

THE



DENNISON



STORY

By Harry Liggett



To Katherine Pyle

who, like me, is a descendant of  
William and Mary Louisa Pyle  
and who, like me, writes mostly  
for the fun of it.

Harry Liggett





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## P R E F A C E

"The Dennison Story" was originally published as a series of newspaper articles in The Evening Chronicle.

The articles reproduced here appeared each Saturday from March 13 to August 7, 1965 in connection with the Dennison Centennial celebration. The community celebrated the 100th anniversary of its founding July 18-24, 1965.

The articles were written by Harry Liggett, a native of the community and a 1948 graduate of Dennison High School. He was city editor of The Evening Chronicle from April, 1956 to August, 1965.

There is much more to the history of Dennison. These articles deal mainly with the earliest period of the community and the evolution of the railroad. The articles, however, brought together for the first time the complete biographies of the ten illustrious men in the Dennison Land Company which founded the community.

"The Dennison Story" articles are reproduced here in the hope that the valuable historical information will be kept for future generations.

Other sources of historical information on the community and the railroad are listed in the bibliography.





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# Man Of Many Accomplishments Provided Name For Community

By HARRY LIGGETT

William Dennison Jr., for whom the community of Dennison was named, accomplished in his life what would seem almost impossible for any one man today.

He was a lawyer, city councilman, state senator, bank president, railroad president and organizer, war governor of Ohio, postmaster general of the United States and one of the founders of the Republican Party.

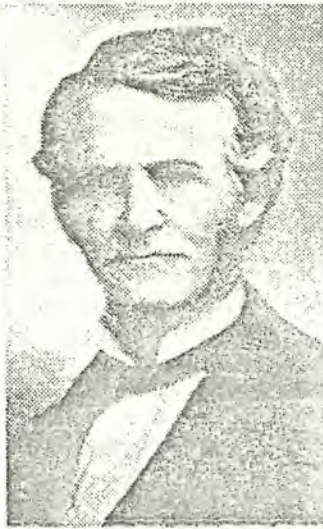
Dennison's parents moved to Cincinnati from New Jersey about 1805 and his father was long and widely-known as a successful businessman in the Miami Valley. He was proprietor of the highly-popular "Dennison House" in Cincinnati.

The elder Dennison was a native of New Jersey and his wife, Mary Carter, was of New England ancestry.

William Dennison Jr. was born in Cincinnati Nov. 23, 1815, about 10 years after the Dennisons arrived there. His parents, being in good circumstances, gave their son a liberal education which was much rarer in those days than it is today. He was graduated in 1835 from Miami University where he was commended by his instructors for scholarship in political science, history and literature.

He also had the advantage of studying law in the office of one of Ohio's gifted attorneys, Nathaniel G. Pendleton of Cincinnati, father of George H. Pendleton who in later years was a congressman of some repute.

The event that probably had much to do with Dennison's future, however, was his marriage to Ann Eliza Neil, eldest daughter of William Neil of Columbus. Dennison was admitted to the Ohio bar in 1840 and moved to Columbus when he and Miss Neil



WILLIAM DENNISON JR.  
From a painting by John  
Henry Witt

were wed on Dec. 23 the same year.

From that time on, Dennison's name can be found frequently associated in banking, railroads and other enterprises with Neil and his two sons, William Jr. and Robert.

Neil had come from Kentucky to Ohio in 1815 with a horse, saddle and bridle as his only possessions, but later earned the title of "stagecoach king" of Ohio as a magnate of the Ohio National Stage Company which operated hundreds of lines in Ohio and has been called one of the greatest trusts this state has ever known.

#### Led To Railroads

The stagecoach business eventually led to the construction of several railroads.

Dennison practiced law in Columbus until he was elected to the Ohio Senate in 1848. In the early 1850s he was a city councilman and was an organizer of the Franklin County Agricultural Society. He also was influential in establishing the Columbus Rolling Mills.

A pioneer promoter of railroads, Dennison led in the organization of the Hocking Valley, Columbus & Xenia and the Central Ohio railroads.

When the Columbus & Xenia Railway was organized on March 12, 1844, Dennison was one of the incorporators. He and his father-in-law, along with Robert Neil, were named directors on April 12, 1845, and the elder Neil was elected president of the railroad the same day.

The Columbus & Xenia on Nov. 30, 1853 approved a partnership contract with the Little Miami Railroad by which the two railroads were operated as one line, providing rail transportation from Cincinnati to Columbus. Dennison became president of the railroad.

An unusual note is that the Little Miami Railroad held its first meeting to elect directors at the "Dennison House" in Cincinnati on Aug. 23, 1837.

#### Involved In Most

Dennison eventually became involved in most of the railroads running into Columbus. Shortly after work was started on the Columbus & Xenia, the stage company began the operation of the Columbus & Cleveland line and then the old Central Ohio Railroad, which ran from Columbus to Newark, and the Columbus, Piqua and Indiana which later became a part of the Pennsylvania Railroad.

When the Central Ohio was organized Feb. 8, 1847, William Neil was one of the incorporators and on Aug. 26 the same year, Robert Neil and William Dennison were among those chosen directors.

Dennison was president of the Exchange Bank of Columbus from Jan. 22, 1852 to Jan. 1, 1856. That bank went into operation on May 24, 1845 with a capital of \$125,000. When it was reorganized as the National Exchange Bank in 1866, Dennison was still on the board of directors.

Maintaining an interest in railroads until his death, Dennison suffered heavily in the panic of 1873, but accumulated a handsome fortune.



# Community Name Linked To Political Party Founder

By HARRY LIGGETT

The name of William Dennison Jr. was being heard in political circles long before he gained the national reputation which made his name the logical choice for our community.

Entering public life during a hotly - contested period of Ohio politics, Dennison was elected to the Ohio Senate in October, 1848 by the Whigs of the senatorial district which was composed of Franklin and Delaware counties.

When the General Assembly met in December, the two houses were so evenly divided between Whigs and Democrats that it was more than two weeks before the session was organized.

In his first public speech in 1844, Dennison had opposed the admission of Texas to the union as an attempt to extend the area of slavery, so he was picked by the Whigs as their candidate for president of the Senate. Although the Whigs could not quite muster enough votes to elect him, it did enhance his prestige in the Assembly.

## Repealed Black Laws

As a member of the committee to remodel Ohio laws, Dennison was a leader in obtaining the repeal of the notorious Black Laws which disgraced Ohio statute books from 1804 to 1849. The laws prohibited "black men or mulattoes" from establishing permanent residences in Ohio or testifying in courts.

At the close of his Senate term in the spring of 1850, Dennison resumed his law practice and remained out of politics until 1852 when he was chosen a presidential elector and cast his vote for Gen. Winfield Scott, the Whig candidate.

While adhering to the Whig party through 1852, Dennison was one of the first of the Ohio party leaders to join the Republican movement.

Early in 1850 when Henry Clay introduced his compromise pro-

posals, a public meeting of Whigs at Columbus denounced the plan and took a pronounced anti-slavery position. The first Republican state convention was held at the Town Street Methodist Church in Columbus in 1855.

## Party Organized

In February, 1856, Dennison attended a preliminary convention in Pittsburgh at which the Republican Party was organized and was a member of the resolutions committee which prepared the platform.

In June that year he was acting chairman of the Ohio delegation at the convention in Philadelphia which nominated John C. Fremont for president.

When the Republican state convention met in Columbus on June 2, 1859, Dennison was the logical choice as the nominee for governor. He had served the party well as chairman of the state central committee and manager of Republican campaigns. He also was the best available man to carry on the anti-slavery philosophy of Salmon P. Chase, Ohio's first Republican governor, who stepped up to a seat in the U. S. Senate.

The Democrats chose Rufus P. Ranney, one of the state's ablest lawyers who had been elected to the Ohio Supreme Court in 1851 and had served as a member of the Constitutional convention in 1851. Ranney, who was 46, was considered an excellent speaker while Dennison three years younger, was better known as a campaign manager.

Dennison, however, proved he could hold his own in debate when the two candidates agreed to discuss the issues in seven different cities.

## Hear Great Debaters

When Democrats brought Stephen A. Douglas from Illinois for speeches at Columbus, Cincinnati and Wooster, supporting Ranney, the Republicans fought back by bringing in Abraham Lincoln to speak for Dennison at Cincinnati, Columbus and Dayton. Ohioans thus had an oppor-

tunity to hear the two great orators who had become famous for their debates in Illinois the previous year.

Dennison received 184,557 votes at the election in October as compared to 171,226 for Ranney, a majority of more than 13,000. Republicans made a clean sweep of other state offices and the majority of both houses of the Legislature.

In his inaugural address as the nineteenth governor of Ohio on Jan. 9, 1860, Dennison assured the nation that Ohio was unmistakably opposed to the extension of slavery, which he claimed was an attempt by the slaveholding states to dominate the federal government.

There were still attempts at this time, however, for conciliation and one of the first official events in which Gov. Dennison took part was later that month when the legislatures of Kentucky and Tennessee visited the state capital. This was at a time when tensions which brought on the Great Rebellion were mounting and the U. S. House of Representatives was having trouble organizing.

Dennison in a series of speeches declared that the sovereignty of states must be maintained and cited the common interests of the three states, but he showed by his actions later that he was for the union first.

In his first message to the 54th Ohio General Assembly on Jan. 7, 1861, Dennison discussed the issues at length and concluded his address by declaring emphatically that Ohio, always loyal to the Constitution, would maintain that loyalty.

He pointed out that Ohio's position was the same as it was in 1832 when the Legislature resolved:

That the Federal Union exists in a solemn compact, entered into by the voluntary consent of the people of the United States, and of each and ev-



## Community Name ...

ery state, and that, therefore, no state can claim the right to secede from, or violate that compact."

### Faced Many Problems

Gov. Dennison and the Legislature faced many problems was during this session of the tense times. It was during the session of the General Assembly that the new Statehouse was completed and a \$40,000 addition made to the state penitentiary.

James A. Garfield, then 29, was a member of the Senate at the time, serving in his first public office. Serving one term in the Senate, he was elected to the U. S. House of Representatives in 1862 and served there for 18 years. He had been elected to the U. S. Senate, but became President in 1881 before that term started. Like Dennison, he was opposed to slavery.

The Legislature in January, 1861 adopted a series of resolu-

tions against secession and pledged all of Ohio's resources to preserve the union.

### Host To Lincoln

One of the big events during Dennison's term was in February, 1861 when the governor was host to Lincoln who was then passing across the state on the way to his inauguration. Lincoln's journey from Springfield, Ill., took him to Cincinnati and then to Columbus before he continued on to Steubenville and Pittsburgh. He then returned to Cleveland where he traveled by way of Buffalo and Albany to Washington.

Arriving in Columbus from Cincinnati on Feb. 13 at 2:10 p. m., Lincoln went from the railroad depot to the State House where a huge crowd pressed into the rotunda, causing near bedlam, as he arrived to address the Legislature.

Dennison and other top Republicans, however, were disappoint-

ed at Lincoln's brief and non-partisan speeches which gave no indication of the policies he planned to follow.

After a private reception and dinner at the Dennison home, Lincoln was guest of honor for another reception at the State House at 8 p. m. The new President spent the night at the Dennison home and left on a special train at 7:30 the next morning for Steubenville.

Early in Lincoln's first year in office, when Chase was named secretary of the treasury, Dennison was a hopeful candidate to take his place in the Senate and his supporters stood by him for 78 ballots before the Republican caucus finally named John Sherman who was elected by a joint convention of the two houses on March 21.



## Highlights In Dennison's Life

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- Highlights in the life of William Dennison Jr.
- 1805—William Dennison Sr. and his wife, Mary Carter of New England, moved to Cincinnati from New Jersey.
- 1815—William Dennison Jr. born at Cincinnati Nov. 23.
- 1835—Graduated from Miami University where he studied political science, history and literature.
- 1840—Admitted to the Ohio bar after studying in the office of Nathaniel G. Pendleton and Stephen Fales in Cincinnati.
- 1840—Married Ann Eliza Neil, eldest daughter of William Neil of Columbus on Dec. 23 and moved to Columbus. They were married in Columbus by Rev. William Preston.
- 1844—Made his first public speech in which he opposed admission of Texas as an attempt to extend the area of slavery.
- 1845—Elected director of the Columbus & Xenia Railway on April 12. His father-in-law was elected president of the railroad at the same time. Dennison was one of the incorporators on March 12, 1844.
- 1847—Elected director of Central Ohio Railroad on Aug. 26.
- 1848—Elected in October to the Ohio Senate by the Whigs of the senatorial district which was composed of Franklin and Delaware counties.
- 1852—Became president of the Exchange Bank of Columbus and served from June 22, 1852 to Jan. 1, 1856. As a member of Electoral College, cast vote for Gen. Winfield Scott, the Whig candidate for President.
- 1853—Became president of the Columbus & Xenia Railway.
- 1855—Active at the first Republican state convention at Town Street Methodist Church in Columbus.
- 1856—In February attended a preliminary convention in Pittsburgh at which the Republican Party was inaugurated as a member of the Committee on Resolutions which prepared the platform of principles. In June, he was acting chairman of the Ohio delegation at Philadelphia which nominated John C. Fremont for President.
- 1859—Nominated for governor at the Republican state convention June 2 and elected governor in October over Judge Rufus P. Ranney.
- 1860—In his inaugural address as governor Jan. 9 he severely criticized slavery for the evils it had brought upon the country and pledged Ohio's fidelity to the Union.
- 1861—Host of Abraham Lincoln at Statehouse in Columbus Feb. 13 as new President passed across Ohio on his way to inauguration.
- 1862—David Tod inaugurated as governor Jan. 13 replacing Dennison. Dennison was not considered for the Republican nomination.
- 1864—Acted as chairman of the Republican National Convention at Baltimore, Md., on June 17 which re-nominated Lincoln.
- 1864—Appointed postmaster general by Lincoln in October, replacing Montgomery Blair.
- 1866—Resigned in July as postmaster general because of dissatisfaction with President Johnson's policies.
- 1872—Republican state convention March 27 endorsed Ulysses S. Grant's administration and suggested Dennison as his running mate. However, divisions in the Ohio delegation at the Philadelphia convention caused the governor to refuse to allow his name to be presented.
- 1880—Defeated by James Garfield for the Republican nomination for U.S. senator.
- 1882—Died at his home in Columbus June 15 after 18 months of invalidism at the age of 66.



# Ohio's Great War Governor Received Unjust Criticism

By HARRY LIGGETT

Although he was the target of much unjust criticism as the first of three Ohio governors during the Civil War, William Dennison Jr. was among the most able men who served the north during that period.

It was Dennison's misfortune that the war broke out only a year after he had been in office and Ohio was unprepared for the quick march of events.

On April 12, 1861 the Ohio Senate was transacting routine business when a messenger rushed into the chamber and announced:

"Mr. President, the telegraph announces that the secessionists are bombarding Ft. Sumter."

Three days later President Abraham Lincoln called for

75,000 militia and in less than 24 hours the Ohio Senate passed the "Million War Bill," appropriating \$1 million to place the state on a war footing.

In asking for passage of the legislation, Dennison said:

"I deem it my duty to recommend to the General Assembly of this state to make provisions proportionate to its means to assist the national authorities in restoring the integrity and strength of the Union, it all its amplitude, as the only means of preserving the rights of all the States, and insuring the permanent peace and prosperity of the whole country. I earnestly recommend, also, that an appropriation of not less than \$450,000 be immediately made for the purchase of arms and equipments for the use of

the volunteer militia of the State. I need not remind you of the pressing exigency for the prompt organization and arming of the military force of the state."

The bill passed with only one dissenting vote in the Senate and unanimously in the House. A half million dollars was appropriated for carrying into effect any request of the President to protect the national government, \$450,000 for the purchase of arms and equipment for the militia, and the remaining \$50,000 as an extra contingency fund for the governor.

Practically before the echoes of the bombardment of Fort Sumter had ended, 20 full companies were offered to the governor for service. Ohioans

showed their patriotism to the union quickly and various communities began forming companies to send to Columbus.

Dennison deserves much credit made by Ohio to Lincoln's call for troops. He believed in carrying on the war vigorously. When Gov. Magoffin of Kentucky refused to furnish troops in response to Lincoln's first call for volunteers, Gov. Dennison at once telegraphed the War Department: "If Kentucky will not fill her quota, Ohio will fill it for her."

## Filled Three Quotas

In less than two weeks, Ohio had furnished enough men to fill the quota of three states. The governor raised 23 regiments for three months service and 82 regiments for three years service or slightly over 100,000 men which was 20,750 more than the quota set by the federal government.

Dennison's battlecry was "Ohio must lead in the prosecution of the war." But Ohio was wholly unprepared to organize for war. The previous administration of Salmon Chase had been for strengthening the state militia, but unfortunately the men he had chosen for his military staff were entirely unprepared for the great task.

Dennison at first retained the bungling staff, but quickly a long series of troubles began to cloud the record of his faithful and able administration.

There were no uniforms, arms or equipment, but Washington wanted the men immediately whether equipped or not. On April 19 a crowd of men moved out of the Columbus depot long before dawn, but as soon as the train was out of the station, fresh arrivals began filling their places.

The Commissary General, George W. Runyan of Cincinnati, was ordered to make arrangements for the troops arriving in Columbus, but several companies of men were there almost as soon as he was. The Goodale House lowered its room rates to \$1.25 a day in a patriotic gesture and other second-class hotels provided rooms for as low as 75 cents. Food was supplied by a contractor for 50 cents per man a day, but he was unable to keep up with the huge task and within a few days the men, who were used to comforts of home, began complaining about breakfasts being delayed until noon. Having little else to do, they began growling about incompetent state officials and heartless contractors and the state legislators soon demanded that Dennison oust the incompetent staff.

Shipments of arms began to arrive and there were stories of large purchases at extravagant rates.

After the House passed a resolution on May 1 demanding the ouster of officers, Dennison assured the legislators that all the subsistence contracts would be virtually annulled by removal of troops to other camps. He kept his promise by selecting a site near Cincinnati on the Little Miami Railroad for Camp Dennison which was to become the largest of several camps in the state.

## Troubles At Camp

Events at the camp, however, did not help the governor. The first troops poured into the camp on April 29 when a heavy rain had turned the area into a mud hole and the men had to cook their own food. Irate legislators again accused the governor of favoritism, although the blame should have gone to Gen. George B. McClellan who had exclusive control of the camp since it was under federal jurisdiction. Dennison never tried to duck the responsibility by explaining this however.

Dennison realized the need for experienced military men quickly, but when he telegraphed Secretary of War Simon Cameron



## Ohio's Great War...

asking him to assign a West Point man to head the military in Ohio, he received only a curt refusal. The governor then appointed McClellan who was an

officer of the Ohio and Mississippi Railroad.

The governor assumed that McClellan would remain in Columbus, but he stayed only a few weeks when the War Department sent word of his appointment as a major general in the regular Army.

To point up the non-partisan war effort, Dennison appointed a Democrat, George W. McCook, to lead the first troops leaving Columbus for the capital. There was trouble on that first movement of troops however, so that the first soldiers sent out of Columbus were stopped at Harrisburg and then at Philadelphia and did not go directly to Washington. Dennison was criticized for this and assailed by Republicans for choosing McCook.

(McCook, it will be pointed out in future articles, was a member of the Dennison Land Company which laid out the community of Dennison.)

## Anxiety About Border

During the dark days of April, 1861, there was anxiety in Ohio which was bordered by 436 miles of slave states. Virginia, on the southeast, already was threatening to secede and soon became the main bulwark of the rebel cause and Kentucky was already furnishing recruits by the regiment to the Southern cause.

There was special fears about Virginia whose territory thrust like a wedge between Ohio and Pennsylvania. Unionists in the western part of Virginia were discontented and Gov. Dennison assured them that Ohio would protect them if they broke from Virginia. There was some question about whether Ohio troops should enter Virginia which had not actually seceded yet, but Dennison argued, "We can let no theory prevent the defense of Ohio."

"I will defend Ohio where it costs least and accomplishes most," Dennison promised. "Above all, I will defend Ohio beyond rather than on her border."

On May 7 Dennison wired the War Department asking that the boundaries assigned to General McClellan be extended to include western Virginia and the extension was made the following day. Citizens of Parkersburg had asked for immediate crossing of the river and occupation of the town.

## Pleaded With General

Dennison pleaded with General McClellan to take troops across the river to seize the important railroad community, but McClellan refused. The general said he did not want to take raw recruits into war.

On May 20, when the governor heard that rebel troops were marching toward Wheeling, he wired the news to the War Department in addition to informing McClellan. He had become distrustful of the general who kept putting him off.

It was not until four days later that the Secretary of War asked McClellan if he could not counteract the rebels in order to save western Virginia for the Union. McClellan wanted more troops before moving and within six hours after the request Ohio troops were supplied to him.

## Ohio Saved State

The troops were not mustered into the federal service though, so it was actually the Ohio state militia which rescued West Virginia. The troops, under McClellan, invaded Virginia May 26 and quickly secured the Baltimore and Ohio Railroad line and protected the Wheeling convention while it debated the future of the new state of West Virginia. McClellan became a national hero and was soon called to Washington as General-in-Chief.

As governor, Dennison had made some mistakes, but he led in saving West Virginia for the Union, provided for the pressing need to enlist an Army and organized the state for war despite many difficulties.

With the end of his service, he began to be appreciated and gradually he even became popular.



# Governor Attained National Prominence After Civil War

By HARRY LIGGETT

It was not until after the Civil War that Gov. William Dennison Jr. began to gain national stature.

The gubernatorial election of 1861 was held at the height of his unpopularity. Most party leaders knew that Dennison had been criticized unjustly for the chaos created by Ohio's rush into the war and some wanted to renominate him despite the risk which might be involved in losing votes.

The Republican state committee on July 25 resolved not to hold a state convention but to request the Democratic state committee to join in calling a bi-partisan meeting to nominate candidates. Leaders of both parties joined in calling a Union Party convention to meet at Columbus Sept. 5 with each county to send one delegate for every 1,000 votes for Supreme Court judge the previous year.

Politicians figured that by putting a Democrat at the head of the ticket they could capture some of the votes of the War Democrats and at the same time indicate that the Union Party would not be dominated by anti-slavery radicals.

## Not Considered

Dennison, therefore, was not even considered as a candidate. He was passed over graciously with a resolution of respect. It should be pointed out that none of Ohio's three war governors was elected to a second term.

David Tod of Mahoning County, a War Democrat, received the nomination of the Union Party. The Democrats at their convention on Aug. 7 had nominated Hugh J. Jewett of Zanesville over two other candidates.

Jewett, too, was a War Democrat, but Tod won the election.

(Jewett was a member of the Dennison Land Company which laid out Dennison.)

Gov. Dennison showed no animosity as a result of the election and, although only a private citizen then, continued to offer his services to Tod.

In his last message before leaving office on Jan. 6, 1862, Dennison reviewed the efforts made by his administration to

place the state on a war footing. He made scarcely any reference to the unjust criticism which have been leveled against him.

As a bank man, he protested the establishment of the National Bank system by Secretary of Treasury Salmon Chase. He said he believed the war would eventually end slavery, favored the confiscation of Rebel property and advocated establishment of a Negro colony in Central America.

## Cites Record

In concluding his address, Dennison said:

"I do not doubt that errors have occurred in conducting my civil and military administration; but I am solaced by the reflection that no motive has ever influenced me which did not spring from an earnest desire to promote the interests of my fellow-citizens, and preserve the honor of the State and the integrity of the Nation. . . I felt that I would be recreant to the duties entrusted to me, if I failed to exert all my powers and employ all the instrumentalities at my command, to support the Government in its efforts to suppress the insurrection and maintain its constitutional authority."

The close of his term of office as governor by no means lessened Dennison's interest in the Union cause. Being free to address the people on the cause nearest his heart, he became a favorite throughout the nation as one of the most powerful speakers in firing up enthusiasm for national unity.

## Named Postmaster General

He was selected as permanent chairman of the Republican National Convention which met in Baltimore, Md., on June 17, 1864 to re-nominate Lincoln. At the beginning of Lincoln's second term, in October, 1861, Dennison was appointed Postmaster General of the United States, replacing Montgomery Blair who Lincoln had removed as a sop to the radicals. Dennison served in that post until July, 1866 when President Johnson began to assail the Union Party. He then

resigned and returned to Columbus.

At the state convention on March 27, 1872, Republicans endorsed the administration of Ulysses S. Grant and suggested Dennison as a running mate. A squabble in the Ohio delegation at the Philadelphia convention, however, caused Dennison to refuse to allow his name to be presented.

In 1880, Dennison was defeated by James Garfield for the Republican nomination for U. S. senator. Garfield who was nominated as a compromise candidate by the Republicans for the Presidency, never took office in the Senate however.

## Accumulated Fortune

Although he lost heavily in the panic of 1873, Dennison accumulated a large fortune in his private business.

Probably the best assessment of Dennison's character was by Whitelaw Reid whose two volumes of "Ohio In The War" are still considered by many as the best work on the war period in Ohio. Most biographies of Dennison have been based on Reid's work which was published in 1867. Reid, an Ohio newspaperman during the war, later became editor of the New York Tribune.

In discussing Dennison's character, Reid wrote:

"He was a man of excellent social connections, of suave, elegant manners, a master of deportment, and a favorite in polite circles. His experience in public affairs (when elected governor) had been limited to a single term in the State Senate, and of military matters he was, like most other officials, profoundly ignorant. Among railroad managers and bank officers, he had the reputation of financial ability, and of capacity for controlling large operations."

To the end of his life, however, few knew him well, mostly on the account of his reserved manner. On the street he spoke only to old and intimate friends.

He died at his home in Columbus on June 15, 1882 after a period of invalidism lasting about 18 months.



# Century-Old Records Tell Of Community's Founding

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By HARRY LIGGETT

Records more than a century old in the Tuscarawas County Recorder's Office at the Courthouse in New Philadelphia today provide the most accurate record of the founding of Dennison.

Records for 1852 and 1853 show the purchase of land by the Steubenville and Indiana Railroad for right-of-way to construct the railroad line which was completed through Dennison in 1854 a decade before the community was laid out.

Other records in 1864 and 1865 show various purchases of land by Col. George W. McCook of Steubenville who acted as agent for the Dennison Land Company which laid out the community.

The Dennison Land Company is not mentioned by name in any of the transactions since it was not a corporation but merely a partnership of 10 men.

(A future article will tell about the Dennison Land Company which was formed by 10 illustrious men including seven who were railroad presidents at one time or another.)

The most significant land transfer was recorded on June 5, 1865 and appears in Volume 49 on Page 623 of the deed records. The record shows that John and Susan Rebecca Welch, his wife, sold McCook 132½ acres in Mill Twp. for \$13,000.

Other purchases of land were made by McCook, but the community was laid out on the land owned by Welch. A biography of Welch in an 1875 history states that he had purchased 159

acres of land in Mill Twp. in 1838 and sold the 132½ acres in 1862 to the land company. A later history states that the land was purchased in 1864.

The sale of 140 acres by George W. Carmack to McCook for \$2,800 was recorded on March 1, 1864 and the sale of 169 acres by Isaac and Nancy Osburn for \$12,500 was recorded on March 16 the same year. Another section containing more than 11 acres was purchased for \$825 from Alexander Huston and was recorded on April 9, 1864. All of these transfers are recorded in Volume 47.

The date of the land sales cannot be determined exactly because there apparently was often a lapse of time between the actual purchase and the recording of the transfer.

Another important date in the founding of the community was the recording of the original plat by McCook on Sept. 30, 1865. A copy of the original is on file in the County Recorder's Office.

The transfer of land by McCook to the Pittsburg, Cincinnati and St. Louis Railway was not recorded until May 1, 1868. That transfer of land, recorded in Volume 54 on Page 480, indicates the railroad paid \$10,000 for 43 acres plus 12 lots on Center Street, opposite the present depot.

The biography of Welch indicates that in his lifetime he saw land which sold originally for two dollars per acre later disposed of for \$4,200 per acre.

He had sold his land for about \$50 per acre. Records indicate that some of the first lots in the new community sold for around \$100.

Deed records for 1852 and 1853 show the railroad paid ordinarily around \$45 to \$50 an acre for right-of-way and anywhere from \$25 to more than

\$200 for lots or parts of lots within the various communities along the line.

There are many familiar Twin City names recorded to the purchase of these lands. Among them were John and Catharine Andreas, William and Hannah Jeffers, Sylvester and Emily Andreas, William and Catharine Ely, Charles V. and Elizabeth Van Buskirk, Benjamin and Caroline Carpenter, Dennis and Sarah Cahill, George and Hester Sterling, Wesley Hilton, Samuel and Mary Hilton and Joseph and Nancy Voshail.

Among the interesting items to be found in the deed records was the transfer by McCook of five lots to the Presbyterian Church for the sum of \$1. The gift of land was recorded on Jan. 27, 1872 and appears on Page 498 of Volume 59 of the deed records. The property, still owned by the church, is east of N. Third Street on the north side of Grant Street. It included lot numbers 12, 13, 14, 15 and 16 in Block 16 of the original plat.



# Owner Of Town Land Made Money In Canal Business

By HARRY LIGGETT

Major John Welch, a wealthy land owner and first postmaster of Uhrichsville, once owned all the land on which the community of Dennison was laid out.

Welch started to work at the mill of Jacob Uhrich in Uhrichsville for ten dollars a month when he was only about 15 years old and 30 years later, in 1853, his estate was estimated to be worth some \$60,000.

Welch was born Aug. 9, 1808 in Sussex County, N. J. When he was only one year old, his parents came to Ohio and lived first in Jefferson and Harrison counties before settling in Mill Twp. where they spent the remainder of their lives.

#### Father Was Miller

His father was a miller by trade and reported to be a very industrious man although he always remained in moderate circumstances.

Major Welch worked for Uhrich about three years until he earned enough money to go into business for himself. He bought a quantity of wheat for 28 cents a bushel and sold it to double his investment. He continued selling wheat until he had about \$511 and then began to purchase a number of canal boats to ship produce to Cleveland.

"At that early day," one historian wrote, "this amount of cash looked to a poor boy like a princely fortune, and young Welch felt himself almost important enough to run a United State Bank, had such a thing been in existence."

#### Lost Everything

Around 1840, when Welch was 32 years old, he was reported worth some \$40,000, but he soon lost everything.

When the bottom dropped out of the produce market, he lost \$28,000 and he soon found himself owing \$11,000 while he had only about \$4,000.

His old employer, however, came to his aid. Welch had married Uhrich's daughter, Mary, about 16 years previously. His father-in-law loaned him \$2,500 on a note payable at the Wheeling Bank in four months and with this capital, Welch began again to deal in wheat. He paid off the note and the same year cleared \$11,000.

Welch continued to deal in wheat, pork, flour, clover, seed and produce of all kinds and it is said he turned over \$1.5 million dollars in business.

#### Purchased Land

Around 1838 Welch had purchased 159 acres of land embracing the area of the original plat of Dennison and in 1862 or 1863 he sold 132½ acres of that land to the Dennison Land Company, retaining the remainder as a homestead. The Welch farm was on property now occupied by Dennison High School, north of Sherman Street and east of N. Third Street. The street on the north side of the school, running east and west, still carries his name.

In an earlier day, Welch was major of a battalion of rifle companies and was postmaster of Uhrichsville for eight years. He was an old-line Whig in politics and later a staunch Republican. An early biographer re-

ports he never used tobacco and never drank so much as a quart of spirituous liquor.

By his first marriage to Polly (Mary) Uhrich, Welch had three children, Jacob U., John Jr. and Sarah. This marriage lasted only seven years however. The first Mrs. Welch died in 1833.

On July 13, 1837, Welch married Susan R. Bukey, daughter of William Bukey of West Virginia who later came to Ohio and resided in Franklin County. They had six sons and two daughters, William B., Joseph M., Abner, Ralph D., Charles M., Henry F., Mary K. and Susan A.

William B. served in the Civil War and was killed in action in November, 1864 and Ralph D. also served three years in the 80th Ohio Volunteer Infantry.

The second Mrs. Welch died July 29, 1872 at the age of 53 and Welch on June 2, 1874 married Mrs. Agnes M. Osburn, sister of the second Mrs. Welch.

Welch died April 21, 1881 at his home in Dennison at the age of 72.



# Development Of Railroads Came Quickly After 1848

By HARRY LIGGETT

No history of Dennison would be complete without a detailed account of the development of railroads.

Ohio was among the first states to start building railroads and Dennison became an important part of the spreading railroad network.

The state began receiving applications for railroad charters about the time the Ohio Canal was being completed. As early as 1832, when there were only 229 miles of railroad in operation in the United States, a special charter was granted to the Cincinnati, Sandusky and Cleveland Railroad for constructing a 156-mile stretch from Sandusky to Dayton.

Although a number of charters were granted, there were only 189 miles completed and in operation in 1847. By 1873, however, the mileage had increased to 6,264 and the value of the railroads in operation was estimated that year at \$76,113,500.

The Pennsylvania Railroad was chartered in Pennsylvania on April 13, 1846 to build a railroad between Harrisburg and Pittsburgh and the first train operated Sept. 1, 1849 between Harrisburg and Lewistown, Pa., 60 miles.

The Pennsylvania Railroad as we know it today is the product of combining some 600 different railroads. Growth of these railroads was rapid and by 1874 the Pennsylvania Railroad itself, or through railroads in which it had acquired an interest, had reached most of the area it serves today.

In Ohio by 1874 there were 51 railroads and by 1899 there were 99 railroad companies incorporated under the laws of Ohio, including 95 in operation

and four under construction. Seventy of the railroads were entirely within Ohio and 25 were incorporated under the laws of Ohio and adjoining states.

At the close of the fiscal year of June, 1899, Ohio had 8,767 miles of main line road and 4,619 miles of all other track, making a total of 13,386 miles with a total cost of road and equipment of \$644,355,840.

Railroads that year gave employment to 57,114 persons and paid them wages totaling \$32,076,046. They transported 22,028,512 passengers at an average cost of 2.4 cents per mile, carried 104,537,103 tons of freight at an average cost of

1.3 cents per ton mile and earned \$72,369,848 in gross receipts. They paid into the state treasury \$3,048,541 in taxes.

There were 5,410 locomotives that year which consumed 3,955,237 tons of coal for fuel. There were 4,000 passenger cars and 227,771 freight cars used to do the business of the roads.

Oak stringers covered with strap iron, five-eighths of an inch thick and two and one-half inches wide were used for track on the earliest railroads. The first passenger cars were of a very crude pattern, a sort of double-deck affair, built like the old stage coaches and having a seating capacity for 24 persons.

The first engines weighed about ten tons with water and coal tanks loaded. Speed for passenger trains was less than ten miles per hour, and less than half that speed for freight.

Ohio railroads had contracts for carrying mail as early as 1837.

But there were very few railroads built before 1848 when the construction started to boom.

By the time the railroad was constructed through this area in 1854 modern "T" rails made of steel had replaced the old strap iron and many other advances had been made.

Small stretches of railroad were built here and there in different parts of the state at different times and finally were connected up into organized systems.

The Steubenville and Indiana Railroad which was chartered in 1848, was constructed through this area in 1854 to become an integral part in the development of the Pennsylvania lines west of Pittsburgh.

(Next: Development of Steubenville and Indiana Railroad)



# Rail Merger Of Century Ago Created Need For Town

The move to merge the Pennsylvania and New York Central railroads is a big undertaking now, but a big railroad consolidation 100 years ago was much more important to Dennison.

There once were four different railroads on the line between Pittsburgh and Columbus, but in October, 1865 arrangements were made by the four railroads for operating the entire line from Pittsburgh to Columbus as the Pittsburgh, Columbus and Cincinnati Railroad. Trains started running regularly from Pittsburgh to Columbus on Oct. 9, 1865.

It was due to arrangements for this consolidation that the shops of the Steubenville and Indiana Railroad were moved from Steubenville to a new site which would be halfway between Pittsburgh and Columbus.

Efforts were made to purchase land at Lock Seventeen, west of here, on which to build the shops, but a price of \$300 per acre was asked for the land. The Dennison Land Company, a partnership of 10 men, finally bought 132½ acres from Major John Welch and later transferred 43 acres plus several lots to the railroad. The community of Dennison was laid out on the remaining land.

The history of the four railroads goes back as far as 1847 when the first one was incorporated, but they were not completely joined together until 1865 because of the difficulties encountered in getting a connection across the Ohio River at Steubenville.

The four railroads were the Central Ohio Railroad, running from Columbus to Newark; the Steubenville and Indiana Railroad, running from Steubenville to Newark; the Pittsburgh and Steubenville Railroad, running between those two communities, and the Holliday's Cove Railroad which was only about seven miles in length, bridging the Ohio River at Steubenville.

**Pittsburgh And Steubenville**  
The Pittsburgh and Steubenville Railroad was granted a

charter by the General Assembly of Pennsylvania on March 24, 1849, authorizing construction of a track starting at the Monongahela River near Pittsburgh and running in the direction of Steubenville on the bank of the Ohio River to a point on the Virginia state line.

A supplemental act was passed April 21, 1852, authorizing the company further authority to extend its road into the City of Pittsburgh, thus enabling the road to connect with the Pennsylvania Railroad.

Work started in June, 1852, but the original contractors withdrew in 1856. New contractors were financially embarrassed in a few months and assigned their contracts in December, 1857 to William Thaw, later a vice president of the Pennsylvania Company. Thaw then transferred the contracts to the Western Transportation Co. which was organized to lease and operate the railroad.

West Virginia was not a state at this time and the narrow peninsula of Virginia which extended north between Pennsylvania and the Ohio River created difficulties since Virginia favored the Baltimore and Ohio.

To get around the problem, two individuals in 1854 purchased right-of-way across the state, only about seven miles and built what was a private road, but the capital was supplied by the Pittsburgh and Steubenville Railroad. The road ninsula of Virginia which was operated for awhile, but was discontinued.

#### Holliday's Cove

Virginia, however, finally approved the construction of a bridge across the river by an act on March 30, 1860. The Holliday's Cove Railroad Co. was incorporated to build or purchase a railroad leading from the bridge to the Virgin-

ia-Pennsylvania state line.

Considerable opposition developed, however, and it was necessary to get the approval of Congress which was obtained on July 14, 1862. The construction of the bridge then was started.

The entire railroad, including the Steubenville extension, was opened for traffic on Oct. 9, 1865 and trains started running regularly from Pittsburgh to Columbus.

#### Steubenville And Indiana

The Steubenville and Indiana Railroad, which will be discussed in detail in later articles, was incorporated Feb. 24, 1848 and the entire line from Steubenville to Newark was opened

April 17, 1855.

The Steubenville and Indiana on April 17, 1857 had made arrangements to convey traffic over the Central Ohio completing the line to Columbus and in March, 1864 purchased a half interest in the Central Ohio for \$775,000.

The Pittsburgh and Steubenville on Nov. 7, 1867 was sold at foreclosure and was taken over by a new company known as the Panhandle Railway Company which was incorporated on Jan. 15, 1868.

#### Central Ohio

The Central Ohio Railroad Company was incorporated Feb. 8, 1847 to build a railway from Columbus by way of Newark and Zanesville to such point on the Ohio River as the directors of the railroad might select. William Neil, father-in-law of Gov. Dennison, was one of the incorporators and Dennison was chosen a director on Aug. 26, 1847. In 1851 the company erected a roundhouse at Columbus and on Feb. 4, 1853 members of the Ohio General Assembly journeyed over the road to Zanesville. On Monday, Oct. 6, 1854, regular passenger trains began

Continued



running in connection with through trains on the Baltimore & Ohio.

The Central Ohio also became financially embarrassed and suit was brought for foreclosure on April 21, 1859 and Hugh J. Jewett, later a member of the Dennison Land Company, was appointed receiver.

The Steubenville and Indiana Railroad, also had financial difficulties and Jewett's brother, Thomas L., was appointed receiver on Sept. 2, 1859. The Steubenville and Indiana was sold at foreclosure in 1864, but the sale was set aside for the big reorganization.

**Consolidation Comes**

The Pennsylvania Railroad, which had a total investment of \$5,633,000 in three of the railroads, the Panhandle, the Steu-

benville and Indiana and the Holliday's Cove Railroad, decided to consolidate them into one company with a line from Pittsburgh to Columbus, a distance of 193 miles. Thus the Pittsburgh, Cincinnati and St. Louis Railway was organized on May 14, 1868. The railroad continued to be known by the name "Panhandle" and Thomas L. Jewett was president.

In 1899 the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Co. was organized and operated as a separate line until Jan. 1, 1921, when it was leased to the Pennsylvania Railroad for 999 years.



# Railroad Built 10 Years Before Founding Of Town

By HARRY LIGGETT

The Steubenville and Indiana Railroad was running through the Twin Cities a decade before the community of Dennison was founded. Work on the railroad through here was completed in 1854.

The Steubenville and Indiana Railroad was incorporated by an act of the Ohio Legislature on Feb. 24, 1848 to construct a railroad from Steubenville, Ohio, by way of Conotton or Stillwa-

ter creeks to Mount Vernon, Ohio, and on to the Indiana border at any point between Wiltshire and For Recovery.

Another special act of the Legislature on March 12, 1849 authorized the construction of a branch from Coshocton to Columbus by way of Newark or Mount Vernon and the construction of a bridge over the Ohio River, subject to the consent of the Virginia Legislature.

This act also authorized towns, townships and counties along the route to subscribe stock and levy a tax to pay it if the subscriptions were approved by a majority vote in the taxing district where it was proposed.

Citizens interested in building of the railroad met at Steubenville April 26, 1849 and committees were appointed to solicit subscriptions along the route. A railroad convention of Tuscarawas County residents was held at New Philadelphia June 2, 1849 and much interest was shown.

The group voted to request county commissioners to place an issue on the ballot on the second Monday of August, 1849 calling for a subscription of \$100,000 to the road and to determine whether it should pass through New Philadelphia or Uhrichsville.

On June 26 the commissioners issued the notice of election for the second Saturday of August, but because surveys for the railroad were not complete the election was postponed until the

first Saturday in November and the question of where the road would be constructed was not placed on the ballot. The issue was defeated 1,094 to 890. There were 2,457 votes on the issue, but a number of voters attached conditions to their vote.

Mill, Salem, Clay and Oxford townships subscribed largely for the railroad.

## Grandfather Of President

The Steubenville and Indiana was organized in 1848 by citizens of Steubenville. They included James Wilson, whose son, Joseph, was the father of President Woodrow Wilson. James Wilson was brought from Philadelphia to Steubenville to edit the Western Herald and Steubenville Gazette in 1815. He died of cholera in 1852 before the railroad was in operation.

Other incorporators were James Meais, Nathaniel Dike, William McDonald, Daniel L. Collier, John Orr, John Andrews, David McGowan, James Gallagher, James McKinney, Roswell Marsh, James Turnbull and Alexander Doyle.

There was much enthusiasm, but a lack of money kept the project dormant until March 6, 1850 when the first election of directors took place.

Daniel Kilgore, a wealthy citizen of Cadiz, was induced to join in the enterprise and was elected as the first president. Other incorporators were Dr. John Andrews, James Meais, William McDonald, Thompson Hanna, W. K. Johnson and James Parks, directors; R. S. Moodey, secretary; D. L. Collier, treasurer; Jacob Blickensderfer Jr., chief engineer, and Thomas L. Jewett and Thomas Meais, solicitors.

Kilgore, like Wilson, failed to see the results of his efforts. He died suddenly in December, 1851 while on railroad business in New York and was succeeded by James Meais as president. W. V. Hubbard succeeded Meais as president in 1855 and when Hubbard resigned the position went to Thomas L. Jewett, la-

ter a member of the Dennison Land Company. Jewett served as president and as receiver down to the consolidation of the four railroads.

## Engineers Employed

By the spring of 1850, subscriptions to the railroad totaled \$500,000 in available funds and the directors employed a corps of engineers under Blickensderfer to make the necessary surveys the following year.

The Steubenville Messenger of May 31, 1851 reported:

"This route of the Steubenville and Indiana Railroad, after careful surveys, has been determined upon. Its location was decided at the last meeting of the board of directors. It leaves Steubenville through the Cross Uhrichsville to Coshocton."

Parks, who had a drygoods store on the northeast corner of Fourth and Market streets in Steubenville, sold it to give his entire time to railroad business. He and Kilgore, who moved to Steubenville, canvassed the route.

## Built In Air

People along the route were so ignorant of railroads that some supposed it would be built in the air and thus run over their farms without interfering with their fields or stock. And the promoters probably did not always take the trouble to correct this impression.

Roswell Marsh, a lawyer who came to Steubenville from Vermont, turned the first shovel of earth when ground was broken for the railroad in the south end of Steubenville in December, 1851.

The Steubenville Herald on Nov. 3, 1851 reported:

"The entire road from Steubenville to Newark, a distance of 116 miles, has been contracted for. The necessary turnouts and branch roads to Cadiz, New Philadelphia and Dresden also provided for. The entire work from Steubenville to Newark is to be in complete and full operation in two years from the first day of January next."

## Locomotives Arrive



# Railroad Built 10 Years . . .

1853 when three locomotives named Bezaleel Wells, James Ross and Steubenville, came puffing into the center of Steubenville across Market Street, west of Sixth Street, drawing two cars.

The three engines and cars, as well as the rails with which the track was constructed, were brought down the river to Mingo from Pittsburgh on barges. An incline was made from the water to the embankment to bring up supplies.

A large crowd gathered on Washington Street, which was the end of the line, for a celebration that Saturday afternoon which included music by a band, gun salutes and other fanfare. After a speech by Col. Collier, a free excursion was provided on the short stretch of railroad which was not then completed even as far west as Unionport, 20 miles away.

### First 20 Miles

The first notice of the Steubenville and Indiana was printed on a poster carrying the date of Dec. 17, 1853. The notice said the company intended to run a train of passenger and freight cars between Steubenville and Unionport starting on Thursday, Dec. 22, 1853.

Trains were scheduled to leave the Steubenville station at 8 a.m. and 2 p.m., going westward, and leaving Unionport at 10 a.m. and 4 p.m. on the return trips. The fare was listed at 60 cents for the 20-mile trip with stops in between at Mingo, Goulds, West End, Smithfield Crossing, Reed's Mill and Bloomfield.

An advertisement in a Cadiz newspaper in 1854 announced that the railroad was completed to Dresden and would run passenger trains daily, except Sunday, for the 96-mile stretch between Cadiz and Dresden.

### Part-Way By Canal

Trains left Cadiz at 7:40 a.m. and connected with canal packets at Dresden. Passengers dined on the boat and arrived at Newark at 7 p.m. Returning they left Newark at 7 a.m., dined on board the packet and connected with the cars at Dresden at 1:30 p.m., arriving at Cadiz at 7:05 p.m.

### \$3 A Round Trip

During the week of the Ohio State Fair, the advertisement announced, the rate of fare would be reduced to \$3 for the round trip from Cadiz to Newark and return.

The locomotives of that day had a smokestack approximately the size of a boiler in a big inverted cone. It was necessary to cover the top of the stack with wire netting to collect the numerous sparks made by the burning wood. When coal came into use, the stacks were gradually decreased in size.

The Steubenville and Indiana purchased the residence of David Moody on Washington Street in Steubenville for a depot and the surrounding grounds were used for a roundhouse, machine shops and yards. The car shops were located on the Means property between Washington and Market streets. The double parlors of the Moody home were used for a waiting room and ticket office and the general offices were upstairs. A railroad car served for a freight depot until a shed was erected at the west edge of the house.

### First Freight Shipped

The first recorded freight shipped from Steubenville was from Hull, Wood & Co. Dec. 24, 1853 to William and J. Harvey of Unionport. The freight included one bag of coffee, one barrel of molasses, 4 barrel of mackerel and two boxes of candles. The same firm also shipped one cheese box and one box of merchandise to S. L. Hanna at Reed's Mills. Sharp & Craig of Steubenville also shipped a consignment of stoves to A. Holt of Cadiz.

The railroad was gradually extended westward to Cadiz Junction, Bowerston, Uhrichsville, Newcomerstown and Coshocton. The Cadiz branch, an 8-1 stretch from Cadiz to Cadiz Junction was constructed in 1855. On April 11, 1855 the line was opened all the way to Newark, ending on First Street there, west of the north fork of the Licking River.

Pennsylvania Railroad stockholders at a meeting on Feb. 6, 1854 authorized the board to guarantee bonds of the Steuben-

ville and Indiana for not more than \$500,000.

### Couldn't Pay Expenses

The Steubenville and Indiana lines, however, ended in Newark and the railroad actually had no connection with Pittsburgh or with the west. Because the road was poorly equipped and not completed, there were not enough earnings to pay expenses. The railroad became annoyed by suits and judgments and was unable to pay laborers or suppliers.

The Steubenville and Indiana had planned its own route to Columbus so there was no immediate connection with the Central Ohio Railroad which was ark to Columbus.

When the Steubenville and Indiana finally gave up the idea of constructing its line into Columbus, the firm was in such poor financial condition that the money for the right-of-way needed to connect its line with the Central Ohio was made by the Columbus and Xenia Railroad. (It will be recalled that Gov. Dennison and the Neills of Columbus were involved in the Central Ohio and the Columbus and Xenia Railroads.)

### Connected With C&O

The connection was built in 1857 from a point east of Cedar Street in Newark to a junction with the Central Ohio.

Even with the connection to Columbus over the Central Ohio tracks, the Steubenville and Indiana was still dependent on local traffic and failed to earn enough to keep going.

On Sept. 2, 1859 Thomas L. Jewett was appointed receiver after foreclosure proceedings were started in Common Pleas Court in Harrison County. A decree of the court dated Jan. 6, 1864, still on record at the Court-house in Cadiz, called for the sale of the railroad to J. Edgar Thomson, H. M. Alexander and George W. McCook, trustees.

(These three men were members later of the Dennison Land Company which laid out the community of Dennison.)

On Oct. 1, 1864, Jewett, in behalf of the company purchased an undivided half interest of

Continued



# Railroad Built 10 Years . . . .

that part of the Central Ohio Railroad from Columbus to Newark for \$775,000 thus giving the company an outlet with roads running west of Columbus and to Cincinnati. The amount actually was paid in bonds.

## Brothers Were Receivers

An act of the Ohio Legislature on April 7, 1863 provided for the agreement entered into on March 14, 1864. The half interest in the road was conveyed by a deed by the Central Ohio Railroad Co. and by H. J. Jewett, who was receiver for that railroad. Hugh Jewett was the older brother of Thomas L. Jewett. The sale was confirmed by a decree of the U. S. Circuit Court for the Southern District of Ohio at its June term in 1864.

Both Jewetts were later members of the Dennison Land Company.

Sale of the Steubenville and Indiana decreed in January, 1864 was never completed. Creditors and stockholders of the company agreed to set aside the sale in favor of a reorganization. The sale was set aside by the court at the October term in 1870.

The Steubenville and Indiana Railroad, however, was not in existence long. It operated under its own organization from Dec. 22, 1853 to Sept. 2, 1859 when Jewett was named receiver. Jewett operated the railroad as receiver until Oct. 9, 1865.

On that date, after the bridge over the Ohio River at Steubenville had been completed, arrangements were made to operate the entire line from Pitts-

burgh to Columbus as the Pittsburgh, Columbus and Cincinnati Railroad.

## Shops Moved To Dennison

The Steubenville and Indiana, still under receivership, joined with the Pittsburgh and Steubenville Railroad and the Holliday's Cove Rail Road and the Steubenville Extension of the Pennsylvania Railroad in the operation of the P.C.C., but the railroad was never incorporated under that title. It was at this time that the shops were moved from Steubenville to Dennison.

At the end of 1866 the Steubenville and Indiana had 51 locomotives, 19 of which belonged to the receiver, 30 passenger cars and 782 freight cars.

At this time, the Steubenville and Indiana extended from a connection with the Holiday's Cove Road 66 feet west of the west end of the bridge over the Ohio River at Steubenville to Columbus 150.76 miles with a branch of 8.1 miles in length from Cadiz Junction to Cadiz, a total of 158.86 miles, all in Ohio. The line from Newark to Columbus, a distance of 33.13 miles was owned jointly with the Central Ohio Railroad.

The general consolidation of the railroads came in May, 1868. The Steubenville and Indiana was consolidated with the Pan Handle Railway Company and the Holliday's Cove Railroad Company to form the Pittsburgh, Cincinnati and St. Louis Railway Co. Articles of consolidation were filed May 11, 1868 in the Secretary of State's

office in Ohio and on May 14, 1868 in the office of the Secretary of the Commonwealth of Pennsylvania and the office of the Secretary of State in West Virginia.

The through line from Pittsburgh to Columbus then was under one management for a distance of 193 miles, not including the Cadiz branch.

The new company immediately organized. First officers were Thomas L. Jewett, president; George B. Roberts, vice president; J. G. Morris, secretary and treasurer; A. J. McDowell, auditor; W. W. Card, superintendent; M. J. Becker, engineer; S. W. Scull, general ticket agent; James Means, general freight agent; and George G. Whitcomb, supply agent.

Jewett was succeeded in the office of president by Thomas A. Scott, also a member of the Dennison Land Company who later became president of the Pennsylvania Railroad.

The company adopted the policy of leasing other railroad lines and in 1890 the P. C. & St. L. Railway was merged with its principal leased line, the Columbus, Chicago and Indiana Central Railroad which stretched from Columbus to Chicago and Indianapolis with a mileage of 580. The new company then took the title of Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company. The P.C.C. & St. L. Railroad operated separately until Jan. 1, 1921 when it was leased by the Pennsylvania Railroad for 999 years.



# Gen. Custer's Brother Used Old Gray Mare To Pull Train

By HARRY LIGGETT

An old time railroader, who worked on the Steubenville and Indiana Railroad when it was constructed through this area, tells an interesting story of railroading in a feature story which appeared many years ago in the Kansas City Star.

The story is told by Capt. James B. McGonigle who once worked with Brice Custer, oldest brother of Gen. George Custer, as a railroader.

"I was at Steubenville on the Ohio River in 1852 when a lot of fellows who had some money concluded to build a railroad from Steubenville west across Ohio and Indiana to Indianapolis by way of Columbus," the captain told a couple of young railroad men.

"They called it the Steubenville and Indiana Railroad. They built only fifty miles of the road when their money gave out. The road ran from Steubenville west to a cut in Licking County, and while it was being operated under the original company I worked first as brakeman and then as conductor at \$26 a month. The

fireman got \$26, but the engineer got a little more, \$40, I think.

## Had Two Trains

"We had two trains on the road running in opposite directions. When we reached a meeting point the first train to arrive would take the siding and wait for the other train to pass. We had lots of experiences that would seem incredulous to the railroader of these times. We used to burn green wood, because when it burned it all it would make a hotter fire and last longer; but we had lots of trouble keeping that green wood burning. No matter how careful we were the fire would go out, and then we would have to tie up and cut up fence rails to get up steam enough to go ahead.

"You fellows who think you have tough times in bad weather ought to have been with us on some of our runs," the captain continued. "I remember we had an awful time one day when Brice Custer was firing. Brice, you know, was the oldest brother of General Custer, and he was a corking good man. He was firing green maple wood and the engineer was trying to get to the siding. The wood would not burn any more than a chunk of ice would burn, and the fire went out. It had been raining for a week — off and on — and when we turned out we couldn't find a stick of lumber anywhere dry enough to start a fire. We lay there for hours until finally, in desperation, we walked two miles to the nearest farmhouse and borrowed an old gray mare and we pulled that engine to the siding and then took the cars along the track, one at a time, in the

same way.

## Waited At Siding

"We frequently had to wait a long time at a meeting point for the train coming from the opposite direction, for the other train crew had the same kind of luck that we had. Sometimes we would wait until we got tired and then we would proceed cautiously. Approaching a curve to avoid a collision the brakeman would be sent ahead of the engine to flag the approaching train if he saw it coming. We called that running a curve."

A letter from a member of the Ohio House of Representatives, dated Jan. 5, 1856 and quoted in the Cadiz Republican, gives an insight into the operation of the railroad then from the passenger's viewpoint.

"Last Thursday we left the Junction (Cadiz Junction) about noon and got along fine till we arrived at Coshocton at 2 o'clock," wrote Rep. Ephriam Clark. "Well, we ate dinner at Coshocton, took in some rotten wood and went slow enough for anybody to Newark where we landed a little after dark backing out and stalling some five times on the last one-half mile. Put up at the Irving House, had a good warm room to sleep in and got up to the coldest morning this winter 12 degrees below zero by six the coldest this winter, ate a good breakfast, took the cars at 11, had a good ride and got here (Columbus) half past 12 just in time for dinner which is at 1 o'clock."

Trains at that time left Steubenville at 8 in the morning and were not due in Newark until 4:15 in the afternoon. The fare was \$3.45.



# Cadiz Congressman Became First President Of Railroad

By HARRY LIGGETT

A wealthy Cadiz man, who had served both in the Ohio Legislature and the U.S. Congress, sparked the development of the Steubenville and Indiana Railroad — although he never lived to see the railroad completed.

The charter for the Steubenville and Indiana had been issued in February, 1848, but the project did not get off the ground until Daniel Kilgore joined those promoting the venture.

When directors were elected on March 6, 1850, Kilgore was named as the first president of the railroad, but in December, 1851 he died in a New York City hotel while there on railroad business.

Kilgore did much for the railroad in that brief span, however, as one of Ohio's most influential men.

While living in Cadiz, besides operating prosperous business ventures, he established a special school for teaching higher education courses and started the Harrison Branch of the State Bank of Ohio which was the first banking establishment in Cadiz.

He was a merchant, bank president and director in several large insurance companies.

Kilgore was born in King's Creek, W.Va. around 1790 and moved to Steubenville as a child where his father was en-

gaged in making nails by the manual process. Kilgore was the son of William and Nancy Kelly Kilgore who had come to America from Ireland.

Kilgore moved to Cadiz in 1813 and began his nail making there in a little shop. He then began selling hardware items and other merchandise until his business genius made him one of the wealthiest merchants in the community.

He also became active in real estate dealings with Chauncey Dewey and John Olmsted in Cadiz.

On April 14, 1816, three years after he arrived in Cadiz, Kilgore was married to Mary

Pritchard. The couple had two children, but Mrs. Kilgore died on Feb. 3, 1825. Kilgore on April 5, 1831 married Ellen Downcy of Dauphin County, Pa., and had eight children to his second wife.

It was after the death of his first wife that Kilgore was elected to the Ohio General Assembly. He wielded great influence in both state and national affairs until he fell victim to the political manipulation of Edwin M. Stanton.

Kilgore was elected to the Ohio Senate in 1828 and served two terms through 1832. In 1833 he was elected to Congress to fill a vacancy caused by the death of Humphrey Howe Leavitt of the 19th District which

was then composed of Jefferson and Harrison counties. In 1834, Kilgore was elected to his first full term and two years later was elected for another term.

In his third term, however, joined a few other members of the Democratic Party in opposing the administration. Stanton, then only 24 and a member of the same party, started a movement to censure Kilgore. (Stanton, a native of Steubenville, began his public career as prosecuting attorney of Harrison County and later was the law partner of Col. George McCook in Steubenville.)

At a Fourth of July dinner in 1838, Stanton proposed a toast that the 19th District was not properly represented. Kilgore became irate and tendered his resignation to start a hard campaign to win re-election to vindicate himself. He was not able to secure re-election, however, and failed even to win the party nomination.

When he was elected president of the Steubenville and Indiana, Kilgore moved to Steubenville to perform his duties, but was active himself in canvassing the proposed route, soliciting stock and purchasing right-of-way.

Kilgore was a big man, according to one biographer, "about six feet tall, square built, well - proportioned, with black hair and dark eyes and dark complexion, always clean shaven."



# One Of First Timetables

By HARRY LIGGETT

An old timetable tells much about the operation of the Steubenville and Indiana just after it was completed.

A retired railroader, Frank Carter of 418 Johnson Ave., Dennison, has a yellowed copy of Time Table No. 9 of the Steubenville and Indiana which was effective on Monday, Oct. 13, 1856, a year after the railroad had been completed for its entire length from Steubenville to Newark.

The timetable consists of one sheet of paper about 10 by 14 inches. On the front is listed the schedule of trains and special instructions for train crews. On the back are listed 43 instructions for running trains.

Four trains westward and four eastward are listed on the table. A freight train, going west, left Cadiz at 4:40 a. m. and was scheduled to arrive in Newark at 4 p. m. The freight train, going east, left Newark at 4:15 a. m. and arrived in Cadiz at 4:15 p. m.

### Mail Train Schedule

A mail train, going west, left Steubenville at 11 a. m. and arrived at Newark at 5 p. m. The mail train, going east, left Newark at 11:10 a. m. and arrived in Steubenville at 5:30 p. m.

These were the only trains which traveled the entire distance from Newark to Steubenville. There also was a Cadiz train and a coal train. The Cadiz train left Steubenville at 3:20 p. m. and arrived in Cadiz Junction at 5:20 p. m. and Fairview (Jewett) at 6:10 p. m. A train left Jewett at 8:15 in the morning, Cadiz Junction at 9 a. m. and arrived in Steubenville at 10:45 a. m.

The coal train left Newark at 5:30 a. m. and arrived in Coshocton at 9 a. m. On the return trip it left Coshocton at 11:15 a. m. and arrived in Newark at 2:45 p. m.

### 34 Scheduled Stops

At that time there were 34 different stops listed on the timetable, but 17 of them were flagstops. Dennison, which had not even been founded yet, is not on the list of course.

Names of many of the towns on the timetable have since been changed, especially in Harrison County. Fairview, for instance, is now Jewett.

The list of stations (with regular stops in boldface) were

Steubenville, Mingo, Gould's, Alexandria Road, Smithfield Station, Reed's Mill, Hammond's Siding, Bloomfield, Unionport, Miller's, Cadiz Junction, Fairview, New Market, Masterville, Bowersville, Philadelphia Road, Uhrichsville, Trenton, Lock No. 17, Port Washington, New Comerstown, Oxford, Lafayette, Coshocton, Coalport, Coensville, Adams' Mills, Dresden, Frazeyburg, Nashport Road, Hanover, Joel's Station and Newark.

### Only One Track

Since there was only a single track at that time, it is interesting to note the passing points of trains listed on each side of the timetable. Passing points were printed in boldface type and much of the special instructions on the front covers meeting and passing of trains.

Passing points were at Gould's Hammond's Siding, New Market, Lock No. 17, New Comerstown, Coensville and Dresden.

One of the special instructions gives some idea of the complications of a single track:

"Freight trains bound west will not leave a station unless they can, without any doubt, reach the meeting point before the time marked in the Table for the departure of the approaching train; but wait where they expect to meet the approaching train until one hour beyond the time marked in the Time Table for it to be there, and then, if it has not arrived, proceed carefully keeping one hour behind until the delayed train is met and passed."

Another instruction for running trains stated:

"Passenger trains will not wait for freight trains. Freight trains will wait indefinitely for passenger trains, and must be out of the way, giving them the road. Extra trains must be kept out of the way of all other trains, and in no case occupy the track within ten minutes of the time of the regular train."

There were seven special police regulations listed on the timetable.

### Restrictions Listed

One pointed out that "Trains must not run at a speed exceeding five miles per hour through Newark, nor blow the whistle

within the limits of Newark, nor run exceeding six miles per hour in crossing any of the bridges, or trestle work exceeding forty feet in length. The throttle must be closed while passing through all covered bridges."

Another pointed out that "All trains must reduce their speed to four miles an hour with in the corporation of Steubenville."

There apparently was concern also about work on Sunday, because another rule cautioned "Hand-cars must not be placed upon the track on Sundays; and at no time, except on business of the company."

Still another rule warned that "The use of spiritous liquors while on duty is strictly prohibited, and preference will always be given to those employees who abstain entirely from its use."

The biggest accidents in those days apparently was killing of farm stock along the route, and was a serious matter.

### Must Report Accidents

"All accidents, such as breakages, getting off the track, uncoupling of trains, killing of stock, &, or failure in any way of Engines must be reported to the Superintendent, in writing; and defective places in the road or bridges, to the Superintendent, and also to the man in charge of the Division," one rule read.

Another said "Foremen of repairs will report to the roadmaster all cases of killing of stock, stating No. of nearest mile post, and by what Train killed."

Another rule for conductors and engineers said "Enginemen must use every possible care to avoid killing animals. Frequent occurrence of killing will be considered evidence of carelessness and incompetency. All animals killed must be reported by Engineer to Conductor."

There were precautionary rules which seem to indicate that the railroad sill was being completed at that time.

One pointed out that "Caution must be observed in running curves and unfinished or dangerous points in the road, and vigilance at all times."



# Town Could Boast Of Extensive Shops

By HARRY LIGGETT

Dennison a decade after the Civil War could boast one of the most extensive locomotive shops in the country.

Shops were moved to Dennison from Steubenville in 1864 and when several small railroads were consolidated to form the Pittsburgh, Cincinnati and St. Louis Railway, the offices of the division superintendents of the Pittsburgh and Columbus divisions both were located in this community.

An 1880 history of Belmont and Jefferson counties gives a description of the shops here at that time when the P. C. & St. L was employing an average of at least 400 hands the year round.

On the south side of the depot on 40 acres of ground sold to the railroad by the Dennison Land Company were a series of substantial brick buildings including an extensive "Round House"

Ross Kells, then master mechanic of the railroad, provided information for the writer of the early history.

The machine shop, which was 310 by 90 feet, was lighted by innumerable windows including an extensive skylight in the roof. Erecting and fitting was done in this building which had no fewer than 14 tracks running into it. There were 150 men employed in this shop alone.

Equipment included a six-foot lathe for turning "driving wheels" plus a number of smaller lathes. Other equipment included machines for quartering and slotting, heading and bolting machines, drill presses, wheel presses, planers and boring mills. At the west end of this shop was an area for wood-construction of locomotive cabs, bumpers, end sills and other items.

## Built Engines

So complete was the shop at this time, that it was pointed out that the shop "completely built engine No. 15 from steam to stern, and she is one of the best locomotives now on their hands. Usually, however, they only put together their engines and conduct general repairs, turning out an average of fifty-two engines a year—or, one a week."

A staircase at the end of the

ing room where the early historian was impressed by blueprints which were being made.

"It is a process by which duplicates may be produced within ten minutes in fine weather—thus enabling one man to easily accomplish the work of nine draftsmen, on complicated designs in one day," the author wrote.

The boiler room in a building 80 by 100 feet, provided employment at that time for about 45 hands. Two sets of rolls, punch and shears, bolt cutter and bolt machines were used.

The smith's shop in a building 80 by 120 feet provided employment for about 50 men and its equipment included a 3600 pound steam hammer.

## 50-Foot Turntable

The roundhouse (the old one nearer the depot) had a 50-foot turntable to transfer the engines to or from any of its stalls. Among the makes of engines to be found in the roundhouse were the Baldwin eight and ten wheel, the Pittsburgh Locomotive Works eight and ten wheel and the Norris eight and ten wheel which averaged between 34 to 40 tons.

The engine room had a 60-horsepower stationary engine. There also was a tool room for storing reamers, bits, machine and hand taps and dies, templates for duplicating standard parts of locomotives and other mechanical equipment.

The storeroom measuring 30 by 40 feet, stored flues, springs, bar iron, buckets, brooms, lamps, lamp chimneys and even matches and tacks.

The oil room was a solid brick structure which stowed ten large tanks with a capacity of ten barrels each in the basement, containing lard oil, carbon oil, paraffine and black oil, drawn off in the room above by means of a siphon. The upper room was used for storage of waste and other items.

## Room For Engineers

The Roundhouse office was described as a "tastefully fitted room for the special use of engineers." It was attached to the Roundhouse and included a series of desks, time cards, bulletin boards, mirrors and clothes racks.

The brass house where brass

casting was done was a semi-detached structure. The company ice house was a tall framed building 50 by 60 feet where an immense quantity of ice was stored for replenishing ice coolers in the cars, through the heated summer months, as trains were delayed at the depot.

The sand house contained huge bins of sand and three stoves or ovens where it was dried. Adjoining the sand house was a hostler's house where animals were kept for light work around the shops.

The car repair shop at the east end of the yard was a wooden structure 240 feet long and employed a large number of men under the foremanship of D. F. Anderegg.

Kells began working for the Steubenville and Indiana Railroad in 1856 a year after that line was completed in the shops at Steubenville and came to Dennison as foreman in 1865 after the shops were moved here. A few years later he became general foreman of the shops and then master mechanic.

## Equipment Listed

The P. C. & St. L had 193 miles of main line track in 1880 with 176 miles of single track, 15 miles of double track, 48 miles of side tracks and the Cadiz branch which was 8.1 miles.

There were 51 wooden bridges

with an aggregate length of 7,752 feet, 23 stone bridges with an aggregate of 2,584 feet and 12 iron bridges of 3,353 feet. Nine tunnels had an aggregate length of 10,483 feet.

All wooden bridges at that time were gradually being renewed with stone or iron structures and the entire main track was being laid with steel rails. There were 81 passenger stations and 50 freight depots between Columbus and Pittsburgh and two passenger stations and one freight depot on the Cadiz branch.

Equipment of the P. C. & St. L at this time included 74 ten-wheel locomotives, 34 eight-wheel locomotives, 39 passenger cars, 13 baggage cars, 10 express cars, 3 postal cars, 1,756 box cars, 414 stock cars, 149 gondola cars, 49 cabooses, 5 wrecking cars, 2 derrick cars, 1 special car, 23 hand cars and 25 push cars.



# Original Plat Of Town Shows 37 Different Blocks

By HARRY LIGGETT

A copy of the original plat of Dennison at the Courthouse in New Philadelphia shows 37 different blocks when the community was first laid out.

N. First and N. Second streets extended as far north as Blain Street, but N. Third Street went only as far as Sherman Street on the original plat. North of Sherman on Third Street was land owned by Major John Welch from whom the Dennison Land Company purchased the land on which the community was laid out.

Grant and Center streets ran as far east as Ninth street while Sherman Street ended at Sixth Street. What is now known as Race Street on the south side of the community originally was called South Street and Center Street was spelled Centre.

#### Street Not Continuous

Center Street on the original plat was not a continuous street. A block known as the Hotel Block was located north of the railroad tracks between Fourth and Fifth streets and Center Street ended on either side of this block until the 1890s. The north half of the Hotel Block was sub-divided into lots in a plat recorded on July 22, 1886.

The Hotel Block was the starting point used by Thomas T. Bonsall and Enoch H. Beans in surveying and platting the town. The reference point, marked by a caret on the map, was at the southwest corner of the Hotel

Block where it met the south line of Center Street and was 50 feet north of the center line of the Stubenville and Indiana Railway track.

The signature of Bonsall, a civil engineer and surveyor, along with those of George W. McCook and John Milone are on the original plat.

Gorge W. McCook was listed as owner of the lands on which the plat of the town was located since he served as agent for the Dennison Land Company. John Milone, a justice of the peace, witnessed the signature of McCook.

An explanation written on the plot notes that the lots were all 25 feet wide and 120 feet deep. Streets were 60 feet in width except Center and Bank streets, Sixth Street south of Center Street and Logan Street between Fourth and Sixth streets which were only 40 feet wide. Almost all the alleys were 25 feet in width.

There have been at least 35 additions to the community recorded since that time. The land company had recorded six different additions by the end of 1893. The first recorded addition was the Mozena addition on the south side. Other early additions were the Welch and McKee additions on the north side and Shipton's addition on the south side.

#### Growth In 1880s

There were 665 lots in the original plat of 1865. The largest number of additions seems to have been in the 1880s and by the turn of the century there were more than 1,500 lots recorded, according to property maps.

This is in line with population figures of the U. S. Census Bureau which show the greatest increase which show the community's population nearly doubled between 1880 and 1890 — the biggest percentage of increased population in the town's history.

The population, first recorded at 828 in 1870, zoomed from 1,518 in 1880 to 2,925 in 1890. The largest numerical increase, according to Census figures was from 1910 to 1920.

#### Census Figures

The first census figure for Dennison was in 1870 when 828 inhabitants were listed. The population zoomed from 1,518 in 1880 to 2,925 in 1890 for an increase of 1,407.

The only other increase numerically larger than that was from 1910 to 1920 according to census figures. The population in 1910 was 4,008 while the population for 1920 is listed as 5,524.

Census figures for every year in the community's history are as follows:

(1870)	828	(1880)	1,518	(1890)	2,925
(1900)	3,763	(1910)	4,008	(1920)	5,524
(1930)	4,529	(1940)	4,413	(1950)	4,432
(1960)	4,158				



# Land Company Included 10 Illustrious Gentlemen

By HARRY LIGGETT

The Dennison Land Company, which purchased the land for railroad shops and a town site here, was a co-partnership of 10 of the most illustrious men of their day.

Gov. William Dennison Jr., as mentioned in previous articles, was Postmaster General of the United States at the time. Seven of the ten were railroad presidents, six were lawyers or judges, two were bank presidents, one a congressman, one an Ohio attorney general, another an Ohio Supreme Court justice and one a U.S. district attorney.

#### Only County Resident

The only Tuscarawas County resident in the group was Judge George W. McIlvaine who served for 15 years on the Supreme Court of Ohio.

Judge McIlvaine was born in Washington County, Pa., on July 14, 1822 and spent his early days on a farm. He began his professional career with limited schooling, but studied with an attorney named Zeth Hurd in Washington County and was admitted to the bar in 1845.

A year later he moved to New Philadelphia and soon attained a successful practice as an attorney until his election as judge of the Court of Common Pleas in 1861. The constitution of Ohio at that time called for nine judicial districts. Tuscarawas County was in the Third Subdistrict of the Eighth District along with Jefferson and Harrison counties.

McIlvaine served from February, 1862 until January, 1871 when he resigned to become justice of the Ohio Supreme Court. He was serving his second term as a common pleas judge when he was elected to the top court in October, 1870. He took his seat on the top court Feb. 9, 1871 succeeding Judge Jacob Brinkerhoff of Richland County.

Other members of the top court at the time were Josiah Scott of Butler County, who succeeded Rufus P. Ranney (Dennison's opponent for governor), John Welch of Athens County, William White of Clark County and Luther Day of Portage County.

#### Declined Fourth Term

The judge served three terms of five years each on the top court and was nominated for another term, but declined because of ill health.

A former chief justice wrote of McIlvaine that "He displayed ability and fitness of a high order and easily ranks among the really great judges who have adorned that court."

On retiring from the bench, McIlvaine returned to New Philadelphia where he died on Dec. 23, 1887.

His obituary said of him:

"He had no patience with mere technicalities. Himself a master of logic, he instantly detected a fallacy in argument. His opinions were expressed in clear, strong, pure English and their arrangement was always logical and in natural sequence."

#### Portrait At Courthouse

A portrait of Judge McIlvaine still hangs in the Common Pleas Courtroom in the Courthouse at New Philadelphia.

The only two members of the Land Company who were not Ohio residents were Henry M. Alexander and Ashbel Green. A New York City law firm, Alexander and Green, which was founded by the two men more than a century ago is still in business at 120 Broadway, New York City. The accompanying photos of the two men were copied from portraits hanging in the law office today.

#### Founded Bar Association

The two men also were founders of the Association of the Bar of the City of New York.

Alexander was born in Princeton, N. J. on Aug. 22, 1822, the youngest of the seven children of Rev. Archibald Alexander D. D. His father was one of the founders of Princetown Theological Seminary and its first professor of Theology. His mother, Janetta, was the daughter of Rev. James Waddeil of Virginia who was famous in this day as "The Blind Preacher."

Alexander entered the College of New Jersey (Princeton) as a sophomore in the fall of 1837 and joined the Whig Society. He became a great debater in the society.

After graduation in 1849, Alexander took up the study of law and in 1843 was granted a master of arts degree at Princeton. He then was admitted to the bar in New York and entered into practice with James S. L. Cummins and Ashbel Green, under the firm name of Cummins, Alexander and Green. A few years later, Cummins withdrew and the firm has been known from that time until today as Alexander and Green.

#### Represented Mark Twain

One of the many famous clients of the firm was Samuel L. Clemens, better known as Mark Twain.

In helping us with our search for information on Alexander, the law firm obtained a letter from a granddaughter who wrote an interesting note told to her by a secretary employed in the family for many years. She wrote:

"He told me that my grandfather when he was an old man still went to the office every day. Baxter would be sent to 10 West 54th Street to fetch him and they would drive in a handsome cab to the office of Alexander and Green. Every day they would stop at the office of Mr. Charles Scribner (famous



# Land Company Included

publisher) and Mr. Scribner would give my grandfather a book to read while he was downtown. He would return it the next day and be given another book."

## Never Missed Meeting

Alexander in 1863 was elected a trustee of the College of New Jersey and served in that position for 36 years. The president of Princeton in a report to his board recorded the fact that down to his death Alexander had never missed a single meeting.

As one of the chief advisers of the college president he, along with Green, played an important role in obtaining building projects for the university.

Alexander was married to Susan Mary Brown, daughter of Rev. Matthew Brown D.D., who was at one time president of Jefferson College (now Washington and Jefferson) in Pennsylvania. They celebrated their golden wedding anniversary a year before Alexander's death on Sept. 9, 1899 in Seabright, N. J., at the age of 77. They had a daughter and five sons. All five sons were graduated from Princeton.

## Daughter Wed McCook

Their only daughter was married to John J. McCook, a Civil War colonel and a member of the distinguished Ohio family known as The Fighting McCooks of Carroll County. McCook, who later joined the Alexander and Green law firm, was a brother of Col. George McCook, who was agent to the Land Company.

Alexander also had five distinguished brothers. They included Rev. James Waddell Alexander D.D., pastor for many years of the Fifth Avenue Presbyterian Church in New York; Rev. Joseph Addison Alexander D.D., professor of oriental languages at Princeton; William C. Alexander, first president of the Equitable Life Assurance Society which is still in business in New York today; Dr. Archibald Alexander, who spent his lifetime in the practice of medicine in Princeton,

and Rev. Samuel D. Alexander D.D., pastor of Phillips Presbyterian Church in New York City and a trustee of Princeton Theological Seminary.

Alexander Hall at Princeton was presented in 1900 to the college by a daughter-in-law, Mrs. Charles B. Alexander, in his memory. A portrait in bas-relief of Alexander still can be found in Alexander Hall on the Princeton University campus.

## Chaplain Of Congress

Green was no less distinguished than his partner, nor was his family. His grandfather, Rev. Ashbel Green, was the first chaplain of the Congress of the United States, a prominent Presbyterian clergyman, and from 1812 to 1822 was president of Princeton College.

Among his ancestors also was Rev. Abner Pierson, the first rector of Yale College. His father, James S. Green, who lived in Princeton, was well-known as an attorney.

Green was born in Princeton Dec. 17, 1826 and was graduated from Princeton College in 1846. In July, 1849, after studying law under his father, he was admitted to the bar in New Jersey and soon went to New York where he began practice with Alexander.

In 1863 he became a resident of Bergen County, N. J., and remained there until his death. He was presiding judge of the Common Pleas Court in that county from 1870 to 1872.

## Became Railroad President

From 1870 to 1873 he was president of the New Jersey Southern Railroad and gained a practical knowledge of railroad management. In 1885 he was appointed receiver of the North River Construction Co. which built the West Shore Railroad. He was a member of the reorganization committee which transferred that railroad to the New York Central and Hudson River Railroad Co. After the transfer, he was appointed vice president and general legal counsel of the West Shore Railroad Co. and spent his time thereafter in that capacity.

A few months before his death, when the law departments of the Vanderbilt system of railroads east of Buffalo were consolidated, he became general counsel of the New York Central & Hudson River Railroad Co. He was busily engaged in the duties of this office on the day before his death, although then confined to his home by illness. He died at his home in Tenafly, N. J., on Sept. 4, 1898.

He was a Democrat, but voted for Lincoln in 1864.

Another member of the land Company was William H. Clement, a Cincinnati capitalist and railroad president.

## Of French Descent

Clement was born July 30, 1815 at Saratoga Springs, N. Y. His father, Joel Clement, was one of two brothers of a French Huguenot family which settled, one in Pennsylvania and the other in New York. His mother was the daughter of Gideon Putnam, one of the first settlers and proprietors of Saratoga Springs.

Clement went to school there and at an academy in Bennington, Vt. until the fall of 1833 when he entered Rensselaer Polytechnic Institute at Troy, N. Y. He was graduated from that institution in 1835 as a civil engineer.

Railroads were attracting business in New York at that time and Clement obtained a job first as a rodman on preliminary surveys and later as assistant division engineer of the Utica & Schenectady, now part of the New York Central Railroad, at Little Falls, N. Y. He remained there until the road opened in the summer of 1836 and then worked on a preliminary survey for a railroad from Toronto to Georgian Bay in Ontario, Canada.

## Worked On First One

In 1837 he decided to move to Ohio and arrived in Sandusky in September of that year to take a job as an assistant to the

Continued



# 10 Illustrious Gentlemen

chief engineer of the Mad River & Lake Erie Railroad. This was the first railroad in Ohio granted a charter by the state. There were only 229 miles of railroad in the nation when the firm was granted its charter on June 5, 1832 to build a railroad from Sandusky to Dayton. This railroad later became the Cincinnati, Sandusky and Cleveland Railroad.

#### Went To Cincinnati

R. M. Snoemaker, chief engineer of the railroad, took Clement with him to Cincinnati in the fall of 1837 when construction was started on the Little Miami Railroad. Clement played an important part in building the road as assistant chief engineer and when the line was completed he was put in charge of operations as resident engineer and superintendent.

"During those 14 years, Clement became almost a legendary figure in American railroad history," according to one author who points out that during a coal famine in the bitter winter of 1856 not one of Clement's train crews left their post although required to work day and night without rest:

In 1857, although the Little Miami Railroad hated to part with his services, Clement accepted a position as vice president of the eastern division and general superintendent of the Ohio & Mississippi Railroad, a position held until 1860.

#### Elected President

On Jan. 1, 1860, however, he was elected president of the Little Miami Railroad and served in that capacity until 1867. From that time on he was engaged in the construction of some important works until he became president of the Cincinnati Southern Railroad.

He was married on Dec. 31, 1840 to Elizabeth Steiner of Frederick, Md., who died July 6, 1850 and on Aug. 15, 1851 he was wed to Mrs. Caroline Smith. He was the father of 10 children, four to his first wife and six to his second wife.

Clement died Jan. 17, 1887.

(Next week: Sketches on other members of the Land Company)



# Company Agent Known For Many Endeavors

Col. George W. McCook, agent for the Dennison Land Company, had many claims to fame.

He was a member of the famous Fighting McCooks family, a Democratic nominee for governor, a law partner of Secretary of War Edwin M. Stanton and attorney general of Ohio.

Title to the land was taken by McCook, a widower, so that he could make deeds or transfers without signatures of the other owners and their wives. His signature still may be found on old records in this county.

McCook was born at Canonsburg, Pa., Nov. 2, 1821, the son of Major Daniel and Martha Latimer McCook. When he was quite young the family moved to Columbiana County in Ohio and remained there until George was nine years old when they came to Carroll County.

#### Studied With Stanton

While living in Carroll County, McCook attended Franklin College at New Athens in Harrison County and at the close of his college education he studied law in Stanton's office.

Admitted to practice by the Supreme Court of Ohio, then sitting in Trumbull County, he became a partner of Stanton's in 1843.

As an attorney he became active as a politician and was a prominent member of the Democratic Party until his death.

With the outbreak of the Mexican War, a company of volunteers, called "The Steubenville Grays" was organized in Steubenville in May, 1846 and elected McCook as captain. On May 27 the company left for Camp Washington at Cincinnati where it became Company 1 of the Third Ohio Infantry.

McCook was soon promoted to lieutenant colonel and a short time before the regiment returned, he was placed in full command when his predecessor, Col. Samuel R. Curtis, was made inspector general.

#### Wrote Ohio Reports

Returning from Mexico, the regiment was mustered out on July 3, 1847. On his return to Steubenville, McCook resumed his partnership with Stanton until he was appointed reporter of the Supreme Court of Ohio in 1852. He served in that post only one year, but prepared the first volume of the Ohio State Reports under the new Constitution.

In the fall of 1853, McCook was elected attorney general of Ohio by a large majority on the Democratic ticket, defeating the Whig candidate, William H. Gibson, and the Free Soil candidate, Cooper K. Watson. He served the full two-year term in 1854 - 56, but was defeated by Francis D. Kimball in a bid for re-election.

#### Was Railroad Attorney

McCook's legal practice was largely as counsel for the Steubenville and Indiana Railway Co. In 1859 he went to Europe to sell first mortgage bonds for development of the railroad. When the Civil War broke out, McCook was appointed by Gov. Dennison to be in command of the first Ohio regiments which left Columbus.

McCook took charge of the 126th Ohio Infantry, later the 157th Ohio National Guards, which was part of the one hundred day troops which guarded rebel prisoners at Fort Delaware. His health, however, prevented him from taking a command that required active duty away from home.

When the troops were mustered out in September, 1864, McCook returned to Steubenville. The colonel was active in state Democratic circles and was chairman of the Ohio delegation at several national conventions. At the Democratic convention in Cincinnati in 1856, he nominated John C. Breckenridge as vice president on the ticket with James Buchanan and at the New York convention in 1868 he nominated Horatio Seymour for the presidency.

#### Ran For Governor

McCook himself was Democratic candidate for governor of Ohio in 1871, but was defeated at the polls by Edward F. Noyes. During the campaign he became ill and had to withdraw from campaigning. Afterwards he lived quietly at his home in Steubenville except for trips to Europe in quest for health.

He, along with Dr. Charles

Beatty, were the largest contributors in providing for the building of the Second Presbyterian Church at Steubenville of which he was a trustee. He was married to Miss Dick, an adopted daughter of Rev. Beatty.

McCook was the second son of Major Daniel McCook who had 10 sons. The famous Fighting McCooks actually were in two families. The head of the other McCook family was Dr. John McCook who had five sons in the Civil War.

George McCook died in New York Dec. 28, 1877, leaving three children, George W. Jr., Hettie B. and Robert McCook. He is buried at Steubenville.

J. Edgar Thomson, who was president of the Pennsylvania Railroad during its great development period from 1852 to 1874, was one of the top railroad presidents who were members of the Dennison Land Company.

#### Engineered Railroad

Thomson was elected first chief engineer of the P.R.R. at the age of 39 on April 19, 1847. He had joined the engineering corps of the state of Pennsylvania at the age of 19 after learning surveying from his father.

Thomson was born Feb. 10, 1808 in Springfield Twp., Pa., the son of John and Sara Lewis Thomson. In 1830 he was chief assistant in the engineering division of the Camden & Amboy Railroad.

He spent some time after that in Europe to study engineering methods and then returned to the United States in 1832 to ac-



# Company Agent

cept a job as chief engineer of the Georgia Railroad which was being constructed from Augusta to Atlanta.

## Designed Famous Curve

As chief engineer for the Pennsylvania Railroad, he was charged with building the line from Harrisburg to Pittsburgh which was completed in 1854. The famous Horseshoe Curve, an engineering marvel, stands as a tribute to the engineering ability of Thomson.

He was president of the railroad when the small railroad lines west of Pittsburgh were consolidated into the Pittsburgh, Cincinnati and St. Louis Railway and later leased by the P.R.R.

In the further expansion west, the Pittsburgh, Fort Wayne and Chicago Railroad Co. was incorporated on July 29, 1856 and Thomson was among 15 directors elected. He represented the interest and investment of the P.R.R. in the railroad. He also acquired interest in southern routes in the latter part of his term as president.

The end of his term, however, was filled with worries over the panic of 1873 and discontent of stockholders. He died at his home in Philadelphia May 27, 1874 after suffering several heart attacks. He was a member of the Philadelphia Park Commission and his estate was left in a trust to provide for education and care of daughters of railroad men killed in working, from which St. John's orphanage was established.

Thomson was married to Lavinia Frances Smith and had one adopted daughter.

## Follows Thomson

Following Thomson as president of the Pennsylvania Railroad was Thomas Alexander Scott who was elevated to that post on June 3, 1874 at the age of 59.

Scott was born at Fort Loudon in Franklin County, Pa., the son of Thomas and Rebecca Douglas Scott and was the seventh in a family of 11 children. When Scott was 12 years old his father died and he went to live with his oldest sister and brother where he became a store clerk. He was employed for a while (1847-49) as a clerk in a toll collector's office in Philadelphia.

## Employed Carnegie

After a number of jobs, Scott went to work for the railroad on Nov. 20, 1850 as agent at Duncansville, Pa. Scott's assistants at that time were Robert Pitcairn and Andrew Carnegie.

In 1852, Scott became superintendent in charge of the division running west from Altoona with offices at Pittsburgh. He was named general superintendent of the entire road Jan. 1, 1858 and was appointed first vice president of the railroad on March 21, 1860.

Secretary of War Simon Cameron named Scott an assistant

secretary in charge of all government railroads and he was given a temporary appointment as colonel and assistant quartermaster general.

He was president of the Pennsylvania Company, a subsidiary of the P.R.R. which operated certain railroads controlled by it west of Pittsburgh. His term was from January, 1871 to June, 1880 in this capacity. He was president of the Union Pacific Railroad from March, 1871 to March, 1872, possibly in an attempt to bring it under the P.R.R. influence, but that attempt failed. He also was president of the Texas and Pacific Railroad from 1872 to 1880.

Because of ill health, he resigned as president of the Pennsylvania Railroad on June 1, 1880

when he was only 56 years old. He died at his home in Woodburn, Darby County, Pa. on May 21, 1881.

Scott was married to Anna Margaret Mullison in 1847 and married a second time to Anna Dike Riddle in 1865 by whom he had six children.

## Two Famous Brothers

The two famous brothers in the Dennison Land Company were Thomas Lightfoot Jewett and Hugh Judge Jewett, both attorneys and railroad presidents.

Thomas, the older brother, was receiver of the Steubenville & Indiana Railroad and his brother was receiver of the Central Ohio Railroad when those two railroads became financially unsound and a consolidation of railroads was effected.

Thomas was born near Bellair in Harford County, Md., the son of John and Susannah Judge Jewett who were distinguished members of the Society of Friends (Quakers). His mother AS THE DAUGHTER OF Hu Judge, whose name is well known in the historical records of that faith in Pennsylvania and Maryland.

Thomas was the oldest of seven children and left home at the age of 14. He was at one time a partner in a business in New York and reportedly amassed and lost a fortune.

He then began studying law and was admitted to the bar in Kentucky, where he practiced for awhile and was married before moving to St. Clairsville in 1838. After a short while there, he moved again to Cadiz and became associated with Samuel Peppard in law practice.

## Lived In Cadiz

After living in Cadiz for seven years, Jewett moved to Steubenville where he formed a partnership with Thomas Means. In 1848 he was elected judge of the Eighth District Common Pleas Court at Steubenville and served in that office from February, 1852 until resigning in October, 1854, to accept the presidency of the Steubenville & Indiana Railroad.

Jewett was named president of the railroad after the death of James Means and exhibited rare executive ability in extending and strengthening the road. During his 15 years as president, the company acquired many new lines and was consolidated with other railroads to become the Pittsburgh, Cincinnati and St. Louis Railroad. Jewett had executive control of this railroad and was an intimate friend of both Thomson and Scott.

## Suffers Stroke

In 1871 while still president, Jewett suffered a stroke and had to resign. He was offered the presidency of the Erie Railroad but had to decline because of his health. The post then was given to his brother.

In 1875, partially recovered from the stroke, he went to New York City to attend his brother who was injured in a fall from a carriage, but died there himself of a heart attack.

Continued



Hugh J. Jewett was born in Lansdowne in Harford County, Md., on July 1, 1817.

He attended Hopewell Academy in Chester County, Pa., and studied law with Col. Jonathon C. Groome of Elkton, Md., who was later governor of Maryland.

#### Came To St. Clairsville

Jewett attended Hiram, Ohio, College and after his admission to the bar in Maryland in 1838, he came to St. Clairsville where he formed a partnership with Isaac Eaton who later became a prominent Kansas lawyer.

About 1850, Jewett moved to Zanesville where he formed a partnership with Congressman John O'Neill. He was elected president of the Muskingum Branch of the Ohio State Bank there in 1852 and the bank passed triumphantly through the panic of 1857.

In 1853 he was a member of the Ohio Senate and was named U. S. district attorney for the Southern District of Ohio the same year. Jewett also was a presidential elector that year.

#### Joined Central Ohio

He entered railroading in 1855 when he was elected a director of the Central Ohio Railroad. He became president of the railroad in 1857.

Jewett was nominated as the Democratic candidate for governor at the state convention on Aug. 7, 1861 when Democrats

were hostile to the war, but Jewett was a staunch Union man. He was defeated, however, by David Tod who followed William Dennison as governor. Tod named Jewett a commissioner to canvass the state to

work up public sentiment for the war.

Jewett was offered a commission as general in the Army during the war, but declined because of his railroad duties. As a successful railroad official he was elected president of the Little Miami Railroad, the Columbus & Xenia and Cincinnati & Muskingum Valley railroads in 1869 and vice president of the Pittsburg, Cincinnati & St. Louis Railroad.

#### Elected To Congress

In 1870 he was nominated for Congress in the Seventh District but was defeated by Samuel Shellabarger. Shortly after that he moved to Columbus where he was elected to Congress from the Twelfth District in 1872.

He served as general legal counsel for the Pennsylvania Company in 1871.

In 1873 he accepted the post as president of the Erie Railroad declined by his brother and served in that post until 1874 when he retired from active business life due to ill health.

#### Saved Railroad

He is credited with saving that railroad from bankruptcy brought on by foreign speculators and proxy peddlers. Jewett won an honorable name among the great railroad managers of the nation.

He was widely mentioned as a candidate for the presidential nomination by the Democratic Party in 1880.

He was a patron of the Metropolitan Museum of Art in New York and member of a number of societies and clubs.

He was first married at St. Clairsville on June 20, 1840 to Sara Jane Ellis who died when they lived in Zanesville on Oct. 13, 1850. He married again in Putnam, Ohio on April 10, 1853 to Sarah Elizabeth Guthrie Kelly, a widow.

Jewett died at the Bon Air Hotel in Augusta, Ga., March 6, 1898.



# Company Studied Another Name, Site For Community

By HARRY LIGGETT

Except for the fact that the price of the land was right, the community of Dennison might be located at another spot along the railroad.

The community almost had another name, too, according to an account given to us by M. R. Moody, president of the First National Bank. The bit of history was handed down from his grandfather, Maurice Moody, who later became sole owner of the Dennison Land Company which founded the community.

When it was decided to move the railroad shops from Steubenville to a central location halfway between Columbus and Pittsburgh, efforts were made to purchase land at Lock Seventeen for this purpose.

Land was required for a complete locomotive and car shop

with extensive freight yards. But the price asked of \$300 per acre at Lock Seventeen seemed prohibitive. When Major John Welch offered to sell 132 acres at \$50 per acre on the east side of Little Stillwater Creek adjoining Uhrichsville, it was thus accepted by the promoters.

The land was part of the 1,500 acres of the Rathbone Tract in Mill Township which had been purchased by Michael Uhrich, founder of Uhrichsville, in 1864. Welch, who was married to the daughter of Jacob Uhrich, became one of the wealthy men of the county and lived in a brick mansion on the present site of the Dennison High School building.

The Land Company at first proposed to call the town to be laid out by the name of "Colon" the same as the city at the

north entrance to the Panama Canal.

The choice of that name, according to the account, was probably because all engines were to change at Dennison and take on coal.

However, it was later decided to name the town for Governor Dennison who had become a national figure and was Postmaster General. Another town in Ohio, it is reported, had the same name but Dennison as Postmaster General had the name changed to Sherman and the co-partnership did business as the Dennison Land Company.

The town became familiar to all railroaders as the principal point on the line between Columbus and Pittsburgh.



# Maurice Moody Handled Land Company Business

By HARRY LIGGETT

Although he was not among the original 10 men who formed the Dennison Land Company, much of the business of the partnership which founded Dennison was handled by the late Maurice Moody.

The Land Company owned most of the land on which Dennison was situated and Moody took care of the company's business as local agent for the trustee, Col. George McCook who was a resident of Steubenville.

When McCook died in 1873, Moody took his place as agent for the company and when Governor Dennison died the following year his interests also were acquired by Moody. In later years, Moody, along with E. B. Taylor and C. B. Street, acquired the interests of the other members or their heirs.

Street was a local master mechanic and brother-in-law of Robert Pitcairn, banking official in charge of the Pennsylvania Railroad at Pittsburgh and points west. Taylor was division superintendent and later became a vice president of the Pennsylvania Company, a wholly owned subsidiary of the Pennsylvania Railroad which operated railroads west of Pittsburgh for the P.R.R. He served in that post from January, 1902 to February, 1920.

#### Became Sole Owner

Moody eventually became the sole owner of the Land Company and thus became one of the community's most influential citizens.

He was born July 20, 1847 at New Market in Harrison County, the son of Thomas and Rachel Hutchinson Moody. When he was three years old his parents moved to a stage coach station just outside Scio. His father was a blacksmith and took care of the horses used for the stage coaches.

#### Moved To Uhrichsville

Two years later, in 1852, the Moodys moved to Uhrichsville. The family lived first on Water Street, later on the corner of

Second and Main streets and finally on the northeast corner of Third and Uhrich streets where the U. S. Post Office now stands.

After finishing school at Uhrichsville in 1863, Moody taught a term of school there and worked in the George Goodman clothing store.

In 1864, Moody became a clerk in the provost marshal's office at New Philadelphia during the Civil War. When the war ended he was chief clerk of the Provost Marshal's office at Barnesville and closed that office.

#### Advanced Rapidly

Moody's first job on the railroad was in the oil room of the old Steubenville and Indiana Railroad at Dennison. He was made a night storekeeper within six months and in another half year was made day storekeeper. He had not been employed two years by the railroad when he was made chief clerk to D. P. Denmead who was then master mechanic.

Moody served in that job from 1868 to 1903, but in 1875 he also was made chief clerk to the two division superintendents of the railroad which was then the Pittsburgh, Columbus, Cincinnati and St. Louis Railway.

When the two divisions were consolidated under Taylor and moved to Pittsburgh, Moody declined an offer to move there as chief clerk because of his duties with the Land Company in Dennison. He then returned to his old job as chief clerk to the master mechanic.

In 1872, Moody established the Dennison Building & Loan Co., which was designed for some reason to operate for 10 years on a terminating basis. Moody served as secretary.

In 1884, he organized the Dennison and Uhrichsville Building and Loan Co. and served as secretary and treasurer. Street was president of the company. The firm made a record as one of the oldest building and loan associations in Ohio during Moody's many years as president.

Moody and Street in 1888 became stockholders of the Delaware Co. which built the waterworks at Dennison and Moody was the first secretary and for many years president of the Dennison Water Supply Co., which was purchased by the municipal governments in Uhrichsville and Dennison in 1948.

The water plant later was sold to other private companies and finally sold to municipal governments in 1948.

As a real estate agent, Moody laid out Thornwood Park in 1887. He was vice president of the Dennison Sewer Pipe Co. at the east corporation limits of the community, which later was purchased by Stillwater Clay Products and was sold in bankruptcy in 1963.

Moody was a director of the Dennison Foundry and Machine from the clay plant, and was president of the Bowling Coal and Mining Co. which provided coal for the clay plant.

Moody also had an interest in the Tuscarawas Chronicle, around 1880, and retained an interest until about 1894.

He was a pioneer banker in the Twin Cities and in the early 1900s was president of the Union Bank in Uhrichsville, the Dennison National Bank and the Dennison and Uhrichsville Building and Loan Co.

In 1895, Moody became associated with I. E. Demuth and T. A. Latto in the Union Bank at 127 E. Third St. The Union Bank was founded by George Johnson in 1874 and when Johnson retired in 1893, the bank was turned over to Demuth and Latto.

Moody joined the two men and became president of the bank while Latto served as vice president and Demuth as cashier.

With the failure of the Farmers & Merchants Bank in November, 1895 and the Dennison Deposit Bank in July, 1896, the Union Bank was the only one left in business in the Twin Cities.



Moody, Latta and Demuth in 1897 established the Merchants and Mechanics Bank, located at 213 Grant St. in Dennison with E. D. Moody as the executive in charge. This became the Dennison National Bank which was incorporated under the National Banking Act in 1903.

The bank was moved to 308 Grant St. and was the successor to the present First National Bank which was established on Oct. 16, 1933, and is still in business in the same location.

#### Resigned Railroad Job

Moody was president of the Dennison National Bank from the date of its founding. When Demuth died in 1903, Moody resigned his post as chief clerk to the master mechanic to devote full time to his banking duties.

He was married on June 6, 1871 to Clara J. Keepers whose

father, William V. Keepers, was the first mayor of Uhrichsville. When they were married, they moved into a new home which Moody built at 514 E. Third St. where he resided until his death on Jan. 23, 1923, at the age of 75.

One of his sons, William, was cashier of the Union Bank and the other, Edwin D., was cashier of the Dennison National Bank.

Edwin D. Moody took over as president of the Dennison National Bank in 1924 after his father's death. His other son, William, was president of the Union Bank.

Maurice Moody had three grandsons and one granddaughter.

Sons of Edwin D. Moody include M. R. Moody of McKee Road, Dennison, who took over as president when his father died Sept. 13, 1946; William of Cuyahoga Falls, Ohio, and Edwin Street Moody, who died June 26, 1964. Their mother was the daughter of C. D. Street.

William Moody had a daughter, Mrs. Claire Florence Mofat of Fort Lauderdale, Fla.

Edwin Moody's son, William, has two daughters, Mrs. Larry (Elizabeth Eloise) Baker of Cuyahoga Falls and Mary Lynn Moody, a senior at Ohio State.

M. R. Moody still has in his possession a cash journal of the Dennison Land Company, dating from the year he took over as agent in 1878. The journal shows interesting figures on rental of houses, money paid for labor and other business transactions.



# First Business Located South Of Railroad Tracks

By HARRY LIGGETT

In the early days of this community, when councilmen felt Grant Street wasn't important enough for sidewalks, much of the business of the community was south of the railroad tracks.

The first business concern in Dennison was built by John Benson on the corner of Logan and First streets. It is reported that the first drygoods and general merchandise store was started in one of the rooms of the building.

The first grocery store was started by W. W. Wallace in the front room of a one-story house belonging to E. W. Showman at the corner of S. Fourth and Bank streets, near the railroad tracks. That store afterwards was moved to the Benson building and then to a location on Third Street.

Wallace, a native of Jefferson County, came to Dennison in 1867, at the age of 14.

The Benson building was opened in October, 1868. It occupied two floors of a building 20 by 50 feet which provided space for groceries, provisions, yard goods and other merchandise for the home.

The first drug store was opened by Dr. T. H. Wilson in the fall of 1871 in one of the rooms of the Benson building. This store was moved to the brick building at the corner of Third and Center streets in November, 1872, and was purchased by W. W. Alexander in 1873, and soon after by Finney and Trader.

The first tinware store was started by Foster & Woodborne in the Benson building in November, 1872 and the first furniture store by John Hicks in October, 1873.

T. A. Woodborne, who later moved to Grant Street, served

two terms as township trustee and was mayor of Dennison in the 1880s. His store carried stoves, house furnishing and tin, copper and sheet iron. He installed spouting and did general job work.

One of the most extensive business ventures in Dennison was that of the Dennison Store Co. which erected a large three-story building at the corner of Fourth and Center streets and opened a general store with a stock of goods valued at \$20,000. The building was erected in 1870 and opened Nov. 14 that year.

Another big enterprise was the forerunner of the present T. Laming department store at the corner of Third and Grant streets.

In 1882 the Bell & Penn store erected buildings on the site for themselves and other tenants including a basement room 54 by 90 feet for storage and display of a large and varied stock of merchandise.

The drygoods department carried full lines of both foreign and American fabrics, silks and

ladies and gentlemen's furnishings. There was a boot and shoe department which carried all popular styles of boots and shoes and hats and caps. There also was a hardware and grocery department which carried farmers and mechanics tools, table silver, pocket knives, builders' supplies and glassware. Also available were tobacco, cigars and notions.



# Council Would Find Difficulty Living Under By-Laws Of 1873

By HARRY LIGGETT

Although Dennison celebrates the 100th anniversary of its founding this year, the municipal corporation did not actually start until 1873.

Probably one of the best sources of community history is the old records of council meetings which date back until April of that year.

Among the interesting first entries are the By Laws of the council of the incorporated Village of Dennison adopted April 22, 1873.

Council today sometimes would have a difficult time attempting to live up to the provisions of the by-laws.

Section 2, for instance, provides that no session shall be of greater length of time than two hours.

### Speaking Limited

Section 3 provides that "A member shall not speak upon a motion or resolution more than twice nor for a greater time than 10 minutes." The section

does say that this rule "shall not include a motion to adopt an ordinance."

The first section of the by-laws provided that "the president of the council shall enforce parliamentary rules in the transaction of business in all cases where rules are not made in the by-laws and ordinances for the government of the council."

There seemed to be some concern about absence of councilmen too.

There was a section of the by-laws providing for the clerk to

call the names of members absent from the previous meeting or meetings of council.

"The member whose name is called shall rise and show cause for his absence," the by-laws stated.

### Compelled Attendance

In fact, an ordinance which was approved at the second recorded meeting of council on April 22, 1873, compelled members to attend council meetings.

The ordinance provided that "it shall be unlawful for any member of the council of the incorporated Village of Dennison to absent himself from any regular meeting of the council.

The ordinance provided for a fine of from 50 cents to five dollars for violation of the ordinance-at the discretion of council.

Council meeting night, scheduled at the first meeting on April 15, 1873, was every Tuesday night. Council still meets on Tuesday evenings, but now on the first and third Tuesdays. Bonds set for the first village officers were mayor \$500, treasurer \$1,500, clerk \$200 and marshal \$400.



# First Council Kept Busy Organizing Corporation

By HARRY LIGGETT

The first village council in Dennison had a busy time organizing the municipal corporation.

Elected in April, 1873 as the first officials of the municipal corporation were Mayor Thomas McCormick, Treasurer David T. Denmead, Clerk Charles B. Willoughby and Marshal Elias W. Showman.

Elected to council for two-year terms were Joseph Healea, Henry B. Keffer and John McHattie. Elected for one-year terms were Frederick J. Anderegg, Thomas Shipton and James C. Johnson.

McHattie, Anderegg and Johnson were named to a committee to draft the by-laws and the other three were named to the ordinance committee.

Business at the first recorded meeting of council on April 15, 1873 included renting of a room for the mayor's office from Showman for three months at six dollars per month with a privilege of a longer period if desired. The mayor also was authorized to purchase all the necessary books for himself, the clerk and treasurer.

Among the first ordinances adopted by council were those prohibiting rowdyism and indecent exposure, unnecessary shooting of firearms, obstructing of sidewalks, intoxication and assault. Five ordinances covering these offenses were approved at the second session of council on April 22, 1873.

Other ordinances set the salary of the marshal at \$300 per year and the clerk's at \$100 per year.

At the second meeting, council appointed John Parker as the first street commissioner of Dennison. His salary was later set at \$2 per day.

Council minutes also give an insight into other aspects of life in the community in those early years.

Council at its second meeting tabled a bill of W. W. Wallace for groceries and Dr. T. H. Wilson for medicine for the relief of Isaiah Moore and family afflicted with smallpox.

The need for a village scale, apparently was important. At its third meeting, council approved a motion to purchase a six-ton scale to be built by Aug. 1. The scale was to cost \$250 and be paid for on a nine-month term.

Before the first month was over, council began inquiring about purchase of lots which

would be suitable for erecting public buildings. Shipton, McHattie and Anderegg were named to a committee to acquire the land.

The committee on June 17 reported to council that they purchased two town lots at the corner of Third and Grant streets to be paid for in two payments, one in March, 1874 and the other in March, 1875 for \$900 from Mrs. Rhoda Morgan.

The first levy of taxes was approved at council's fourth meeting on May 12, 1873.

The four mills included one mill set aside for maintaining the corporation house, one and a half mills for streets and the street commissioner's salary, three-fourths of a mill for police, one-fourth mill for sanitary purposes and one-half mill for general purposes.



THE DENNISON STORY



HENRY M. ALEXANDER



WILLIAM CLEMENT



ASHBEL GREEN



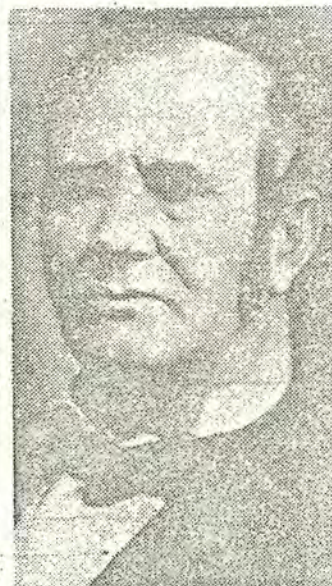
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HUGH J. JEWETT



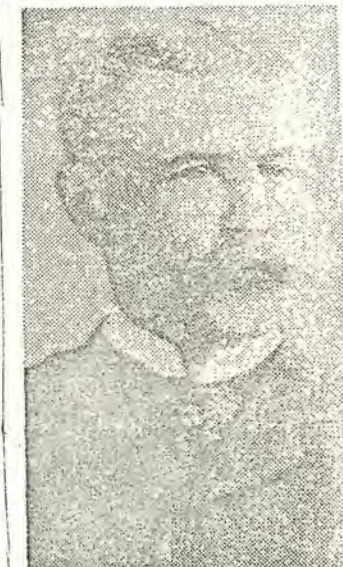
GEORGE W. MCCOOK



GEORGE M'ILVAINE



THOMAS A. SCOTT

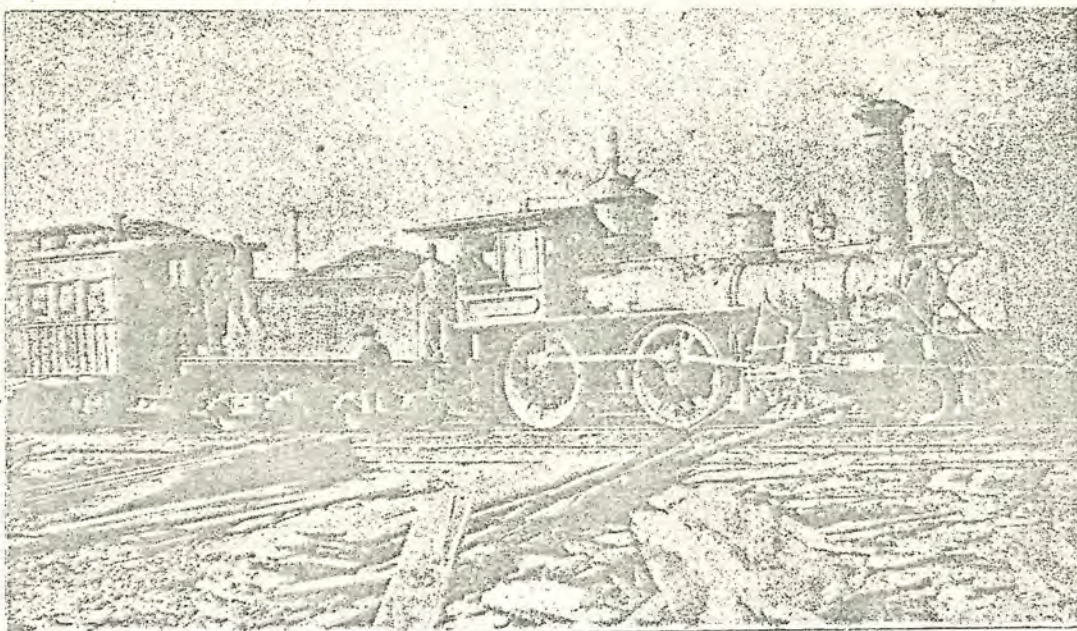


J. EDGAR THOMPSON









**OVER A CENTURY AGO**—What must have been an exciting event was when this first train rolled into Cadiz on the Cadiz branch which was constructed as a part of the Steubenville and Indiana Railroad which was built through Dennison in 1854. The photograph was loaned for use by the Cadiz Republican.









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