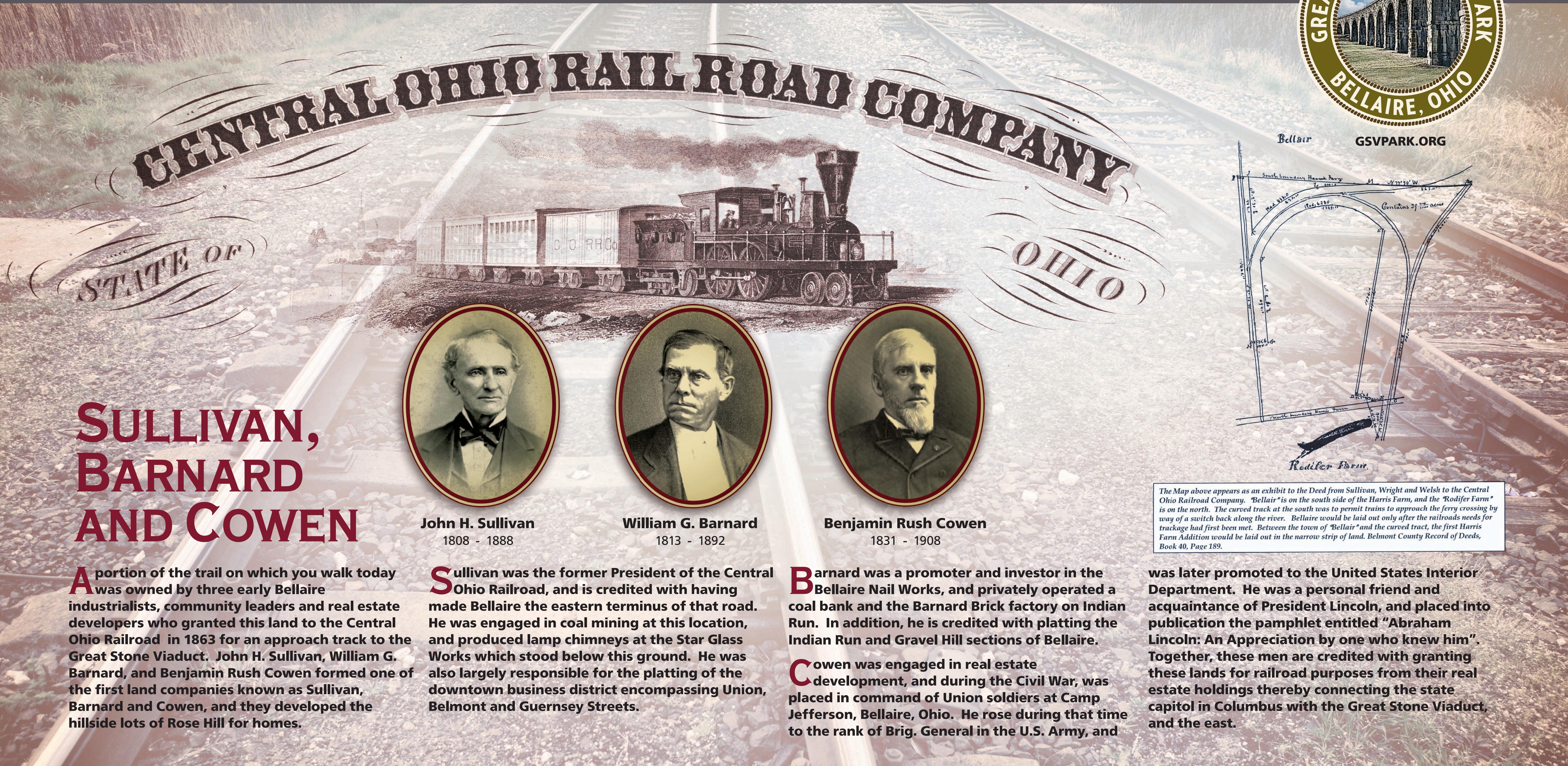


BELLAIRE'S EARLY INDUSTRIALISTS



SULLIVAN, BARNARD AND COWEN

A portion of the trail on which you walk today was owned by three early Bellaire industrialists, community leaders and real estate developers who granted this land to the Central Ohio Railroad in 1863 for an approach track to the Great Stone Viaduct. John H. Sullivan, William G. Barnard, and Benjamin Rush Cowen formed one of the first land companies known as Sullivan, Barnard and Cowen, and they developed the hillside lots of Rose Hill for homes.

John H. Sullivan
1808 - 1888

William G. Barnard
1813 - 1892

Benjamin Rush Cowen
1831 - 1908

Sullivan was the former President of the Central Ohio Railroad, and is credited with having made Bellaire the eastern terminus of that road. He was engaged in coal mining at this location, and produced lamp chimneys at the Star Glass Works which stood below this ground. He was also largely responsible for the platting of the downtown business district encompassing Union, Belmont and Guernsey Streets.

Barnard was a promoter and investor in the Bellaire Nail Works, and privately operated a coal bank and the Barnard Brick factory on Indian Run. In addition, he is credited with platting the Indian Run and Gravel Hill sections of Bellaire.

Cowen was engaged in real estate development, and during the Civil War, was placed in command of Union soldiers at Camp Jefferson, Bellaire, Ohio. He rose during that time to the rank of Brig. General in the U.S. Army, and

was later promoted to the United States Interior Department. He was a personal friend and acquaintance of President Lincoln, and placed into publication the pamphlet entitled "Abraham Lincoln: An Appreciation by one who knew him". Together, these men are credited with granting these lands for railroad purposes from their real estate holdings thereby connecting the state capitol in Columbus with the Great Stone Viaduct, and the east.

The Map above appears as an exhibit to the Deed from Sullivan, Wright and Welsh to the Central Ohio Railroad Company. "Bellaire" is on the south side of the Harris Farm, and the "Rodifer Farm" is on the north. The curved track at the south was to permit trains to approach the ferry crossing by way of a switch back along the river. Bellaire would be laid out only after the railroads needs for trackage had first been met. Between the town of "Bellaire" and the curved tract, the first Harris Farm Addition would be laid out in the narrow strip of land. Belmont County Record of Deeds, Book 40, Page 189.

**GREAT STONE
VIADUCT**



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about the Central Ohio Railroad
Company history

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more information
about
Belmont Savings Bank



Serving
the Ohio Valley
since 1885

