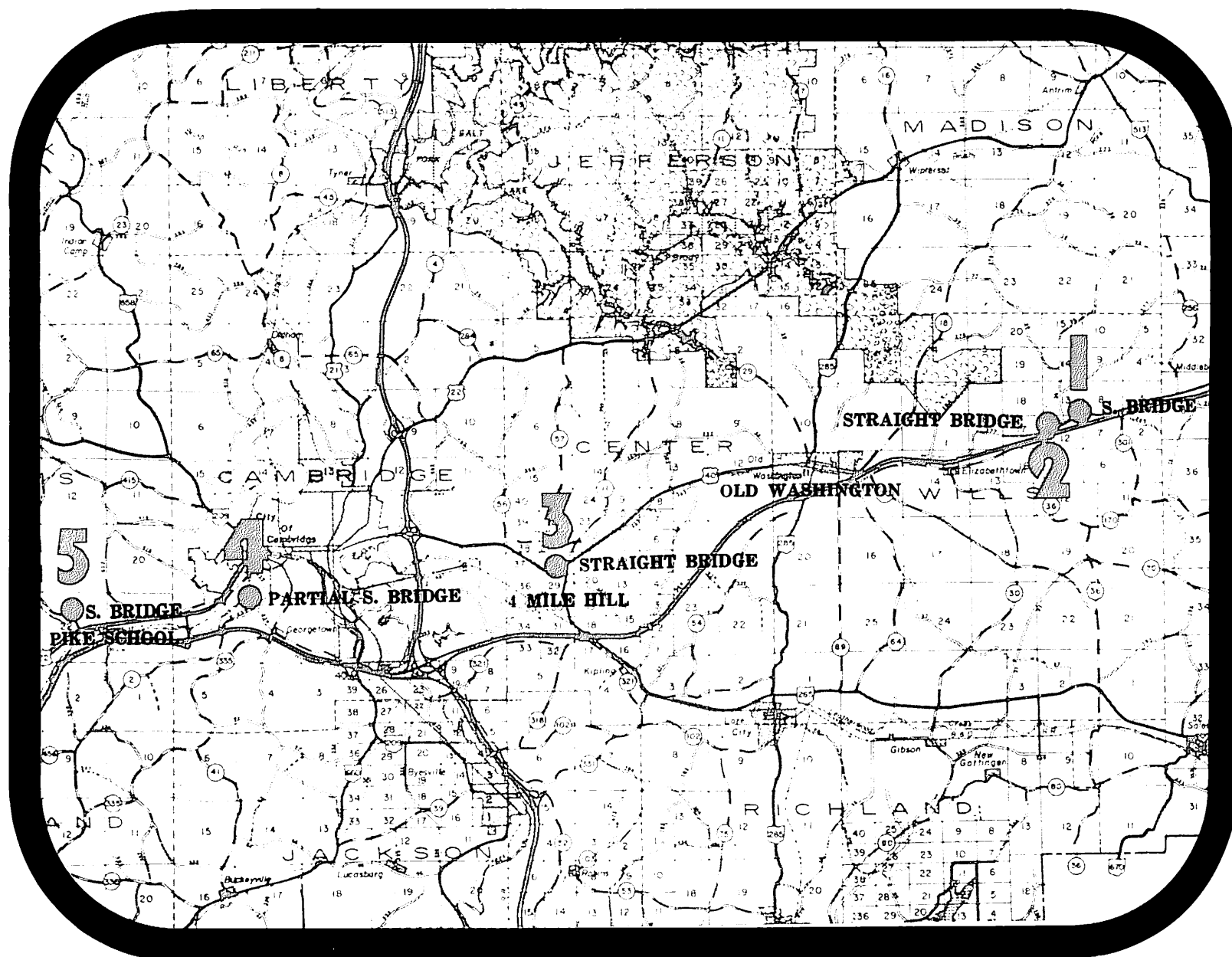


This page courtesy of Guernsey County Auto Dealers Association

The Stone Bridges Of The National Road "S" And Otherwise

Guernsey County has five bridges that date back to 1828. These are the stone bridges that were built when the National Road was constructed through the county. Two of the bridges are S-Bridges, one is a partial S-Bridge, and the other two are straight bridges. These bridges are all original, and from 1828 until the latter part of the nineteenth century helped to carry literally millions of persons into the heartland of America in its


westward expansion. President Andrew Jackson passed over these bridges while President in 1831; so did President Santa Anna as he was being taken, a prisoner, to Washington City after the battle of San Jacinto. These bridges are among our most historic links with the past. They are pictured on the next page and their locations are set forth on the schematic chart below.



Stone Bridges



"S" BRIDGE



Old National Road

Built about 1828

Where the road crossed a creek at an angle, a stone arch bridge was built at right angles to the stream flow. "S" shaped walls were then built to guide traffic around the jog from the direction of travel across the bridge and back onto the road line. An arch parallel with the stream flow and in line with the road would have been more difficult and costly to build.

THIS MARKER ERECTED BY OHIO SOCIETY OF PROFESSIONAL ENGINEERS - 1964



Guernsey County In 1846

being a reprint of the Guernsey County section of Howe's "Historical Collections of Ohio", 1848 Edition

GUERNSEY COUNTY

Guernsey was organized in March, 1810. The upland is hilly and of various qualities, and the soil clay or clayey loam. There is much excellent land in the bottom of Wills' creek and its branches, which cover about one third of the county. The principal crops are wheat, corn and tobacco. Wool is a staple product of the county, together with beef cattle, horses and swine. The following is a list of its townships in 1840, with their population.

Adams,	866	Millwood,	1722
Beaver,	1686	Monroe,	1098
Buffalo,	1025	Oxford,	2133
Cambridge,	2033	Richland,	1772
Center,	976	Seneca,	1356
Jackson,	1155	Spencer,	1669
Jefferson,	755	Washington,	1008
Knox,	538	Westland,	1077
Liberty,	835	Wheeling,	769
Londonderry,	1629	Wills,	1887
Madison,	1569		

The population of Guernsey in 1820, was 9,292; in 1830, 18,036; and in 1840, 27,729, or 45 inhabitants to the square mile.

Previous to the first settlement of the county, there was a party of whites attacked by Indians on Wills' creek, near the site of Cambridge. The particulars which follow are from the pen of Col. John M'Donald, author of the Biographical Sketches.

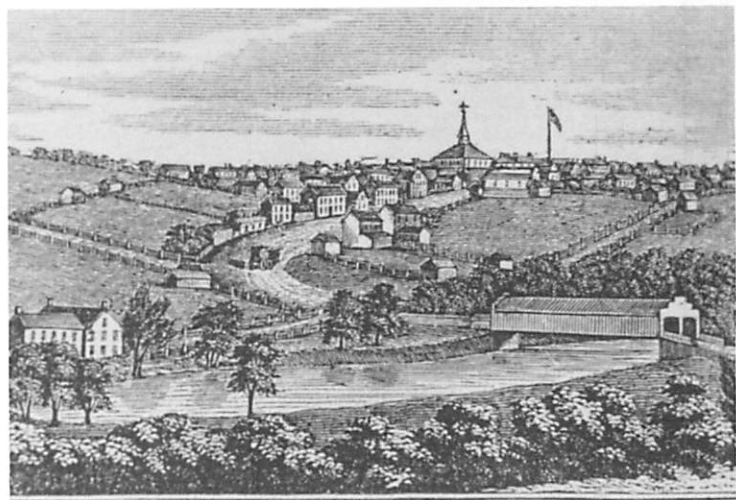
(Same account as described in The Wills Creek Incident on page 14.)

Cambridge, the county seat, is on the national road, 77 miles east of Columbus and 24 east of Zanesville. It is a flourishing village and contains 1 Presbyterian, 1 Seceder, 1 Methodist Episcopal and 1 Reformed Methodist church, an academy, 9 mercantile stores, 2 carding machines, 1 flouring and 2 fulling mills, 1 newspaper printing office and about 1000 inhabitants. The view represents the town as it appears from a hill on the west, about 300 yards north of the national road: the bridge across Wills creek is shown on the right, and the town on the hill in the distance.

In 1798, soon after "Zane's trace" was cut through the county, a Mr. Graham made the first settlement on the site of Cambridge. At this time, the only dwelling between Lan-

caster and Wheeling was at Zanesville. He remained about two years, and was succeeded by George Beymer, from Somerset, Pennsylvania. Both of these persons kept a house of entertainment, and a ferry for travellers on their way to Kentucky and other parts of the west. Mr. Beymer, in April 1803, gave up his tavern to Mr. John Beatty, who moved in from Loudon county, Virginia. Mr. Wyatt Hutchinson who, until recently, kept a tavern in this town, was a member of Beatty's family, which consisted of eleven persons. The Indians then hunted in this vicinity, and often encamped on the creek. In June, 1806, Cambridge was laid out; and on the day the lots were first offered for sale, several families from the British isle of Guernsey, near the coast of France, stopped here and purchased lands. These were followed by other families, amounting in all to some fifteen or twenty from the same island; all of whom settling in the county, gave origin to its present name. Among the heads of these families, are recollected the names of Wm. Ogier, Thos. Naftel, Thos. Lanphesty, James Bishard, Chas. and John Marquand, John Robbins, Daniel Ferbroch, Peter, Thomas and John Sarchet, and Daniel Hubert.

Washington is 8 miles east of Cambridge, on the national road. It is a very thriving village, and does an extensive business with the surrounding country, which is very fertile. It has 1 Lutheran, 1 Presbyterian, 1 Methodist, 1 Union and 1 Catholic church—the last of which is an elegant and costly gothic edifice; 6 mercantile stores, 1 woollen factory, and a

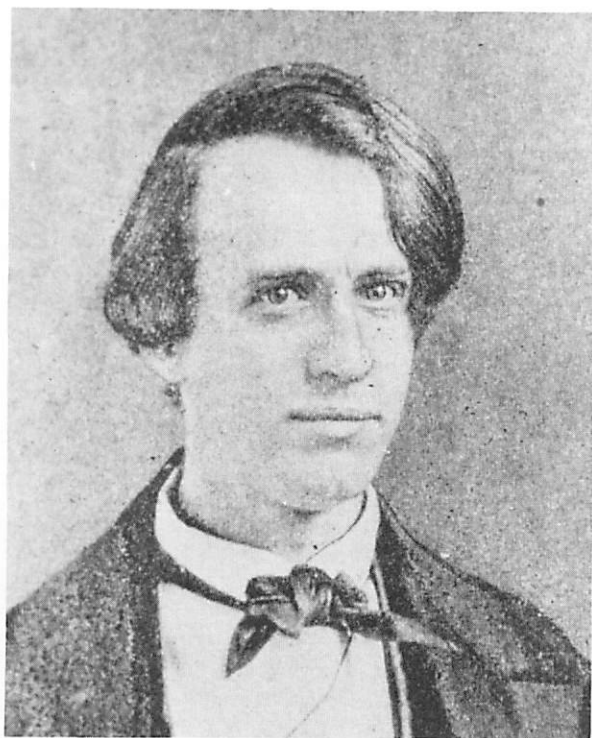


This page courtesy of James R. Higgins, Builder

population nearly equal to Cambridge. It was laid out about the year 1805, by Simon Beymer, proprietor of the soil, and a native of Cumberland county, Pennsylvania. There were two companies raised in this county, and which entered into service, in the war with Great Britain—one of which was commanded by Simon Beymer, and the other by Cyrus P. Beatty. The first cannel coal found in this country was discovered several years since, five miles west of Cambridge, near Wills creek. This bituminous coal does not materially differ from the common slaty coal of the country; it contains rather more bituminous and less carbonaceous matter.

Middletown, 14 miles east of Cambridge, on the national road, has 4 stores, two or three churches and about 250 in-

habitants. On and about the Salt fork in this vicinity, there were twelve or fifteen families settled about the year 1803; the names recollected are, Hite, Burns, Cary, Smith, Masters, Hall, Wilson and Warren. Fairview 6 miles east of the above, on the national road, is a larger town, containing several churches and stores and about 425 inhabitants. Senecaville 10 miles south-east of Cambridge, is a flourishing town, containing several churches and stores, and about 300 inhabitants. Cumberland, Claysville, Williamsburg, Mount Ephraim, Liberty, Winchester, Londonderry, Birmingham and Antrim are villages, the largest of which may contain 70 dwellings. At Antrim is Madison College, which has 40 pupils: at Cambridge is a high school, a female seminary and a printing office.



Henry Howe

Ohio's Greatest Historian

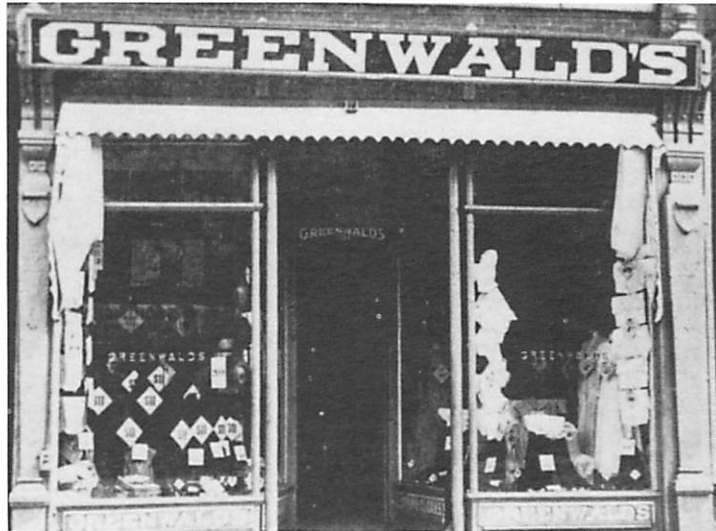
Born October 11, 1816 in New Haven, Conn. Traveled by horseback and by foot collecting historical miscellany, and then publishing the "collections." New York (1841); New Jersey (1842); Virginia (1845). Then he came to Ohio. Traveling through the state in 1846-7, he published his "Collections" in 1848. He moved to Cincinnati, and later to Columbus. In 1885 he journeyed throughout the state again, and published another "Collections" in 1888, incorporating all of the 1848 edition, and much more. These works are easily the best history of the state that has ever been written. He died at Columbus on October 14, 1893, and is buried in Greenlawn Cemetery.

Remember When?

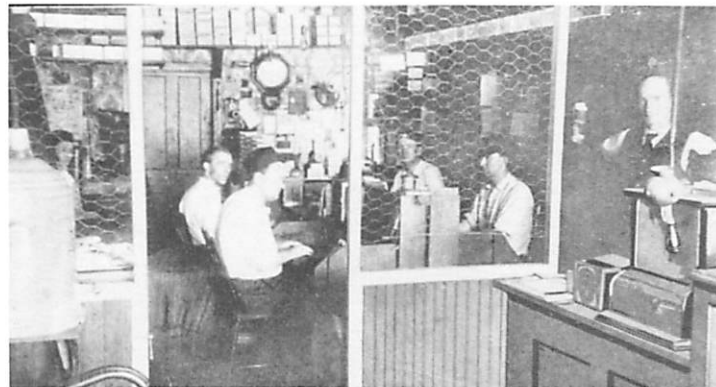
You took your date to the
Guernsey Dairy Lunch for
ice cream



You could book passage on the
Mauretania at Greenwald's



You could buy a good 5¢ cigar at
Arnold's Stogies



You purchased your school
books at McCleary's Drug
Store



Remember When?

The F. E. Geyer Grocery's motto was "Everything Clean"



The Republicans built themselves a log cabin



"Advanced Vaudeville" could be seen at the Orpheum Theatre



The Fordyce Restaurant had a counter that wouldn't stop



Morgan's Raid

Hide the horses in the hollow!! Bury the silver!! Morgan's coming!!

Those words were shouted many times on July 23rd and 24th, 1863 for those were the days when Morgan and his Confederate raiders passed through Guernsey County.

Without question, Morgan's Raid was the most exciting event in the history of Guernsey County. The Civil War came swiftly and unexpectedly to this quiet community, shots were fired here, and a few men died. Then they were gone, as quickly as they had come.

In July of 1863, big events had happened in the war. Gettysburg had been fought on the first three days of the month, and Vicksburg surrendered to General Grant on the 4th of July. Unnoticed, at first, among these truly momentous events, was the fact that Confederate General John Hunt Morgan with 2,400 cavalymen had crossed the Cumberland River deep in Kentucky and was heading north. Even when he crossed the Ohio at Brandenburg, Ky., and headed northeast through southern Indiana no one in Guernsey County would have imagined that in a few weeks he would head this way. By-passing Cincinnati on the north, he headed across southern Ohio for Buffington Bar, near Portland, where he hoped to re-cross the river. But the pursuing Federals caught up with him before he could get his command completely across the river, and a sharp little battle occurred at Portland, with Morgan losing nearly 1,000 men (mostly captured), but Morgan himself escaped with seven or eight hundred of his men. For several days, his whereabouts were not too clearly known, for the action at Portland had scattered his men so badly that they were rumoured to be everywhere. But suddenly, on about the 21st or 22 of July, the alarming news of Morgan's approach reached Guernsey County. He was crossing the Muskingum at Eaglesport, a few miles below Zanesville, and was heading directly for Guernsey County. He would be here any minute!! Hide the horses!! Hide the silver!! And then, at about 3:00 P.M. on Thursday afternoon, Morgan and his men entered Cumberland.

We take this account of Morgan's raiders in this county, from the Cambridge Times of July 30, 1863.

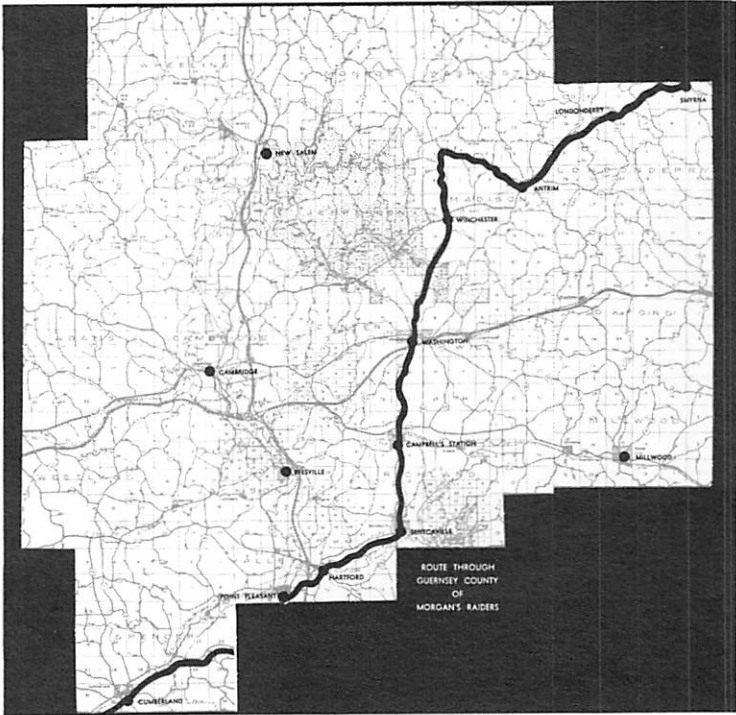
"John Morgan, with the remnant of a band composed of the most villainous cut-throats and scoundrels, the sweepings and accumulations of two years of murdering and plundering among helpless people, amounting in number to probably six hundred, found his way into this county on Thursday, the 22nd inst., and entered the town of Cumberland about three o'clock in the afternoon of the same day. As usual, his pickets were thrown out, and the work of insult and plunder commenced.

This page courtesy of Guernsey County Medical Society

"The stores of Colonel Squier and Mr. Holmes, respected citizens of that place, were plundered of clothing and such articles as they seemed to need. Colonel Squier lost about four hundred dollars worth of goods, and Mr. Holmes about three hundred dollars worth. From Mr. Thomas Lindsey one dirty thief stole, or forcibly took, twenty-five dollars. After robbing Lindsey, the Butternut asked him if he was a Vallandigham man. Lindsey replied that he was not, but instead was a good Union man. Butternut then proceeded to electioneer for his friend Val., by telling Lindsey that no better man lived anywhere than Vallandigham; that he ought to support him—using a considerable number of arguments to convince Lindsey that it was his duty to vote for that glorious friend of the South and its cause, Vallandigham.

"In and about Cumberland they succeeded in stealing about one hundred good horses. While in town they quartered upon the inhabitants, from whom they insolently demanded food or whatever else they wished. They left Cumberland about eight o'clock in the evening, after perpetrating all the devilment they could, except burning the town and murdering the inhabitants.

"The next place they turned up was at Hartford, in Valley township, which place they retired from without doing any material damage. We did learn that they robbed Mr. George Miller, of Hartford, of one thousand five hundred dollars, but as we have not heard it confirmed, presume it is not so.



Montgomery Ward

"At Senecaville they made a short stay, stole numerous horses, and took the road to Campbell's station. While at Senecaville, we learn that one of the thieves entered a stable belonging to a gentleman of that place, and, with drawn revolver, demanded a horse. The owner, instead of giving him a horse, gave him a blow alongside of his head with a club, which caused Mr. Secesh to give up all intention of dealing in horseflesh for the time being. Said Butternut is now lodged in our jail.

"When the celebrated John was sojourning in Cumberland, a certain Doctor, formerly hailing from the Hoskinsville region, and of Hoskinsville proclivities, had a horse confiscated by the Morgan thieves. The Doctor remonstrated against the proceeding, and in the bill of exceptions set forth that he had a patient that he must see and that was the only animal he had to ride. Butternut sets forth in his answer that if the said Doctor would give him seventy-five dollars, he would surrender the horse. Whereupon the Doctor forked over the amount, and when John and his thieves retired, the Doctor's horse also retired with a Butternut on his back, and left the Doctor with a feeling of goneness in the pocket and to mourn the untimely departure of his trusty pill packer.

"Query, wasn't the Doctor a little verdant?

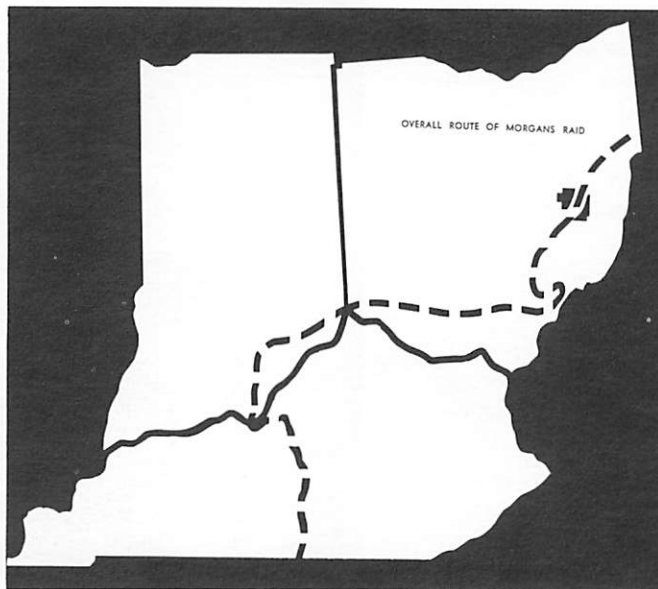
"At Campbell's Station, they burned the warehouse and its contents, belonging to Mr. John Fordyce, after robbing his safe, containing, we learn, about four thousand dollars in money, two thousand dollars of which belonged to Mr. Thomas Frame; also the railroad bridge convenient, and three freight cars loaded with tobacco, cut the telegraph wires and started

for Washington. Here they made a grand stand; threw out their pickets, and prepared for war. We believe they did no damage in Washington, at least we have heard of none, except eating up what provisions the people had on hand, and relieving them of a few horses. At this place, General Shackleton came upon the thief with one thousand Union cavalry, which caused him to skedaddle in doublequick. A smart skirmish ensued at the edge of the town, the rebels firing one volley and running, as usual. In this skirmish, three rebels were wounded, two of whom are since dead and the other expected to die. On the road from Washington to Winchester the rebels made two more stands, each for a few minutes, when they fled. During one of these skirmishes, three rebels were captured. Near Winchester, Colonel Wallace, with a few troops and one piece of artillery, joined General Shackelford.

"The rebels, after the last skirmish, succeeded in getting some distance ahead of our forces, we failing to get in sight of them again in this county.

"It appears, from conversations with eight of Morgan's men, who were captured, and are now in the county jail here, that the scoundrels despaired of reaching home many days ago, and that they roamed about without any definite object beyond a very slight hope that they might find an unguarded crossing on the Ohio river. They claim to have had plenty to eat, and but little time to eat it, so hard were they constantly pressed by our troops. They made it a point to take every horse they met with that was of any value, and when they stole a horse they generally turned loose some poor tired-out animal. How many horses they stole in this county we cannot possibly say, but as

General John H. Morgan



This page courtesy of The Fabri-Form Company

Guernsey Exterminating Company

Confederate Graves at Old Washington

they stole all along the route, they must have picked up a considerable number.

"As John Morgan and his band are now captured, the people can settle down and content themselves with at least a hope that one horse-thieving scoundrel and disturber of the peace of the country, will get his just deserts. If our people don't shoot him for the raid, the rebel authorities will be sure to, if they ever lay hands on him. He has wasted and destroyed, on a fool's errand, the best body of cavalry they had in their service, and all to no purpose in the world. Such a senseless expedition never started since the world began. He has failed to perform a single achievement that is worth thinking of a second time.

"Rebel raids into loyal states—whether on a great or a small scale—have but one ending, the defeat and utter route of those attempting them. John Morgan ventured this time something out of his usually safe line, and, in crossing the Ohio river, marked his track with foul murders—the killing of peaceful and unoffending citizens. It was but a little while until he found the spirit he had aroused,—the greatest mistake he had made,—and his fate will be the fate of all such scoundrels who undertake similar expeditions. They are the disgrace of civilization, and the villains will in future be hunted down as men hunt down wild beasts, and when caught, a 'short shrift and a long rope' will be all the compensation these blood-stained wretches will receive at the hands of a justly outraged people. We are told that in one section of this county they were so very urbane and polite that they quite charmed our people. We, for one, are sick of this accursed cant about 'politeness,'

'chivalry,' etc., this trifling with murder and every black crime. And when we look at the horrors so long carried on with impunity by this vile, black-hearted cut-throat and his land-pirate gang, we cannot say that we would object should the result of the whole matter be a 'short shrift and a long rope,' from the friends and relatives of the persons he and his band have so foully murdered, and whose property he has so wantonly destroyed."

Morgan was finally captured a few miles from East Liverpool on July 26th.

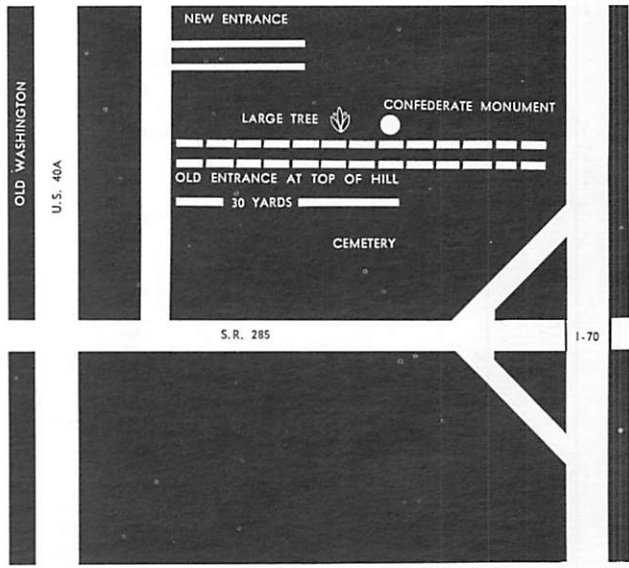
Instead of being treated as prisoners of war, Morgan and some of his officers were placed in the Ohio Penitentiary at Columbus. In November of 1863, Morgan and several of his officers escaped, made their way south and rejoined the Confederate forces. The next year, Morgan was killed in Greenville, Tennessee.

The raid was only a sideshow as far as the war was concerned, and is not even mentioned in many histories of the war. And by Civil War standards the action at Washington was only a skirmish, just one of thousands that occurred during the four years of war.

But to the citizens of Guernsey County, the raid was probably the most exciting event of their lives, one that would never be forgotten by those who had experienced it. And to the three Confederates who died in a town and a county whose name they probably did not even know, and who are buried in the cemetery of that town, the raid was the last great event of their lives.

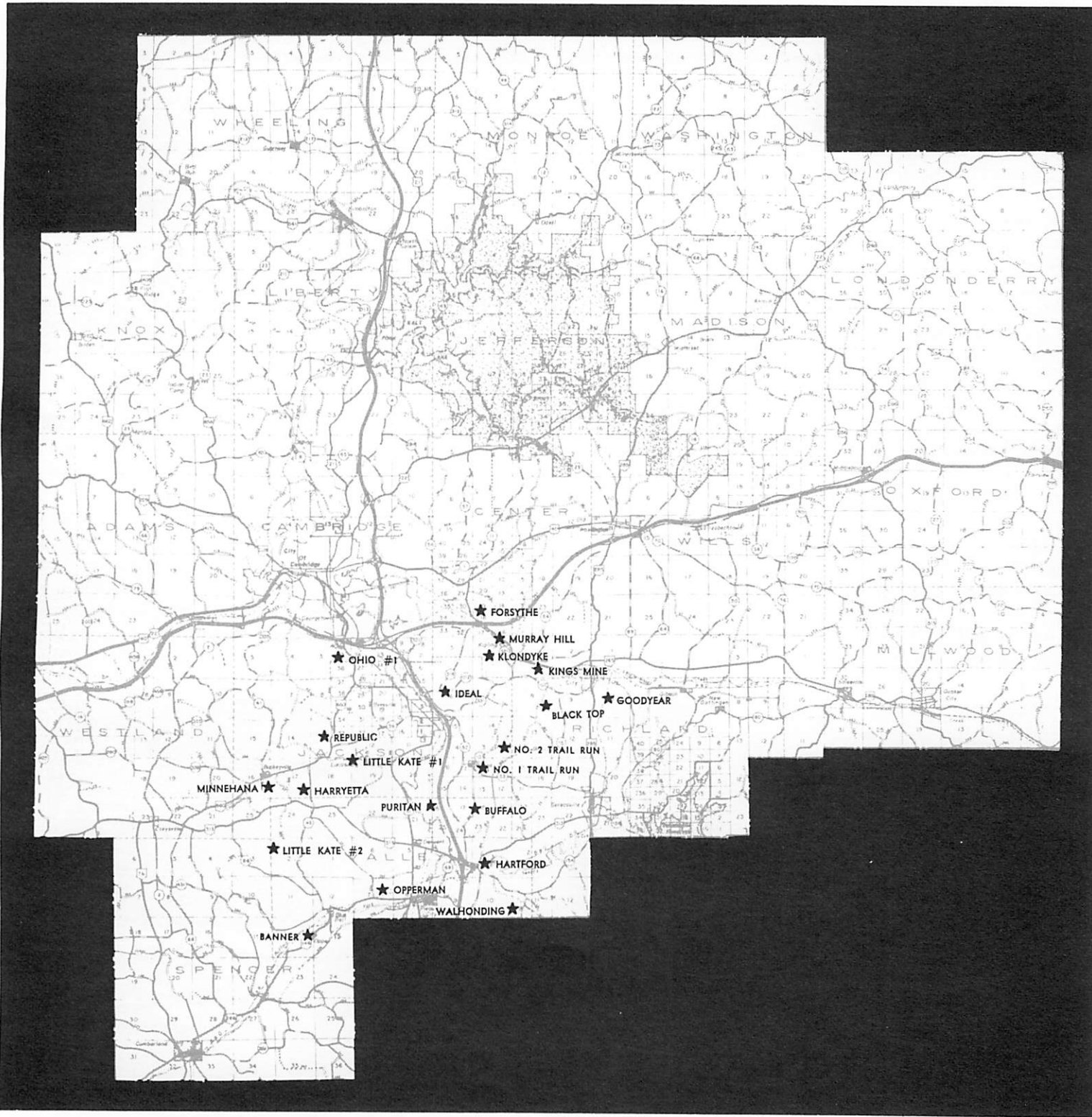


Morgans Raid entering Washington
This page courtesy of Foote Mineral Company
Cambridge I.G.A. Foodliner



Location of Confederate Monument
in Old Washington Cemetery

Map of Guernsey County Mines



The Mines Of Guernsey County

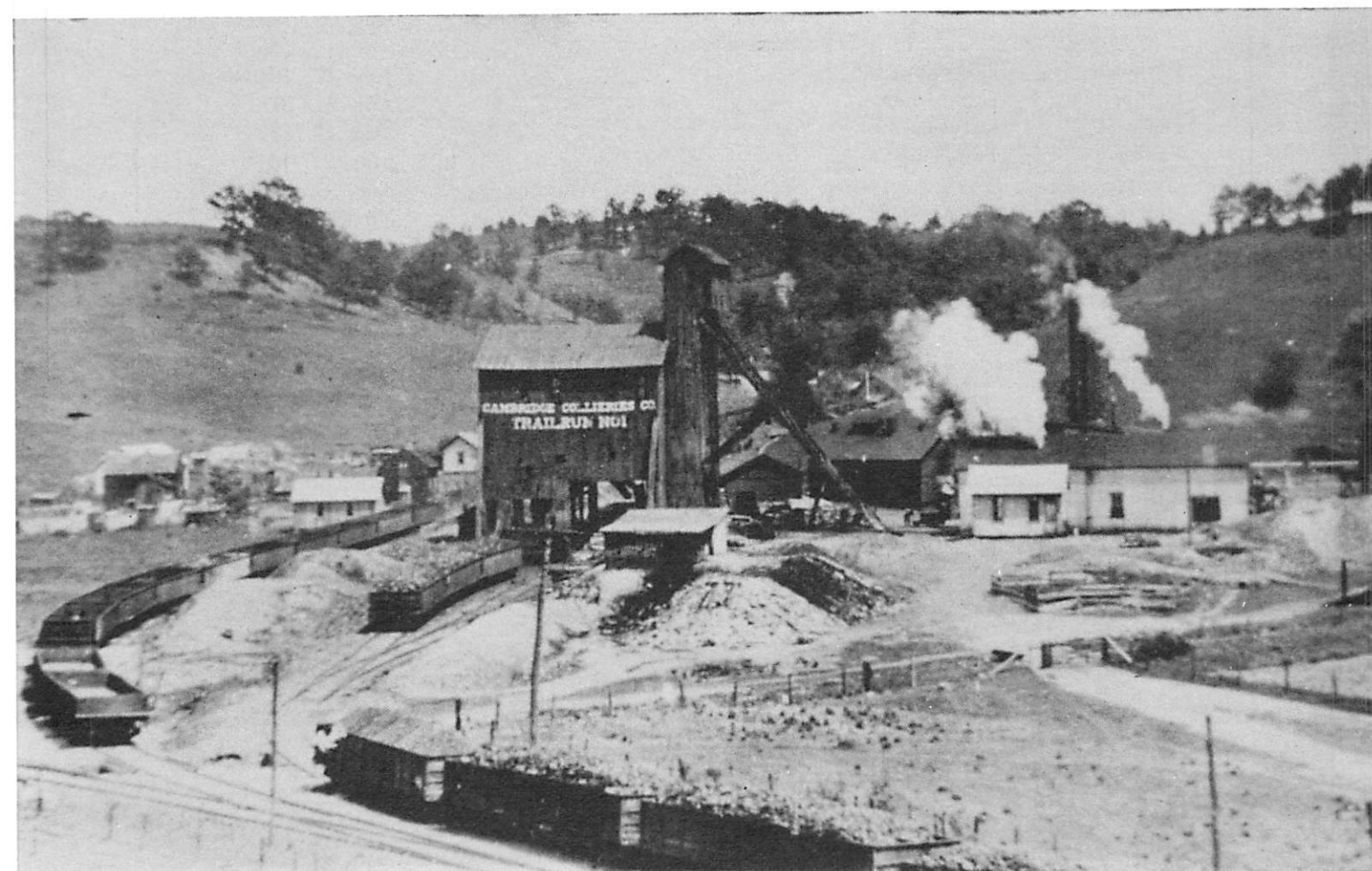
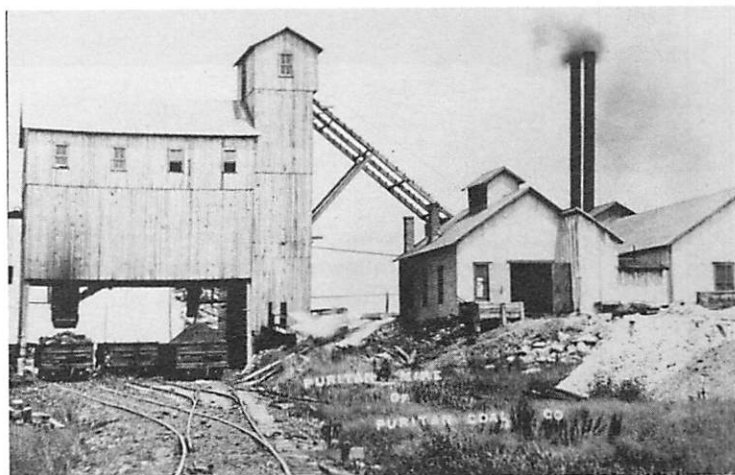
From the 1880s to the 1920s, coal was one of Guernsey County's most important industries.

The mining of coal in this county actually began about 1850, but it was in the 1880s that the boom began. By that time, railroads criss-crossed the county in all four directions, and the coal could be taken to markets many miles away.

Some of these turn-of-the-century mines are pictured below and their location set forth on the map opposite.

Although most of these mines are no longer in operation, the mining of coal in Guernsey County is still being carried on, with strip mining becoming ever more prevalent in the eastern and southwestern parts of the county.

But it will be many years before the names of the Harryette, the Minnehaha, the Ideal, the Klondyke, and the others will have been forgotten.



This page courtesy of Central Pharmacy, Inc.

The Hartley Company

Town Names

The names of towns in Guernsey County have not always been what they are now. The following chart is a listing of most of the towns of the county with the name under which a town was platted in parentheses.

Present name	Always has been	Well, almost	How's that again	Plat Recorded
Antrim	(Antrim)			Mar. 1, 1830
Bird's Run			(Bridgeville)	Mar. 13, 1848
Birmingham		(New Birmingham)	Milnersville	Apr. 28, 1830
Buffalo			(Hartford)	Sept. 26, 1836
Byesville	(Byesville)			Jan. 1, 1856
Cambridge	(Cambridge)			June 2, 1806
Center		(Centresville) Centreville	Midway	Aug. 31, 1842
Claysville	(Claysville)			June 28, 1828
Cumberland	(Cumberland)			Apr. 24, 1828
Derwent	(Derwent)			Aug. 17, 1898
Fairview	(Fairview)			Mar. 21, 1814
Guernsey			(Wheeling)	Aug. 27, 1874
Indian Camp			Hopewell	No Plat
Kimbolton			(Liberty)	Aug. 2, 1828
Kipling			(Ribgy)	Jan. 24, 1899
Londonderry	(Londonderry)			Aug. 22, 1815
Lore City			(Campbell's Station)	No Original Plat
Middlebourne		(Middletown)		Sept. 5, 1827
North Salem		(New Salem)		Apr. 21, 1845
Old Washington		(New Washington)	Beymerstown	Sept. 28, 1805
Pleasant City		Washington		
Quaker City		(Point Pleasant)	Dyson	Sept. 7, 1836
Salesville	(Salesville)		(Millwood)	Feb. 18, 1835
Senecaville	(Senecaville)			Dec. 28, 1836
Winterset		(Winchester)	Brown	July 18, 1815
				Aug. 18, 1815

Two Leaders of The Nineteenth Century

Moses Sarchet, 1803-1890 The last of the original Guernseyites.

Moses Sarchet was born on the Isle of Guernsey in 1803, came to Cambridge with his parents, Thomas and Ann Sarchet, in 1806, and remained here until he died in 1890.

Probably no other person has been connected with local civic affairs as long as Moses Sarchet was, nor has any other engaged in more different activities. At the age of sixteen years, he became assistant clerk of courts, serving as such for eight years. He then became clerk of courts for fourteen more years. He was township clerk, township trustee, overseer of the poor, town clerk, mayor of Cambridge for two terms, justice of the peace for twelve years, and a county school examiner. During the Civil War he was a member of the Guernsey County military and draft commission. He was resident engineer of the National Road, and was a contractor in the construction of the Central Ohio Railroad, (now part of the Baltimore & Ohio system), and he was largest local stockholder in that company.

Col. Joseph D. Taylor, 1830-1899 Friend of presidents.

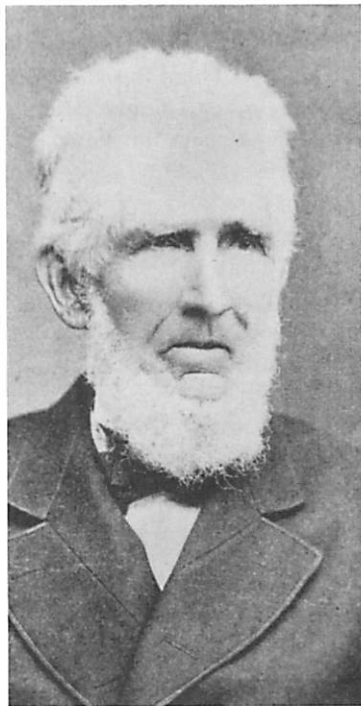
For about 40 years (1860-1899) he was closely identified with every important enterprise that tended to improve Cambridge.

Joseph D. Taylor was born in Belmont County in 1830, and moved with his parents to Oxford Township, Guernsey County two years later. He remained on the farm until he was twenty-one years of age. He attended Madison College at Antrim, and taught school at the same time. He also read law, and served two terms as county surveyor. He resigned during his second term to attend the Cincinnati Law School from which he graduated in 1860. Then he returned to Guernsey County.

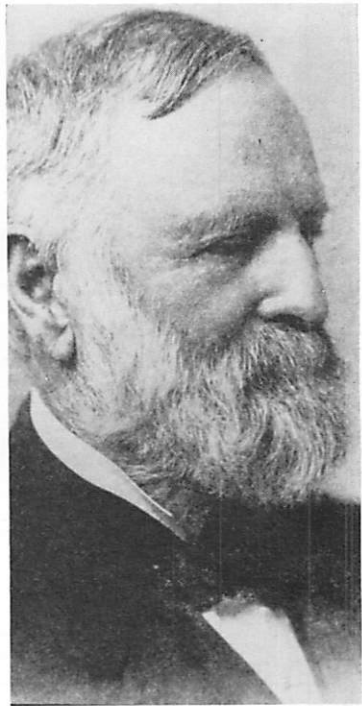
He was an attorney in Cambridge, and served as a member of the county board of school examiners. He purchased The Guernsey Times and controlled its policies until 1874. He raised a company during the Civil War, was elected its Captain, and was later appointed judge advocate of courts martial and military commissions at Cincinnati, Indianapolis, and other places. For his valuable services to the government, Mr. Taylor was twice brevetted and given the military title of colonel.

While in the army, he was elected prosecuting attorney of Guernsey County, reelected in 1865, and enforced the laws so vigorously that by 1867, "there was not an open saloon in Guernsey County". He organized the Guernsey National Bank and was its president until his death. He erected several blocks of buildings on Wheeling Avenue and encouraged several new industries to locate in Cambridge. He helped bring the Cleveland and Marietta Railroad (now the Pennsylvania) to Cambridge. He was active in the church, president of the city board of education for several years, and was a trustee of Ohio University, and Scio, Mt. Union and Allegheny Colleges.

Col. Taylor was a delegate to two national presidential conventions, in 1876 and 1880. He was elected to fill an unexpired term in the Forty-seven Congress and for four full terms thereafter. He was a close friend of President Hayes, Garfield, and McKinley.



Moses Sarchet



Col. Joseph D. Taylor

Guernsey County's Boundaries

(1)



(3)



(1)

Chase, "Statutes of Ohio", III, P. 2096
July 27, 1788

Guernsey county has not always had the same boundaries that it has today. Originally, it was all a part of Washington County. Then the three eastern townships were made a part of Belmont County, and later the rest of the townships were made a part of Muskingum County. On March 1, 1810, Guernsey County was organized, consisting of all of the present townships and a few more, which we gradually lost over the years for the formation of Monroe, Morgan and Noble counties. That left us looking as we do today.

(3)

"Acts of Ohio" III,
pp. 359-361
March 1, 1804

(2)

Chase, "Statutes of Ohio", III P. 2098
September 7, 1801

The following charts and information is taken from a booklet published by The Ohio Historical Society entitled "Evolution of Ohio County Boundaries", by Randolph C. Downes.

(4)

"Acts of Ohio" VIII,
pp. 65-67
March 1, 1810

(2)



(4)



5



(5)

"Acts of Ohio" XIII
p. 128
March 1, 1815

6



(9)

"Ohio Local Laws" XLIX
pp. 979-980
April 1, 1851

7



(7)

"Acts of Ohio" XVII
p. 7
March 1, 1819

8



9



TOWNSHIP LOCATIONS

Londonderry
Oxford
Millwood

Washington County
July 27, 1788
to Sept. 7, 1801

Belmont County
Sept. 7, 1801
to March 1, 1810

All townships except
Londonderry, Oxford,
and Millwood

Washington County
July 27, 1788
to Mar. 1, 1804

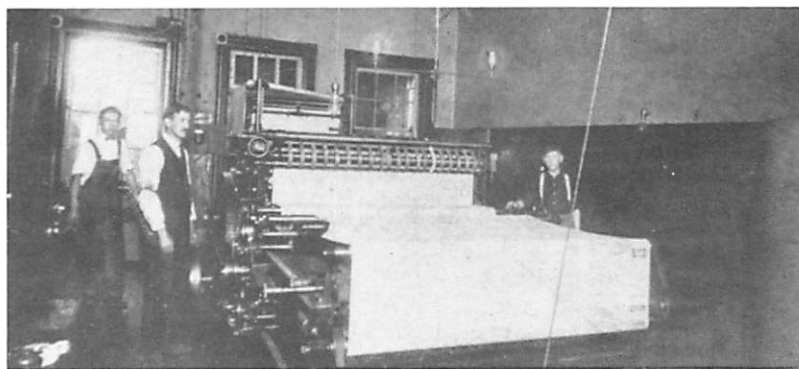
Muskingum County
Mar. 1, 1804 to
Mar. 1, 1810

Guernsey County
Mar. 1, 1810

[illegible]

NOTE: Some schools are not named. They were shown on the atlases of 1870 or 1902, however, and are set forth here. Locations of schools are approximate, for roads sometimes have been changed and a school on the west side of the road in 1870 may now be on the east side of the present road.

Remember When?



The Jeffersonian had a press



A parade had streetcars to contend with



The sewing machines hummed at the Guernsey "Overall"



The carriages were lined up at J. H. Warne's Livery stable

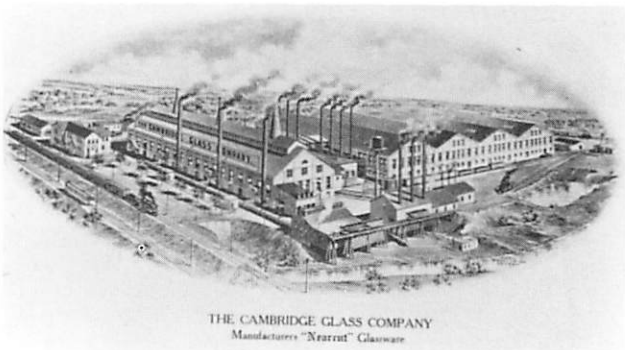
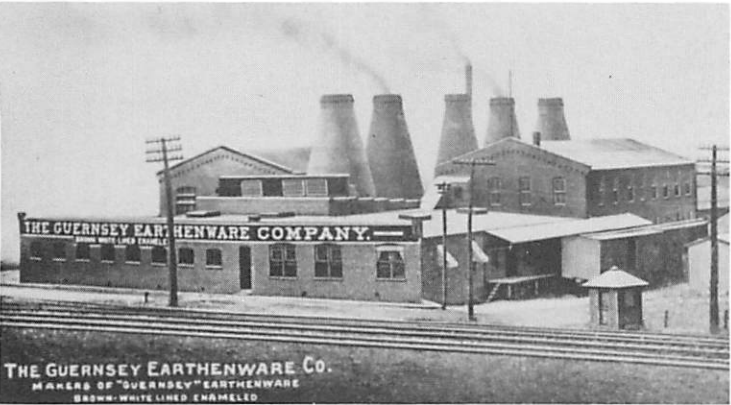
Guernsey County Industries

Three of the largest of the early industries of the county were the mills, the pottery, and the glass house.

The fame of Cambridge Glass and Guernsey Earthenware extended far beyond Guernsey County. The quality of their products was nationally recognized, and both companies won prizes at expositions held in the early part of this century.

The iron and steel industry was also extremely important to this area in the early part of this century. Furnishing employment to many hundreds of residents, you can still hear people talk of the days when they worked at the mill.

In more recent years, the plastics and electronics industries have become very prominent in Guernsey County employing thousands of persons in nearly a score of plants. The establishment of the Cambridge State Hospital (formerly the army's Fletcher General Hospital of World War II days) has also furnished employment to hundreds of local residents.



American Sheet and Iron Plate Co., Cambridge Works
This page courtesy of Packaging Materials, Inc.

Cambridge State Hospital
Star Plastics Incorporated

The Street Car and Interurban

Today's energy crisis, brought on for the most part by Man's insatiable fascination with automobiles, may hasten the return to popularity of public transportation of the local variety. If so, Guernsey Countians may have a celebration similar to the one which took place on Thursday evening, April 24, 1902.

The occasion was the first run by a Cambridge street car, and it took place on Wheeling Avenue when two of the then-popular modes of conveyance, decked with flags, bunting, and the Cambridge Band, hauled Cambridge's most distinguished professional and business men from the corner of Sixth Street to Eleventh Street and back again.

After that round trip, the general public got its chance, and it was well past midnight before all the curious could be satisfied with gratis trips on the new fangled trolleys.

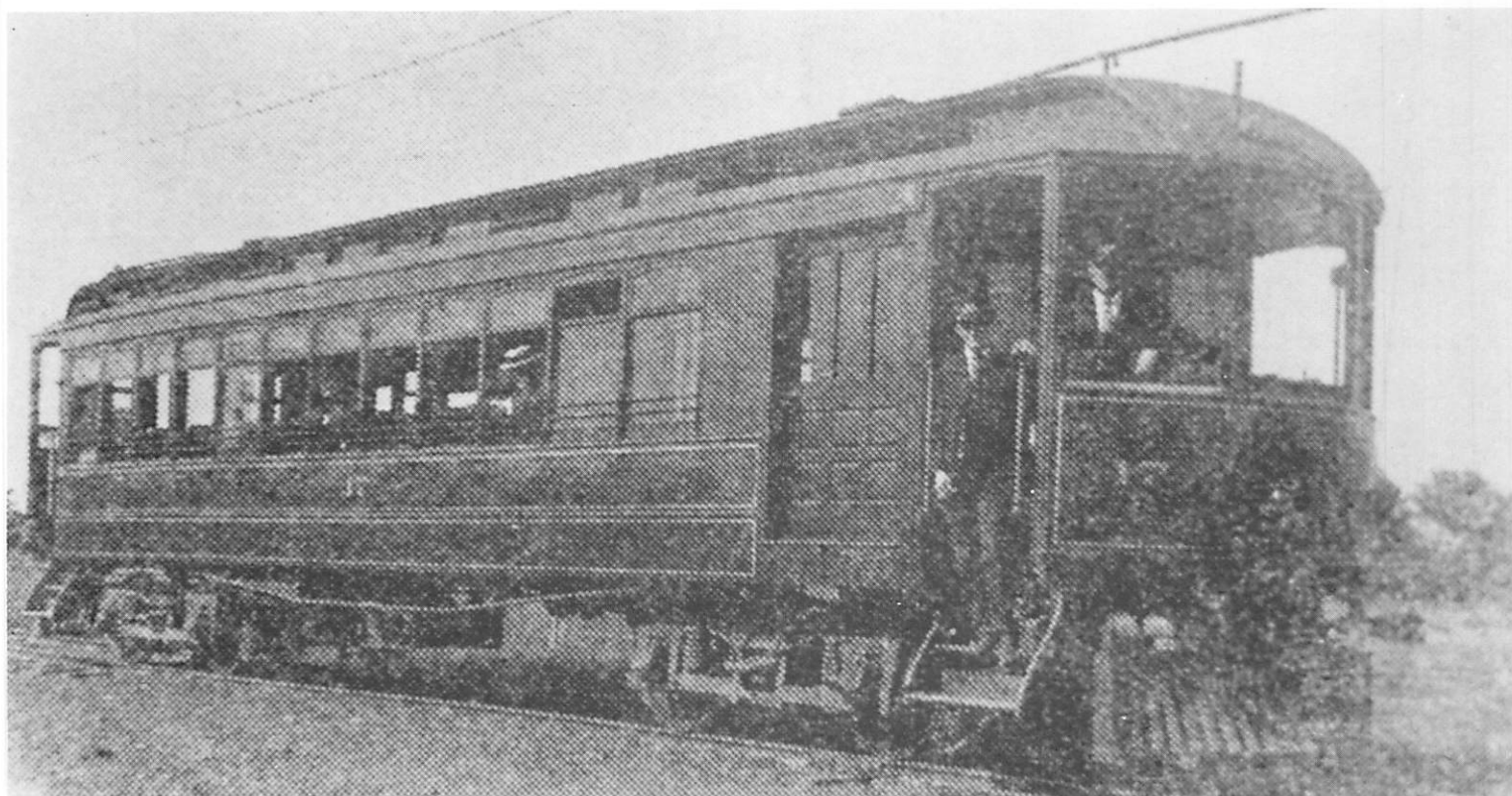
Street cars became so well accepted that it was necessary to expand service to East Cambridge and then from the other

end of the line from the old covered bridge through Cambridge's southside. Expansion continued with lines extended to Northwood Cemetery and also to the northwest part of the city to Electric Park.

Interurban service followed shortly, first to Byesville and then in 1910 to Derwent, then on to Pleasant City.

In the heyday of the coal mines in Guernsey County, this type of transport flourished. A common sight was 200 miners and others crowded onto a car designed for 42 passengers. Mornings and evenings saw extra cars attached to accommodate the hordes of workers. The interurban trains hauled much freight as well, but automobile inroads cut deeper and deeper into these profitable enterprises, and Monday, Jan. 31, 1927 saw the last run on the lines.

Anyone want to prophesy the date when they or their equivalents return?



This page courtesy of Cherry Tire Co., Inc.

Cambridge Street Scenes



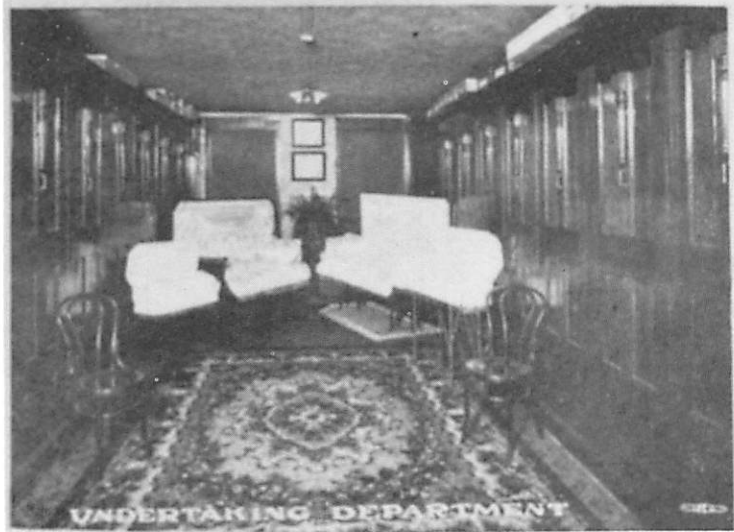
This page courtesy of A. W. Smith Construction Company
Spillman Drug Store

Jean Frocks
Darby Oil & Supply Company, Inc.

Stores of 1910



Several stores presently doing business in Cambridge were also doing business in Cambridge in 1910. The pictures below were taken of these stores 63 years ago.



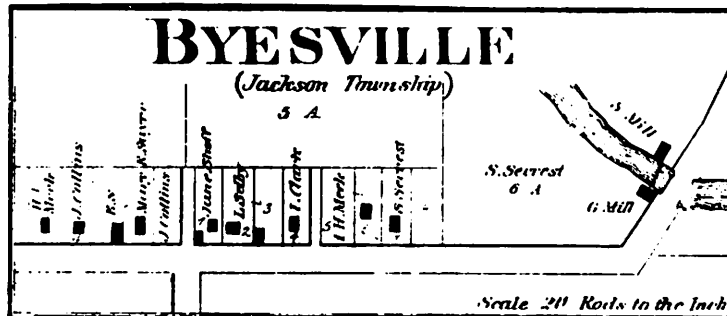
This page courtesy of Cambridge G-T Corporation-Coney Island Central Restaurant

Cannon's Crystal Car Wash
W. B. Green & Co., Inc.

believe it, or not

Byesville in 1870

One of the smallest towns in the county in 1870 was Byesville, with 25 residents. The Atlas of Guernsey County for 1870 contains the following map of the town:



Then came the Cleveland and Marietta Railroad (1873), and with it the mines. Byesville's future was assured. By 1910, its population had reached 3,156 and it was the county's second largest town.

Cambridge had two telephone systems-at the same time.

The advertisement of 1902 on the next page, in addition to being of interest because of its prices and pictures, shows the problems faced by residents of Cambridge when they wanted to place a telephone call. You could only call those people who were subscribers to the same service as your own. If you wanted complete service you had to subscribe to both companies, as Dr. Purdum did.

The Bell Telephone Company established service in Cambridge in 1889, and the Hoyle and Scott Telephone Company, a local company founded by William Hoyle and T. W. Scott, began operations in 1895. In 1899, Hoyle and Scott had their company incorporated as the Cambridge Home Telephone Company.

For several years, both companies provided local service in Cambridge. Finally, the Cambridge Home Telephone Company took over the Bell Telephone Company's local service, and the Bell Company retained long distance service. Eventually the General Telephone Company acquired the telephones of Cambridge.

In 1902, however, it may have been easier to open a window and shout to your next-door neighbor than to call her on the telephone.

Largest, Busiest and
Best Equipped Dental
Office in the State.

Our Guarantee: - Money
Back if You Want it.

OUR PRICES:

A Set of Teeth, \$5.

Gold Fillings, \$1 up.

Painless Extracting, 25c.

H. & S. PHONE 202.

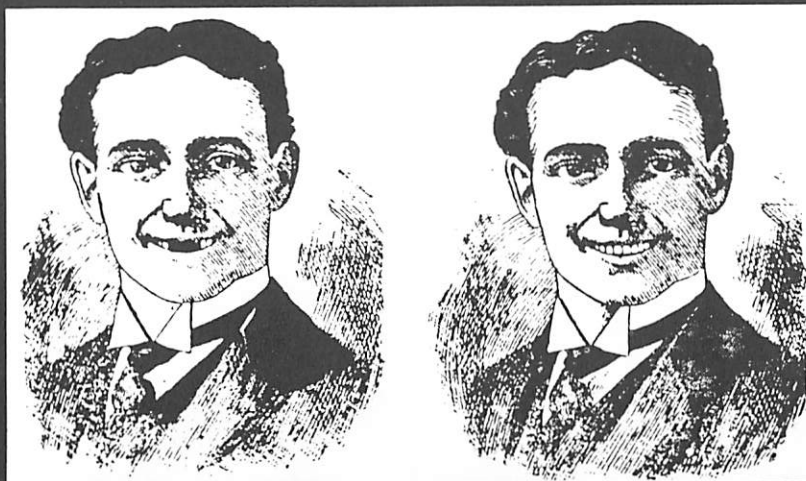
BELL PHONE 102.

DR. U. C. PURDUM,
NEW YORK
DENTIST,

OPP. NOEL HOTEL,

CAMBRIDGE, O.

No personal adornment can compensate
for ugly-looking teeth.



BEFORE

AFTER

WHAT A DIFFERENCE

The replacing of four front teeth makes in the appearance of this man. We
can do the same for you, with or without plates.

Durable Dentistry
Moderate Prices
Warranted Work

The Easy Way

OUR PRICES:

Gold Crowns, 22k., \$5.

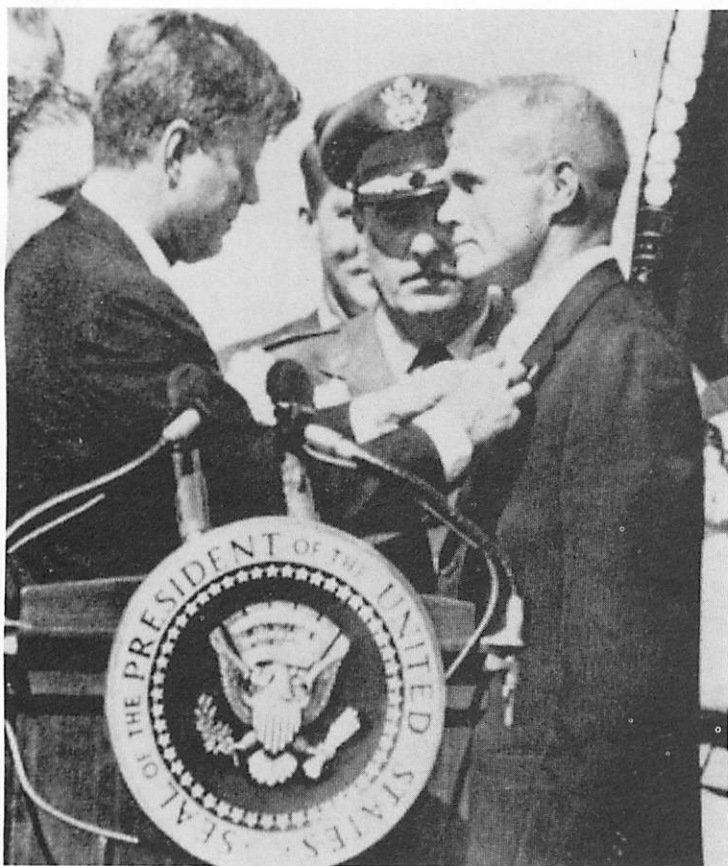
Bridge Work, per tooth, \$5.

Silver Fillings, 50c.

Famous Guernsey County Natives

July 18, 1921 was an inauspicious date in Guernsey County history until 41 years, six months, and two days later when the Cambridge native born on that first-mentioned date made world history.

Col. John H. Glenn Jr. was the personage born that day at 1201 Foster Avenue, and on February 20, 1962 he became the United States' first astronaut to orbit the earth. His three turns around the planet made him Guernsey County's most illustrious native.



Although the name Ansel Briggs is not nearly so well known as Glenn's, he was also a pioneer who was born in the local county. After serving as deputy sheriff for two terms and then as sheriff of Guernsey County, Briggs moved west to Iowa territory after losing the county auditor political race. There in

the heart of what was west in those days he established mail routes in the new country, served as deputy treasurer of Jackson County, and was elected to the state legislature in 1842.

Four years later when Iowa was admitted to the Union as a state, he won election as its first governor.

John Glenn was not the first Guernsey Countian to achieve international fame, however. That honor goes to Dr. Charles E. Jefferson. Jefferson, born in Cambridge August 26, 1860, gained a world-wide reputation as a preacher, author, and leader of the peace movement of the 1920s.

In 1924 *The Christian Herald* conducted a poll of 25,000 ministers, and results showed Jefferson to be one of the 25 most influential preachers of the day. Today his name and reputation live on in the annual scholarship presentations made to area high school graduates who are going on to college.

When John Glenn was entertained at the White House after his historic flight in 1962, he had been preceded by another Guernsey Countian with as much right to access there as America's first orbiting human. That man was Frank Hatton, who in October of 1884 was sworn in as Postmaster General of the United States. Hatton, born in a frame house on the south side of Wheeling Avenue between Sixth and Seventh Streets, served under Pres. Chester A. Arthur and was the second youngest Cabinet member in history, Alexander Hamilton being the youngest.

Hatton, a newspaper editor most of his life, died in 1894 while serving as editor of one of the world's most distinguished newspapers, *The Washington Post*.

Bill Boyd, the "Hopalong Cassidy" of movie fame, was also a Cambridge native.

Rounding out Guernsey County's sextet of most illustrious natives is The Ohio State University's most famous president, William Oxley Thompson. Born in Adams Township November 5, 1855, Thompson early made a name for himself as a teacher and preacher. In 1891 he was named president of Miami University where he remained until taking the head spot at OSU in 1899. Under his guidance the university grew from 1,200 to 12,000 students in 1925 when he voluntarily retired.

He was named Moderator of the General Assembly of the Presbyterian Church in the U.S. in 1927. His death occurred in 1933.

This page courtesy of Mosser Glass
Superior Auto Supply, Inc.

Chan's Market
The Cambridge Machine & Supply Co., Inc.

Remember When?

The Craig Department Store was the largest store in town.



The Guernsey County Museum

Through the generosity of Miss Jeannette McFarland, a former teacher in Cambridge who will be remembered by thousands of her students as one of their most unforgettable teachers, the Guernsey County Museum was established in 1963. Located on North Eighth Street in a house that had formerly stood at the northeast corner of North Eighth Street and Steubenville Avenue, in Cambridge, the museum has an interesting collection of memorabilia relating to the early days of the county and its settlers.



Miss McFarland was a lifelong resident of the county and, although she had traveled widely, preferred Guernsey County over all others as the place to call her home.



This page courtesy of Morton's Hat & Dress Shop
The City Loan & Savings Company

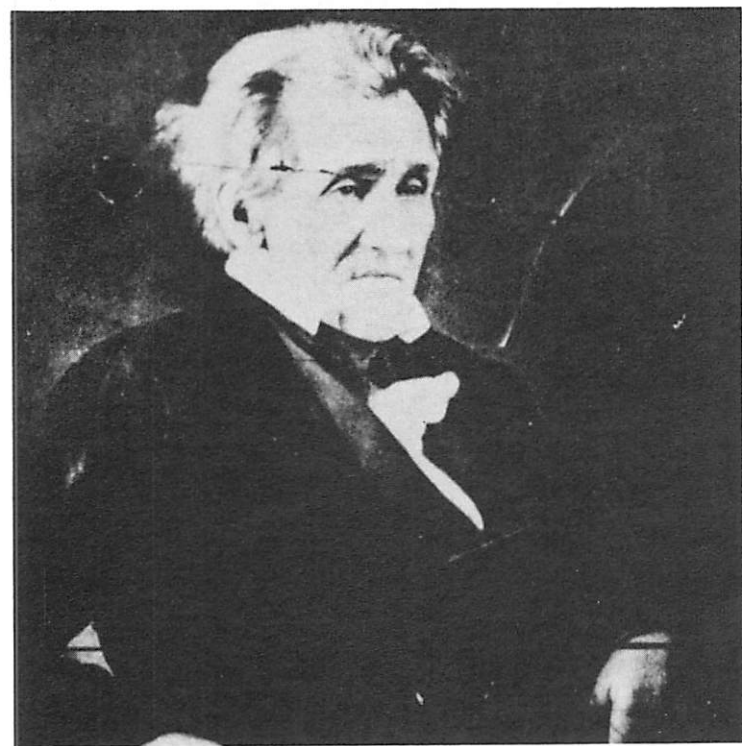
Convenient Food Mart
King Pin Lanes, Rt. 209, South

Famous Visitors to Guernsey County

No less than eight United States Presidents have honored Guernsey County with their presence during its 175 years.

First chief executive to visit was Andrew Jackson, and he made his brief appearance a memorable one for his adoring public. It was during the third year of his first term in the fall of 1831 that his private carriage crossed the log bridge at the west end of Cambridge and stopped at Bridge House Tavern. Accompanied by only a driver, a servant, and a young boy riding his old white horse, the popular warrior changed to the full dress of a major general, mounted the white horse himself, and passed through the town in state.

Led by Major James Dunlap, a War of 1812 officer, preceded by a drum corps, and followed by a parade of carriages, former soldiers, and citizens, the colorful soldier-executive waved his white-plumed three-cocked hat left and right to appreciative bystanders, his long white hair fluttering in the autumn breeze. At the top of the hill at the east end of town he dismounted, changed clothes, and continued his journey in the carriage again.



Andrew Jackson

William Henry Harrison was the next president to travel through the county, although both of his visits were made prior to his reaching the highest office. In 1836 he stopped at Hutchison's Tavern. On his arrival from the east, people gathered at that end of Wheeling Avenue and watched as his coach, decorated with flags and bunting, a drum corps on top playing martial music, passed by followed by a long train of carriages and horsemen.

Earlier he had stopped on an eastward trip in a private coach at Metcalf Tavern on the west end of town. A procession of well-wishers, including admiring veterans of the War of 1812, preceded him to the court house where he greeted many people.

Rutherford B. Hayes spoke in Cambridge several times, but his most noteworthy visit was Friday, Sept. 3, 1869 when he addressed a Republican mass Meeting and a gathering of 20 county veterans of the War of 1812. He promised them that he would urge enactment of laws to liberalize veteran pensions.

One of two presidents with personal ties in Guernsey County, James A. Garfield visited here several times. His mother, the former Elizabeth Ballou, had taught school at Uniondale School in western Westland Township. In 1879 when he was Congressman and a candidate for the Senate, he spoke at Quaker City as well as the great Cambridge soldiers' reunion of the same year.

Although he was defeated for the presidency, James G. Blaine spoke in Cambridge once while he was Republican candidate. It was Saturday, Oct. 4, 1884 at 3 p.m. when he debarked from a train, addressed 10,000 people at the Cambridge school park. He left at 4 p.m., stopping to speak at Quaker City the same afternoon on his eastward journey.

Ohio's own William McKinley visited the local area many times and was probably as highly regarded on both sides of the political fence in the county as any state or national political figure.

The following incident emphasizes the reason he was so highly thought of here. While still Ohio's governor he stopped overnight at the Morton Hotel on West Eighth Street. Before leaving the next morning he asked to see a cousin who lived in the western part of town. In order to avoid embarrassing her, he chose to walk to her home located on an alley in miserable surroundings. Appearing not to notice the squalor, he greeted her with a kiss, talked to her as an equal, slipped two 10-dollar bills into her hand on leaving, and never mentioned the visit after leaving her.

The Frisbee Motel
Warden's Coal & Salvage

This page courtesy of The Cambridge Lumber Company
Bonham's of Cambridge

In 1889 during his last term in Congress, McKinley spoke to a political rally in Hammond's Opera House.

Teddy Roosevelt visited Cambridge three times, first in 1902, which was one year after his election to the presidency. He spoke to a large crowd at Union Station on that occasion. When seeking a third term, he addressed a local throng Monday, May 13, 1912. A week later he returned and spoke to a crowd of 8,000 at the court square.

The last president to speak here was William Howard Taft, first in 1908 as a presidential candidate, then four years later on May 13 at 11 a.m. while seeking reelection. On his final visit he spoke for 30 minutes to 10,000 listeners.

Guernsey Countians saw other U.S. presidents passing through, including Woodrow Wilson, Warren G. Harding, and Calvin Coolidge, but none stopped to address their constituents.

Other famous personages passed through on the National Road, and they were probably more interesting if not more notorious than the political figures already mentioned.

There was the infamous Indian chief, Black Hawk, who had led an uprising against settlers in Illinois and Wisconsin in 1832 despite the fact that the Indians had sold the land to the settlers. Black Hawk, who stayed overnight in the spring of 1833 at the Hutchison Hotel (the site of which is now being cleared for parking in the 800 block of Wheeling Avenue), was a prisoner being taken to Washington D.C. Accompanying him was a young Army lieutenant who was to become even more well known. He was Jefferson Davis.

Three years later another prisoner passed through, stopped overnight, and drew much local attention. He was the Mexican general Santa Anna, and he was here Dec. 13, 1836 stopping at the McMurry Hotel two miles east of Cambridge in the company of two Texas officers. In February of that year he had led the massacre of the Alamo defenders and two months later had been defeated and taken prisoner by General Sam Houston at the battle of San Jacinto.

Undoubtedly the county's earliest visiting celebrity was the man known as Johnny Appleseed. Born in Massachusetts in 1775, John Chapman roamed as far west as Indiana and was very probably here, because he lived with his family on Duck Creek, which has its beginning in what was once part of Guernsey County. He is believed to have planted a small orchard in Spencer Township one-half mile east of Cumberland.



Theodore Roosevelt



Santa Anna

This page courtesy of Tom Bruney Motors, Inc.
Roger's Jewelry

Tote-a-Poke
Tyson's

Guernsey County's Major Historians

Through the years, many persons have taken an active interest in Guernsey County history, some have amassed large collections of newspaper clippings, photographs and other memorabilia, while others have simply enjoyed the telling of the story, and the re-telling.

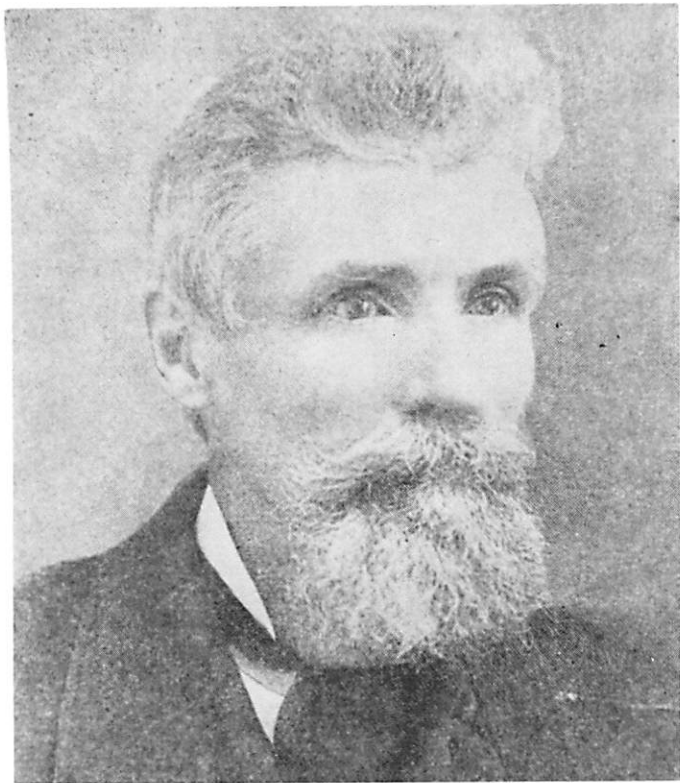
But the story of Guernsey County has been best preserved for the public at large by two men, of different generations, who took the time and devoted the effort to publishing the best-known works dealing with our history. These men were Col. C. P. B. Sarchet, and William G. Wolfe.

Col. Cyrus Parkinson Beatty Sarchet was of the third generation of Sarchets who came to Cambridge from the Isle of Guernsey in 1806. His father was Moses Sarchet, and his grandfather was Thomas Sarchet, who built the third house in Cambridge at the northeast corner of Wheeling Avenue and Seventh Street. C. P. B. Sarchet was born in this house in 1828. He was a lifelong resident of Cambridge. He attended the common schools of Cambridge and then attended the Cambridge academy. With his father, he purchased The Guernsey Times, which they edited and published for a few years. Throughout his lifetime, he contributed many articles

on the history of this area to The Guernsey Times, The Jeffersonian and The Herald. He was a farmer for forty years, and was active in agricultural societies. During the Civil War he was elected Colonel of the third regiment of the militia. In 1910, he published "Sarchet's History of Guernsey County", a two volume work devoted to telling the story of our county and its leaders. He died in 1913. His history is a primary sourcebook for the study of Guernsey County's past.

William G. Wolfe was born on February 26, 1874 in Quaker City and lived his entire lifetime in Guernsey County. He graduated from Ohio Northern University and began teaching school in Quaker City. He later became principal and finally county superintendent. He helped adopt the constitution of the Ohio Education Association and in 1930 became its president. He was an honorary life member of the National Education Association. Active in church and civic affairs, he was a director and officer in the Quaker City Home Building & Loan, and the Quaker City National Bank. He published his "Stories of Guernsey County, Ohio" in 1943, a book that is much sought after today. He died on November 13, 1947.

Guernsey County owes a great debt to the above historians.



C. P. B. Sarchet

This page courtesy of Suitt Furniture Company
Creative Kitchens



William G. Wolfe

Fred Raymond & Company
The NCR Employees Credit Union, Inc. Cambridge Division

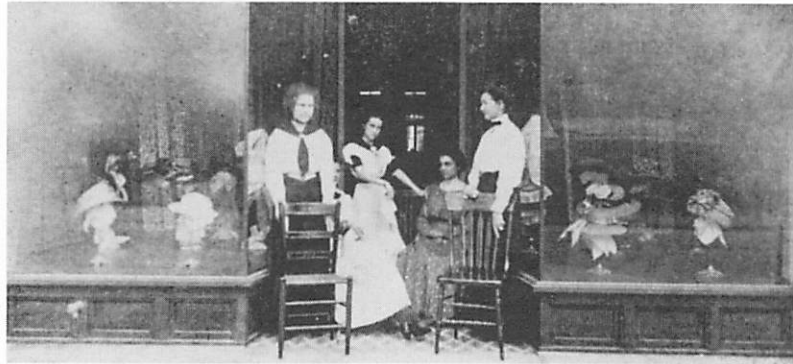
Remember When?



The Country Club had a real porch



The food wagon came by



Anna Pimlott had a millinery shop



The coal trains left the Pennsylvania Shops at 20-minute intervals on Sunday mornings

Guernsey County's Last Covered Bridge

Not too many years ago, the sight of a covered bridge in Guernsey County was not unusual at all. Many rural roads had them. Often they bore the name of residents who lived in the vicinity, or sometimes the streams that they crossed.

Today, only one covered bridge spanning a public highway remains in Guernsey County. Known as the Indian Camp bridge, it spans Indian Camp run in Knox Township, and is located on County Road 68 (old Township Road 537) one-fourth mile east of State Route 658 and about one and one-half miles north of Indian Camp.

Three other bridges remain in the county. Millwood Township has one spanning Leatherwood Creek about one and one-half miles southeast of Quaker City. The road, however, is no longer a public road. The Gunn bridge is partially underwater in Salt Fork Lake spanning what had been the Sugar-tree Fork. It is visible to the east of the bridge over that portion of Salt Fork Lake crossed by the northerly access road. The third bridge is the Armstrong bridge that presently stands in the City Park at Cambridge. It was formerly in Jefferson Township and spanned Salt Fork creek.



PHOTO BY BRUCE JONES

This page courtesy of Hall & Barber, Inc.
Byrd Ambulance Service

Kennedy's Bakery, 1025 Wheeling Ave.
Orme Hardware Company

Guernsey County Celebrations

The Guernsey County Fair

According to Wolfe, the first Guernsey County Fair was held in 1855 at Old Washington, on or near the site of the schoolgrounds. The second year, the Fair was held at Barton's Grove, south of Old Washington. Encouraged by the success of the first two fairs, an Agricultural Society was formed and land was purchased on the site of the present fairgrounds. Through the years the fair continued to prosper, more land was purchased and more buildings have been constructed until today, the Guernsey County Fair has become the county's best-known and longest-lived annual celebration.



The Pennyroyal Reunion

Next in age to the County Fair would be the Pennyroyal Reunion, held each year near Fairview. It gets its name from the pennyroyal plant that formerly flourished in that area. The oil from the plant was distilled and sold at markets in the East. In 1880, a reunion was held at Gardiner's grove lasting for two days, and it was decided to make it an annual affair. Many persons of national reputation have attended the reunion. In 1895 the three candidates for Governor spoke from the same platform on the same day.



The Ohio Hills Folk Festival

For many years, the Quaker City Homecoming was an annual affair of that southeastern Guernsey County village, but the high quality of the displays and events continually attracted persons from throughout the entire county and even the state at large. Re-named the Ohio Hills Folk Festival, the annual event continues to attract people from far away as well as those closer to home.



The Salt Fork Arts and Crafts Festival

First held at Cambridge in 1970, this event has attracted state-wide attention from its inception. Each year, more artists and craftsmen participate and its prospects for the future seem assured.



This page courtesy of Fleming Heating—Sheet Metal & Roofing
Guernsey County Auto Club

Gaslight Inn
Cambridge Redit-Mix Concrete Products, Inc.

Recent Events

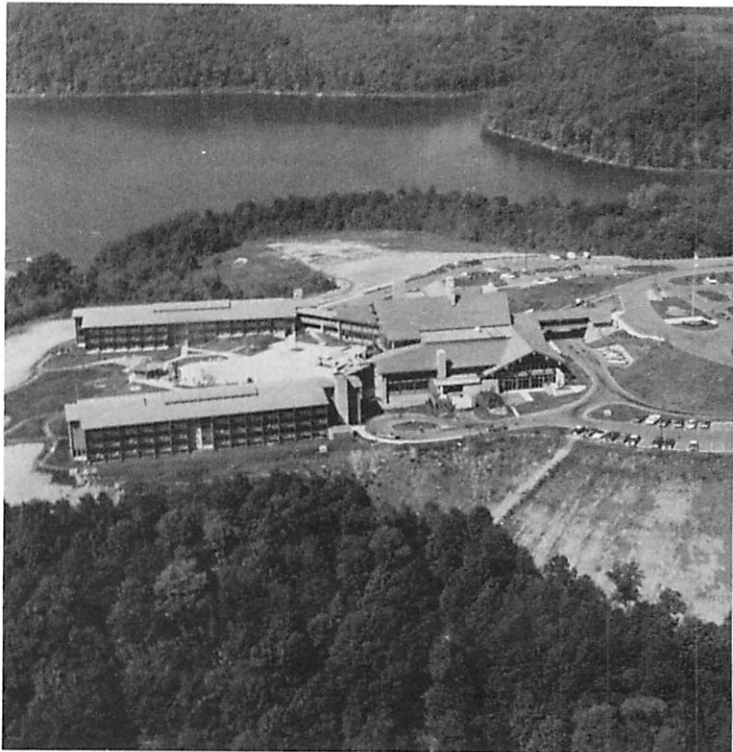
The Interstates

Guernsey County is fortunate in having two major Interstate highways pass through its borders. Travel in any direction, north, south, east, or west, is thus as good as from any other point in the nation, and is better than from most. It is confidently expected that these highways will stimulate the growth of this area in much the same way that the National Road, and before that, Zane's Trace, did in the past.



Salt Fork Lake

Recreation is fast becoming one of the countries major industries and in Salt Fork Lake, Guernsey County can lay claim to one of the finest recreational facilities in the state. Its 77 miles of shoreline, all state-owned and accessible to all, make it one of Ohio's largest lakes and the fact that it is state-owned in its entirety assures its continued existence in its natural state rather than its over-commercialization as has happened with so many other lakes throughout the state.



This page courtesy of Guernsey Concrete Company
Mike Andrews Fruit Company

Frosty Treat
Vance Sporting Goods

Is This Guernsey County's Most Historic Photograph?



(Picture of Main Street, 1886)

What is so significant about the above photograph?

The fact that in one picture there is a direct link between the settlers from the Isle of Guernsey, and modern-day Cambridge.

The low building to the left of the center of the picture is the Thomas Sarchet house, built in 1806-1807, and the tall building to the left of the Sarchet house is the building presently housing Rogers Jewelry store and the offices of Dr. Thomas D. Swan.

Thomas Sarchet, Sr. was born in the parish of Saint Samson, on the Isle of Guernsey on June 29, 1770, and was married to Anne Birchard, daughter of James Birchard and Esther Gallienne, of the parish of La Quartie, in the year 1789. They had four sons and two daughters, all born on the Isle of Guernsey; Thomas, David, Peter B., Moses, Nancy, and Rachel.

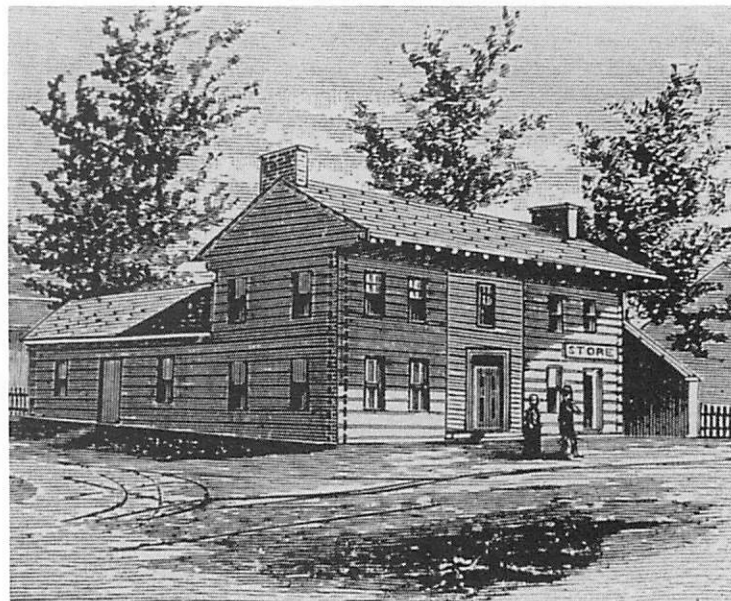
In May, 1806, they emigrated to America, landing at Norfolk on June 3, then taking passage to Baltimore, and finally leaving Baltimore on June 16th bound for Cincinnati.

They arrived in Cambridge on August 14, 1806, and, being weary from their travels, decided to stay. Thomas Sarchet, Sr. purchased Lot 58 in the newly-platted town of Cambridge, and began construction of his house, which he completed in 1807. It was still standing in 1882, when the woodcut below was made, and was still standing in 1886 when the above photograph was taken. The site is now occupied by the Broom building and is commonly known as the Central Drug Store corner.

It will be difficult to find a more historic photograph than this, linking the very beginnings of Cambridge with buildings that are still in use.

This page courtesy of AMETEK/March Electric
Robert's Realty

Sarchet House



John M. Longinie, Agency—General Insurance & Bail Bonds
Audio & T.V. Center

The Search for Ezra Graham or Was Ezra Graham Really Ebenezer Ryan?

One of the most enigmatic characters in Guernsey County history is the man in whose honor we date our birth, Ezra Graham, said to be the man who operated the ferry across Will's Creek from 1798 to 1800.

But, was there ever a man by that name operating the ferry?

Or was his name, perhaps, Ebenezer Ryan?

In an attempt to find out more about Ezra Graham, the man that is mentioned in all of the Guernsey County histories as having operated the ferry, an intensive search has been made of the records in the courthouses of Guernsey, Belmont, Muskingum and Washington counties, and nothing at all can be found about a man by that name. The card files at the Ohio State Historical Society library in Columbus were checked for that name, and again, nothing can be found. The census records for 1800 were checked, and his name does not appear. In short, aside from our own county histories mentioning him, that name is no where to be found in any records that we were able to search dealing with that period of our history.

It then occurred to us that perhaps the name was wrong. If so, then what name that does appear in our histories is similar enough to Ezra Graham to perhaps have been confused with it after the passage of many years? Immediately, it was noticed that one of the men with Ebenezer Zane when the Trace was established through Guernsey County was Ebenezer Ryan. (Another was Levi Williams, and a Levi Williams did settle in Guernsey County). Again a search was made to see if anything could be found out about Ebenezer Ryan, and the census of 1800 does list him as living in Newton Township, Washington County, Ohio. (George and Henry Beymer are also listed in this census) Since Newton Township took in practically the whole northeastern part of the state, however, the census

alone is not evidence that he was actually living in Guernsey County territory. But at least he was here somewhere, and Ezra Graham was not listed in that census at all. The Muskingum County histories also mention an Ebenezer Ryan as "drifting around" the county in the early 1800s. (Of course, most of Guernsey County was in Muskingum County until 1810.)

It is also highly possible that the name of Graham as the ferry operator mentioned in all of our histories came from one source, the Sarchet family. Henry Howe, in 1846, mentions Graham and he undoubtedly talked with the Sarchet family while in Guernsey County. The Household Guide, in 1882 mentions Graham, but the author undoubtedly also got a lot of his information from the Sarchets. Of course, the Sarchet history speaks for itself. And Wolfe very probably relied on these earlier histories when he wrote his book. So, in 1846, when a Sarchet was talking to Henry Howe, and was telling him about the ferry operator, it seems at least a possibility that, after the passage of 46 years, he remembered the name as Graham instead of Ryan, and that all of our later histories have continued to call the man by the wrong name.

It should be emphasized that we are only setting forth the name of Ebenezer Ryan as a *possibility* in this connection, for except for the fact that there was, in fact, a man by that name with Zane, and who settled somewhere in this part of the state, there is no evidence at all that we have been able to find what links him to the ferry over Will's Creek. Until stronger evidence than we have presently found appears, we will still probably have to assume that the name of the ferry operator was Graham.

But, at least we feel that future historians of Guernsey County, while trying to find out more information about Ezra Graham, should also keep their eyes and ears open for any information that they can find about Ebenezer Ryan, just in case.

The Vital Statistics of Guernsey County

as set forth in
The Ohio Almanac- 1973

Population of entire county	37,665
Population of Cambridge	13,656
Population of Byesville	2,097
Population of Cumberland	463
Population of Fairview	103
Population of Kimbolton	247
Population of Lore City	401
Population of Old Washington	346
Population of Pleasant City	494
Population of Quaker City	510
Population of Salesville	154
Population of Senecaville	497
Population of Balance of County	18,851
Area (sq. mi.)	529
Elevation (ft.)	885
Precipitation (in.)	32.09
Jan. temp. avg.	26.0
July temp. avg.	70.3
Growing season (da.)	133
No. farms	1,375
Farm receipts	\$5,550,000
Vehicle regis.	23,898
Voters	9,395
No. employed	13,650
Income	\$127,141,000
Retail	\$ 43,397,000
Wholesale	\$ 13,136,000
Bank deposits	\$ 58,592,000
Tax Value	\$ 86,278,840
Mineral	\$ 5,263,000

This page courtesy of Travelodge of Cambridge
Anker's Appliance

Capitol Recreation
Variety Glass, Inc.

Bibliography

Guernsey County

Howe, Henry, *Historical Collections of Ohio*, Derby, Bradley & Co., Cincinnati, 1848

Howe, Henry, *Historical Collections of Ohio*, The State of Ohio, 1904 (Copyrighted in 1888)

Williams, T. F., *The Household Guide and Instructor*, Cleveland, 1882 (Guernsey County Edition)

Sarchet, Col. C. P. B., *History of Guernsey County*, B. F. Bowen and Co., Indianapolis, Indiana, 1910

Wolfe, William G., *Stories of Guernsey County, Ohio*, Cambridge, Ohio 1943

Cambridge

Russell, W. L., *Greater Cambridge, Ohio*, The Cambridge Business Men's Association, 1910

Frontier History

Doddridge, Joseph, *Notes on the Settlement and Indian Wars*, McClain Printing Co., Parsons, W. Va. Reprinted 1960

Withers, Alexander Scott, *Chronicles of Border Warfare*, McClain Printing Co., Parsons, W. Va. Reprinted 1961

DeHass, Wills, *History of the Early Settlement and Indian Wars of Western Virginia*, McClain Printing Co., Parsons, W. Va., Reprinted 1960

Jacob, John Jeremiah, *A Biographical Sketch of the Life of the Late Captain Michael Cresap*, McClain Printing Co., Parsons, W. Va. Reprinted 1971

McKnight, Charles, *Our Western Border*, J. C. McCurdy & Co., Philadelphia, Pa. 1876

Filson, John, *The Discovery, Settlement and present State of Kentucke*, Corinth Books, New York, N. Y. 1962

Atlases

Lake, D. J., *Atlas of Guernsey County, Ohio*, C. O. Titus, Philadelphia, Pa., 1870

Illustrated Atlas of Guernsey County, Ohio, Atlas Publishing Co., Wooster, Ohio 1902

Mills, W. C., *Archaeological Atlas of Ohio*, Ohio State Archaeological & Historical Society, Columbus, Ohio 1914

General Works

Cuming, Fortescue, *Sketches of a Tour of the Western Country*, Pittsburgh, Pa., 1810

This page courtesy of Scovill-Hamilton Beach
Brockwell Associates, Engineers

Carter, Clarence Edwin, *The Territorial Papers of the United States*, U. S. Government Printing Office, Washington, D. C. 1934

Ashe, Thomas, *Travels in America*, 1806

Brown, Lloyd Arnold, *Early Maps of the Ohio Valley*, University of Pittsburgh Press, 1959

Pattison, William D., *Beginnings of the American Rectangular Land Survey*, The Ohio Historical Society, Columbus, Ohio 1970

Downes, Randolph C., *Evolution of Ohio County Boundaries*, The Ohio Historical Society, Columbus, Ohio 1970

The American Heritage Pictorial Atlas of United States History, American Heritage Publishing Company, Inc., New York, N. Y. 1966

Wilcox, Frank, *Ohio Indian Trails*, The Kent State University Press, Kent, Ohio 1970

James' Travelers Companion, J. A. & U. P. James, Cincinnati, Ohio 1853

Jordan, Phillip D., *The National Road*, The Bobbs-Merrill Co., Indianapolis, 1948

Bond, Beverley W. Jr., *The Foundations of Ohio*, The Ohio Historical Society, Columbus, Ohio 1968

Rosebroom, Eugene H. and Weisenburger, Francis, P., *A History of Ohio*, The Ohio State Archaeological and Historical Society, Columbus, Ohio 1958

Schneider, Norris F., *Y-Bridge City*, The World Publishing Company, Cleveland and New York, 1950

Baldwin, Bernadine, *They Came to Cambridge*

Green, Lonzo Steelwell, *Tales of the Buckeye Hills*, Printing Arts Press, Inc., Mt. Vernon, Ohio 1963

The Ohio Almanac, 1973

The Ohio State Archaeological and Historical Society Publications

Hanna, C. A., *Wilderness Trail*, New York, 1911

Wallace, Paul A. W., *Thirty Thousand Miles With John Heckewelder* University of Pittsburgh Press, 1958

In addition to the above, the county records of Guernsey, Muskingum, Belmont and Washington counties were examined and the libraries of the Campus Martius Museum at Marietta and The Ohio Historical Society at Columbus were visited on numerous occasions.

Food Distributors, Inc.
Cogsil Realty

The Carl Rech Compilation of Cambridge Lots

In 1937, Carl Rech, one of Guernsey County's greatest collectors of historical memorabilia, compiled a listing of the owners of lots in Cambridge through the years. Because of the great historical worth of this work, and in order to make it readily available to the people of this community, it is set forth in its entirety in these, the closing pages of our historical booklet. No attempt has been made to edit his work, or to bring it up to date. It is just as he wrote it.

In June 1806, Col. Z. A. Beatty and Jacob Gomber, were owners of the 4000 acre tract of land they had acquired from the U.S. Government for \$2.00 per acre. They platted the town of Cambridge and commanded the sale of lots on a portion of that tract. The original plat contained 140 lots extending from 5th to 11th Sts. of the present day and having two east and west streets. Main St. and Steubenville St. The north and south streets, starting at 5th and ending at 11th, were named for trees. 5th being "Walnut." 6th was "Spruce." 7th was "Pine." 8th was set aside for public grounds and Market and was therefore called "Market St." 9th was "Chestnut." 10th, "Mulberry" and 11th, "Lombardy."

On August 14, 1806, the first Guernsey men arrived in Cambridge, and a few days later, Thomas Sarchet purchased the first lot sold to outsiders, so called, from Beatty and Gomber. Lot No. 58 the present Central Drug Store and Guernsey Dairy Lunch lot was the first one sold and the price was \$37.50.

In 1837 on the 13th day of March, the Ohio Legislature assembled at Columbus, passed legislation, making Cambridge, an incorporated village, so that this is our Centennial year and the purpose of this article is to inform our people, as well as some research and study can, who owned or lived on the lots of the original plat of the town in 1837.

Credit is here given to the writings of Col. C. P. B. Sarchet and records on file at Steubenville, Marietta, Zanesville and Cambridge.

Lots No. 1-2-3 from the south west corner of 5th St. to the first alley east, was occupied by the Beatty Tan Yard that stood on the location of the Cambridge Flouring Mill.

The head tanner or the man in charge of the Tan Yards, Christopher Danhaeffer or as it is now known, Duniver, occupied a small house on the now vacant lot across the alley from the Stokley Grocery.

Lots 4-5-6 were also owned by Col. Z. A. Beatty, whose house occupied the present location of the Moose Lodge Home. The Holler Tavern, up a flight of stone steps from the Pike, occupied the present Colonial site on Lot No. 7.

Lot No. 8, the Allen Restaurant and Hartley building lot was occupied by the Beatty store, a two story hewed log building.

Lot No. 9 was the location of the Tingle Tavern "The Sign of the Crossed Keys." In this tavern on April 23, 1810, the first Court in the County was held and Commissioners were appointed to select a County seat and Cambridge was chosen. In this tavern also, the first Masonic Lodge was formed. This is now occupied by the I.O.O.F. Temple.

Lot No. 10 was subdivided at this time as it is at present, the west half occupied by the Elk's Lodge at present, was owned

by Isiah McIllyar, grandfather of C. R. McIllyar of Stewart Avenue, and on the street had a small log shoe making shop, while he lived in a log house set back in the lot. On the East half, Commodore White lived in a two story house, he was a tailor and had a shop on the second floor. He was the father of Mrs. A. P. Shaffner and Col. Joseph White. In later years it was occupied by J. H. Hatton one time County Treasurer and Publisher of the Guernsey Times.

His son born on this lot was Frank Hatton appointed Post Master General of the U.S. by President Chester A. Arthur in 1884; at that time he was a resident of Iowa.

C. C. Lybrand, a Methodist Episcopal Minister lived on Lot No. 11 that is now occupied by Chiesa Bros. and the Strand Theater.

On Lot No. 12 was the store room of Jacob Shaffner. This building had been built by Wm. B. Kilgore and sold to Shaffner in 1825; now occupied by the Woolworth Store. In the east room of the old building, lived Thomas Campbell and he taught the first school in Cambridge in this building. Thomas Campbell was the father of Alexander Campbell, who later founded the Campbellite or Disciple's Church.

Jacob Shaffner was Postmaster in Van Buren's administration and had the post office in his store.

The first brick house in Cambridge was built by John Sarchet in 1808 on lot No. 13 where the Style Center and Alexander Shoe Store now stand. In a room of this building Peter Corbett a Guernsey man kept a bread and cake shop; this building was afterward used as a dwelling by C. J. Albright, who conducted a printing office. In a one story building on the same lot, Isiah Niswander and his wife Peggy kept a beer and cake shop.

Lots No. 14 and 15 where the Davis Co. and The Masonic Temple now stand, was a one story brick building that had been occupied by a Samuel Wilson, who was chair and cabinet maker and in the rear had a shop, in which was a large lathe, the motive power for the running of the lathe was supplied by a large cage wheel in which was used a large dog for supplying the power.

Later at the time of which we are writing, the building was occupied by Major Dunlap who conducted a tailor shop and was the first Marshall of Cambridge. Lot No. 15 being sold to The M. E. Church by Gomber in 1831 and was used as a parsonage.

On Lot 16 David Burt and his family had a store and residence; it was an L shaped building and covered the entire 66 feet, elevated above the street and entered by stone steps from the street. The Burts were followed in the store by Bute

This page courtesy of Casey and Company
Sears, Roebuck and Co.

Robert's Men's Stores
Gallenkamp Shoe Store

& Hyatt, B. A. Albright and others. Upstairs in the east room was the office of the Guernsey Times published by John A. Beatty and Lambert Thomas. Part of the upstairs was used as a band room by the Mozart Band and after this was used as office of the Jeffersonian, under management of Arthur T. Clark, James McGonegal, Wagstaff & Wagstaff and Thomas W. Peacock.

Robert Burns was Postmaster under James K. Polk and the post office was in the building. The building torn down for the W. T. Grant building several years ago, was part of the original structure.

On the next lot No. 17, a musical lot was a store kept by the Millers, Wm. and Thomas. They were the leaders of singing in the Methodist Meetings. They kept a store on the west side of the lot now occupied by the Central Cafe. In later years A. P. Shaffner had a general store and R. N. Atkins began his business life in a bookstore. On the east side of this lot, Ebenezer Smith, who had been Sheriff and a Justice of the Peace lived in a two story frame house set back from the street. He was also, the singing master of the day.

On the next lot at the time Thomas Beatty was building the original Old Red Corner, originally intended for a hotel, on the location of the Ohio Power Co., Schiff's Shoe Store and the Avalon Grill. This building when completed, was used as an apartment house and for shops and offices until purchased by Wm. Rainey and remodeled for his needs.

On lot No. 19 where the Kresge Store and the Cort Theater stand today, and purchased by Lloyd Talbott in 1819, Levi Rhienhart kept a store on the corner. He was followed by Joseph Bute, Bute & Hyatt, Craig & Foy, J. J. Squires during the Civil War followed by Samuel Craig his children and his grandchildren, who made the present improvements on the corner. The original dwelling on the east side of this lot was a one story frame set back from the street with a veranda across the front.

Joseph Bute was sheriff in 1837 and was the first sheriff to occupy the second jail building which was built in 1836.

Lot No. 20 occupied by the Cambridge Bank, Cambridge Loan and Building Company was the site of Knowles Tavern, this lot having been purchased by Thomas Knowles in 1812 and built the tavern. Thomas Knowles, Wyatt Hutchinson and James Noble were successive landlords during the days before Cambridge was incorporated. In 1832 the building was sold to James Weir of Belmont County and he sold it in 1836 to Robert Yates, who was a tinner and copper smith.

Lot 21 known by the older residents of the city as the Ogier lot, **WAS THE ONE LOT IN THE CITY** that remained in the same family for the longest period, having been occupied by some of the Ogiers since 1807 until sold about twenty years ago to make way for the Firestone building and is now occupied by the Cambridge Clothing Co., U.S. Store and the Commonwealth Loan Co. This lot was purchased and a part of the old building built by Wm. Ogier in 1807.

Lots 22 and 23 originally owned by Mrs. Hubert, John Lenfesty and Nancy Marquand were sold by them to Col. Seneca Needham. On lot 22 was a two story log house and to this Col. Needham added a two story frame house and used the entire lot for a hotel - - "The Globe Inn." In a room in this building

on the ground floor Wm. Shaw had a hatter's shop and later bought and ran the hotel. This lot is now occupied by the Orme McMahon Thompson Co. and a part of the Hoge building. Lot 23 was used as a wagon lot.

Lot 24 was subdivided as it is now where Hannan's garage is at present, John Motte had a tailor shop and residence. This house was afterwards bought by the M.E. Church and used as a parsonage. On the east half, the Kirkpatrick corner Jeremiah Jefferson had his residence.

Lot 25 where Hannan's filling station now stands, was transferred to Moses Sarchet about 1834.

On the west half of lot 26 now occupied by the old Ogier residence and used now as the beauty parlor and dwelling, Jesse Johnston lived and had a hat shop on the lower floor. The east half now occupied by the Fulton property, was used as a residence and office by Dr. G. F. Holston.

Lot 27 now used by the Schick Buick Company and the Ohio Fuel Gas Co. was used by John Ferguson who had a residence in front and a carpenter's shop in the rear.

The Nickolson building now occupies all the lot No. 28, but in these days Andrew Marshall one of the leading builders, lived here in a two story weathered boarded log house. The two lots now occupied by the post office building were both occupied at this time by the "United States Hotel" under the management of Wm. Ferguson, in a large building standing on lot 29-30 the rear of this building was one of the first houses built in town by Andrew Marshall and sold by him to Reuben Whittaker who built the front part and in turn sold it to Wm. Ferguson. This building was a prominent hotel and stage station and with the exception of a few months occupancy just after the Civil War by Dr. A. Wall. Was used as a hotel until torn down about twenty years ago for the building of the Post Office. The well and watering trough in front was known to all and used very extensively.

Lot 30 on the corner, was used as a wagon yard and in the early days of the town the shows and circuses were exhibited on this lot. On the west Farrar lot now occupied by the Hartley filling station lived a family by the name of Parrish in a house built by Billy Hooks, who had been one of the hands on the boat in which George R. Tingle had moved to Cambridge from Morgantown, Virginia, by water all the way. Hooks later took up land and lived in Jackson Township. On the east side of the Hartley filling station lot lived the Motte family in a log house.

On lot 33 now used by the Standard Oil Company a family by the name of Williamson lived in a log cabin set back in the lot.

On the next lot 34 in a weathered boarded log house lived John Blampied and his family. He was a local M.E. preacher and to augment his salary, kept a house of entertainment and hotel run on temperance principles.

On the next two lots 35-36 now occupied by residences and the Combs Hotel lived the families of Benjamin King, shoemaker and sexton of the cemetery, Thomas Williams and Capt. James Pendell. Williams was a stone mason and a jack of all trades.

This was the eastern end of Main Street in as far as the original plat extended.

Starting west on the north side lots 37-38-39 were owned by William McCracken, George Gibson and James Brown. Valentine Dilley later owned the lot numbered 38 on which was a small building used by him and his family. He was a bootmaker and did his work at home. He later moved to Seneca-ville. James Brown lived on the east half of lot 39 in a two story log house; this lot is now occupied by the Sheppard building and the Berry garage.

Between the Brown house on lot 39 and the home of the Clements family on lot 41 was a great swamp which is now occupied by The Carruthers building and the east half of Sipe's garage. This swamp was a bad place in the National road and had been crossed with a corduroy road prior to 1843 when Wm. Rainey was given a contract to fill in Wheeling Avenue between 10th and 11th Streets and he did this job hauling dirt from the present south 11th Street to make the fill.

On the east half of lot 42 about where Harry's Auto Store now is, in a log cabin lived a Mrs. Briggs, who, with the help of her children kept a cake shop; Mrs. Briggs and her family moved to Iowa and her son, Ancel Briggs, was the first governor of Iowa. Old Johnny Britton lived in a two story frame house on the lot where the Hood brick building now stands, he bought this lot from John Clements who had bought it 1820.

On lot 43 John Dixon lived and conducted a butcher shop on the center of this lot and threw his offal out of his back door into the ravine that ran through 10th St. from the swamp in back of Sipe's Garage and across 10th St. down through Steubenville and 9th and on north. In the rear of the buildings after heavy rains there formed a large pond known at that time as the "Goose Pond" and was used by the children in the winter as a skating rink. This pond was caused by filling in of the pike and ravine north at Steubenville Ave., with logs and brush.

George Beymer, one of our first settlers and who ran the tavern at the Wills Creek Crossing owned the west lot No. 44 originally. He sold it to Solomon Tomlinson who built a home on it.

Tomlinson was a leading Methodist of the day and was one of the radical splits that formed the M.P. Church. He was a hatter and had a shop in the house. He sold the property to Michael Atkinson, from Atkinson's Ford below Liberty (Kim-bolton) on Wills Creek, who was a blacksmith and built a shop on the Southeast corner of the lot. The State Theater now occupies it. He afterwards built a larger shop on the rear of the west Farrar lot (Hartley's) Stewart Patterson had a carriage shop on the other side of lot 44. Micheal Atkinson and John Ferguson married sisters and Ferguson later moved to Washington D.C. They would come back occasionally on visits and show the folks back home some of the city styles of the 40's.

Alfred Tingle was a hatter and lived and plied his trade on part of lot 45. Samuel Drummond and Joseph C. Hunter came to town as young men and started in the cabinet making business on the east side of the lot where the present Bair building now stands.

On lot 46 John Tingle lived, a brother of George Tingle of the Tingle Tavern. He died early in life and left his widow and a large family. The old house on this lot came to be known as the widow Tingle house. Dr. Milton Jefferson tore this house down to make way for his home. At present occupied by Kroger

Store and Pool Room. David Sarchet built a small building on this lot, where the Jackson Dry Cleaning place now stands, in which he opened a small grocery. He was not successful however and moved the building to the corner of Beatty and 8th St. where it was used by the family for a residence in the memory of some of the older people of Cambridge.

On the next lot, 47, John Wagstaff lived and had a blacksmith shop on the Southeast corner.

On lot 48 where the Boden and Brennan building now stand a man named Harvey had a frame residence and a slaughter house on the Northwest corner where the Wells Apartments now stand. This lot belonged to Wm. McCracken and was an unsightly place with a deep ravine across the lot and 9th St. The front of the lot was afterwards filled with an L shaped building occupied by Joseph Gregg, a cabinet maker. Sophie Gibaut lived in a part of this building. Isaac Niswander followed Harvey in the meat business and later James Nelson, as a cabinet maker plied his trade in this building for more than 40 years.

Across Chestnut or 9th St. on lot 49 now occupied by the Sheppard building (Bostwick and Sanitary Cafe) lived the Maftels. A story is told of one of the Maftels, Thomas, who disappeared one summer day and could not be located. He was finally given up for lost, as he had always been a very simple minded person; about a year and a half afterwards, his folks here were surprised to get a letter from him in the Isle of Guernsey, telling how he had taken a canoe and had paddled down Wills Creek to the Muskingum from there down the Ohio and Mississippi and had taken passage at New Orleans for England and after some months had arrived back at his old home in Guernsey.

Jeremiah Jefferson ran a tailor shop on the southwest corner of this lot.

On the next lot 50 & 51 was located the old Hutchinson Tavern and wagon lot, owned and operated by Wyatt Hutchinson. This was by all odds the most popular tavern in Cambridge.

Old Momen Morgan ran a barber shop just east of the Hotel and on off days was a waiter and general helper around the Hotel. He was later sexton of the old cemetery and was buried in the southeast corner under the large sycamore tree he had planted.

Lots 52 and 53 were first owned by Wm. Lelacheur who paid \$110.00 for them in 1815. He sold them to Wm. McCracken who later sold Lot 52 to Dr. Thomas Miller who built the original house in 1833. The house included the Ohio Valley Dairy, Tyson store and The Jeffersonian where the National Bank of Cambridge now is, Dr. Miller had his office in a small frame building. Afterward, the office was used as a law office by Gen. J. M. Bell and after that by Nathan Evans. In this building and under the care of those men were the books of the Guernsey Co. Library and Reading Room. This was our first public library and was held intact until Nathan Evans gave up his law practice; the books were divided among the stockholders. Nathan Evans, J. B. Moore, Moses Sarchet and C. J. Albright.

In 1830 Wm. McCracken built the front end of the present brick Davis Building now occupied by DeFrance Drug Store and Kuhn's Jewelry Store and McCracken & Hanna opened a dry goods and general store and called it the Old Blue Corner. Hanna sold out later and McCracken & Thompson ran for a

time, then McCracken and Hutchinson was the firm name in later years, the sixties and the seventies. In the lot behind the store and in about the location of the present A & P store there was a Salt house. Much merchandise was exchanged for freshly butchered pork as money was something just as hard to get as it is today.

The first large fire to visit Cambridge occurred, when this Salt House caught fire from the smoke pots and burned in spite of the bucket brigade and everyone had roast pork for their dinner.

On the lot between the Old Blue Corner and Dr. Miller's office Isiah McIlyer and his brother William conducted a shoe making shop. McIlyer was Postmaster under John Tyler and later moved this small building to the lot occupied by the Davis & Co. store on the west side of the lot. The brothers then dissolved partnership and again moved the building to the present Central Cafe lot. After a few years in this location Wm. McIlyer moved the shop to the southwest corner of the lot on the corner of 10th and Wheeling in about the same place that Fogle's Flower shop is now located. It was torn down some years ago when present building was built. Some of the older residents will remember that Wm. McIlyer the son, ran a gun & repair shop in it. Isiah McIlyer was accidentally shot and killed in this building, when it stood on the Central Cafe location in 1843, while he was postmaster. Wm. Smith was appointed to succeed him and he moved the post office to the Ogier Drug Store where the Cambridge Clothing Co. as at present.

Across the Court square from here, lots 54 and 55. The Central National Bank, Jean Frocks, Citizens Savings Bank building, Romance and Royal Cloak locations were purchased by Peter Sarchet for the sum of \$110.00 in 1811.

He built a house about the middle of the lot facing the east. He later sold this lot to Jacob Shaffner and in 1836 Shaffner built a brick building in 1836—while he was building the second jail, on contract this building was replaced in part in the late 60's by Alfred Shaffner and this building was torn down about thirty years ago for the Central National Bank Building. Shaffner made the brick for the construction of this building on the lot. He occupied the building for a dwelling and store-room, which was located on the south-east corner. He sold out a few years after this to Joseph Dute, who remodeled the building into a hotel, calling it the "American House" which soon became the leading hotel of its day. He built a large stable on the north west corner of the lot. He, in turn, sold out to Col. Elijah Grimes in 1842 and it was run continuously as a hotel up to Civil War days, under the management of A. E. & J. B. Cook. On the northeast corner of the lot was a building in which at various times was occupied as law offices by Nathan Evans, Isaac Parrish and Matthew Gaston, and by small shops of Elza Turner, Tailor and C. L. Madison, Jeweler and Silver-smith. This building was a one story frame fronting the Court House.

On Lot 55, Samuel Herrick, our first prosecuting Attorney made the first improvements. He built a little house set back in the lot. Joshua Howard, our second Prosecuting Attorney followed him and after that Dr. J. B. Thompson moved in. W. W. Tracey, First Mayor of the newly incorporated Village of Cambridge, followed Thompson into this house in 1836. After

Tracey, Matthew Gaston moved in. Both Tracey and Gaston were Prosecuting Attorneys.

Lot 56 was known as the Hubert lot. Daniel Hubert came to Cambridge with the second lot of Guernsey-men, purchased it from its original buyer, Peter Speers, in 1819 for \$100.00. Hubert built a large two story frame house and lived in it, having been elected the first Auditor of Guernsey County in 1820. At his death the house was rented, one of the tenants being Birdseye Clark, who had come to Cambridge in 1830 with Green's Animal Circus, this show having wintered in Cambridge that year, in the rear of the present Hartley building, then the John Beatty Store. Clark met a daughter of Elias Entz and shortly after they were married and Clark set up the first watch-making and Silversmith shop in town. Clark was the brother of Myron J. Clark who was elected Governor of the State of New York in 1848. C. L. Madison, remembered by some of the older folks, was brought to Cambridge in 1841 by Clark to help him out in a rush of business and settled here. At the time of his death, Madison was our oldest continuous citizen. He opened a shop of his own, some years later on the Court Square and moved later into his own building that stood on the west side of the present Davis & Co., building lot. Lot 56 is at present, occupied by Raymond & Co., Turnbaughs and Potter Hardware Co.

Lot 57 was originally purchased by Jacob Edmundson and Isaac Potts in 1812. Jacob Edmundson built, what was the most desirable residence in the town, at that time and a family by the name of O'Farrell, moved here from Morgantown, Va., and occupied it. Dr. O'Farrell was one of our first doctors and practiced throughout the county, his family conducting a general store in the Old Beatty Store room, where the Hartley and Cain Buildings now stand. The O'Farrells moved in a few years to Lancaster and General J. M. Bell moved into this house and was living in it in 1837.

The next lot (58) was the first lot on the plat sold by Beatty and Gomber to the Guernsey people. Thomas Sarchet, grandfather of Col. C. P. B. Sarchet and great-grandfather of Mrs. Blanche Deselm was the purchaser. He built on this lot the third house to be erected on the original plat, a two story frame building and conducted a store in the room on the east side of the building, about where the Army store is at present. The purchase of these lots was made in 1806, but the deed was not filed until 1812, and a deed filed at that time shows that Thomas Sarchet bought lots 58 and 59, Army Store, Guernsey Dairy Lunch, Central Drug Store and across 7th St. The A. & P., Long & Hyde and the County Savings and Loan Co. lots and the price named for these two lots was \$67.50.

In front of the Sarchet building was a wide porch across the entire front, covered against the weather and with a railing on the outside and approached by two or three steps from either end. There were benches on the inside next to the building and along the railing on the outside and here gathered the town gossips and it was here that the affairs of the Nation were discussed and settled. Thomas Sarchet sold his store to Captain James Jack. Captain Jack was a Revolutionary War soldier and had fought with the North Carolina troops at King's MOUNTAINS under Shelby and Sevier. He was also a member of the Mecklenburg Convention which had sent a Declaration of Inde-

pendence to England in May of 1775. He was also a captain in the commissary department of the U.S. Army in the War of 1812.

Across 7th St. which at that time was a deep ravine, as can now be seen in the rear of the A. & P. Store and the Ohio Theater and at that time was crossed by foot-logs to which were attached poles for hand rails, on lot 59 was the home of Aunt Nancy or Ann Beatty, young widow of C. P. Beatty, who had been Ann Sarchet prior to her marriage. Her house was set back in the lot and built up off the ground with a porch in front reached by several steps from the ground. In front of this house was a large shade tree under which people gathered on nice summer evenings for gossip and pleasure.

Lot No. 60 where the Penny Store and the Economy Store was bought originally in 1810 by George B. Jackson who sold it to James B. Moore, who had married Jacob Gomber's daughter, Maria and he built a large two story frame house with a store room on the east side. At this time Richard Thomas, grandfather of J. Sterling Thomas, remembered by some of our older Cambridge, residents, lived in the house and kept a general store. J. B. Moore afterwards remodeled the building and started the Eagle Hotel and this site was used for hotel purposes until the brick building that replaced the original building was burned and destroyed in the fire of 1895.

On the next lot west, No. 61, Captain Samuel Fish lived on the corner where the Bazley store now is and had a blacksmith shop on the east side of the lot next to the hotel. On the next lot No. 62 John A. Beatty had built the first house on the town plot, a residence of logs and a store room in which the Metcalf, Sam McCulloy, J. T. Potwin, and Mackey & Mason kept stores. McCulley was the occupant of the building at the time of the "Shaw fire", our first great fire in which the entire row of houses in this block were burned. This building stood in approximately the Miller Bros. and the M. & K. Store location.

On the middle lot No. 63 of this block, Joseph Stoner conducted a shoemaking shop. The General Bell house stood on the corner lot where the Berwick now stands built in 1833. Lot 64. Having bought it in 1824.

Thomas Metcalf bought lots 65 and 66 in 1806 and erected a home on lot 65. He and Judge George Metcalf were brothers. They married sisters daughters of Jacob Gomber. Thomas died soon after this and his widow Sarah Parkinson married Colonel Gordon Lofland and lived in this house.

Lot 66 next to this had a house on it set high on the land above the pike and a German named Elias Entz ran a saddlery shop in it.

On lot 67 was built the second house on the town plot called the Mansion House. George Metcalf who had been instrumental in inducing his brother-in-law and father-in-law, Beatty and Gomber to come to this country in the first place.

He built a one story, hewn log house on the hillside about the location of the Stoner Block, Cut Rate Drug, Beauty Parlor & Barber shop. It was built in the custom of those days, with a deep recess in the center clapboarded over to make a hall entrance. Some years after it was built, a second story was added and then when the Pike was cut through the town, a deep cut was made from about 6th St. down the hill. Judge Metcalf had

the dirt taken from under the house and a heavy frame structure forming a first floor under the whole house. On the outside on the east, a long flight of stairs led to the ground and second floor over the new part. This house was one of the great stage offices, both before and after the Pike was cut through Cambridge.

On lot 68 west of the Mansion House were the stables and wagon yards for the hotel.

Lots 69 and 70 were used by Matthew McKinney for a blacksmith shop and residence, the house being located where the Buttler Store and the Kroger Store now stand.

There were no houses on lots 71-72-73 until the late Stephen Potts built the houses on the corner of 5th and Steubenville, but on the next square of lots 74-75-76 was the old Carding and Fulling Mill of James Maxfield. This was built on Steubenville Avenue on the south side fronting on Sixth St. about where the Sinclair Filling Station is at present. It was mostly in the hollow that angled through these lots.

The front was two stories high and built of stone. The stone used, were the spawls and cast off stones used in building the abutments and approaches of the double bridge over the Pike. The second floor was used for the carding machine and the lower floor for the fulling mill. On the west side was the tramp mill in a rough frame building. Power was derived by moving the tramp mill either by horse, dog or man power. The mill was abandoned about the time of the building of the Central Ohio R.R., the old building being used as lodging house for the Irishmen engaged in building the R.R. and the tunnel. John Baxter and his widow, Mrs. Sarah Baxter were the last owners of the buildings.

Lots 77-78-79- had no improvements on them but lots 78-79 were bought in 1817 by John McCormick for \$60.50. The same may be said of lot 80. Lot 81 being owned by George B. Jackson, who purchased it at the same time he had lot 60 (Penny Store lot) but he had not improved lot 81.

Lot 82 was used soon after by Wm. S. Powell who paid \$100.00 for it in 1823 for the Masonic Lodge. They improved the north end of the lot by building a two story brick, the north wall of which is still to be seen in the Witten building on 7th St. The Masons used the second floor for lodge rooms and first floor was used as a school. The first free public school in Cambridge was in this building about 1834-5, taught by Dr. Andrew Magee. In 1836 a company of Cambridge citizens bought the building from the Masons, who became inactive through the Anti-Masonic wave that was sweeping the country. They started the Cambridge Academy and held first sessions in the converted upper floor in the fall of 1836 under the direction of Wm. Ellis, a young Scotchman as instructor in 1836-37. Later in 1850 the school laws were changed and Wm. Lyons was principal. He was a brother of Lord Lyons of England. Dorcas Reed, Kate McClusky and Lou Hill were his assistants.

On the north side of Pine or Seventh Street, lot 83 was purchased by Thomas Debertram in 1813 for \$50.10, who built on the east side of this lot what is conceded to be, the first house on Steubenville Avenue. John Hersh, editor of the Guernsey Times and Justice of the Peace had an office where the McMahon Chapel stands at present, and had a home, a small log

cabin north of this. The south end of the lot was owned by Moses Sarchet and Daniel Hubert in succession. Daniel Hubert selling it to the Presbyterian Church in March, 1830.

Lots 84-85 were divided east and west as was 83. Lots 86 and 87 east of these were also divided east and west and on the north cross lot, Moses Sarchet built his home which is now known as the Burgess house. This house, with some additions, is the original house built in 1833 by Sarchet. On the south end of these lots, lived Samuel Lindsey, in a house on the corner where the Second U. P. Church now stands. He was a cabinet maker and the principal undertaker and coffinmaker of this time. In those days good coffins sold at from \$6 to \$8. On the lots on eight street east of the Court Square, numbers 88-89, were divided east and west and on the north end were a row of small cabins known as McCleary's Row and were rented and occupied by various tenants. On the south east end of these two lots, William Ferguson ran a still house, running strong at this time. At one end of the still house was a balling alley for playing handball. Brawls and fights were frequent occurrences. This distillery was afterwards changed to a oil mill for the extraction of flaxseed oil, owned and conducted by Nicholas Martel. The old McCleary shop opposite the jail now, was used about this time as a subscription school room.

The next two lots now occupied by Brown High and M. R. Church were cut through by the gully from beyond Ninth Street and parts of them were used by Wyatt Hutchinson and Basil Brown for a truck garden.

Lot 93 was bought by Lloyd Talbott in 1815 for \$53.50. This lot was higher than the surrounding territory. Lots 93-94-95- were cut by the deep ravine starting about tenth and Wheeling and with the filling of Steubenville Avenue, a pond was formed on these lots a continuation of the "Goose Pond." On the east side of lot 95, James Stanley had a log house with a basement set into the hill and in the lower story kept a large number of geese, as did others around here, and they used the pond formed here for paddling around. Goose feathers were largely used and much sought after for feather beds in those days. Moman Morgan, colored barger of those days, lived in a small house where the old Sarchet house stands on lot 93.

96-97 were unimproved being part of the "Goose Pond", but on lot 98 the present little lot, the south west corner, now Tenth and Steubenville, Zepheniah C. Suitt made the first improvements. He was an early carpenter and builder and had a shop in the rear of his home where he saved and hand-planed his lumber. His shop burned about this time, catching fire in the pile of shavings scattered about.

On the south east corner of lot 99 where the Bennett Apartments now stand, lived Dr. Plummer, one of the early physicians. Lots 99-100 and 101 were purchased by John, George and Alex Clark in 1825 and George Clark built a house and lived on lot 100, while Andrew Metcalf lived on lot 101 about where the Joyce house now stands, Metcalf was one of the first sheriffs of Guernsey County.

Lots 102-103 where the Gibson, Rech and Rankin properties now stand, were used for years as the show grounds of the town. The circuses of Van Amburg, Billy Lake, Dan Rice, Sol and Mike Lipman and John and Yankee Robinson spread their tents on these lots. They stirred up the monkeys, the lions and

the tigers and went through their grand and lofty tumbling to the delight of the assembled multitude.

On the last lot up Steubenville Avenue, number 104 of the original plat, John Burton lived in a log cabin. He was followed by John Sloan, who was a great reaper with the sythe. He in turn was followed by J. C. Hunter, who built the house that was remodeled to make the present Harris property.

On lot number 105, about where the Pure Oil Station now stands, lived a man by the name of Sothern, related to the late Dr. S. B. Clark. He was a plasterer and the log house he had built on this was plastered both inside and out, but the plaster he had put on the outside did not stand the weather and soon began to fall off, and the house soon presented a very delapidated appearance. He later moved to New London, Ohio.

The adjoining lots 106 and 107 were vacant and the next building down Steubenville was the old Seccedor Church, on the lot where the Branch of Presby., Episcopal Rectory now stands. This was the first church building to be built in the town and was started under the pastorate of Rev. Daniel McClain. The builders were not accurate brick layers or builders and the front gable of the church started to fall out and had to be propped with two large poles. A few services were held in it and it was abandoned. Rev. James McGill followed and built the Seccedor church on the site of the present First U. P. Church.

In a suit in the Court of Common Pleas, in the June term of 1832 Alex McDonald, James P. Erskine and Thomas Eichelberger, doing business as Erskine, Eichelberger and Company were awarded a judgment against Col. C. A. Beatty for \$2828.64 and on this judgment the firm took over a number of lots in settlement. They were lots 109-110-114-115-116-125-132-133-134-126-127-128.

On lot number 111, purchased in 1815 by Peter Speers, who built on it, a rather large double log house, we find a great many of the local preachers living. Up to 1840 there had been four very prominent ministers live in the house. Rev. Samuel Black and Rev. William Wallace, Presbyterians, Rev. James McGill, Secceder and Rev. Thomas A. Morris, who about this time was made a Bishop. He had been the senior preacher in the Zanesville circuit in 1819-1923.

On the next lot James and John Dalham, who built a hewed log house and in the back part of this manufactured outfanning mills for blowing the chaff out of threshed grain. They later moved to Center township and built and ran a Tavern on the Nyce Farm at the foot of the Four Mile Hill in the old brick house at the Burris Mine. After they moved Johnathan Davis moved on the lot and improved the house and lived in it for some years. He was a stock buyer and teacher. On the McBurney and Potter lots, number 115, lived another Davis, John, a quaker, who had built a log cabin on the lot and ran a brick yard and manufactured bricks on the north end of the lot.

The next two half blocks were owned by William McCracken, lots 114-115-116-117-118-119, he had acquired them from their original owners, the first three from Erskine, Eichelberger & Co., and the last three from James Robertson who had built and was conducting a Tan Yard on them. McCracken also, purchased from John Ferguson, an Irish weaver of the early days the lot on which he later built the present brick dwelling

occupied by the Scotts. Ferguson had built a log house on this lot and did his work here. On the lot occupied by P. P. Sheehan was a small log house occupied by the head Tanner of the Tan Yard.

Wm. McCracken also acquired the next two lots, 121 and 122. On lot 121 had lived Captain John Jack, who had come here in the early years of the town and had purchased and conducted the small store started by Thomas Sarchet, on about the location of the Army Store. Captain Jack had been one of the members of the Nocklonborg Convention, where in May of 1775, these Virginians had sent to King George III of England their Declaration of Independence. Capt. Jack, being one of the signers. He also was a Captain in the Commissary Department of the United States Army in the War of 1812. He came here overland from Virginia, with his wife and two of his own children by a previous marriage, James and Sarah Jack and with two children of his wife's by her former marriage, William and Mary Gibbs. They all lived in a small house located about the middle of lot 121. They are all buried in Founders Cemetery.

Wm. McCracken also owned the lot where the McFarland house stands and the house on the rear of this lot is the original house that stood on the corner of 8th and Steubenville. Dr. Stephen B. Clark lived in this house and all his children were born in it. Wm. McCracken bought this lot from James Robertson, the original owner, in 1823 for \$100.

The McCartney house across Eighth Street was known as the Judge Gomber corner. Judge Gomber purchased the lot in 1812, building on it the south part of the present building, two stories. General R. B. Moore married a daughter of Gomber's and came into possession of the home. He built on it the one story addition on the north and occupied it until 1843. General Moore was the first Mason to be admitted to the Cambridge Masons, August 20, 1822.

The next lot now occupied in part by the residence of Miss Mayme Scott, was not occupied until the late 1840's when Peter Sarchet built on it a small frame house. On lot 125 the Seceeder Church had finished their second church building under Rev. McGill.

The Union School lot numbers 126-127 and 128 were some of the lots taken over by Erskine, Eichelberger and Co., from Z. A. Beatty. These men had been contractors on several sections of the Pike and for those days were well supplied with ready money. Richard Clark, an uncle of Dr. Stephen B. Clark, occupied a small house on the east side of these lots, while Isiah McIlyar, grandfather of Clyde McIlyar of Stewart Ave., lived in a small house on the west side.

The Methodist Church lot was owned by Thomas Lenfesty, and later by his son-in-law John Carlo. There was on the lot a small house that was rented to various tenants, until it finally fell into decay and Wm. McCracken came into possession of the lot. J. M. Bushfield bought it and erected on it, a frame house that was later moved to the back of the lot, when the stone church was built and used as a parsonage. This house burned at the time of the burning of the Church in the late 90's. On the next lot lived a Mrs. McKinney, related to the Clarks.

Lot 131 was originally owned by Eli Shryock, at the time he was Sheriff of Guernsey County. He built a frame house, which is a part of the house now standing on the lot. He sold the lot and house to Wm. Allison who was Sheriff later and Allison built a small frame building on the west side of the lot that he used for a Sheriff's office. This building was later moved to the corner of 9th and Wheeling Ave., where the Shepard building now stands and used as an office by Dr. S. B. Clark. Hon. Isaac Parrish was living on this lot in 1837 when he was elected to Congress from this district. Hon. Joseph W. White and Hon. S. J. McMahon both started their married lives on this lot.

On the next three lots numbers 132-133-134 lived the families of John Entz and John Mehaffy, with a house on each side of the block and a field between. The Entz house was torn down in the late 90's by M. L. Hartley to build the present residence, but the Mehaffy house is still standing. John Mehaffy and Joseph Stoner were partners in a shoe making shop located about where Gillespie and McCulley are at present, but later they dissolved the partnership and Mehaffy moved to a shop that he built, about where the Long and Hyde Store is located today. Joseph Stoner was Captain of the Cambridge-California Consolidated Gold Mining Co. #2, a party of 36 Guernsey County men, who left here for California in March of 1850.

The next square broken by hollows and ravines remained for years an open field, where the cows of the town were pastured. But on this square, steam was used as power for the first time in Cambridge, by the Harding Steam Saw Mill which burned down one night in the late 40's.

On lot number 139, Edward Roseman, had a coverlet and carpet weaving establishment. He later moved to Fairview.

On the last lot of the town plat lived Samuel Oldham, father of I. A. Oldham, who ran the Oldham Greenhouse for years. He was a tanner and at this time was running the Beatty Tan Yard.

There were a few isolated and widely separated homes outside of the ones on the Town Plat, and within the present incorporated limits of the Cambridge of today. The Bridge House, that stood immediately west of the present Main Street in front of which the first ferry and later the first toll bridge was located. This building and its numerous additions was used as a tavern and later as a residence until the building of the Central Ohio Railroad took the land over as right of way. In its last days, The Bridge House was an El Shaped, two story building, facing on Wills Creek, a part of it was the first house erected in Cambridge, and in all probabilities in Guernsey County. Its location was about the same as the old B & O Water tower, remembered by older residents. In this Tavern on the 23rd day of April, 1810, the organization of Guernsey County was affected by James Dillon, Absolom Martin and Wm. Demont taking oaths as County Commissioners and appointing Elijah Beale; Clerk, John Beatty; treasurer, Elijah Dyson; lister, Thomas Knowles; Sheriff, George Metcalf; surveyor, Peter Wyrick; auctioneer and Joseph Smith; coroner.

Theodore Ross had a gunsmith shop on the Cambridge Hotel lot. On Steubenville Street, Isaac O'Haven, conducted a wagon building business with the help of his brother. These boys

were sons of Uleric O'Haven who lived in a cabin on the A. W. Nicholson farm south of Cambridge. Alexander Murray, father of the late A. R. Murray of the National Bank of Cambridge, later owned this property and conducted the business, and branched out into the building business with Robert Nicholson, father of A. W. Nicholson, as partner.

On the east end of town, in the now Gaston's addition, on the lot now occupied by the residence of Milton H. Turner, lived "Katy" Wetzel in a small log house. She was a sister of Louis Wetzel, famous Indian fighter of this section. This cabin and the M. E. Church, that stood where the City Tool House now stands and the M. P. Church on its present Eagles Home site were the only buildings south of the town plat for sixty years.

Across the creek on the South, all was woods, except for a small cleared field bounded by Long Street and Orchard Ave., known as the Beatty Meadow. On the western side of this meadow, were the only two houses south of the Creek. They were close together and set some distance back from the Pike. In one of these lived General Jackson, an old pike teamster, and in the other lived Thomas Lawrance, who had two sons, one of whom Andrew was the first prisoner in the new County Jail that was finished in the fall of 1836 and was later sent to the Ohio Penitentiary for stabbing with intent to kill. He was a teamster and while serving his time in the Pen acted as a teamster and hauled stone for the Capitol Building. The other son John, in a quarrel with John Nubia, a colored Quaker in front of the Old Blue Corner, where DeFrance's Drug Store is at this time, had his eye shot out.

On the site of the Sunoco Gas Station at the head of Wheeling Ave., was the "LIGHTHOUSE", a place of entertainment and refreshment, kept by a Mrs. Williams.

Where the Sinclair Station is located on Eleventh and Wheeling lived John Moffit, he had been a soldier in the Revolution and his land grant from the government in this county was the lands, now beyond East Cambridge, on which the old mines of the Scott's and the Cambridge Coal Co. were. Thomas Bryant, one of the first constables of Cambridge lived here later.

On the site of the Dr. Gordon Lawyer home lived Peter Sarchet, Sr., who, although of the same name, was not related to any of the other Sarchets. Beyond this and on north on the location of the old Gallup house, Nicholas Bailhache and his family resided. The old Wheeling Road entered the present Cambridge, up the swale between this location and the Childrens Home lot and angled down through the lots between there and Eleventh Street and came into Wheeling Ave., at or near Eleventh St.

This page courtesy of GFM Posthouse, Inc.
Cliff Eagleson, Heating and Plumbing

Landmark Farm Bureau Co-op of Cambridge
Southeastern Ohio Telephone Company

The committee wishes to acknowledge contributors whose donations aided in the printing costs of this book.

The names are listed at the bottom of pages throughout the book. A single name denotes a contribution of 100.00; two names, 65.00 ea. and four names, 35.00 ea. Twenty dollar contributors are listed below.

List of Twenty Dollar Contributors

Milfair Linoleum & Carpet Company
Office Machine Service
Elby's Family Restaurant
Forsythe Realty, Inc.
Dr. & Mrs. William R. Salmans
Kirby of Cambridge
Fairdale Motor Lodge
North Fifth Laundromat
Marks Service Station & Transfer Company
Smith Glass Shop
Oxford Tile Company—Division of the Marmon Group Inc.
The Style Center
J. C. Penney Company, Inc.
Mary's Flower Shop
Kaplan's Cambridge Furniture Company
A. J. McKim Transfer & Storage Company
Burgess Floral, Inc.
Cambridge Coca-Cola Bottling Company
Kopper Kettle
Tastee-Freez
Schick & Company, Inc.
Branthoover & Johnston Company
Cambridge Small Homes
Orr's Drive-In of Cambridge
Burger Chef of Cambridge
Cambridge Vault Company

Superior Dairy, Inc.
Plastic Compounders, Inc.
La Flo Cut Glass Company
Ohio Physicians, Inc.
Dr. & Mrs. Paul Mock
Gilcher Auto Service
Diehl Insurance Agency
Cambridge Concert Association, Inc.
Accountant & Mrs. David D. Thomas
Dr. & Mrs. Merritt C. McCuskey
Southeastern Equipment Co.
Dr. & Mrs. R. H. Olnhausen
WHIZ TV Zanesville, Ohio
Bon Ton Studio, Inc.
James G. Moss, Nationwide Insurance
Burns Insurance Agency
Pat's Realty
Kuhn's Jewelers
The Tire Center
Hammond's Pennzoil Service
Cambridge Area Chamber of Commerce
Business Equipment Co. of Cambridge
Mr. & Mrs. Robert C. Wells
Guernsey Memorials Inc.